



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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSER: Seneca Group
Ian Kell (206) 628-3150

LOCATION OF PROPOSAL: 600 108th Avenue NE

DESCRIPTION OF PROPOSAL: Approval of applications for Master Development Plan, Design Review and Variance to construct a two phased development that will support two office towers with ground level active uses on property located between 108th Avenue NE and 110th Avenue NE. The Master Development Plan total site area is 155,906 square feet. Phase 1 would redevelop the east portion of the site (approximately 98,084 square feet) which is detailed in the Design Review and Variance approvals. Phase 2 would redevelop the west portion of the site at a future date. Phase 1 includes a 43-story office tower over six below-grade parking levels with 992 parking stalls, totaling 1,140,035 gross square feet. Additional improvements for Phase 1 include outdoor plaza space, a major public open space, two through block pedestrian connections, landscaping, lighting and construction of a 30-foot wide section of the Major Pedestrian Corridor. Phase 2 will include a future 33-story office tower and would tie into the below grade parking garage under Phase 1. A Variance from prescribed land use code standards is requested and approved for the Phase 1 project to increase the size of the first floorplate above 40' (30,206 sq. ft. in lieu of 24,000 sq. ft.) as measured from average finished grade.

FILE NUMBERS: 19-131761-LD; 19-131740-LS; 20-101468-LP

PLANNER: Laurie Tyler, Senior Planner

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

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **1/21/2021**
- ☐ 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.

Elizabeth Stead
Environmental Coordinator

1/7/2021
Date

OTHERS TO RECEIVE THIS DOCUMENT:

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



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Refer to SEPA section in
staff report for additional
information.

SEPA Environmental Checklist

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

Purpose of checklist:

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

Instructions for applicants:

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

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

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

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

1. Name of proposed project, if applicable: [\[help\]](#)

Bellevue 600 – Phases 1 and 2

2. Name of applicant: [\[help\]](#)

Acorn Development LLC

3. Address and phone number of applicant and contact person: [\[help\]](#)

*Ben Spicer
Associate/Designer
NBBJ
206-223-5555*

4. Date checklist prepared: [\[help\]](#)

December 23, 2019 Revised May 18, 2020; Updated November 2, 2020

5. Agency requesting checklist: [\[help\]](#)

City of Bellevue Development Services Department

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

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

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

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

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

– Master Development Plan (MDP)/Administrative Design Review (ADR) Geotechnical Engineering Services, Geoengineers, 2019;

- Phase I Environmental Site Assessment, Aspect, March 2019;
- *Transportation Impact Analysis, TENW, November 2020;*
- GHG Emissions Worksheets, EA, 2020
- Arborist's Report, Tree Solutions, December 2019.

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

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

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

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

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

The Bellevue 600 project is a new office and retail development located in downtown Bellevue, directly north of and adjacent to the Bellevue Transit Center. The proposed project is planned to be developed in two phases: Phase 1 would redevelop the east portion of the site and Phase 2 the west portion of the site. Phase 1 will consist of constructing a 43-story office tower over six below-grade parking levels on the eastern portion of the project site currently occupied by the existing above-grade parking garage and the Sound Transit Rider Services building. Phase 2 will include demolition of the existing 600-108th Avenue NE building (Bellevue Corporate Plaza) and replacing it with a 27-story office tower. Additionally, Phase 2 will tie into the below grade structure completed during Phase 1. The project site is located in the Eastside Center District in Downtown Bellevue.

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

Subject to change. →

6th Street Pedestrian Corridor will be enlivened by retail and other active uses. A significant outdoor plaza in the middle of the block will create a landscaped pedestrian connection to the north and a place of respite for residents, commuters, and downtown workers.

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

976 (992 including daycare)

1,606 ~~1,730~~ stalls - ~~996~~ stalls during Phase 1 of the project and ~~734~~ 630 stalls during Phase 2. The code requires a 2.0/1,000 net square feet ratio of parking stalls to office space- which amounts to 2,472 total stalls. The project seeks a departure to 1.31 stalls per 1,000 net square feet to reduce the amount of required parking based on a parking demand study that was completed for the project that indicated employees were more likely to use transit options to get to work rather than SOVs. City code states that property owners may design and construct up to 50% of the approved parking spaces in accordance with the dimensions for "compact" stalls rather than "standard" stalls; the code also allows up to 65% of approved parking spaces in accordance with the dimensions for "compact" stalls if approved through an administrative departure - the project proposes to include up to 65% compact stalls through this departure. Parking for approximately 474 bicycles in Phase I would also be provided. Vehicle access for parking, loading, and service is consolidated on the north side of the site via a private access roadway connecting 110th Avenue NE to 108th Avenue NE.

The proposed project is also seeking an administrative variance to increase the maximum floor plate of Level 4 from 24,000 sf to 29,247 sf. Granting the variance would recognize the unique site constraints while promoting an inviting pedestrian experience adjacent to the Bellevue Transit Center and the Pedestrian Corridor, and would allow retail/restaurant space on the north and east side of the outdoor plaza at the pedestrian level to have higher ceilings, improving the quality of the public-oriented retail/ restaurant spaces surrounding the plaza, and would result in a design that is consistent with the spirit and intent of the Land Use Code without granting special rights

to the Applicant.

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

Total gross square footage (per City of Bellevue LUC Chapter 20.50 code definition) for the project is approximately 1,642,043 square feet, with a chargeable FAR of 1,430,179 square feet. **Refer to staff report for complete FAR breakdown, including FAR transfer between phases.**

See Figures 1-5 in Appendix A.

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

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

B. Environmental Elements [\[help\]](#)

1. Earth [\[help\]](#)

- a. General description of the site: [\[help\]](#) (select one): ☒ Flat, ☐ rolling, ☐ hilly, ☐ steep slopes, ☐ mountainous, other: Refer to 1.b below for qualification of flat.
- b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

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

southeast corner of the project site (Phase 1).

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

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

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

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

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

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

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

layers/lenses of sand with variable silt content. This layer of cohesive silt and clay was observed to be approximately 5 feet thick in the northeastern portion of the site and range up to approximately 20 feet thick in the southwestern portion of the site.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. Air [\[help\]](#)

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

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

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

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

Construction dust mitigation measures per Clear & Grade Code BCC 23.76

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

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

The worksheet estimates are based on building use and size. In total, the estimated lifespan emissions estimate for the Bellevue 600 project is approximately 2,503,911 MTCO₂e for all Phases, with each Phase contributing the following individually:

- Phase 1 - 1,529,534 MTCO₂e*
- Phase 2 - 974,377 MTCO₂e*

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

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

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

- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

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

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

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

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

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

3. Water [\[help\]](#)

a. Surface Water :

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

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

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

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

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

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

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

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

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

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

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

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

b. Ground Water:

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

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

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

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

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

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

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

c. Water runoff (including stormwater):

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

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

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

Please see the descriptions below for project phasing:

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

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

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

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

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

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

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

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

Stormwater from new impervious surfaces would be managed per the 2017 City of Bellevue Storm and Surface Water Engineering Standards.

-Flow control will be provided to minimize the impact of impervious surfaces;

-Water quality treatment will be provided to minimize pollutants entering surface and ground water;

-Low impact development will be evaluated and implemented to the maximum extent feasible to simulate predeveloped conditions.

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

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

- a. Check the types of vegetation found on the site: [\[help\]](#)

☒deciduous tree: alder, maple, aspen, other: *other*

☒evergreen tree: fir, cedar, pine, other: *other*

☒shrubs

☐grass

☐pasture

☐crop or grain

☐Orchards, vineyards or other permanent crops.

☐wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: *Click here to enter text.*

☐water plants: water lily, eelgrass, milfoil, other: *Click here to enter text.*

☐Other types of vegetation: *Click here to enter text.*

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

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

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

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

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

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

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

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

The MPOS located at corner of 110th Avenue NE and the Pedestrian Corridor (NE 6th Street) will be approximately 3,318 sf. The outdoor plaza area that will be located between Phases 1 and 2 at the middle of the block on the south side of the project site just north of the Pedestrian Corridor will be approximately 19,903 SF. Both the MPOS and a large portion of the outdoor commons area will be built during Phase 1 of the proposed project.

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

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

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

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

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

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

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

Examples include:

birds: ☐hawk, ☐heron, ☐eagle, ☒songbirds, other: *seagulls, pigeons*

mammals: ☐deer, ☐bear, ☐elk, ☐beaver, other: *squirrels*

fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, other: *None*

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

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

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

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

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

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

- e. List any invasive animal species known to be on or near the site. [\[help\]](#)

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

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

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

Electricity is the primary source of energy that would serve the proposed development. During operation, electricity would be used for project heating, cooling, hot water, cooking and lighting.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

-The project will be all-electric (no natural gas) to help reduce carbon emissions that contribute to climate change.

-The garage structure will be steel to reduce the amount of embedded carbon.

-The project will achieve enhanced water savings by using a greywater system.

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

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

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

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

A Phase I Environmental Site Assessment (ESA) Report (Aspect Consulting, 2019) was completed for this project, and is on file with the City of Bellevue. The Phase I ESA identified one recognized environmental condition (REC) for the Bellevue 600 project site:

- 1. Historical BB Cleaners site located approximately 160 feet to the southwest of the project site - No releases or violations were indicated for this former dry cleaners site; however, because this site is located within 200*

feet of the Bellevue 600 site, soil gas under the Bellevue 600 project site was evaluated to assess the potential for vapor intrusion.

Results from this evaluation of the potential for vapor intrusion impacts indicated that no further soil and/or groundwater sampling was warranted related to environmental due diligence and occupancy of the existing buildings.

2. The Phase I ESA also identified the potential of fill from an unknown source that may have been placed at the property during previous development activities. Fill material/soil is commonly found at urban development sites and often contains scattered contaminants that cause the fill material/soil to require special handling and disposal.

Focused soil and groundwater sampling and laboratory analysis was conducted at the Bellevue 600 project site as part of preconstruction planning. The results of the sampling found no evidence of property-wide contamination requiring cleanup or any evidence of contamination in deeper native soils; however, two locations were identified in the Phase 2 portion of the project site where the shallow fill soil contained contaminants at concentrations greater than the Ecology Model Toxics Control Act Method A cleanup levels for unrestricted land use. The soil and water generated during excavation for project construction will be handled and disposed of in accordance with applicable regulations, as part of a soil and groundwater management plan discussed in Section 7.a.5.below.

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

None are known.

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

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

- 4) Describe special emergency services that might be required. [\[help\]](#)

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

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

A soil and groundwater management plan will be prepared to guide the handling and disposal of soil and water generated during construction excavation activities, in accordance with applicable regulations. The plan will also provide recommendations to guide the response to any undocumented environmental conditions of potential concern discovered during construction activities.

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

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

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

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

Construction-related noise would occur as a result of on-site construction activities associated with the project. Construction noise would be short-term and would be the most noticeable noise generated. The proposed project would comply with provisions of Bellevue City Code - Chapter 9.18 Noise Control.

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

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

8. Land and Shoreline Use [\[help\]](#)

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

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

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

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

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

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

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

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

- c. Describe any structures on the site. [\[help\]](#)

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

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

- d. Will any structures be demolished? If so, what? [\[help\]](#)

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

- e. What is the current zoning classification of the site? [\[help\]](#)

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

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

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

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

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

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

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

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

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

per employee in the Bellevue Urban Center.

Overall, the proposed project could employ approximately 4,673 to 6,230 people in the office/retail buildings, although the occupancy allowed by the building code is higher.

For Phase 1 of the proposed project, approximately 2,852 to 3,802 people could be employed, and for Phase 2, approximately 1,821 to 2,428 people could be employed.

- j. Approximately how many people would the completed project displace? [\[help\]](#)

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

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

No housing impacts would occur and no measures are proposed.

10. Aesthetics [\[help\]](#)

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

*The approximate height of the office tower for Phase 1 on the site would be approximately 600 feet above the average finished grade, and the office tower for Phase 2 would be roughly 392 feet. **Subject to change with Phase 2 Design Review.***

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

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

See Appendix A for a detailed response to this question.

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

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

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

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

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

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

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

Project
subject to
Light and
Glare
requirements
of LUC
20.20.522

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

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

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

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

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

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

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

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

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

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

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

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

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

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

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

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

13. Historic and cultural preservation [\[help\]](#)

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

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

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

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

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

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

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

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

14. Transportation [\[help\]](#)

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

A Transportation Impact Analysis (TENW, 2020) was completed for this project and is available in the City's project file.

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

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

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

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

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

1,606

*The completed project will provide approximately ~~1,730~~ parking stalls - ~~996~~ stalls during Phase 1 of the project and ~~734~~ stalls during Phase 2. **992 and 630***

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

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

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

Refer to
Transportation
Analysis
section of
Staff Report
for updated
information.

be determined in ADR permitting.

Frontage improvements will be in accordance with City requirements.

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

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

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

Full buildout of the Bellevue 600 project is estimated to generate 1,096 net new weekday PM peak hour trips (290 entering, 806 exiting).

-Phase 1 is estimated to generate 818 net new weekday PM peak hour trips (209 entering, 609 exiting), and

-Phase 2 is estimated to generate 278 net new weekday PM peak hour trips (81 entering, 197 exiting).

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

These estimates were based on the methodology in the ITE Trip Generation Manual, 10th Edition.

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

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

- h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)

The payment of transportation impact fees will be required at building permit issuance, which will help fund the City of Bellevue planned transportation improvements throughout the City. Office buildings 50,000 sq. ft. or greater are also required to implement a Transportation Management Program (TMP) consistent with City code requirements to encourage use of non-SOV modes of transportation. The goal for this TMP should be set to reduce single-occupant vehicle trips during the peak commute period to a maximum of 33% of all trips.

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

15. Public Services [\[help\]](#)

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

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

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

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

16. Utilities [\[help\]](#)

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

All utilities are currently available at the site.

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

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

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

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

C. Signature [\[help\]](#)

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

Signature: Michele Sarlitto

Name of signee: Michele Sarlitto

Position and Agency/Organization: Senior Environmental Planner - EA Engineering, Science, and Technology, Inc., PBC

Date Submitted: *December 23, 2019*

Revised May 18, 2020

Updated November 2, 2020

**Attachments to the SEPA
checklist can be found in the
project file.**



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: 600 Bellevue

Proposal Address: 600 108th Avenue NE

Proposal Description: Master Development Plan approval of a two-tower office development built in two phases. Design Review and Variance approval for Phase 1, which includes a 600-foot office tower within the Downtown-O-1 Land Use District.

File Number: **20-101486-LP; 19-131761-LD; 19-131740-LS**

Applicant: Ian Kell, Seneca Group

Decisions Included: Process II, Combined Master Development Plan, Design Review and Variance Decisions and SEPA Determination

Planner: Laurie Tyler, Senior Planner

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

Elizabeth Stead

Elizabeth Stead, Environmental Coordinator
Development Services Department

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

By: *Elizabeth Stead*

Elizabeth Stead, Land Use Director

Date of Application: December 24, 2019 (LD/LS) & January 17, 2020 (LP)
Notice of Application: February 6, 2020
Public Meeting: February 26, 2020
Decision: January 7, 2021
Appeal Deadline: **January 21, 2021, 5 PM**
MDP/LD Expiration: January 7, 2031(10 years)/January 7, 2023 (2 years)

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

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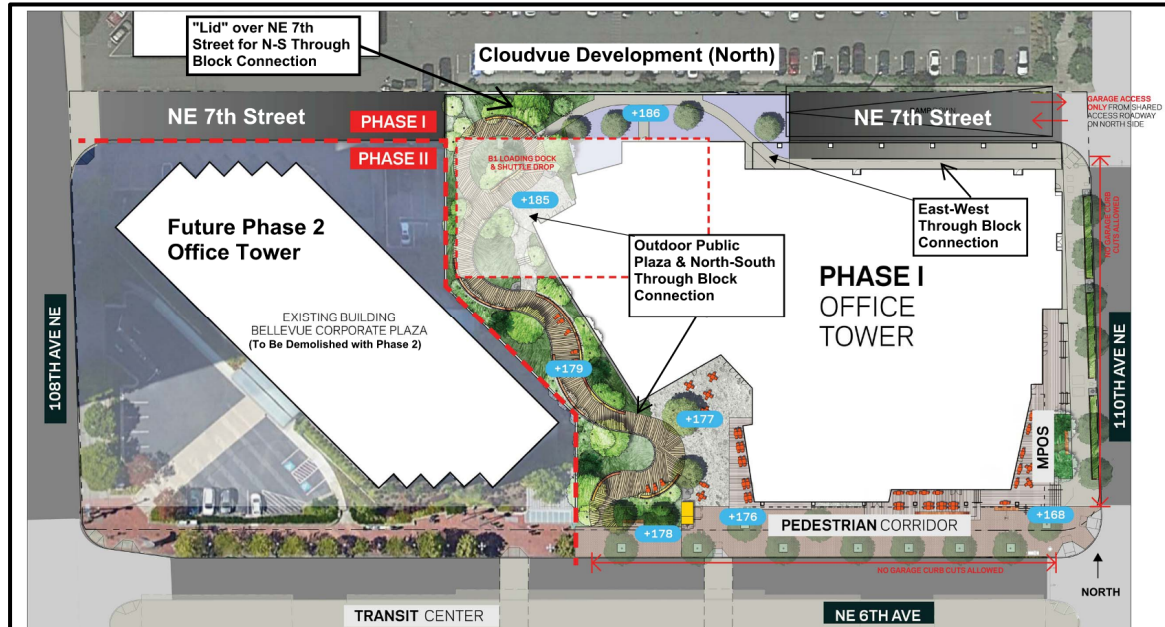
- A. 2020 Comprehensive Plan Matrix and Downtown Design Guidelines
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- H. Project Drawings (Located in Project File)

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 to demolish an existing office building and above grade parking structure to construct a two-phased development that will support two office towers with ground level active uses. Site improvements include construction of a new private shared access roadway (NE 7th Street), utility infrastructure, site landscaping, outdoor plaza areas, street frontage improvements and the Major Pedestrian Corridor. The subject site is located at 601 110th Avenue NE, within the Downtown-Office-1 Land Use District and is approximately 155,906 square feet (3.57 acres) in size. Phasing of the MDP is planned to occur over a period of ten (10) years, with an integrated sequence of infrastructure and building development. Phase 1 includes the construction of the eastern office tower. The Phase 1 Design Review approval will be vested for 2 years as construction will occur following approval of the application, while Phase 2 is anticipated to occur in the years following Phase 1. The applicant has requested extended vesting for the MDP of ten years to accommodate the Phase 2 development. **Refer to Section XV.A for Condition of Approval regarding Vested Status of Master Development Plan and Vested Status of the Design Review.**

MDP Phasing Plan & Overall Site Plan



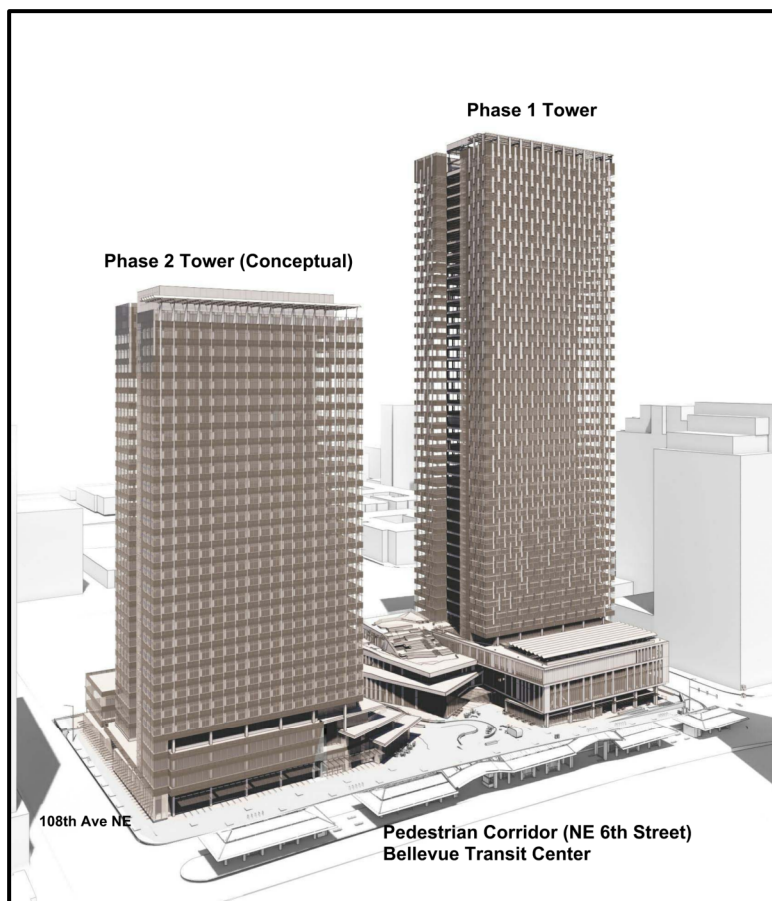
As part of this application, the applicant also requests a Threshold Determination under the State Environmental Policy Act (SEPA), Design Review and Variance approvals to construct Phase 1 of the MDP, which will redevelop 98,084 square feet of the eastern portion of the MDP. Phase 1 includes a 43-story office tower over a 4-story podium, and six levels of below grade parking, totaling 1,140,714 gross square feet. The garage includes 992 parking stalls to be accommodated within the six levels

of below grade parking. The applicant also requests a variance to allow the maximum floor plate size requirement to be measured at 44.15' in lieu of 40' above averaged finished grade. This would allow the project to have one floorplate measured at 44.15' exceed the maximum floorplate size by 5,247 square feet (29,247 SF in lieu of 24,000 SF). Refer to Section IV.K below for additional discussion regarding this variance request.

In addition to the proposed Phase 1 office tower, a 30-foot wide section of the Major Pedestrian Corridor (NE 6th Street) is proposed along the southern property boundary of the site along the north side of the Bellevue Transit Center, as well as a required through block pedestrian connection running north-south on the western side of the development, and another through block pedestrian connection running east-west, on the northern side of the development.

Phase 2 is approximately 57,822 square feet of the western portion of the MDP and will be redeveloped with a potential 29-story office tower at a future date. The applicant has provided preliminary information regarding Phase 2 for purposes of the MDP; however, review of the Phase 2 development will occur under a separate Design Review application later.

Southern Elevation Tower Massing – Phase 1 & 2



The applicant has requested one (1) Administrative Departure as part of the Master Development Plan application:

- Parking ratio reduction.

The applicant has requested two (2) Administrative Departures as part of the Design Review application:

- Build-to Line;
- Compact parking Stalls;

Departure requests are discussed in further detail in Section VI. below.

The Master Development Plan process is a mechanism by which the City can ensure that site development, including structure placement, vehicular and pedestrian mobility and necessary amenities are developed and phased to conform to the terms of the Land Use Code and other applicable City codes and standards. Each phase of development must demonstrate full compliance with the Land Use Code requirements at the time of Design Review application. No phase of development can rely on improvements in future phases of development. The MDP is binding and runs with the land. Therefore, the approved MDP will be required to be recorded with King County.

Refer to Section XV.D for Condition of Approval regarding FAR Amenity Bonus and Project Approval Recording.

B. Master Development Plan

Per Land Use Code 20.25A.030.B, applications for an MDP should identify proposed building placement within the project limit and demonstrate compliance with specific development requirements and standards pertaining to dimensional requirements, parking, pedestrian circulation, open space and landscape. The subject application has met all of these MDP requirements, as described below and throughout the remainder of this report.

Streetscape

The Master Development Plan site is bounded by 110th Avenue NE to the East, 108th Avenue NE to the West, NE 6th Street (Major Pedestrian Corridor and Bellevue Transit Center eastbound bus lane) to the South and NE 7th Street (shared access roadway) to the North. The proposal incorporates required street frontage improvements on all sides of the MDP, including the provision of the Major Pedestrian Corridor along NE 6th Street. Detailed designs of each frontage will be reviewed under each phase of development.

The applicant proposes a shared access roadway, which will be referred in this report as NE 7th Street. NE 7th Street will be the major access point to the below grade garage, bike parking and loading facilities for the development, including a proposed shuttle load/unload area for employees of the development and for rideshare services. Upon full MDP construction, this private, shared roadway along with the proposed Cloudvue development to the north will provide a full east-west connection via driveway entrances from 110th Avenue NE to the East and 108th Avenue NE to the West. A public access easement will be required along NE 7th to provide public access. Refer to Transportation section below for additional discussion.

Outdoor Plaza/Through Block Pedestrian Connections

The MDP incorporates an expanded north-south through block pedestrian connection with a large outdoor public plaza at the center of the site between the two proposed office towers, allowing for connectivity within the site and to the Transit Center directly south of the site. The MDP contemplates a “lid” over a portion of NE 7th Street to support connectivity between projects and additional landscaped areas and seating elements. Future connections to the property north of the site will be incorporated with the Phase 1 development and implemented with the development proposed to the north. In order to support the “lid” across the shared access roadway, a temporary concrete retaining wall will need to be constructed along the northern edge of the development, until which time the development north of the site constructs. The wall would then be removed, and the “lid” would be supported by horizontal cross beams into the development to the north. During the interim phase, the temporary wall along the northern property boundary will be required to be treated in order to provide a more aesthetically pleasing edge to the development and to help break down the mass of the wall during interim conditions. **Refer to Section XV.C for Condition of Approval regarding Shared Access Roadway Wall.** The MDP also provides an east-west pedestrian connection along the northern edge of the development to provide further connectivity within the block and to connect 108th Avenue NE to 110th Avenue NE.

The MDP contemplates a lush native planting palette that provides a robust tree canopy within the center of the site, resulting in a unique open space experience for employees, residents and visitors within the Downtown. The proposed Phase 1 development would require 10% of the site to be dedicated as publicly accessible outdoor plaza in order for the proposed Phase 1 tower to exceed trigger height. The center of the MDP completed in Phase 1 provides more than the required 10% outdoor plaza space that will eventually be utilized by both phases of development. The proposed outdoor plaza space also includes pathway connections to both phases of development, along with future full connections to the property north of the site.

Refer to Section II below for detailed discussion regarding existing site conditions for the MDP. Refer to Section III below for additional discussion regarding consistency with land use and zoning requirements.

C. Phase 1 Office Tower – Site Design

Streetscape

The streetscape along 110th Ave NE will be lined with active uses within the building structure, along with a required five-foot wide planting strip, including street trees, and an eleven-foot wide sidewalk. Weather protection canopies extend from the building to the sidewalk. A major entry point to the building on 110th Avenue NE opens to the interior retail marketplace, providing a covered active connection to the outdoor plaza to the west. At the corner of 110th and NE 6th Street (Pedestrian Corridor) a Major Public Open Space is proposed to provide additional space for outdoor seating and areas to pause while waiting for transit at the adjacent Transit Center.

The NE 6th Street Major Pedestrian Corridor along the southern side of the site will include expanded paving areas, seating elements and a double row of trees to meet the existing Major Pedestrian Corridor guidelines and future Grand Connection design

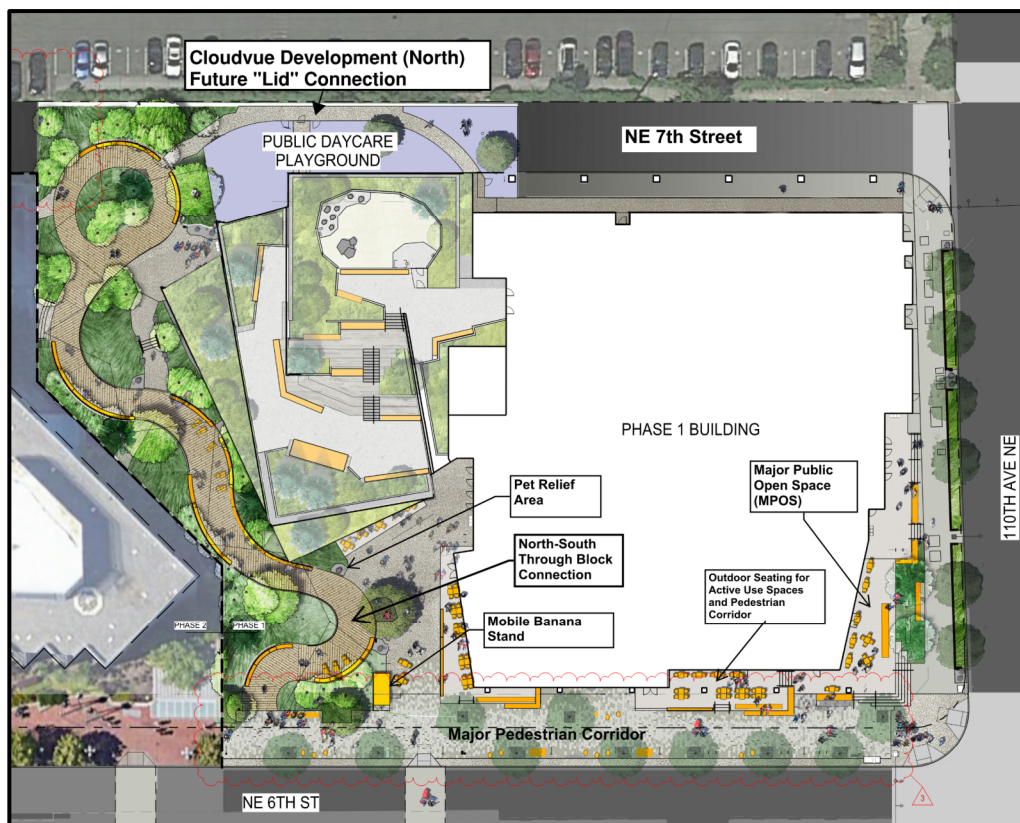
standards. This frontage aims to provide pedestrian activation with the required active uses within the ground level of the adjacent building, as well as porosity between the Transit Center and overall development with a clear path of pedestrian travel.

The proposed NE 7th Street will include a shuttle/bus loading zone at the back of the development, adjacent to the loading dock and the main garage entrance to the development. This frontage also includes a 6-foot wide sidewalk along the southern side of the roadway to help further connect between the shuttle/bus loading area with 110th Avenue NE to the east and future connection to 108th Avenue NE to the west.

Outdoor Public Plaza Design

A key objective for the project is to bring life to the ground plane and to activate the pedestrian realm. The project combines areas of active retail frontage and related amenity seating along 110th Ave NE and NE 6th Street, focusing activation onto these important streets.

An outdoor plaza, open to the public, will serve as the heart of the new development. It is located between the Phase 1 and Phase 2 buildings in the middle of the site, directly accessible from the Major Pedestrian Corridor (NE 6th Street) south of the site. Designed as a Pacific Northwest garden with lush native planting and tall trees, the main focus is a serpentine walkway that includes benches for sitting and quiet contemplation, as well as small group gatherings. The looped end of the path allows it to serve as a walking circuit in addition to a passage through the site. The walkway is also designed to meet a required north-south through-block connection and will connect with the development to the north once that property is redeveloped.



The outdoor plaza also includes a larger sunny space for gathering and eating directly adjacent the Pedestrian Corridor at the southern end. Here, multiple retail frontages help activate the space with adjacent spill out areas with tables and chairs looking onto the garden. It could also be allowed for the placement of a mobile banana stand, offering free bananas to the community. Art is contemplated within the plaza; however, final placement location and design will occur prior to project completion. **Refer to Section XV.D for Condition of Approval regarding Public Art.**

N-S Through Block Connection and Plaza Looking North



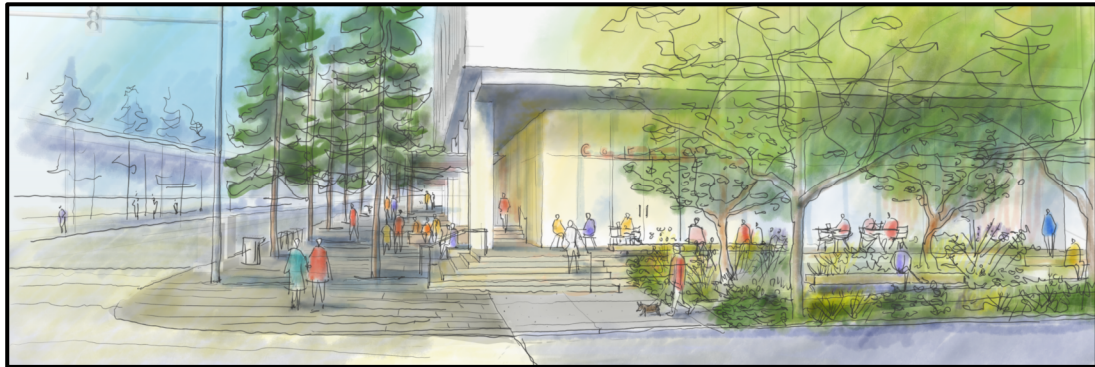
Major Pedestrian Corridor

The project site contains approximately fifteen feet (15') of the Major Pedestrian Corridor along the southern property boundary. An additional 15' of the corridor is located on City property/right-of-way. The project will design and install the full 30-foot wide section of the corridor as part of the project. The project site is located along the "Transit Central" portion of the Major Pedestrian Corridor. The design supports the primary components of the existing Major Pedestrian Corridor guidelines in addition to the draft Grand Connection guidelines that the City is in the process of finalizing for adoption. The proposed design builds on the theme of pedestrian continuity and passage that incorporates an active mixing zone with a clear path of travel along the corridor and adds porosity to the transit center throughout. Corridor features include a special pattern of pavers, wayfinding elements within the paving and at the street corner, a double row of trees, and an expanded paving zone to support interaction with the proposed active uses within the building and public seating. The north edge of the Corridor is activated with areas of public seating platforms, seat steps, benches, and spill-out space from the adjacent active uses in order to navigate the site's topography and activate the pedestrian realm. Native planting at both the MPOS and garden edge to the north-south through block connection, helps to unite the overall "Transit Central" room. Refer to Section III.E below for additional discussion.

Major Public Open Space (MPOS)

A new Major Public Open Space (MPOS) will be located at the corner of NE 6th Street and 110th Avenue NE. The MPOS serves to mark the corner of the Transit Central room of the future Grand Connection along NE 6th Street. The terrace levels framed in planting provide accessible movement through the site and offer vantages at multiple levels to watch the activity of the street, pause while waiting for a bus, or simply pass through. The MPOS will include a landscaped area with trees and benches for sitting that serve as a small urban oasis in an area otherwise filled with hardscape and development. Weather protection is provided by the overhang from the adjacent meeting center (podium). The MPOS is activated with active uses in the building that follow the grade as it moves higher but remain connected to the landscaped sitting area. The native planting connects the MPOS to the Public Plaza at the west side of the site, in an effort to tie both spaces together across the site. Refer to Section IV.E below for additional discussion.

MPOS Looking West – Corner of 110th Ave NE & NE 6th Street



Through-Block Pedestrian Connections

The required east-west through block pedestrian connection will run parallel to the shared access roadway along the northern edge of the project. A large portion of the connection will be under cover extending from 110th Avenue NE to the north end of the outdoor plaza. It will have a scored concrete walking surface, a wood ceiling beneath the canopy, a metal and glass guardrail on one side, and vision glass with views into the building interior on the other. The walkway will also be well lit by up-lighting mounted to columns alongside the walkway. As this path passes through the outdoor public plaza area, it intersects the primary garden walk where it is flanked by native planting and lined with seating. These elements all add variety and richness to the pedestrian experience along this pedestrian through-block connector.

The required north-south through block pedestrian connection is integrated into the design and experience of the larger outdoor public plaza. Designed as a northwest garden with lush native planting and tall trees, the main focus is a serpentine walkway that includes benches for sitting and quiet contemplation, as well as small group gatherings within the garden. The winding nature of the walkway allows it to gently negotiate the grade change across the site, while ensuring a fully accessible experience. The path connects the Major Pedestrian Corridor and Transit Center on the south of the project, to a terminus at a new bridge ("lid") which will span over the private access drive on the north end of the site. This bridge will tie into the north-

south through-block connection planned with the redevelopment of the site directly to the north. Refer to Section III.J below for additional discussion.

D. Phase 1 Office Tower – Building Design

Tower Design

Rising above the four-story office and amenity podium is the 43-story, 600-foot-tall Phase 1 office tower. It will be a visually appealing addition to the Bellevue skyline with a tall and slender profile. To achieve this effect, the mass of the tower is not expressed as a simple rectangular box. Instead, the tower is shaped as two sliding “bars,” to provide “self-shading” from direct morning and late afternoon sun for portions of the east and west façades. These two bars extend different distances but are both anchored by a center mass that is pushed in and expressed with a more solid expression on the west and east. The contrast between these solid and glass elements on different facades, as well as its articulated shape, help to break down the scale and reinforce the vertical proportions of the tower. The placement of two interior stairs at the corners of the glass volumes adds further visual interest and punctuation to the façade.



The varied expression of the glass and solid sliding bars in the building massing extends to the top of the building where they terminate at different heights to create a gracefully shaped roof where the building meets the sky. A screen is also located at the roof to create a light and lacy scrim that provides deep shadows and a visual transition between the face of the curtainwall and the building top. Moderate illumination is proposed for the top of the tower. **Refer to Section XV.A for Condition of Approval regarding Rooftop Lighting.**

Podium Design

The Phase 1 office tower podium, including the four-story meeting center, is located along the southern side of the site, adjacent to NE 6th Street providing a gradual transition from a human scaled active street frontage along the pedestrian corridor to the 43-story office tower located at the north end of the site. The lower scaled volume of the podium also allows increased light penetration to the outdoor plaza, located in the middle of the block.

Along the west and north side of the outdoor plaza, the Phase 1 building podium is expressed as a fan shape which steps up to partially follow the rise in grade, from two to four stories. This allows for a smooth transition in scale between the fan-shaped podium, the natural rise in topography, and the tall office tower at the north end of the site.



To foster street level pedestrian activation, the ground story of the meeting center facing the Pedestrian Corridor is lined with active use storefronts with canopies for weather protection and adjacent spill out areas with tables and chairs. These street level spaces, adjacent to active uses, further animate the pedestrian corridor that will be designed with unique paving patterns and street tree rhythm to enhance this portion of the future Grand Connection.

Lighting proposed around the podium includes architectural fin lighting and mullion mounted soffit up lights. The ground plane will also include pedestrian pole, pathway, scone and canopy integrated lighting features to create a soft, inviting and safe experience for pedestrians. **Refer to Section XV.C for Condition of Approval regarding Exterior Building Lighting.**

Color and Materials

The Phase 1 office tower features an aluminum and glass curtain wall system that incorporates variation in colors, materials, patterns, and depth to create visual interest and to respond to different environmental conditions.

The north and south façades share a similar architectural language. This includes a glass and aluminum curtainwall system with brightly colored orange and red metal panels (fins) that change in width from bottom to top. To respond to solar requirements, a horizontal sun glass shade is incorporated into the south façades.

The east and west façades are expressed as two glass bars on the sides that are anchored by a strong central mass in the middle. This central element is designed to extend the language of the building podium into the full height of each office tower. It is clad in a textured metal panel to provide a sense of solidity at the building base and up the central spine in the tower. In the tower spine, a two-story pattern with areas of colored glass at the window openings also creates visual interest and a recall of the façade language expressed in the building podium.

Materials at the street level consists of a wood soffit at building overhangs, aluminum

and glass canopies over the adjacent sidewalk areas and poured in place textured concrete with a variation in scoring pattern and finish at the sidewalk and planter retaining walls.

Signage

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

E. Process

A Master Development Plan, Design Review and Variance is required by Land Use Code (LUC) 20.25A.030.A.1 and 20.30G. In addition, the project requires a Threshold Determination under the State Environmental Policy Act (SEPA) due to the project size. The Master Development Plan, Design Review, Variance 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 Master Development Plan, Design Review and Variance decisions. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner. **Refer to Section XV.A for Condition of Approval regarding Modification to the Master Development Plan and Design Review Modifications.**

II. Site Description, Zoning and Land Use Context (Existing Conditions)

A. Site Description

The proposal is located within the Downtown Subarea. The MDP project limit is bordered by 108th Avenue NE to the west, 110th Avenue NE to the east, the new NE 7th Street to the north, and NE 6th Street (eastbound bus lane of the Bellevue Transit Center) to the south. The project site is located along the northern edge of the Bellevue Transit Center and kiddy corner to the future East Link Light Rail Station in front of Bellevue City Hall. The Major Pedestrian Corridor runs along the entire southern edge of the project.

The MDP site is comprised of two parcels, which when combined, total approximately 155,906 square feet. A Binding Site Plan application (#20-108337-LF) has been submitted to combine both existing parcels and re-subdivide the site into two new larger parcels which represent Phase 1 and Phase 2 for purposes of this project. The applicant intends to construct below-grade parking garages which will span beneath both proposed lots. The applicant will be required to comply with the International Building Code (IBC), which is codified as Bellevue City Code Chapter 23.10, prior to City approval, allowing the below grade garages to span beneath both lots. It is anticipated that the applicant will be required to record a single-site agreement in order to comply with the provisions of IBC Chapters 5, 6 and 7, which establish allowable building area, fire resistance ratings, protection of openings and setback requirements from property lines. Following approval of the MDP and Design Review, and prior to the construction

of Phase 1, the finalized Binding Site Plan will need to be approved and recorded with King County Recorder's Office. **Refer to Section XV.A for Condition of Approval regarding Binding Site Plan.**

In addition, the existing Sound Transit Rider Services Building will be demolished as part of Phase 1, and an existing art piece owned by Sound Transit will be removed/relocated from the Phase 1 site area. A second art piece, also owned by Sound Transit is located closer to 108th Avenue NE, in Phase 2, and will likely be replaced as part of the Phase 2 tower and site review. Sound Transit has acknowledged the removal of both the Rider Services Building and art pieces and is currently studying locations for these to be relocated elsewhere.

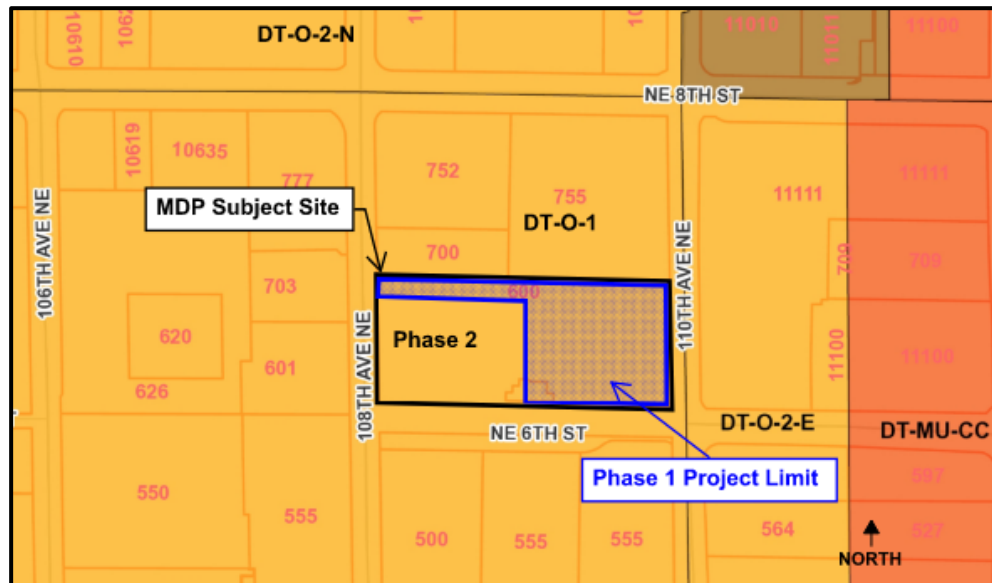
Vicinity Map (existing parcel configuration)



B. Site Zoning

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

Zoning Map



C. Site Context

The master development plan project limit fronts 108th Avenue NE to the west, 110th Avenue NE to the east, a private roadway to the north (NE 7th Street), and NE 6th Street to the south. The southern boundary includes a 30-foot wide portion of the Major Pedestrian Corridor (NE 6th Street). The Phase 1 development is located on the eastern portion of the MDP project limit and will construct a section of the Major Pedestrian Corridor adjacent to NE 6th Street within the project limit boundary. Per the Land Use Code's Design Guidelines Building/Sidewalk Relationships, 108th Avenue NE and 110th Avenue NE are designated as type "B" rights-of-way, and the Major Pedestrian Corridor (NE 6th Street) is designated as a type "A" right-of-way. Refer to Section IV.B below for additional discussion regarding right-of-way design guidelines.

Specific uses on the surrounding properties are as follows:

North:	DT-O-1, Surface Parking Lot and 2-Story Office Building - existing (Office)
	Cloudvue Development - proposed (Office/Commercial/Residential)
East:	DT-O-2-E, The Bravern (Office/Commercial/Residential)
South:	DT-O-1, Bellevue Transit Center and City Center Plaza (Office/Commercial)
West:	DT-O-1, Key Center (Office/Commercial)

III. Consistency with Land Use Code/Zoning Requirements – Master Development Plan

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The office and commercial/retail uses proposed for this project are

permitted within the DNTN-O1 land use district.

2. Dimensional Requirements

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

Table 1: Master Development Plan Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit – LUC 20.25A.020	155,906 SF		
Land Use District per LUC 20.25A.010	Downtown-Office-1 (DNTN-O-1)		
Building Type per LUC 20.25A.060 Footnote (2)	Office, Miscellaneous Retail		
DIMENSIONAL REQUIREMENTS APPLICABLE TO MDP (LUC 20.25A.060) Note: Detailed review of Phase 2 Dimensional Requirements will occur during Design Review for Phase 2			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Minimum Tower Setback from interior property line(s) above 80 ft. <u>/F Building Exceeds 100 ft.</u> LUC 20.25A.060.A.4	20' setback required from interior property line (northern property line).	Phase 1: 29'-9 ¼" Phase 2: 30'-0"	Meets requirement. Exceeds 20' setback for both Phase 1 & 2.
Tower Separation about 80' where building exceeds 100 FT (multiple tower project)	60 Feet	Distance between Phase 1 and Phase 2 towers is 175'-5"	Meet's requirement.
Maximum Floor Plate Above 40 ft. Measured in gsf/f	Non-Residential: 24,000 GSF/F	Phase 1: Tower 1: 23,192 SF Phase 2: Tower 2: 23,997 SF	Meets requirement, with a Variance for Phase 1 Tower only.
Maximum Floor Plat Above 80 ft. Measured in gsf/f	Non-Residential: 24,000 GSF/F 20,400 GSF/F (15% reduction) above trigger height	Phase 1: Tower 1: 23,192 SF Phase 2: Tower 2: 23,997 SF	Meets requirement. Floorplates are Averaged. See Averaged Floorplates below.

Averaged Floor Plates LUC 20.25A.075.A.2	15% above trigger height; may be averaged above all floors over 80' but no single floor shall exceed 24,000 GSF/F	Phase 1 Tower: 23,192 GSF/Floor averaged between elevation 80' (level 7) and maximum elevation of 600' (level 43) Phase 2 Tower: 23,997 GSF/Floor (tower below trigger height – no floorplate reduction or averaging required)	Meets requirement. All floorplates above 80 feet averaged in lieu of 15% reduction on both towers. No floorplate exceeds maximum floorplate size of 24,000 GSF/F.
Maximum Lot Coverage by Structure Non-Residential	100%	Phase 1: 48.6% Phase 2: 67.5%	Meets requirement.
Maximum Building Height/ Maximum Building Height with Mechanical Equipment Measured from average finish grade DT-Building Height	600 FT/600 FT No part of the building may exceed 600 feet, including mechanical equipment	Phase 1/Tower 1: 566' - 7 5/8" + 32' - 10" mechanical (levels 44/45) = <u>599'-6"</u> Average Finished Grade = 174'-4 1/4" Phase 2/Tower 2: 358' 10 1/4" + 33' 1 3/8" mechanical (levels 28/29) = <u>391'-11 5/8"</u> Average Finished Grade = 179'-1 3/4"	Meets requirement. No part of the buildings will exceed maximum tower height of 600' with mechanical. Note: Actual building height for Phase 2 will be reviewed during Phase 2 Design Review
Floor Area Ratio: Gross Floor Area (GFA) for FAR: Non-Residential	Base: 7.2 Max: 8.0 Total available FAR across the MDP is 1,432,784 SF (Includes bonus SF for Major Pedestrian Corridor/MPOS construction)	120,624 Bonus FAR available from construction of the Major Pedestrian Corridor and Major Public Open Space. Tower 1 GFA for FAR: 784,672 = 8.0 FAR	Meets requirement. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System

		<p>Tower 1 GFA for FAR <u>with Bonus</u> FAR: 876,269 = 8.93 FAR</p> <p>Phase 2 GFA for FAR: 462,576 = 8.0 FAR</p> <p>Potential Phase 2 GFA for FAR <u>with Bonus</u> FAR: 553,910 = 9.58 FAR</p>	
Base Building Height Measured from Average Finish Grade	450 FT Footnote 21	<p>Phase 1: 450 FT Measured from Average Finished Grade of 174' 4 1/4"</p> <p>Phase 2: 450 FT Total tower height proposed at 391'-11 5/8". Tower will not exceed base height.</p>	<p>Meets requirement. Project is on Major Pedestrian Corridor (Footnote 21).</p> <p>Base & Trigger Height are the same (450 FT).</p>
Building Trigger for Additional Height	450 FT (Footnote 20)	<p>Phase 1: 450 FT</p> <p>Phase 2: 450 FT Total tower height proposed at 391'-11 5/8". Tower does not exceed trigger height</p>	<p>Meets requirement. Project is on Major Pedestrian Corridor (Footnote 20).</p> <p>Base & Trigger Height are the same (450 FT).</p>
FAR Exemptions (LUC 20.25A.070.C) – Applicable to MDP			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Exemption for Ground-Level Active Uses Measured in GFA for FAR	Active uses meeting "A" rights-of-way up to 1.0 FAR	<p>Phase 1: 13,929 SF 0.14 FAR</p> <p>Phase 2: 17,188 SF 0.29 FAR</p>	Active uses located on first floor of towers.

STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110) – Applicable to MDP			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Sidewalk Width measured from back of curb, Planter Strip vs. Planting Pit, Pavement Width LUC 20.25A.090	<u>108th Avenue NE:</u> 16'-0" overall width, 5'-0" tree pits, 11'-0" minimum sidewalk width <u>110th Avenue NE:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width. <u>NE 6th Street:</u> Major Pedestrian Corridor <u>NE 7th Street (private):</u> 6'-0" minimum sidewalk width	<u>108th Avenue NE:</u> 16'-0" overall width, 5'-0" tree pits, 11'-0" minimum sidewalk width <u>110th Avenue NE:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width. <u>NE 6th Street:</u> 11' clear path of travel between double row of tree pits. Meets design guidelines. <u>NE 7th Street:</u> 6'-0" minimum sidewalk width.	Meets requirements.
Landscaping - Street Tree Caliper & Species LUC 20.25A.110 LUC 20.25A.110.A – Plate B	<u>108th Avenue NE:</u> Sweetgum: Liquidambar styraciflua 'Worplesdon', Large <u>110th Avenue NE:</u> Zelkova serrata 'Village Green', Medium <u>NE 6th Street:</u> Platanus x Acerifolia, Large Tree's must be 2.5" caliper in size when planted. Large tree spacing is 30 feet and Medium is 25 feet. Tree's must be at least 3 feet from face of curb.	<u>108th Avenue NE:</u> Sweetgum, Large <u>110th Avenue NE:</u> Zelkova, Medium <u>NE 6th Street:</u> Platanus x Acerifolia, Large	Meets requirements.

PARKING (LUC 20.25A.080) – Applicable to MDP			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Vehicular Parking LUC 20.25A.080	<p><u>Phase 1:</u> <u>Office Parking:</u> Min. 2/1000 NSF Max. 2.7/1000 NSF</p> <p><u>Retail in a Mixed Development:</u> Min. 0/1000 NSF Max. 3.3/1000 NSF</p> <p>Public Daycare in Phase 1: 1.84/1,000 NSF based on TENW parking analysis dated August 17, 2020</p> <p>Based on: 744,747 NSF Office 13,930 NSF Retail</p> <p><u>Phase 2:</u> <u>Office Parking:</u> Min. 2/1000 NSF Max. 2.7/1000 NSF</p> <p><u>Retail in a Mixed Development:</u> Min. 0/1000 NSF Max. 3.3/1000 NSF</p> <p>Based on: 480,757 NSF Office 27,374 NSF Retail</p> <p><u>Total MDP:</u> Based on 1,225,504 NSF office for both phases of development.</p> <p>Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a</p>	<p><u>Phase 1:</u> <u>Total stalls</u> <u>proposed Phase 1:</u> 992 stalls (includes 16 daycare stalls, per parking study)</p> <p>No parking provided for retail based on minimum 0 stalls required.</p> <p>16 stalls required for daycare use (based on 8,464 NSF)</p> <p>647 compact stalls in Phase 1 = 65%</p> <p><u>Phase 2:</u> <u>Total stalls</u> <u>proposed Phase 2:</u> 630 stalls</p> <p>No parking provided for retail based on minimum 0 stalls required.</p> <p><u>Total MDP:</u> Total office stalls proposed for both phases: 1,606 stalls</p> <p>Total Retail stalls proposed for both phases: 0 stalls</p> <p>Public Daycare: 16 stalls</p>	<p>Meets requirements with Administrative Departure Requests to reduce the required office parking minimum from 1,489 to 976 (1.31 stalls per 1,000 NSF) and install 65% compact stalls.</p> <p><u>Refer to Section V below for Administrative Departure discussion regarding Parking Ratio Reduction and Compact Parking.</u></p> <p>Phase 2 Design Review will provide an Administrative Departure to reduce the office parking minimum consistent with Phase 1 and the overall MDP request to reduce the office parking ratio.</p> <p>Meets requirements with Administrative Departure Requests to reduce the overall MDP required office parking minimum from 2,451 to 1,606 (1.31 stalls per 1,000 NSF) and install 65% compact stalls.</p>

	Departure	Total Stalls: 1,622	
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	<p>One space per 10,000 NSF for nonresidential uses greater than 20,000 SF</p> <p><u>Phase 1:</u> Office = 74 stalls Retail = 1 stall Total = 75 stalls</p> <p>Based on 744,747 SF office and 13,930 SF of Retail.</p> <p><u>Phase 2:</u> Office: 48 stalls Retail: 2 stalls Total = 50 stalls</p> <p>Based on 480,757 NSF office and 17,188 NSF retail.</p> <p>Provided on-site in a secure location.</p> <p>Covered Spaces. At least 50 percent of required parking shall be covered.</p>	<p>Phase 1: 474 stalls Phase 2: 233 stalls</p> <p>Located on-site in a secure location on level P1, with access from NE 7th Street.</p> <p>Additional bike racks are located around the ground plane of the development, including the Major Pedestrian Corridor and MPOS for Phase 1. Phase 2 location of bike racks at grade will be determined with the Phase 2 design review submittal.</p>	<p>Meets requirements.</p>

REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725) – Applicable to MDP			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Refuse & Recycling LUC 20.20.725 & 20.25A.160 Office: Retail: Loading Area 20.20.590.K.4	GSF of Existing BCP Bldg. = 216,000 GSF New Office = 1,827,849 GSF New Retail = 31,904 2 SF/1,000 SF = 4,087 SF 5 SF/1000 SF = 159 SF Total Required = 4,246 SF One 10 FT x 55 FT dedicated loading space with each phase of development.	<u>Phase 1:</u> 4,367 SF Refuse/Recycling Room located within loading area on Level B1 with 7 loading bays <u>Phase 2:</u> Refuse/recycling and loading bays will be determined during future Design Review for the building. Existing BCP Building will utilize temporary refuse/recycling collection and loading until Phase 1 is complete (20-113198-LJ).	Meets requirements. Refer to C below for additional BCP Building Discussion.

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

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. The FAR for the entire MDP may not exceed the maximum FAR. In this case, Phase 1 and Phase 2 will each achieve a maximum FAR of 8.0. Through the use of bonus FAR earned through the construction of the MPOS and Major Pedestrian Corridor, each phase will be allowed to exceed the maximum FAR. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

1. FAR Exemptions and Special Dedications or Bonuses

a. FAR Exemption for Ground Level Active Use (LUC 20.25A.070.C.1.a):

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

The applicant is proposing 31,117 square feet of active uses within the first

floor of both phases of development, which is below the maximum allowable 1.0 FAR for the MDP (155,906 SF). Therefore, 31,117 square feet may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency.

- b. Bonus Floor Area Earned from Major Pedestrian Corridor and Major Public Open Space (MPOS) Construction (LUC 20.25A.070.F):

Major Pedestrian Corridor:

Those projects which are located on the Major Pedestrian Corridor in the Eastside Center neighborhood gain an additional bonus FAR through the design and construction of the pedestrian corridor. The applicant is proposing to construct a 8,278 square foot section of the Major Pedestrian Corridor which gains an additional 132,448 square feet of gross floor area as bonus amenity (8,278 sf of constructed corridor area @ 16:1 ratio). Therefore, per LUC 20.25A.070.F.1, 132,448 square feet may be added to the development to increase the maximum floor area ratio for the MDP above the maximum permitted by the LUC (9.2 vs. 8.0). The design of the Major Pedestrian Corridor is required to follow the requirements of the Major Pedestrian Corridor Design Guidelines, which the proposal meets. Refer to section IV.D below, for additional discussion regarding compliance with the Major Pedestrian Corridor Design Guidelines for the Phase 1 project.

Major Public Open Space (MPOS):

In addition, the applicant is proposing to develop a 3,318 square foot Major Public Open Space (MPOS) as part of the Phase 1 development, which gains an additional 53,088 square feet of gross floor area as bonus amenity (3318 sf of constructed MPOS @ 16:1 ratio). Therefore, per LUC 20.25A.070.F.1, 53,088 square feet may be added to the building to increase the maximum floor area ratio for the project above the maximum permitted by the LUC (9.2 vs. 8.0). The design of the MPOS is required to follow the requirements of the Major Public Open Space Design Guidelines, which the proposal meets. Refer to section IV.E below for additional discussion regarding compliance.

2. Amenity Incentive System Requirements

a. FAR Summary for MDP – DT-O-1 Land Use District

Site Area: 155,906 SF (Phase 1 area: 98,084 SF, Phase 2 area: 57,822 SF)

Base FAR: 1,122,523 GFA for FAR (7.2 FAR)

Max FAR: 1,247,248 GFA for FAR (8.0 FAR)

GFA for FAR Proposed – Phases 1 & 2: 1,247,248 GSF = 8.0 FAR (excludes parking & mechanical areas, exempt ground level active uses, and FAR bonus for construction of the Pedestrian Corridor/MPOS)

Phase 1: 784,672 GSF (excludes bonus FAR & exempt ground level active uses*)

Phase 2: 462,576 GSF (excludes bonus FAR & exempt ground level active uses*)

* Exempt GFA for Ground Level Active Uses Proposed for both phases: 31,117 GSF

Bonus FAR Earned: 185,536 SF (Earned from construction of Major Pedestrian Corridor and MPOS (Phase 1: 120,624 GSF + Phase 2: 64,912 GSF)

Phase 1 Bonus Utilized: 91,597 SF

Phase 1 Transfer to Phase 2: 29,027 SF

Phase 2 Bonus Utilized: 91,334 GSF (29,027 transfer + 62,307)

Unused FAR Bonus: 2,605 SF

Final GFA for FAR Proposed – MDP (includes Bonus FAR): 1,430,179 GSF =
9.2 FAR (1,430,179 GSF divided by 155,906 GSF)

Phase 1: 784,672 (without Bonus) = 8.0 FAR

Phase 2: 462,576 (without Bonus) = 8.0 FAR

Phase 1: 876,269 SF (with FAR Bonus) = 8.93 FAR

Phase 2: 553,910 SF (with FAR Bonus) = 9.58 FAR

b. DT-O-1 Base Building Height/Proposed Building Height:

Base Building Height: 450'

Maximum Building Height: 600'/600' (Max Building Height/Max Height with Mechanical)

Proposed Building Height:

Phase 1 = 600 Feet

Phase 2 = 391 Feet

Floor Area Above Base Building Height: 173,704 GFA (Applicable to Phase 1 only;
Phase 2 does not hit Base Building Height)

c. Amenity Point Requirement Calculations:

Phase 1:

FAR over Base FAR up to Max. 8.0 FAR: 78,467 GSF

Floor area above Base Height divided by 2: 86,852 GSF (173,704 divided by 2)

Phase 1 Amenity Points Required: 86,852*

Phase 2:

FAR over Base FAR up to Max. 8.0 FAR: 46,258 GSF

Floor area above Base Height divided by 2: N/A – building does not exceed Base Height

Phase 2 Amenity Points Required: 46,258*

Total Amenity Points Required for MDP: 133,110 (86,852 + 46,258)

* Per LUC 20.25A.070.D.2a, the applicant is required to provide the greater of the floor area above Base FAR, OR the floor area above Base Building Height, divided by two. Therefore, the applicant must provide 86,852 amenity points for Phase 1 and 46,258 amenity points for Phase 2. Refer to Sheet G1007 and G1008 in the plan set for a detailed breakdown of the FAR Amenity Incentive Calculations for both Phases of development.

Phase 1:

FAR Amenity Points to Earn: 86,852

FAR Amenity Points Earned: 274,375

Excess Amenity Points: 187,523

Phase 2:

FAR Amenity Points to Earn: 46,258

FAR Amenity Points Earned: 127,440

Excess Amenity Points: 81,182

The applicant will meet the amenity point requirements through construction of the Major Pedestrian Corridor, Major Public Open Space, Outdoor Plaza and Sustainability Certification.

- * Construction Major Pedestrian Corridor and MPOS = 185,536 amenity points
- * Outdoor Plaza = 185,098 amenity points
- * Sustainability Certification = 31,181 Amenity Points

Refer to sheet GI008 for a breakdown of amenities for each phase of development.

Refer to Section XV.D for Condition of Approval regarding Sustainability Certification Performance Bond.

3. Recording

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

C. Parking – Bellevue Corporate Plaza (BCP) Building

The subject site is currently improved with an existing 216,000 SF office building, known as Bellevue Corporate Plaza (BCP), and an existing parking garage that contains 656 parking stalls. The MDP proposes to demolish both structures and construct two new office towers with prescribed parking within two separate phases of development.

While Phase 1 is under construction, the BCP building will remain partially occupied, and as such refuse/recycling and loading will need to be relocated for construction to commence on Phase 1. The applicant has obtained approval by the City through a Land Use Exemption (20-113198-LJ) to temporarily relocate refuse/recycling and loading needs for the BCP building to the front of the property for the building to remain operational.

In addition, the Phase 1 project will demolish the existing parking garage at the BCP building. Although the exact timeline for Phase 2 demolition of the BCP building and

construction of below-grade parking has not been established, the applicant is required to execute and record a Parking Covenant mandating that the BCP building will remain only partially occupied prior to demolition, and that the applicant will provide sufficient parking to satisfy the requirements of the LUC and serve the parking needs of the partially occupied BCP building until which time Phase 2 commences. **Refer to Section XV.A for Condition of Approval regarding Parking Covenant.** This Parking Covenant will ensure that the BCP building remains only partially occupied prior to demolition, and that any tenants within the partially occupied building will have access to adequate parking during this interim use of the BCP.

IV. Consistency with Land Use Code/Zoning Requirements - Design Review

A. General Provisions of the Land Use Code

1. Use

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

2. Dimensional Requirements

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

Table 2: Phase 1 Design Review Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit – Phase 1 LUC 20.25A.020	98,084 SF		
Land Use District per LUC 20.25A.010	Downtown-Office-1 (DNTN-O-1)		
Building Type per LUC 20.25A.060 Footnote (2)	Office, Miscellaneous Retail, Public Daycare		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Minimum Tower Setback from interior property line(s) above 80 ft. <u>IF Building Exceeds 100 ft.</u> LUC	20' setback required from interior property line.	29'-9 ¼ " on northern property boundary	Meets requirement. Exceeds 20' setback. Refer to Sheet AE106-PH1.

20.25A.060.A.4			
Maximum Floor Plate Above 40 ft. Measured in gsf/f	Non-Residential: 24,000 GSF/F	23,192 GSF/F Variance requested to measure floorplate at 44.15' in lieu of 40'	Meets requirement. Floorplates are Averaged. See Averaged Floorplates below. Refer to Variance in Section K below for additional discussion.
Maximum Floor Plat Above 80 ft. Measured in gsf/f	Non-Residential: 24,000 GSF/F 20,400 GSF/F (15% reduction) above trigger height	23,192 GSF/F	Meets requirement. Floorplates are averaged in lieu of 15% reduction. 80' begins at Level 7. See Averaged Floorplates below.
Averaged Floor Plates LUC 20.25A.075.A.2	15% above trigger height; may be averaged above all floors over 80' but no single floor shall exceed 24,000 GSF/F	All floorplates above 80 feet averaged; floorplates are all 23,192 GSF/F	Meets requirement. No floorplate exceeds maximum floorplate size of 24,000 GSF/F. Refer to Sheet GI003.1-T1 for documentation regarding floorplate averaging.
Maximum Lot Coverage by Structure	100%	48.6%	Meets requirement. Note: Underground buildings (parking garage) are not considered structures for the purpose of calculating lot coverage.
Maximum Building Height/ Maximum Building Height with Mechanical Equipment Measured from average finish grade DT-Building Height	600 FT/600 FT No part of the building may exceed 600 feet, including mechanical equipment	Tower Height: 599'-6" FT: 566'-7 5/8" + 32'-10 3/8" mechanical (levels 44-45) Average Finished Grade = 174.37'	Meets requirement. Refer to Sheet GI001-T1 for complete breakdown of tower height.
Floor Area Ratio: Gross Floor Area (GFA) for FAR:	Base: 7.2 Max: 8.0 Site Area = 98,084	Achieved: 905,296 GFA = 9.22 FAR Extra 2.76 FAR* due to bonus earned from construction of the Major Pedestrian Corridor and MPOS.	Meets requirement. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System

		Used*: 876,269 GFA = 8.93 FAR *29,027 unused FAR (0.6) transfer to future Phase 2	
Base Building Height Measured from Average Finish Grade	450 FT (Footnote 21)	450 FT Measured from Average Finished Grade of 174.37"	Base & Trigger Height are the same (450 FT). FAR above base building height for Tower 1 is 173,704 SF.
Building Trigger for Additional Height	450 FT (Footnote 20)	450 FT	Meets requirement. Base & Trigger Height are the same (450 FT). Requires provision of 10% Outdoor Plaza Space and floorplate reductions, as discussed in Section C. below.
FAR Exemptions (LUC 20.25A.070.C) – Applicable to Phase 1			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Exemption for Ground-Level Active Uses Measured in GFA for FAR	Active uses meeting “A” rights-of-way up to 1.0 FAR 98,084 SF = 1.0 FAR maximum allowed	13,929 SF = 0.14 FAR	Active uses located on first floor of tower podium. Does not include public daycare (service) use.
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110) – Applicable to Phase 1			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
NE 110th Street: Overall Sidewalk Width measured from back of curb Planting Strip or Planting Pit: Sidewalk (Pavement) Width: LUC 20.25A.090	16'-0" overall width 5'-0" Planter Strip 11'-0" minimum sidewalk width	16'-0" overall width 5'-0" planting strip 11'-0" minimum sidewalk width	Meets requirements.

<p>NE 6th Street/ Pedestrian Corridor:</p>	<p><u>NE 6th Street</u> (Transit Center)</p> <p>30' overall width</p> <p>Double Row of 5' Tree Pits</p>	<p>14' within project limit (private property) and 16' within public ROW</p> <p>Double Row of 5' Tree Pits</p> <p>11' unobstructed clear path of travel located between double row of tree pits</p>	<p><u>Meets requirements.</u></p> <p><u>Refer to Section D below for Pedestrian Corridor Design Guidelines Discussion.</u></p>
<p>Landscaping - Street Tree Caliper & Species</p> <p>LUC 20.25A.110 LUC 20.25A.110.A – Plate B</p>	<p>110th Avenue NE:</p> <p>Zelkova serrata 'Village Green' Medium</p> <p>Medium = 2.5" caliper in size when planted. Tree spacing is 25 feet and must be at least 3 feet from face of curb</p> <p>NE 6th Street: (Pedestrian Corridor)</p> <p>Platanus x Acerifolia 'London Plane Tree' Large</p> <p>Large = 2.5" caliper in size when planted. Tree spacing is 30 feet and must be at least 3 feet from face of curb</p>	<p>110th Avenue NE:</p> <p>Zelkova serrata 'Village Green' Medium</p> <p>NE 6th Street:</p> <p>Platanus x Acerifolia 'London Plane Tree' Large</p>	<p>Meets Requirement. <u>Refer to Sections XV.B & D for Conditions of Approval regarding Street Trees and Right of Way/Streetscape Landscaping, Final Landscape and Irrigation Plans, Streetscape Irrigation, Landscape Installation Assurance Device, Landscape Maintenance Device and Maintenance Agreement with the City of Bellevue.</u></p>

PARKING (LUC 20.25A.080) – Applicable to Phase 1			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Vehicular Parking LUC 20.25A.080 Based on: 744,747 NSF Office 13,930 NSF Retail	<u>Office Parking:</u> Min. 2/1000 NSF: 1,489 stalls* Max. 2.7/1000 NSF: 2,010 stalls <u>Retail in a Mixed Development:</u> Min. 0/1000 NSF: 0 Max. 3.3/1000 NSF:46 stalls* Public Daycare: 1.84/1,000 NSF based on TENW parking analysis dated August 17, 2020 Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a Departure*	<u>Office:</u> 976 stalls (Based on 744,747 NSF office and reduced parking ratio of 1.31/1,000 NSF) <u>Retail:</u> 0 stalls (Based on 13,930 NSF) <u>Daycare:</u> 16 stalls required (based on 8,464 NSF) <u>Total stalls proposed:</u> 992 stalls 647 compact stalls = 65%	* Meets requirements with Administrative Departure Requests. Administrative Departures requested to reduce the required office parking minimum from 1,489 to 976 (1.31 stalls per 1,000 NSF) and install 65% compact stalls. <u>Refer to Section VI below for Administrative Departure discussion regarding Compact Parking and Parking Ratio Reduction.</u>
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	One space per 10,000 NSF for nonresidential uses greater than 20,000 SF.= 74 spaces for office and 1 stall for retail/restaurant. Based on 744,747 SF office and 13,930 SF of Retail. Provided on-site in a secure location. At least 50% shall be covered. Covered Spaces. At least 50 percent of	474 stalls located on level P1. Additional racks located adjacent to 110 th Avenue NE and within the Pedestrian Corridor on NE 6 th Street. 100% covered – located on level P1	Meets requirements.

	required parking shall be covered.		
REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725) – Applicable to Phase 1			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Refuse & Recycling LUC 20.20.725 & 20.25A.160	GSF Office = 1,109,606 GSF Retail = 14,191		
<u>Office:</u>	2 SF/1,000 GSF = 2,219 SF	2,812 SF	Meets requirements. Republic Services approval letter provided as Attachment G. <u>Refer to Section XV.A for Condition of Approval regarding Provisions for Loading.</u>
<u>Retail:</u>	5 SF/1000 SF = 71 SF	Refuse/Recycling Room located within loading area on Level P1	
Loading Area 20.20.590.K.4	One 10 FT x 55 FT dedicated loading space	4 loading bays provided - accessed off NE 7 th Street	

3. Parking

Per the table above, the applicant intends to reduce the required office parking ratio from 2.0 stalls per 1,000 NSF to 1.31 stalls per 1,000 NSF through an Administrative Departure. A detailed parking analysis has been prepared by TENW dated November 25, 2020 to support this request. For further discussion, see Section VI.3 for details of the Administrative Departure Request for Parking Reduction.

In addition, the Phase 1 project proposes an approximately 8,464 square foot public daycare which is considered an unspecified use for parking ratio requirements in the Land Use Code. As such, TENW has prepared a separate parking analysis, dated August 17, 2020, specific to the proposed daycare, which provides for 1.84 stalls per 1,000 square feet, which equates to 16 stalls required for the daycare use. Based on the information submitted, both Land Use and Transportation Staff have found the parking analysis and proposed parking ratio acceptable for the proposal.

4. Child Day Care Center

The proposal includes an approximately 8,464 square foot public day care center on level 1 for use of both the tenants of the development and the general public. As such, the daycare must comply with the child day care center requirements of LUC 20.20.170.D which include an on-site vehicle turn-around and passenger load/unload area. The applicant has indicated that the on-site vehicle turn-around and loading area will be located within the garage on level P2 with access to the

day care center via garage elevators and by walking through the building to 110th Avenue NE which will have a direct entrance to the day care center. Therefore, this level of the garage will be publicly accessible to the patrons of the public day care center within the project, and the applicant will be required to meet all requirements of the Land Use Code when applying for the tenant improvement permit. **Refer to Section XV.A for Condition of Approval regarding Public Day Care Center.**

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

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. In the case of this development, Phase 1 does not exceed maximum FAR (before bonuses) and does not rely on subsequent phases to meet the FAR requirements. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

1. FAR Exemptions and Special Dedications or Bonuses

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

The applicant is proposing 13,929 square feet of active uses within the first floor of the development, which is below the maximum allowable 1.0 FAR (98,084 SF). Therefore, 13,929 square feet may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency.

- b. Bonus Floor Area Earned from Major Pedestrian Corridor and Major Public Open Space (MPOS) Construction (LUC 20.25A.070.F):

Major Pedestrian Corridor:

Those projects which are located on the Major Pedestrian Corridor in the Eastside Center neighborhood gain an additional bonus FAR through the design and construction of the pedestrian corridor. The applicant is proposing to construct a 4,221 square foot section of the Major Pedestrian Corridor which gains an additional 67,536 square feet of gross floor area as bonus amenity (4,221 sf of constructed corridor area @ 16:1 ratio). Therefore, per LUC 20.25A.070.F.1, 67,536 square feet may be added to the building to increase the maximum floor area ratio for the project above the maximum permitted by the LUC (8.93 vs. 8.0). The design of the Major Pedestrian Corridor is required to follow the requirements of the Major Pedestrian Corridor Design Guidelines, which the proposal meets. Refer to section D below, for additional discussion regarding compliance with the Major Pedestrian Corridor Design Guidelines.

Major Public Open Space (MPOS):

In addition, the applicant is proposing to develop a 3,318 square foot Major Public Open Space (MPOS) which gains an additional 53,088 square feet of gross floor area as bonus amenity (3318 sf of constructed MPOS @ 16:1 ratio). Therefore, per LUC 20.25A.070.F.1, 53,088 square feet may be added to the building to increase the maximum floor area ratio for the project above the maximum permitted by the LUC (8.93 vs. 8.0). The design of the MPOS is required to follow the requirements of the Major Public Open Space Design Guidelines, which the proposal meets. Refer to section E below for additional discussion regarding compliance.

The applicant proposed to use 91,597 SF (67,536 + 53,088) of the available 120,624 SF of Bonus FAR earned through the construction of the Major Pedestrian Corridor and MPOS. The remaining 29,027 SF of Bonus FAR will be used in Phase 2.

2. Amenity Incentive System Requirements

a. FAR Summary – DT-O-1 Land Use District

Site Area: 98,084 SF

Base FAR: 706,205 SF (7.2 FAR)

Max FAR: 784,672 SF (8.0 FAR)

Total FAR Available on Phase 1: 905,296 SF (784,672 + 120,624 Bonus FAR)

Total Phase 1 Building GFA for FAR: 798,601 GSF

Exempt GFA Active Uses: 13,929 GSF

Final GFA for FAR w/out Bonus: 784,672 GSF (798,601 - 13,929) = 8.0 FAR

Bonus FAR Available: 120,624 SF (Pedestrian Corridor & MPOS)

Bonus FAR Utilized in Phase 1: 91,597 SF

Final GFA for FAR Proposed with Bonus: 876,269 GSF (784,672 + 91,597) = 8.93 FAR

b. DT-O-1 Base Building Height/Proposed Building Height:

Base Building Height: 450'

Maximum Building Height: 600'/600' (Max Building Height/Max Height with Mechanical)

Proposed Building Height: 599'-6" Feet

Floor Area Above Base Building Height: 173,704 GFA

c. Amenity Point Requirement Calculations:

- FAR over Base FAR up to Max 8.0 FAR = 78,467 GFA
- Floor area above Base Height Divided by 2 = 86,852 GFA (173,704/2)
- **Amenity Points Needed: 86,852 ***

* Per LUC 20.25A.070.D.2a, the applicant is required to provide the greater of the floor area above Base FAR, OR the floor area above Base Building Height, divided by two. Therefore, the applicant must provide 86,852 amenity points for the proposal. Refer to Sheet GI001-T1 and GI002-T1 in the plan set for a detailed breakdown of the FAR Amenity Incentive Calculations.

FAR Amenity Points to Earn: 86,852
FAR Amenity Points Earned: 274,375
Excess Amenity Points: 187,523

The applicant intends to meet the amenity point requirements through execution and construction of the Major Pedestrian Corridor, Major Public Open Space, Outdoor Plaza and Sustainability Certification. Refer to sheet GI002-T1 for a breakdown of amenities for this phase of development.

- * Construction Major Pedestrian Corridor and MPOS = 120,624 amenity points
- * Outdoor Plaza = 134,134 amenity points
- * Sustainability Certification = 19,617 Amenity Points

3. Recording

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

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

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

Floor Plate Reduction: Floor plates above the trigger height (450') shall be reduced by 15% for non-residential towers located in the DNTN-O-1 district. This reduction may be averaged among all floor plates above 80-feet, but no single floor plate shall exceed the maximum floor plate size above 80-feet, which is 24,000 GSF/F. The proposal intends to meet this requirement through floorplate averaging for all floors above 80-feet (level 7). This results in a floorplate between floors 7 and 43 that equates to 23,192 GSF per floor. No floorplate will exceed the maximum 24,000 GSF/F. Refer to sheet G1003.1-T1 in the plan set for additional clarification regarding how the project has met the floor plate reduction requirements.

Outdoor Plaza Space: An outdoor plaza space in the amount of 10 percent of the site shall be provided for towers which exceed the trigger height. The plaza shall be provided within 30 inches of the adjacent sidewalk and shall comply with all requirements for outdoor plazas in the Amenity Incentive System of LUC 20.25A.070.D.2. The phase 1 subject site is 98,084 square feet; therefore, a 9,808 square foot outdoor plaza is required for the project.

The Phase 1 project includes a 14,423 square foot outdoor plaza space within the Phase 1 project limit area that is centrally located between the proposed Phase 1 tower and the future Phase 2 tower, accessible from the public sidewalk along NE 6th Street to the south, otherwise known as the Major Pedestrian Corridor. This exceeds

the 10% requirement of 9,808 square feet by 4,615 square feet. The design of the central outdoor plaza meets the intent of LUC 20.25A.070.D.4 (2. Outdoor Plaza) and the guidelines of LUC 20.25A.160.E.2 for general open space design. The proposed central outdoor plaza space includes 365 linear feet of seating elements and 6,700 square feet of landscape areas, both which exceed the code minimum. The outdoor plaza also incorporates feature lighting throughout the plaza and spill out areas for the adjacent active uses within the podium and will include art elements to further engage users. Refer to Sheet L0.03 and L1.11 in the plan set for a detailed site plan of the plaza and adjacent amenities provided. In addition, the proposed plaza shall be open to the public at all times and a public access easement shall be recorded. **Refer to Section XV.D for Condition of Approval regarding Central Outdoor Plaza Space.**

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

The Major Pedestrian Corridor serves as a focus for pedestrian use and includes features which are pedestrian activating. Each development abutting the Major Pedestrian Corridor is required to comply with the Bellevue Pedestrian Corridor Guidelines and Major Public Open Space Design Guidelines. The subject site is located within the "Transit Central" section of the Pedestrian Corridor, which runs between 108th Avenue NE and 110th Avenue NE and includes the Bellevue Transit Center. This section of the corridor is dedicated to the pedestrian and to provide better pedestrian continuity and passage. To accomplish this, the sidewalk along the north edge of the Transit Center is to be widened to provide adequate space to plant a double row of trees, and provide more space for seating, kiosks, vendors and artwork to better activate the street. At the east end of the block, at the corner of 110th Avenue NE and the Pedestrian Corridor, a Major Public Open Space is required.

This proposal will install a new thirty-foot (30') section of the Major Pedestrian Corridor along the southern property boundary of the site, as measured from the back of the existing curb along the north side of the eastbound bus lane of the transit center. Sixteen feet (16') of the corridor is in public right of way, while fourteen feet (14') is located on the applicant's private property. The 30-foot section of the Pedestrian Corridor associated with Phase 2 will be designed and completed with the future Phase 2 design review application and will be designed to continue the design theme proposed for Phase 1.

The design incorporates an unobstructed pedestrian path of travel that is 11-feet wide, located between the required double row of trees, and includes direct connections to the podium of the building, where ground level active uses are proposed, as well as the public outdoor plaza and north-south through block connection west of the podium, and the required Major Public Open Space at the east end of the block. These connections further connect the Pedestrian Corridor to properties, north, east and west of the site, as well as the Bellevue Transit Center to the south.

Overhead weather protection will run along the north side of the pathway, extending 6' over the path. Both public and semi-private seating elements, water fountains, bike racks, pedestrian scaled pathway lighting and embedded wayfinding in the paving surface are proposed along this section of the corridor. The path is flanked on both sides by a double row of large canopy trees to further enhance the character of the corridor as well as the adjacent development site. Active uses proposed for the south side of the podium and extending around the west side of the podium at the larger

outdoor plaza will provide for enhanced activation and interest for uses of both the Bellevue Transit Center and the Major Pedestrian Corridor.

The proposed design meets the intent of each of the design guidelines as described in the Major Pedestrian Corridor Design Guidelines, with the exception of the wayfinding (signage) requirement. As the City is currently reviewing new Grand Connection design guidelines to replace the existing Major Pedestrian Corridor guidelines and is looking to establish a uniform wayfinding element throughout the entire corridor, this element is not included in this design. Therefore, wayfinding will be established at a later date, once the wayfinding theme and design has been codified in the forthcoming Grand Connection Design Guidelines.

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

E. Major Public Open Spaces (LUC 20.25A.090.C.2)

Major Public Open Spaces (MPOS) serve as focal points for pedestrian activity within the Downtown core and are design elements which are fully integrated within the Major Pedestrian Corridor. Per this code section, an MPOS is required to be located at the intersection of the Major Pedestrian Corridor (NE 6th Street) and 110th Avenue NE. An MPOS shall be designed with numerous pedestrian amenities such that they serve as focal points, including seating, lighting, special paving, plantings, vendors, artwork and special recreation features, and shall be designed in coordination with the adjacent Major Pedestrian Corridor.

The applicant has proposed a 3,318 square foot MPOS at the corner of NE 6th and 110th Avenue NE. This MPOS will provide a terraced outdoor seating area that is weather protected by the proposed building cantilever. The MPOS will also include areas of landscaping and bench seating and will be activated by the active use spaces within the ground level of the building. This space will also serve as an area to wait for adjacent bus transit occurring in the Bellevue Transit Center to the south and will also tie into the Major Pedestrian Corridor that runs along the south side of the development with seamless seating elements and paving.

In order to preserve the MPOS as a publicly accessible space, the applicant is required to record a legal agreement, prior to occupancy, to ensure the MPOS is accessible 24 hours a day. **Refer to Section XV.D for Condition of Approval regarding Major Public Open Space Access Agreement.**

F. Soil Volume (LUC 20.25A.110.A.3)

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

for new trees to thrive post construction. **Refer to Section XV.B for Condition of Approval regarding Soil Volume.**

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

Refer to Sheet L0.04 in the project drawings for the Green and Sustainability Factor Worksheet and corresponding site plan diagram for this proposal in Attachment D to this report. The applicant has demonstrated compliance with the requirements of the Land Use Code by meeting the code minimum green factor score of 0.3 for a large site. The subject site achieves a green factor score of 0.4, which the proposal meets by providing the following:

- Bioretention Facilities and/or Soil Cells
- Landscaped Areas with Soil Depth Less than 24 Inches
- Landscaped Areas with Soil Depth of 24 Inches or More
- Small, Medium and Large Trees
- Green Roof
- Native or Drought Tolerant Landscaping
- Landscape Areas at Sidewalk Grade
- Bicycle Racks

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

Mechanical Equipment Screening

Mechanical equipment shall be installed so as not to detract from the appearance of the building or overall development. Exposed mechanical equipment shall be visually screened by a predominately solid, nonreflective visual barrier that equals or exceeds the height of the equipment and shall be screened from above. Neither mechanical equipment nor mechanical screening will be allowed to exceed the maximum building height of 600 feet.

The proposal consolidates all mechanical equipment for the tower on levels 44 and 45, which includes a mechanical penthouse structure, cooling towers and a building maintenance unit. These units are screened by a textured panel screen wall surrounding the penthouse area for both floor levels. Any equipment not located within the penthouse will be painted to match the adjacent roofing membrane. **Refer to Section XV.C for Condition of Approval regarding Mechanical Equipment.**

Exhaust Control

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

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

Through-block pedestrian connections provide an opportunity for increased pedestrian movement through superblocks in Downtown and help to reduce the scale of superblocks. This project is required to provide a proportionate share of the through-block pedestrian connection running east-west along the northern side of the development and a full north-south through-block connection on the western side of the Phase 1 development (mid-block) to connect the Major Pedestrian Corridor and Downtown Transit Center (south) to the development proposed north of the subject site (Cloudevue) and further up to NE 8th Street.

The subject site will provide a proportionate share of the required east-west through-block pedestrian connection, adjacent to the north side of the Phase 1 tower podium, connecting 110th Avenue NE to the proposed north-south through block pedestrian connection. The east-west through block connection will be fully complete and accessible to 108th Avenue NE, once Phase 2 of the MDP is constructed. The first phase of the connection will include a 6-foot wide pedestrian pathway that is partially weather protected, due to the building cantilever for the Phase 1 tower development, until it veers away from the building into the adjacent landscaped "lid" over the shared access roadway.

The north-south through block connection will connect the Major Pedestrian Corridor (NE 6th Street) up to the northern property boundary of the site, shared with the Cloudevue development to the north. The connection will include a minimum 6-foot wide meandering pathway that includes lush landscaping, seating elements, and lighting fixtures, resulting in a pathway loop at the northern edge of the development. 6-feet of the pathway is the clear path of travel, but the pathway will be wider (approximately 10-11') to accommodate extra walkway and seating elements. Currently, the pathway ends in a loop and not a full connection up to the northern property boundary because the development to the north needs to finalize their site design and north-south through-block connection points to the subject site. The applicant has been in discussions with the adjacent property owner to the north regarding how to make the full connection between the two sites. While a full connection to the northern property boundary is not feasible until the property to the north redevelops, the plans do represent different options to show how a full connection could be created once the development to the north finalizes their site design. Therefore, a condition has been placed on the project to provide a finalized design showing the completed north-south through block pedestrian connection once the development to the north has finalized their site design and connection methods. **Refer to Section XV.A for Condition of Approval regarding North-South Through-Block Pedestrian Connection Design.** Once a design has been determined, construction of the completed connection would need to occur once the development to the north is under construction and can tie into the proposed north-south through block connection on this site. **Refer to Section XV.A for Condition of Approval regarding North-South Through-Block Pedestrian Connection Construction.**

Provision of the east-west and north-south through-block connections, both with the Phase 1 tower project and the MDP as a whole, will ensure a full pedestrian connection between 110th Avenue NE (east), 108th Avenue NE (west), the Major Pedestrian Corridor and Transit Center (south) and NE 8th Street (north). The design of the subject site's through-block pedestrian connections meets the intent of the

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

J. Pet Relief Areas

The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as the introduction of office tenants who are permitted to bring pets into work, City staff have begun requesting applicants provide these spaces internal to their site, and along sidewalks. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. Therefore, this development will include pet relief areas within the streetscape planter along 110th Avenue NE, in addition several more internal to the site, including adjacent to the north-south through block pedestrian connection. **Refer to Section XV.A for Condition of Approval regarding Pet Relief Areas.**

K. Variance from the Land Use Code (LUC 20.30G) – Phase 1

1. Purpose (LUC 20.30G.120)

A variance is a mechanism by which the City may grant relief from the provisions of the Land Use Code, where practical difficulty renders compliance with the provisions of that Code an unnecessary hardship, where the hardship is a result of the physical characteristics of the subject property and where the purpose of that Code and of the Comprehensive Plan can be fulfilled.

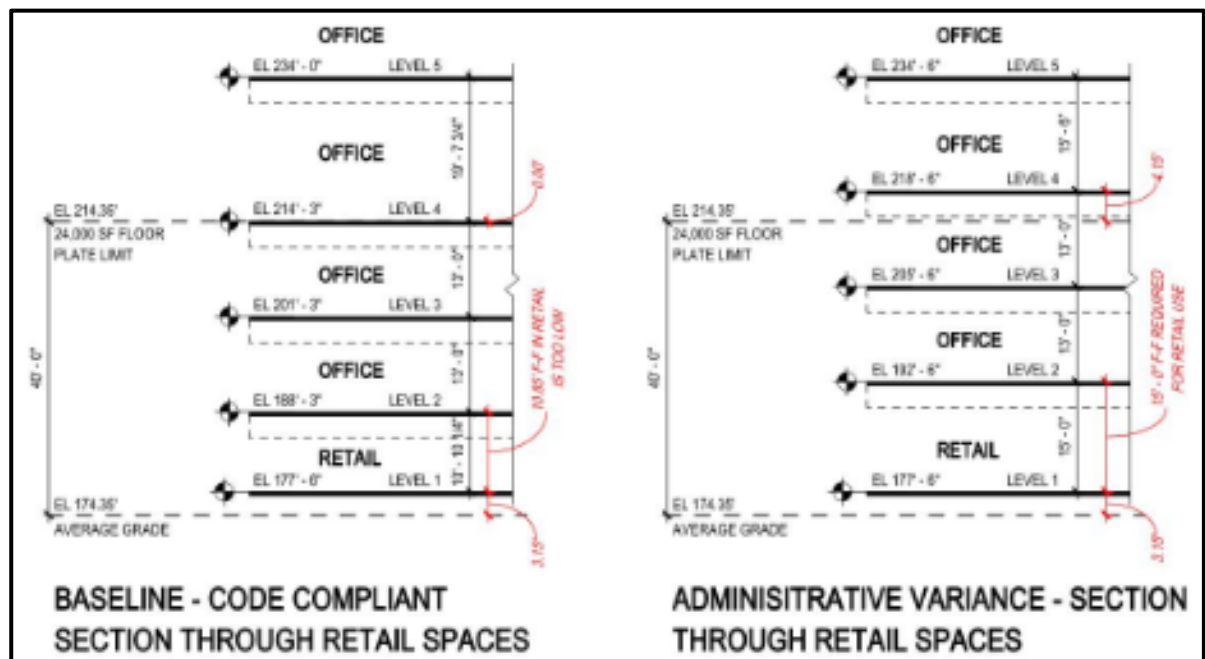
2. Request

Land Use Code 20.25A.060.A.4 limits the maximum square footage of floorplates above 40-feet (as measured from average finished grade) to 24,000. The applicant intends to construct three (3) floor levels within the first 40' of the structure (one active use level below two office levels). However, because of the grade changes across the site, level one is set above the average finished grade, so the maximum 24,000 sf floorplate at 40' would take effect several feet below the 40' mark.

The applicant requests that the maximum 24,000 square foot floorplate size be measured at 44.15' above average finished grade in lieu of 40'. This would allow the project to have one floorplate that exceeds the maximum by 5,247 square feet (29,247 sf in lieu of 24,000 sf).

The following supports the applicant's request:

- Granting the variance would recognize the unique site constraints while promoting an inviting pedestrian experience adjacent to the Bellevue Transit Center and the Pedestrian Corridor.
- The site is located north of the Bellevue Transit Center and Pedestrian Corridor, east of the existing Bellevue Corporate Plaza office building, and west of a required major public open space at the corner of 110th Ave NE and NE 6th Street (Pedestrian Corridor). The constraints related to the operation of the transit center and the narrow dimension of the 110th Avenue NE street frontage, prevent access to the site from both NE 6th Street and 110th Avenue NE. As a result, vehicular access and loading to the below grade garage can only be accommodated via the shared access roadway on the north side of the site.
- This shared access roadway lowers the site's average finished grade, as grade points are to be taken from the finished grade of the descending shared access road, resulting in an average finished grade that is lower than the adjacent rights-of-way on NE 6th Street, 110th Avenue NE and 108th Avenue NE and including the proposed outdoor central plaza on site. If vehicular access could be taken from one of the two adjacent rights-of-way for the proposed building, the long descending shared access road would not be needed, and therefore the average finished grade points would be aligned with the adjacent street levels and outdoor plaza area, bringing the overall average finished grade much higher for the site.



Granting the variance would not increase the overall building height, would not increase the building FAR above maximum permitted (8.0), and would not affect the floorplate sizes of the floors above, which are proposed to be 23,192 square feet, which is below the maximum required by code (24,000 SF).

Refer to Section XIII below for responses to Variance decision criteria.

V. Design Guidelines

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

The applicant has met the intent of the Downtown Design Guidelines, as summarized below, for both the Master Development Plan and subject Design Review applications. Refer to Attachment A: Downtown Design Guidelines for additional detailed information regarding how the proposal has met each applicable Downtown Design Guidelines.

1. Context (LUC 20.25A.150)

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

- The design of the MDP enhances the visual character of downtown Bellevue by providing two new iconic office towers to the skyline and architectural enhancements at a Major Public Open Space intersection and along the Pedestrian Corridor.
- The tower podium of Phase 1 at four stories consisting of the meeting center and fan shaped portion at the north side increases views and visual access into the outdoor plaza in the middle of the site. A new north-south pedestrian connection will extend the energy and activity of the Bellevue Transit Center to the proposed development north of the site (Cloudivue).
- Due to limited site access along 108th Avenue NE, 110th Avenue NE and NE 6th Street, the loading and service entry, shuttle loading and parking entry are located in a shared access drive along the northern boundary of the site (NE 7th Street), minimizing the visual impact of these elements at the street.
- As a prime site along the Major Pedestrian Corridor and adjacent to the Bellevue Transit Center and new Link Light Rail Station, the project seeks to create a welcoming experience for pedestrians, cyclists, and transit riders with a clear sense of arrival.
- By locating the 600-foot office tower of Phase 1 on the north side of the site, and placing the volume of the 4-story podium (meeting center) to the south, solar access is maximized as much as possible for the public at the outdoor plaza, MPOS and Pedestrian Corridor.

2. Site Organization (LUC 20.25A.160)

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

- The shared access roadway (NE 7th Street) is designed to connect between 110th Avenue NE and 108th Avenue NE and to serve as a through lane between these streets.
- The project includes connections and routes for cyclists and pedestrians. The MPOS and Major Pedestrian Corridor prioritize pedestrian connectivity, as does the north-south through block pedestrian connection via the meandering path and outdoor plaza, and the east-west through block pedestrian connection. These pedestrian connections will all connect to and extend existing pedestrian routes from adjacent properties.

- The primary tower entrance for Phase 1 is on 110th Avenue NE and Phase 2 is proposed to be on 108th Avenue NE. Each phase has a second primary entrance located via the central outdoor plaza.
- The north-south and east-west through block pedestrian connections will provide design elements such as wayfinding signage, paving, lighting and landscaping to help identify the connections on the site and that they are available for public use.
- The project provides a large outdoor plaza space that also functions as the required north-south through block pedestrian connection. The east side of the outdoor plaza on Phase 1 is defined by retail uses that spill out onto seating areas with tables and chairs.
- Loading refuse handling and parking is not located at the ground level. Instead, it is located one level below grade and accessed via the shared roadway on the north side of the site.

3. Streetscape and Public Realm (LUC 20.25A.170)

The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. More specifically, the proposal will provide the following:

- The project employs a variety of modern materials, accent colors, and simple forms, with special attention paid to the overall integrated appearance, to create visual interest and aesthetic appeal in the pedestrian environment.
- Weather protection in the form of canopies are integrated into the design of the façade along 110th Avenue NE, while building overhangs provide weather protection for the Major Public Open Space. Canopies are also located across the entire length of the building on the Major Pedestrian Corridor.
- The project provides an abundance of both fixed and flexible public seating in areas along the Major Pedestrian Corridor, the MPOS and throughout the outdoor plaza. These seating areas are located near active uses at the ground level with high transparency to promote a sense of safety and security at all hours.
- The project creates places for pause and reflection within the landscape and along pedestrian routes such as the serpentine path in the outdoor plaza, providing a variety of experiences for pedestrians.
- The project will introduce art placed at strategic locations to organize open spaces.
- Lighting has been designed to accentuate the unique features of the project including the outdoor plaza and along the Major Pedestrian Corridor and to be compatible with the surrounding environment/neighborhood.
- All signage materials will be coordinated with architectural finishes and be specified to have durable, exterior grade finishes to withstand the elements.

4. Building Design (LUC 20.25A.180)

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

- The project will utilize exterior cladding materials of steel, glass, concrete, wood and colors that add visual interest, are high-quality, durable and will contribute to

the iconic nature of the development.

- The building features a tripartite composition consisting of 1) the distinctive meeting center and podium, 2) the tall office tower and 3) the expression of the building top. An architecturally distinct podium includes a fan shape that steps along the west face, and vertical scrims along the south façade of the meeting center street level help to reduce the scale of the office tower above, while upper level terraces and step-backs in the podium allow the tower massing to gracefully transition to grade at the street level.
- The project uses material differentiation, glazing and material patterns and scale to relate to neighboring buildings and create an engaging pedestrian experience.
- A high level of transparency is provided at the street level, especially via the retail storefronts along the Major Pedestrian Corridor to ensure visual interest, safety and the success of active uses at grade.
- Wood that adds warmth and richness will be provided in the ceiling of the building overhang that runs along the Major Pedestrian Corridor and the MPOS and along 110th Avenue NE.
- Accent lighting will be used to case a soft glow from the exposed feature stairs on the east side of the office tower, as well as to showcase the soffit areas at the fan shaped podium and to up light the architectural fins at the top of the meeting center.
- The project will specify a curtain wall system including a high-performance glass and a shaped metal panel that will provide visual relief, scale and interest to the overall façade and a measure of solar shading.

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

Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure and protection on the sidewalk for the pedestrian. Per LUC 20.25A.170.B, 110th Avenue NE is designated as a “B” right-of-way, and the Major Pedestrian Corridor, also known as NE 6th Street, is designated as an “A” right-of-way. However, because the applicant has chosen to exempt the FAR for some of the ground level active uses in the base of the tower along 110th Avenue NE, the streetscape areas in front of these exempt active use spaces are required to be designed to an “A” right-of-way (LUC 20.25A.070.C.1.a). The applicant has therefore designed the entire 110th Avenue NE frontage to an ‘A’ right-of-way with the exception of having one service use (public daycare) on this frontage, which meets the ‘B’ rights-of-way guidelines, along with meeting all of the ‘A’ rights-of-way requirements on NE 6th Street (Pedestrian Corridor).

Pedestrian Corridor/High Streets – “A” rights-of-way:

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

- Transparency = 75%; and
- Weather Protection = 75%, 6 feet deep; and
- Points of Interest = Every 30 linear feet of the façade; and

- Vehicular Parking = no surface or vehicle access between the sidewalk and main pedestrian entrance; and
- 100% of the street wall abutting the build-to line shall incorporate active uses.

The applicant has met each of the design criteria for “A” rights-of-way on those active uses to be exempted along 110th Avenue NE in addition to the frontage along the NE 6th Street, as detailed on sheets G1002-T1 and G1003.2-T1 in Attachment D of this report. **Refer to Section XV.C for Condition of Approval regarding Street Level Glazing.**

VI. Administrative Departures (LUC 20.25A.030)

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

1. Build to Line Departure (Phase 1):

The applicant requests an administrative departure from LUC 20.25A.020.A for street frontage on 110th Avenue NE. This Code section requires buildings to be constructed to the “build-to” line at the back of the sidewalk on each street frontage. The proposal is requesting to depart from this section of the code to accommodate the following:

- 1) Building setback of 4’-6” to accommodate the required 6’-0” clearance for the ADA ramp at the intersection of 110th and the shared access drive (NE 7th Street) and to allow the doors to the public daycare to not swing into the sidewalk and interfere with pedestrian travel; and
- 2) Building setback of 6’-1” in front of the doors to the active use between the main entry and the potential future daycare to not swing into the sidewalk and interfere with pedestrian travel; and
- 3) Building setback up to 16’-1” at the main entry to the retail marketplace to allow sufficient distance for transition area, including ADA building access to make up for the grade difference between the flat floor inside the main entry and the sloping sidewalk along 110th Avenue NE; and
- 4) Building setback of up to 39’-3” to allow construction of an MPOS at the intersection of 110th Avenue NE and NE 6th Street in order to provide a landscaped area with trees and seating for the enjoyment of the public.

Departure Decision Criteria:

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

Response: The Comprehensive Plan encourages public and semi-public open space within major developments. This proposal improves the pedestrian realm and accessibility while seamlessly connecting the public spaces as intended by policies UD-4, UD-12, UD-25 and UD-17. The proposal provides a generous Major Public Open Space (MPOS) at the corner of 110th Avenue NE and NE 6th Street, which meets the code requirements for publicly accessible space at this intersection. Interest for this space is provided by the angling of the building at the ground plane, weather protection and the introduction of features such as public seating and landscaping, which result in a visually and physically accessible MPOS from the public sidewalk along 110th Avenue NE and NE 6th Street. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

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

Response: The “build-to line” requirement ensures that new development maintains an urban edge condition along a street frontage; however, the LUC also encourages a generous pedestrian environment with enhanced streetscape areas, activation of the public sidewalk from adjacent active uses, and open space that is visually and physically accessible from the public sidewalk. These are competing interests that need to be balanced to result in a project that is well designed to meet all intentions of the LUC. This proposal creates a space along the street to meet ADA ramp clearance requirements, ensures that doors from active use spaces do not swing into the required sidewalk, and provides a transition zone between the floor of the main entry and the sloping sidewalk along 110th Avenue NE, resulting in a gracious entry experience and ADA access into the building. The progressive widening of the sidewalk and the setback of the building’s main entry from the build-to line also highlight the prominence of the main entry and the MPOS at the corner of the development.

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

Response: The proposed setbacks from the build-to line are modest and are the minimum necessary to provide ADA access, a clear path of travel for the required sidewalk, building modulation to direct pedestrians to the building entrance and visual and physical connection to the required MPOS.

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

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

Response: LUC 20.25A.020 states that an administrative departure from the “build-to line” standard is appropriate to accommodate access to open plaza space and ground-level modulation of the building frontage. This design enhances access to the active use spaces, the main entry to the development, and the required MPOS at

the corner of 110th Avenue NE and NE 6th Street all while providing a cohesive architectural concept which meets the LUC's requirement for approving this departure.

2. Compact Parking Departure (Phase 1):

The applicant requests an administrative departure from LUC 20.25A.080.F.2. Applicants may design and construct up to 65% of required parking spaces in accordance with the dimensions for "compact" stalls if this ratio is approved through an administrative departure. The project proposes 65 percent compact stalls which equates to approximately 647 compact stalls in Phase 1. **Refer to Section XV.C for Condition of Approval regarding Compact Parking Stalls.**

Departure Decision Criteria:

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

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

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

Response: The LUC allows for 65% compact parking stalls, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. This project proposes to include 65% compact parking stalls (approximately 647 stalls), in Phase 1 to maximize efficiency in its garage floorplates.

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

Response: The project is requesting 65% compact stalls (approximately 647 stalls), which is permitted by the land use code (20.25A.080.F.2), so long as a Departure Request is provided to document the amount of compact parking stalls.

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

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

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

3. Parking Ratio Reduction Departure (MDP & Phase 1):

The applicant requests an administrative departure from LUC 20.25A.080.H for a parking reduction below the code required minimum for the proposed office use. The code specified minimum for retail or restaurant uses is 0 stalls per 1,000 nsf. Overall, the project proposes a minimum parking ratio of 1.31 stalls per 1,000 nsf of office, in lieu of the code specified minimum of 2.0 stalls per 1,000 nsf. For the Phase 1 project, this results in an overall reduction of 513 stalls (976 in lieu of 1,489). For the Master Development Plan, this results in a reduction of 845 stalls (1,606 in lieu of 2,451). A technical memorandum prepared by TENW, dated November 25, 2020 has been provided to support this reduction in parking for both the Master Development Plan and the Phase 1 Design Review. However, when the Phase 2 Design Review application is submitted, the parking analysis will need to be revisited to ensure the same mix of uses and square footages remain applicable to both the parking analysis and this departure request.

Departure Decision Criteria:

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

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

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

Response: LUC 20.25A.080.H allows for a reduction in parking ratios when additional parking is unnecessary to meet demand. TENW has prepared an analysis which specifically addresses how the proposed reduced parking ratio will meet the project demand, which is attached to this report. Overall, the applicant's request for a parking reduction is consistent with the purpose of the greater downtown area as well as the DT-O1 land use district and also recognizes its location directly adjacent to the Bellevue Transit Center. This request is consistent with the City's consideration that some projects may require less parking than others for a variety of reasons, which include proximity to transit and consistency with the anticipated mode splits of the project's users.

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

Response: The TENW report provides data which shows the required 1.31 parking ratio is calibrated to meet the project demand for both Phase 1 and the overall

Master Development Plan, and is capable of being accomplished, particularly with the extra, voluntary TMP measures the applicant will implement to ensure parking demand aligns with the proposed parking supply in the project. **Refer to Sections XV.C and D for Conditions of Approval regarding the Transportation Management Program and Implementation of the Transportation Management Program.**

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

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

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

Finding: After review of the three (3) submitted Departure Requests and the review of these requests against the Departure Decision Criteria as discussed above, the departures for Build-to Line, Compact Parking Stalls and Parking Reduction are approved as part of this MDP and Design Review approval.

VII. Public Notice and Public Comment

Application Date:	December 24, 2019 (LD/LS) & January 17, 2020 (LP)
Notice of Application (500 feet):	February 6, 2020
Public Meeting:	February 26, 2020
Minimum Comment Period:	February 20, 2020

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on February 6, 2020 with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. A public meeting was held at City Hall on February 26, 2020 and was attended by approximately fifteen (15) members of the public, most of which were with the development team.

Comments raised at the public meeting were in support of the development, including those provided by the Bellevue Downtown Association, the Bellevue Chamber of Commerce and the Seattle Building and Construction Trades Council. However, during review of the project, City staff received three (3) subsequent written comments regarding concerns with the proposal. Below is a summary of comments received by the City:

- 1. Department of Ecology:** The proposed project is located a block west of one site listed on the Model Toxics Control Act (MTCA) Confirmed and Suspected Contaminated Sites List. The Texaco site at 615 112th Ave NE has benzene in soil and groundwater and petroleum-gasoline and petroleum-other in groundwater. Cleanup has been started but not completed. If contaminated ground water from the MTCA site has reached the

project location, the parcel will be considered part of the MTCA site. A number of remediation efforts would need to be followed if discovered.

Response: *The applicant was provided a copy of this letter from Department of Ecology and as such will work directly with Ecology in the event contaminated ground water is discovered during construction.*

- 2. King County Metro:** The site is adjacent to the Bellevue Transit Center, and as such, it is critical that the construction planning, phasing, and implementation of the project take into account the all-day/night presence of buses, bus drivers, and others involved in support of transit operations, as well as the presence of pedestrians/riders gaining access to the transit center on foot. Metro also has a bus layover area across from the site that may or may not need to be relocated. If relocation is required, the contractor would need to provide Metro with a new layover location with a comfort station in the same general location. We request that the contractor work closely with King County Metro Construction Coordinators throughout the project to minimize disruption to the operation of the transit center, including access to both the east and west ingress/egress of the transit center, maintenance of adequate bus layover on streets surrounding the transit center, and access to comfort stations, etc.

Response: *The applicant was provided a copy of this written request from King County Metro and is coordinating directly with both King County Metro and Sound Transit regarding the adjacent Transit Center and impacts during and post construction. The applicant is also continuing to work with Sound Transit on the relocation of the comfort station currently located on the project site that would be demolished as part of the project. It is anticipated that this comfort station will be reinstalled as part of the future phase 2 development.*

- 3. Eglick & Whited PLLC:** Given the location and proposed height of the 600 Bellevue tower, the proposal should not be allowed to proceed in any way until safety issues and potential obstruction of the Kemper Development Company helistop flight path have been carefully reviewed and fully addressed, including by the FAA. The result of such review could be that either the 600 Bellevue proposal should be scaled down or the helistop use should be extinguished or it's CUP substantially modified in light of the 600 Bellevue development.

Response: *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 8th 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 has filed multiple lawsuits against the City challenging the City's approval of the helistop and seeking to revoke the City's approval of the helistop, respectively. Her most recent lawsuit, Tateuchi, et. al. v. City of Bellevue, Court of Appeals No. 80712-9-1, sought to revoke the City's approval of KDC's helistop.*

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." KDC will be required to follow the process delineated in Condition 12 of Ordinance 6000 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 opposition to KDC's helistop does not change Ordinance 6000 or provide any basis for the City to deny or condition this project.

VIII. Technical Review – Phase 1

A. Land Use/Environmental Health/Noise

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

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

2. Garage Exhaust: Exhaust fans blowing air over a sidewalk or pedestrian connection can create noise levels exceeding that allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk or pedestrian connection, prior to the issuance of any Certificate of Occupancy. **Refer to Section XV.C for Condition of Approval regarding Garage Exhaust.**

B. Transportation

Trip Generation

The project pm peak hour net new trip generation for the two phases used for the analysis is shown in Table 1.

Table 1 Bellevue 600 PM Peak Hour Trip Generation

Land Use Category	Phase 1	Phase 2	MDP Total	Trip Rate Per 1,000 sf	Trip Generation
Office	1,140,000 sf	725,000 sf	1,865,000 sf	0.54	1,007
Daycare Center	9,700 sf		9,700 sf	11.12	108
Quality Restaurant	3,500 sf	4,700 sf	8,200 sf	4.37	36
Fast Casual Restaurant	10,800 sf	6,500 sf	17,300 sf	7.07	122
Retail	1,000 sf	7,500 sf	8,500 sf	2.51	22
Credit for Existing Office	256,830 sf			0.78	-200
Total Net New Trips					1,095

The trip generation for the uses was computed using the City's adopted trip generation rates for all uses with the exception of the office use, which was reduced from adopted rate of 0.78 trips per 1,000 sf to 0.54 trips per 1,000 sf. The adopted office rate is supported by survey data from the existing office development in downtown Bellevue reported per the City's Transportation Management Program (TMP) requirements, BCC 14.60.70, which also shows an average vehicle mode split of 62% with the remaining 38% walking, cycling, using transit, or working remotely. The applicant requested to use the reduced trip rate based on a 45% vehicle mode split because they intend to provide additional trip reduction measures for the project and provided data from existing development in Seattle to support the request.

It is important to use the correct trip generation rate for the project because it is used to determine the mitigation associated with the development's traffic impacts and the amount of impact fees paid by the project to mitigate system impacts. The Transportation Department supports the use of the lower trip rate if the applicant provides appropriate mitigation. The reduced office rate will be approved with the condition that the applicant is required to meet the lower vehicle mode split of 45% as a performance target for their biennial TMP reporting. If the target of 45% is exceeded, the applicant will be required to use whatever measures are necessary to remedy the vehicle mode split and will be required to report annually until the target is met.

Refer to Section XV.C for Condition of Approval regarding Transportation Management Program.

Vehicle Site Access and Loading

The site is bordered by 108th Avenue NE, 110th Avenue NE, NE 6th Street and NE 7th Street (to be constructed as part of this proposal). 108th Avenue NE and 110th Avenue NE are classified as minor arterials. NE 6th Street adjacent to the site is occupied by the Bellevue Transit Center and is closed to all vehicles except transit. The south two lanes of NE 7th Street will be constructed with this project and the north lane will be constructed with development of the site north of the project.

Access to the proposed project site will be provided from NE 7th Street via 110th Avenue NE and 108th Avenue NE. This street will have four driveways, two into the underground parking garage and two into loading dock areas. The loading docks are sized to allow use by trucks up to WB-40 size and trash pickup. In addition, a pullout area will be provided to be used for passenger loading and private shuttles.

Auto-Turn diagrams, showing the truck turning movements for WB-40, SU-30, bus, and garbage trucks entering/exiting the site at the driveways as well as turning at the intersection of NE 7th Street and 110th Ave NE and the NE 7th Street and 108th Ave NE were prepared to verify adequate access is provided.

A traffic signal will be required at the intersection of NE 7th Street and 110th Avenue NE to allow full access. Access at NE 7th Street and 108th Avenue NE will be limited to right turns in and out. The signalized intersection will also include two new pedestrian actuated crossing on the west and north leg of the intersection. This new signalized intersection will be completed with Bellevue 600 Phase 1 project.

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

Pedestrian and Bicycle Access

Pedestrian access to the site is provided by 11-foot wide sidewalks on 108th Avenue NE and 110th Avenue NE that will be reconstructed with the project, and a 6-foot sidewalk on NE 7th Street that will be constructed with the project. The Downtown Transportation Plan requires a pedestrian mid-block crossing of 110th Avenue NE at NE 7th Street. This will be facilitated with the signal to be constructed at this location.

NE 6th Street adjacent to the site along the Bellevue Transit Center is designated as the Major Pedestrian Corridor, also known as the Grand Connection. This corridor is 30 feet wide along the project frontage, and will be developed with a special paving treatment, seating areas, and other amenities in addition to the sidewalk area. All construction will be required to meet ADA requirements for paving materials including vertical and horizontal displacement and surface friction.

The Downtown Transportation Plan designates the intersections of NE 6th Street and 108th Avenue NE and NE 6th Street and 110th Avenue NE as Exceptional intersections. The City has two CIP projects scheduled for completion by 2023 to construct raised intersections and all-way pedestrian crossings at these locations. The applicant will be required to contribute to these projects in lieu of reconstructing these intersections with the street improvements associated with the project. **Refer to Section XV.B for Condition of Approval for Civil Engineering Plans – Transportation.**

There is an existing bicycle lane and buffer adjacent to the site on 108th Avenue NE. No additional bicycle facilities will be required with the project.

Transit access

This site is adjacent to the Bellevue Transit Center and the East Link light rail station to be operational in 2023. The required sidewalk and intersection improvements will enhance access to both facilities.

Sight Distance for vehicles and pedestrians

A pedestrian and vehicle sight distance assessment were conducted at the new NE 7th Street connections with 108th Avenue NE and 110th Avenue NE based on City of Bellevue standards. The pedestrian sight distance requirements at the proposed loading docks are expected to meet standards with the exception of two building columns at the west loading dock and a wall at the east loading dock (Dock #1) that will obstruct the view looking to the west. Mitigation measures are proposed such as a parabolic traffic

mirror and sign to alert pedestrians approaching Dock #1. Warning signs and mirrors are commonly used at garage access points and loading docks in urban areas and will provide sufficient mitigation at this location. The pedestrian sight distance requirements at the proposed Phase 1 garage driveway are expected to meet the City's standards. A transparent guardrail is proposed on the east side of the driveway to provide visibility looking to the east. The pedestrian and vehicle sight distance at the proposed NE 7th Street connections with 108th Avenue NE and 110th Avenue NE are expected to meet the City standards, assuming that the proposed landscaping, signage, and street furnishings are placed to avoid creating a sight line obstruction within these areas. Any street trees or other vegetation within the sight triangles should be trimmed to maintain clear visibility between 2 and 7.5 feet above the road surface. Stopping sight distance diagrams for the vertical curves along NE 7th Street will meet AASHTO standards.

Street Lighting

Street lighting photometric analysis is required adjacent to the proposed site along 110th Ave NE and 108th Avenue NE, NE 6th Street, and the intersections of NE 7th Street/110th Avenue NE. New street light poles and replacement of existing luminaires with new LED fixtures are required to meet the City's current standards.

Transportation Infrastructure

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

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

Infrastructure improvements will be required on all four of the site frontages with the approval of the MDP. These will be divided into the two phases as follows:

Phase 1:

110th Avenue NE

- Street widening adjacent to the site to provide a five-lane section
- 11-foot sidewalk, 5-foot planter, and new curb and gutter.
- Traffic signal and mid-block pedestrian crossing at NE 7th Street with ADA access ramps and receiving ramps
- Install new and/or reconfigure signage and pavement markings.
- Eliminate 2 existing curb cuts.
- Streetlights and fiber optic cable meeting City requirements.
- Full pavement overlay is required along the property frontage on 110th Ave NE.

NE 7th Street

- Construction of the south two travel lanes of the planned three lane section from 108th Avenue NE to 110th Avenue NE
- Minimum 6-foot sidewalk between 108th Avenue NE and 110th Avenue NE

NE 6th Street

- Construction of 30-foot Pedestrian Corridor along the Phase 1 frontage with a minimum of 13-foot clear travel area for pedestrians
- Paving materials and treatment that meet ADA requirements for vertical and horizontal displacement and surface friction
- Pedestrian scale streetlights and fiber optic cable meeting City requirements
- Reconstruction of curb and gutter
- Reconstruction of ADA access ramps and receiving ramps
- Traffic signal modification to accommodate pavement widening of 110th Avenue NE. The modification shall include all associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.
- As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
- Contribution to the City CIP intersection project at the intersection of 110th Avenue NE proportional to the site frontage

Phase 2:

108th Avenue NE

- 11-foot sidewalk and 5-foot planter
- Reconstruction of curb and gutter
- Reconstruction of ADA access ramps and receiving ramps
- Streetlights and fiber optic cable meeting City requirements

NE 6th Street

- Construction of 30-foot Pedestrian Corridor along the Phase 2 frontage with a minimum of 13-foot clear travel area for pedestrians
- Paving materials and treatment that meet ADA requirements for vertical and horizontal displacement and surface friction
- Pedestrian scale streetlights and fiber optic cable meeting City requirements
- Reconstruction of curb and gutter
- Reconstruction of ADA access ramps and receiving ramps
- Contribution to the City CIP intersection project at the intersection of 108th Avenue NE proportional to the site frontage
- Traffic signal modification to accommodate frontage improvement at NE 6th Street and 108th Ave NE. The modification shall include all associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.

- As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.

Detailed list of required transportation infrastructure is included in the Civil Engineering Plans – Transportation Conditions of Approval section of this report. Refer to Section XV.B and D for Conditions of Approval regarding Civil Engineering Plans – Transportation, and Transportation Infrastructure Requirements and Pavement Restoration.

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 construction 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. Additional right-of-way will be required near the curb radii at NE 6th and 108th Avenue NE and NE 6th and 110th Avenue NE intersections.

Refer to Section XV.C and D for Conditions of Approval regarding Right of Way Dedications and Easements, Easements for Signal Control and Street Light Boxes and Vaults, Sidewalk/Utility/Pedestrian Access/Vehicle Access Easements, Major Pedestrian Corridor Access Easement, and Major Public Open Space (MPOS) Access Agreement.

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks, slope, and wall located outside the city right of way on 108th Avenue NE and 110th Avenue NE. The applicant shall provide a vehicle and pedestrian access easement on NE 7th Street. The applicant shall provide a pedestrian corridor easement for the portion of the 30-foot Pedestrian Corridor outside of the right-of-way on NE 6th Street.

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area. Transformers and utility vaults to serve the building shall be placed inside the building or below grade.

There's an existing slope easement and a temporary construction easement located on 108th Avenue NE at the existing site which will no longer be required for providing continued public service with the new proposed development. The applicant will be required obtain a release from this easement and compensate the City the fair market value of this easement prior to its release.

Refer to Section XV.C for Conditions of Approval regarding Existing Easements, Easement for Signal Control and Streetlight Boxes and Vaults, and Streetlight/Utility/Pedestrian/Vehicle Access Easements.

Holiday Construction & Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling, and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The

applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit.

Refer to Section XV.A for Condition of Approval regarding Holiday Construction & Traffic Restrictions.

Use of the Right of Way During Construction

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

Refer to Section XV.B for Condition of Approval regarding Right-of-Way Use Permit.

Right-of-Way Hold Harmless and Indemnity 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 Section XV.C for Conditions of Approval regarding Right-of-Way Hold Harmless and Indemnity Agreement.

Transportation Management Program

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

To comply with the performance target for vehicle mode split discussed in the Trip Generation section of this report, the applicant will be required to meet the basic requirements of the TMP and an additional provision. The applicant must show that the vehicle mode split of 45% when providing the required biennial report. If this target is exceeded, the applicant will be required to adjust or add TMP measures to achieve the target and will be required to provide annual reports until the target is met.

Refer to Section XV.C and D for Condition of Approval regarding Transportation Management Program and Implement Transportation Management Program.

C. Utilities

1. **Surface Water:** The project is fronting both 108th Ave NE on the west side, and 110th Ave NE on the east side. Drainage conveys to the Meydenbauer Drainage Basin to the west and Sturtevant Creek Basins to the east. Most of the surface water drains to Sturtevant basin in 110th Avenue NE, and a smaller portion of frontage on 108th drains to Meydenbauer Basin. Drainage from each basin is conveyed via catch basins and pipes along the road frontages and eventually discharges to Lake Washington via an entirely human made conveyance system. The portion of the site

draining to Meydenbauer Basin will not require water quality or flow control since the improvements do not trigger the requirements from WA Department Of Ecology (DOE). The portion of the site draining to Sturtevant Basin will require flow control and water quality treatment and engineering has been provided to illustrate the improvements can be feasibly constructed. A deviation from standards has been granted to pump storm water for detention and water quality to the public storm system. Minimum requirement 5 for onsite storm water management will be implemented where feasible to meet requirements.

2. Utilities:

Water: Domestic water for the site proposes to connect to an existing 12" ductile iron water main in 108th Avenue NE for the east phase and an 8" cast iron main in 110th Avenue NE for 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 108th Avenue NE via 10" PVC sewer main and the east phase will extend 8" sewer main from a sewer manhole located at the intersection of 110th Avenue NE and NE 6th Street. There is adequate capacity in the sewer system to accommodate the development for each phase.

Refer to Section XV.A for Condition of Approval regarding Utilities Conceptual Approval.

D. Clearing and Grading

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

E. Fire

The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the 2015 International Fire Code, 2015 International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon and limited to the information presented on drawings received November 3, 2020. The Fire Department can approve the Design Review application.

F. 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 an internal property line is proposed between the two phases of the project. This property line bisects 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. The Building Department requires, prior to issuance of any Building permit, that legal documentation be provided that demonstrates that lot lines have been resolved. **Refer to Section XV.C for Condition of Approval regarding Single Site Agreement.**

The drawings also indicate that a parcel (Parcel B) exists on the property. Parcel B is required to be legally eliminated for the construction of the new project. Alternatively, the condition with Parcel B will need to be resolved via a single site agreement. The Building Department requires, prior to issuance of any Building permit, that legal documentation be provided that demonstrates that lot lines have been resolved. **Refer to Section XV.C for Condition of Approval regarding Legal Documentation.**

IX. State Environmental Policy Act (SEPA)

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

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

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

A. Land Use

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

B. Storm Drainage, Water, Sewer

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. A deviation from the surface water standards has been granted to allow the development to pump the site storm water to the public storm system after being detained onsite. Therefore, adequate storm drainage, water and wastewater services can be provided to the subject site. Refer to Section VII.C above for detailed discussion.

C. Transportation

This project will approve a Master Development Plan (MDP) for two phases of development and design review approval for the first phase. The project will construct two towers, one in each phase, with a total of 1,865,000 sf of office use, 9,700 sf of daycare use, and 34,000 sf of restaurant and retail use. The site is located on the southern half of the superblock between 108th Avenue NE and 110th Avenue NE, and NE 6th Street and NE 8th Street. A private street, NE 7th Street, will be constructed at the northern edge of the site to provide all vehicle access to the project. The Bellevue Transit Center and Pedestrian Corridor are located on NE 6th Street adjacent to the site.

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 1,865,000 sf of office use, 9,700 sf of daycare use, and 34,000 sf of restaurant and retail use 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 Section XV.C for Conditions of Approval regarding Transportation Impact Fee.

Mid-Range Impacts and Mitigation

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

The Bellevue 600 project will generate approximately 1,095 net 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.

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

Short Term Operational Impacts and Mitigation

A transportation impact analysis dated November 02, 2020 was prepared for the Bellevue 600 project by Transportation Engineering Northwest to analyze the short-term impacts of the MDP and the Phase 1 development of the east tower.

The TIA assessed the operations of eight intersections in the vicinity of the project to determine if additional mitigation is required for the development. This included a six-year analysis of operations for Phase 1 of the development and a 12-year analysis of operations of the completed MDP. The analysis assumed that NE 7th Street would be constructed on the north side of the site to provide all access to the site, 110th Avenue NE adjacent to the site would be widened to provide a five lane section, and that a traffic signal would be constructed at the intersection of NE 7th Street and 110th Avenue NE.

The future 6-Year PM peak hour level of service analysis with the proposed Bellevue 600 Phase 1 project indicates that all intersections will remain at LOS E or better with the proposed phase improvements. These include street widening along 110th Avenue NE, a new signalized intersection at NE 7th Street and 110th Avenue NE, and modifications to the intersections of 110th Avenue NE and NE 6th Street to account for 110th Avenue NE street widening.

For the future year PM peak hour traffic volumes with the proposed Bellevue 600 MDP project, a Level of Service (LOS) analysis was conducted at the eight study intersections for future 12-year weekday peak hour with project conditions. Existing intersection geometry and signal phasing were used in the future LOS analysis at the study intersections with exception to the additional northbound through lane along the project frontage on 110th Ave NE. All study intersections are estimated to operate at LOS E or

better in the future both without and with the project with exception to the 112th Avenue NE / NE 8th Street intersection which is anticipated to operate at LOS F with the proposed project. Although the City has no plans for improvements at the 112th Avenue NE/NE 8th intersection itself, the City's plans to extend the NE 6th Street HOV interchange to 120th Avenue NE will help improve the LOS at this location by providing additional access to/across I-405. This improvement is not accounted for in the 12-year analysis. Based on this information, no project-specific off-site mitigation is proposed.

To evaluate the operations of the new NE 7th Street connections with 108th Avenue NE and 110th Avenue NE, a level of service (LOS) and queue analysis was completed. The estimated future 12-Year weekday peak hour traffic volumes with the proposed MDP project at the new NE 7th Street connections with 108th Ave NE and 110th Ave NE indicates the individual movements at both the stop-controlled 108th Ave NE / NE 7th Street intersection and the signalized 110th Ave NE / NE 7th Street intersection are anticipated to operate at LOS E or better during the weekday AM and PM peak hours with the Bellevue 600 Phase 1 and MDP project. The estimated 95th percentile queues are estimated to be 575 feet on the eastbound approach to 110th in the PM peak hour. This queue will extend along the private NE 7th Street and into the parking garage access point for Phase 1 and up to the parking garage access for Phase 2 and will not affect other traffic on the downtown street grid.

To improve pedestrian connectivity, the project will provide new ADA accessible through block connection running east-west along the north side of the Phase 1 and MDP sites between the 108th Ave NE and 110th Ave NE in addition to a new ADA accessible through block connection running north-south along the west side of the Phase 1 site through the outdoor plaza. To accommodate this connection the project will construct pedestrian lid over the NE 7th Street drive creating future connection to proposed Cloudvue development site to the north and space for daycare outdoor play area.

Refer to Section XV.C for Condition of Approval regarding Transportation Impact Fee.

X. Changes to Proposal Due to Staff Review

A. Site Design

1. Provision of pet relief areas incorporated into the design to protect landscaping and reduce negative effects on public health and the environment. Located in landscape strips within the public sidewalk as well as within the site, including within the plaza and along the north-south through block connection.
2. Design refinement of the Major Public Open Space (MPOS) at the south-east corner of the development to better accommodate activation of the space, provision of sight-lines through the MPOS to the adjacent transit center to the south and accommodation of seating for anticipated transit stops on 110th Avenue NE.
3. Design refinement of the required outdoor public plaza space and proposed "lid" to the north to encourage activation and full connection running north south. Required outdoor play area for proposed daycare was relocated out of this space.
4. A Binding Site Plan (20-108337-LF) is required for this proposal to consolidate the existing lots into one parcel and subdivide into two new parcels which correspond to the phasing plan. This will be completed and recorded with the

King County Recorder's office following this approval.

B. Building Design

1. Additional visual interest was provided on the eastern and western tower (core) elevations via a mixture of textured panels, vision glass, colored glass and metal panel in a two-story expression to create an interesting and varied façade that breaks down the scale of the building.
2. Additional visual interest was provided on the northern and southern elevations via additional colored metal fin/panels which result in a variegated color design from fuchsia to coral. This design will enhance the downtown Bellevue skyline by providing a tower that adds color.
3. Modification to all four podium elevations to better relate to the tower design and ground the tower to the pedestrian realm.

XI. Master Development Plan Decision Criteria (*LUC 20.30V.150*)

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

1. The proposed Master Development Plan is consistent with the Comprehensive Plan.

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

- **Urban Design Policy UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.**

Finding: The project will create a new 600-foot office tower as part of Phase 1 and an approximately 400-foot second office tower as part of Phase 2. The street level of both towers will create an active retail and restaurant experience accessible from the Major Pedestrian Corridor along the southern property boundary of the MDP and along 108th Avenue NE and 110th Avenue NE. A large central outdoor public plaza will be located between the two office towers and will provide a generous landscaped open space for use by the public. At the south-east corner of the site, an MPOS with seating and landscaping will be constructed at this major intersection, directly across from the Bellevue Transit Center and the future Link light rail station to the south-east.

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

Finding: The project creates new pedestrian connections that help to diversify and enrich the pedestrian experience through downtown Bellevue's large super blocks. A new east-west pedestrian connection is proposed along the northern property boundary, connecting 110th Avenue NE to 108th Avenue NE. This east-west connection will also connect to a new north-south pedestrian connection, provided through a meandering path within the large central outdoor public plaza. Both of these pedestrian connections will break up the super block to allow for accessible connections to the north, south, east and west, connecting the

Bellevue Transit Center and Major Pedestrian Corridor into the super block.

- **Downtown Subarea Policy S-DT-45: Continue to develop the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue through public and private investments.**

Finding: The project will design the portion of the Major Pedestrian Corridor adjacent to the project between 108th Avenue NE and 110th Avenue NE. The design of the corridor will be an active public space that helps to unify downtown Bellevue and reinforce the future Grand Connection effort. Elements include publicly accessible seating areas, retail-controlled private seating areas, overhead weather protection, embedded wayfinding elements, improved site lighting and access from the corridor to the Bellevue Transit Center to the south and the north-south pedestrian through-block connection, located within the central outdoor public plaza space between the two towers.

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

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

Finding: The tables and information in Sections III and V of this report summarize the applicable requirements and analyze the proposed MDP for consistency with the applicable requirements. The proposed MDP complies with all Land Use Code requirements, including but not limited to building height, tower setbacks, floor area ratio, sidewalks, landscaping, parking, loading and trash and recycling. The MDP application is specifically requesting an Administrative Departure to reduce the overall office parking ratio for the entirety of both phases of development. For a more detailed discussion of the requested Departure, refer to Section VI of this report and Attachment C for the Administrative Departure Request.

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: The purpose of the Downtown Land Use Code is to develop the Downtown as the symbolic and functional heart of the Eastside. Further, it is to be developed as an aesthetically attractive area of intense use, that enhances pedestrian activation and accessibility and provides for the needs, activities and interest of the people. The proposed MDP addresses all applicable standards, including land use, transportation, and engineering standards in the Bellevue City Code in a manner which fulfills their purpose and intent. The proposed MDP also specifically complies with the applicable Comprehensive Plan policies and Downtown Design Guidelines, as outlined in attachments A & B of this report. Refer to Section III, V and VI for additional discussion on how the proposed MDP meets all standards and guidelines in the Land Use Code.

4. The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying land use district.

Finding: At the core of this project is connectivity with surrounding features and

uses across both project phases due to the MDP's unique location within the downtown. The project's design takes advantage of its location adjacent to the Major Pedestrian Corridor (NE 6th Street) and Bellevue Transit Center on the south side of the site, and future East Link Light Rail Station to the southeast. Directly accessible via the Bellevue Transit Center and Major Pedestrian Corridor is a large central outdoor public plaza that will serve as the heart of the new development and provide a required north-south through block pedestrian connection that will intersect with a required east-west through block pedestrian connection along the northern side of the proposal. These through block pedestrian connections, along with development of the Major Pedestrian Corridor will help to enhance connections throughout this super block in Downtown.

XII. Design Review Decision Criteria (*LUC 20.30F.145*)

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

1. The proposal is consistent with the Comprehensive Plan.

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

- **Urban Design Policy UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.**

Finding: The project will be the second tower to complete construction under the new Downtown Land Use Code that allows for a 600-foot tower height, which is 150-feet taller than existing towers in the Downtown. The design of the project has embraced the opportunity to become a new iconic addition to the city skyline and proposes a stepped profile, with the north volume higher than the south to create a tapered form and a transition in scale as the building meets the sky. The street level design, including the design of MPOS and large outdoor public plaza aspires to become a memorable, active pedestrian zone, that reinforces its location adjacent to the Bellevue Transit Center and as part of the Major Pedestrian Corridor.

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

Finding: The project incorporates high quality public and semi-public spaces along the Major Pedestrian Corridor, within the large central outdoor public plaza space on the west side of the tower, and within the proposed MPOS at the south-east corner of the development. All of these spaces include generous landscaping and invite public use; offering opportunities for public seating, art, active use spill-out zones, flexible programming and different ways to navigate around the development and through the superblock.

- **Downtown Subarea Policy S-DT-45: Continue to develop the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown**

Bellevue through public and private investments.

Finding: The project seeks to further develop the Major Pedestrian Corridor as an active, public feature that helps unify Downtown Bellevue. The project will develop a 30-foot wide section (16' in the right of way and 14' on private property) of the Corridor that will include a double row of street trees, weather protection, pedestrian scaled lighting and activation at the building frontage for indoor/outdoor use, including outdoor seating areas. The project will also include a Major Public Open Space (MPOS) feature at the corner of NE 6th Street and 110th Avenue NE to further promote outdoor activation of the pedestrian corridor and project, in relation to the Bellevue Transit Center and future East Link Light Rail Station.

- **Downtown Subarea Policy S-DT-162: Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.**

Finding: The project provides a north-south through-block pedestrian connection along the western property boundary of Phase 1, connecting the Bellevue Transit Center and Major Pedestrian Corridor south of the site to the property north of the site (proposed Cloudevue development), which will then further connect north to NE 8th Street. An additional pedestrian connection will occur east-west along the northern property boundary, connecting 110th Avenue NE to the centralized north-south through block connection, and will eventually lead further west through the future Phase 2 to 108th Avenue NE. The project will also install a 30-foot wide section (16' in the right of way and 14' on private property) of the Major Pedestrian Corridor on the south side of the site. This extensive connectivity helps to create an active, livable and accessible pedestrian network.

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

2. The proposal complies with the applicable requirements of this Code.

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

3. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.

Finding: The purpose of the Downtown Land Use Code is to develop the Downtown as an aesthetically attractive area of intense use, through the encouragement of cultural, entertainment, residential and regional uses located in distinct, mixed-use

neighborhoods connected by a variety of unique public places and great public infrastructure. Through application of the Land Use Code, the applicant has addressed the intent of the Downtown Land Use Code by developing a project that meets all applicable design guidelines and criteria as discussed in Section's III, IV and V – including the criteria for all requested administrative departures.

4. The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.

Finding: The proposed project is compatible with and responds to the existing character, appearance and quality of development of the subject property and properties immediately adjacent to the site. The office tower was sited on the north side of the site to provide an openness and access to light and air along the Major Pedestrian Corridor and the existing surrounding structures to the south and west, and proposed structures to the north. The proposed office development is compatible with the adjacent office towers to the south and west while respecting the residential and office development to the east, and proposed office development to the north. The proposed podium structure will include active and service uses at the ground plane that will support the existing and proposed office development, along with the adjacent transit development (Bellevue Transit Center (Bus) and Light Rail Station), which provides opportunities to enhance the livability of Downtown Bellevue. The central outdoor public plaza space, through-block pedestrian connections, MPOS and Major Pedestrian Corridor designs will also increase public outdoor space and physical connections within and through the superblock, further promoting Downtown livability.

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

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

XIII. Variance Decision Criteria (LUC 20.30G.140)

The Director may approve or approve with modifications an application for a variance from provisions of the Land Use Code if:

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

Finding: The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties as the applicant is seeking an area variance, which does not change the specific land use, but provides relief from dimensional requirements.

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

Finding: The variance is necessary due to the unique combination of physical

features surrounding the site, including the Bellevue Transit Center/Pedestrian Corridor to the south, and the Major Public Open Space/110th Avenue NE to the east, both which prohibit vehicular access to the site. Therefore, vehicular access is required to be located on a new shared access easement to the north of the site (NE 7th Street), that is significantly lower in elevation than either of the 110th Avenue NE and 108th Avenue NE rights-of-way, which in turn, significantly lowers the overall average finished grade of the building. No other site in the vicinity or in downtown has the same combination of constraints due to the location and surroundings paired with the floorplate size restriction, as most sites are able to have vehicular access taken from the adjacent rights of way.

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

Finding: Granting the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property, as the applicant is not requesting an increase in building height, floor area, footprint, square footage, uses or other code requirements that could actually be materially detrimental to property in the vicinity of the site. Granting the variance will not materially affect the perceived street level views of the building in terms of its perceived height or massing. There is also no impact to pedestrian level views because the change in the height of the floor plate would be behind the meeting center. In addition, the fan shaped podium steps away from the pedestrian and the 4.15' increase in overall height of the fan shaped podium would not be perceived, especially when seen through the landscaping in the outdoor plaza space, as this is where the additional 5,247 square feet in the floorplate size would be located at level 2.

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

Finding: The requested variance is not inconsistent with the Comprehensive Plan and will result in a design that is consistent with several provisions of the Comprehensive Plan, including policy S-DT-37 which encourages building intensity and promotes design guidelines to create pedestrian orientation that will enhance the appearance, image and design character of the downtown. Granting the variance will allow the applicant to create a pedestrian experience at the plaza level with retail and restaurant spaces with higher ceilings rather than a constrained 8-foot ceiling height, which would be implemented without the variance. An 8-foot ceiling height hinders the retail and restaurant experience, which impacts the pedestrian and user experience when viewed either outside or inside these spaces.

In addition, policy UD-48 encourages linking the intensity of downtown development with "increased pedestrian amenities, pedestrian-oriented building design, through block connections, public spaces, activities, openness, sunlight and view preservation." The applicant has prioritized designing a welcoming pedestrian atmosphere that enables a positive retail experience that is directly accessible from the plaza adjacent to the Bellevue Transit Center and Major Pedestrian Corridor.

XIV. 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.

XV. Conditions of Approval

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

A. GENERAL CONDITIONS:

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Clearing and Grading Code - BCC 23.76	Savina Uzunow,	425-452-7860
Bellevue Development Standards	Molly Johnson,	425-452-6175
Transportation Code - BCC 14.60	Molly Johnson,	425-452-6175
Trans. Improvement Program - BCC.22.16	Molly Johnson,	425-452-6175
Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia,	425-452-6988
Bellevue Utilities Code - BCC Title 24	Mark Dewey,	425-452-6179
Construction Codes - BCC Title 23	Doug Beck,	425-452-4563
Code - BCC Title 20	Laurie Tyler,	425-452-2728
Sign Code - BCC Title 22B	Laurie Tyler,	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler,	425-452-2728
Uniform Fire Code - BCC 23.11	Glen Albright,	425-452-4270
Parks Department	Tom Kuykendall,	425-452-7924

2. CONSTRUCTION HOURS

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

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

3. MODIFICATION TO THE MASTER DEVELOPMENT PLAN

Any modification to this approval shall be documented as a new MDP or as a Land Use Exemption to the approved MDP.

An amendment to a previously approved MDP is treated as a new application. Minor modifications may be permitted pursuant to the criteria in LUC 20.30V.160.B.

Any modification of the MDP must be reviewed for consistency with the conceptual site and building design 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 Recorder's Office or its successor agency.

If a new MDP is required, the review will be based on the Land Use Code in effect at the time of that MDP permit submittal, and the vested status of this MDP approval will no longer be in effect.

AUTHORITY: Land Use Code 20.30V.160, 180 and 190
REVIEWER: Laurie Tyler, Land Use

4. DESIGN REVIEW MODIFICATIONS

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

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

5. VESTED STATUS OF THE MASTER DEVELOPMENT PLAN

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 20.30V.190.A. Approvals of any Design Review for this property will be vested to the Land Use Code in effect at the time of issuance of this report if the Design Review approval occurs within these 10 years.

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

AUTHORITY: Land Use Code 20.30V.190
REVIEWER: Laurie Tyler, Land Use

6. VESTED STATUS OF THE DESIGN REVIEW APPLICATION

The vested status of the Design Review shall be for a period of 2 years from the date of this final decision, as defined in LUC 20.40.500.B.2.

While the associated MDP is vested to the Land Use code regulations for a period of ten years from the date of issuance, this extended vesting does not extend to this Design Review approval.

AUTHORITY: Land Use Code 20.40.500
REVIEWER: Laurie Tyler, Land Use

7. BINDING SITE PLAN

Prior to the issuance of any construction permit(s), the applicant is required to submit an application for a Binding Site Plan (LF permit) to be reviewed and approved by City staff. The applicant shall record the Binding Site Plan with the King County Department of Records. Upon approval and recording of the Binding Site Plan, the applicant may develop the subject property in conformance with the Binding Site Plan and without regard to lot lines internal to the subject property. The applicant may sell or lease parcels subject to the recorded Binding Site Plan.

Modifications shall be processed as an amendment to the Binding Site Plan per RCW 58.17.

AUTHORITY: Land Use Code 20.30V.140
REVIEWER: Laurie Tyler, Land Use

8. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

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

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

9. AIR POLLUTION FROM CONSTRUCTION VEHICLES AND EQUIPMENT

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

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

10. PET RELIEF AREAS

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

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K
REVIEWERS: Tom Kuykendall, Parks Department
Laurie Tyler, Land Use

11. NORTH-SOUTH THROUGH BLOCK PEDESTRIAN CONNECTION DESIGN

Applicant shall apply for a Land Use Exemption (LJ) permit to modify the design as presented to include a connection(s) up to the northern property boundary in order to tie into the proposed through-block pedestrian connection on the development to

the north. The LJ permit shall be filed once the site/connection design has been determined on the project to the north, in order to clarify on this MDP/Design Review approval how the full through-block connection will be made between the two properties.

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

12. NORTH-SOUTH THROUGH BLOCK PEDESTRIAN CONNECTION CONSTRUCTION

Applicant shall construct the approved design from the Land Use Exemption to provide the full extension/connection of the north-south through-block pedestrian connection to the property to the north, at which time the property to the north develops (under construction).

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

13. ROOFTOP LIGHTING

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

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

14. PUBLIC DAY CARE CENTER

Applicant shall meet all requirements of LUC 20.20.170 as part of the tenant improvement permit for the proposed public day care use within the project site. Tenant improvement permit drawings shall indicate the on-site vehicle turnaround and load/unload areas, along with all other requirements, including but not limited to Building, Fire and the State of Washington. In addition, public access shall be granted to those patrons of the daycare center who do not work on-site, to ensure these code requirements are met.

AUTHORITY: Land Use Code 20.20.170
REVIEWER: Laurie Tyler, Land Use

15. PARKING COVENANT

Applicant shall execute and record a parking covenant, approved by the City, confirming that the BCP building will remain only partially occupied prior to demolition of the existing parking garage and prior to demolition of the BCP. Applicant will provide sufficient parking to satisfy the requirements of the LUC and serve the parking needs of the partially occupied BCP building, and the parking covenant shall run with the land.

AUTHORITY: LUC 20.25A.080, Part 20.30M LUC
REVIEWER: Laurie Tyler, Land Use

16. UTILITIES CONCEPTUAL APPROVAL

Utility Department approval of the design review application and master development 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 for 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

17. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

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

AUTHORITY: BCC 14.30.060
REVIEWER: Mazen Wallaia, Right of Way

18. VEHICULAR ACCESS RESTRICTIONS

Access to NE 7th Street from 108th Avenue NE will be restricted to right-turn-in and right-turn-out only. This will be achieved through installation of signage, as specified in the final civil engineering plans for the development.

AUTHORITY: BCC 14.60.150
REVIEWER: Orooba Mohammed, Transportation Department

19. 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: Orooba Mohammed, Transportation Department
Laurie Tyler, Land Use

B. PRIOR TO CLEARING AND GRADING PERMIT:

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

20. FINAL LANDSCAPE AND IRRIGATION PLANS

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

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

21. STREET TREES AND RIGHT OF WAY/STREETSCAPE LANDSCAPING

- a. Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction.
https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf
- b. Prior to ordering any street trees, confirm cultivars of all street trees with City of Bellevue Parks Department. Contacts are:
 - Tom Kuykendall, TKuykendall@bellevuewa.gov, 425-452-7924, or
 - Merryn Hearn, MHearn@Bellevuewa.gov, 425-452-4100
- c. A Parks Department representative shall be on-site to inspect street trees **prior to planting AND at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

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

22. SOIL VOLUME

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

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

23. STREETScape IRRIGATION (RIGHT-OF-WAY AND SITE)

- a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.
- b. No drip irrigation will be allowed within any City right-of-way.
- c. Schedule 40 irrigation pipe is required.
- d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.
- e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.
- f. Parks Department Contacts:
 - Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
 - Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

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

24. RIGHT-OF-WAY USE PERMIT

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

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

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

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

or demolition permit.

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

25. CIVIL ENGINEERING PLANS – TRANSPORTATION

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit that permits construction of the infrastructure. The design of all transportation infrastructure, 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. The civil engineering plans shall be the controlling document for all transportation infrastructure and street frontage improvements; architectural and landscape plans must conform to the engineering plans as needed.

All proposed infrastructure improvements within the right-of-way shall conform to current WSDOT Standard Specifications for Road, Bridge and Municipal Construction and to the City of Bellevue Special Provisions (BSP's).

All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans.

The engineering plans shall include the following required transportation infrastructure:

1. Widening 110th Ave NE to approximately 8 feet to the west to provide a 5-lane section.
2. New standard concrete curb and gutter along 110th Ave, NE 6th Street, 108th Ave NE, and NE 7th Street.
3. New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb along 110th Ave NE and 108th Ave NE and a 30-foot pedestrian corridor along NE 6th AVE and a minimum of 6-foot sidewalk along NE 6th.
4. New traffic signal and mid-block pedestrian crossing at NE 7th Street and 110th Ave NE with ADA access ramps and receiving ramps in addition to all new and/or reconfigure signage and pavement markings.
5. Paving materials and treatment must meet ADA requirements for vertical and horizontal displacement and surface friction at NE 6th Street.
6. Pedestrian scale streetlights and fiber optic cable meeting City requirements at the NE 6th Street.
7. Contribution to the two City CIP intersection projects at the intersection of 108th Avenue NE/NE 6th Street and 110th Ave NE/NE 6th Street proportional to the site frontage.
8. New ADA curb ramps and receiving ramps at the northwest corner of 110th Ave NE and NE 6th Street, at the northeast corner of 108th Ave NE and NE 6th Street, and mid-block crossing ramps at NE 6th Street.
9. Full pavement overlay is required along the property frontage on 110th Ave NE.
10. Traffic signal modification to accommodate pavement widening of 110th Ave NE at

- the northwest corner of 110th Ave NE /NE 6th Street and northeast corner of 108th Ave NE/NE 6th Street. The modification shall include all associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.
11. As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
 12. The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
 13. Removal of all existing driveways on 110th Ave NE, 108th Ave NE, and NE 6th Street at the ultimate condition.
 14. NE 7th Street will provide access to the site. The two intersections of NE 7th Street with 110th Ave NE and 108th Ave NE must meet vehicle and pedestrian sight distance requirements per the Design Manual.
 15. Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
 16. Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
 17. All doors along NE 6th Street, NE 7th Street, 108th Avenue NE, and 110th Avenue NE shall be recessed. Doors are not allowed to swing open into the public sidewalk.

Additional infrastructure requirements include, but are not limited to:

- a. The existing curb, gutter, and sidewalk along the property frontage shall be completely removed and reconstructed with the new curb, gutter and sidewalk as listed above. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.
- b. Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians. 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.
- c. Any awning or marquee over the public sidewalk shall be located at least 9-feet above the sidewalk grade and shall be removable and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.

No new building structure or garage shall be constructed over or under a street right-of-way. Any underground parking garage that extends under a public sidewalk easement shall be located a minimum of 10-vertical feet below the top of sidewalk and 20 vertical feet under the corner radii, unless otherwise approved. Any building construction located above the public sidewalk easement shall be located a minimum of 60 feet above the top of the sidewalk. A memorandum of permit will be required to be recorded to

document the location of the structure.

- d. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
- e. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
- f. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.
- g. ADA also requires provision of a safe travel path for visually impaired pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.
- h. Root barrier and soil preparation, for landscape strips within the sidewalk along the public road, are described in Standard Drawing SW-130-1.
- i. The design and appearance of the sidewalk and landscaping shall comply

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

- j. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements.
- k. 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.
- l. 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.
- m. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.
- n. All existing and new franchise utility distribution systems, including power, telephone, and TV cable, fronting or serving the commercial development site shall be undergrounded. Transformers and utility vaults to serve the building shall be placed inside the building, below grade, or behind the sidewalk.

Construction of all 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: Orooba Mohammed, Transportation Department

26. 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: Orooba Mohammed, Transportation Department

C. PRIOR TO BUILDING PERMIT:

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

27. SINGLE SITE AGREEMENT

The Building Department requires the developer to provide legal documentation, prior to issuance of any building permit, that buildings do not cross property lines. Provide legal documentation that lot lines have been resolved via a single site agreement.

AUTHORITY: IBC 705.3
REVIEWER: Douglas Beck, Building Division

28. LEGAL DOCUMENTATION

The Building Department requires the developer to provide legal documentation, prior to issuance of any building permit, that Parcel B has been removed or addressed via a single site agreement. Provide legal documentation that lot lines have been resolved.

AUTHORITY: IBC 705.3
REVIEWER: Douglas Beck, Building Division

29. EXTERIOR BUILDING LIGHTING

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

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

30. GARAGE EXHAUST

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

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

31. COMMERCIAL VENTING

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

AUTHORITY: Land Use Code 20.20.525 and Bellevue City Code
9.10.030.B

REVIEWER: Laurie Tyler, Land Use

32. COMPACT PARKING STALLS

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

AUTHORITY: Land Use Code 20.25A.080.F.2

REVIEWER: Laurie Tyler, Land Use

33. STREET LEVEL GLAZING

To ensure visibility from the sidewalk into the active use spaces on 110th Avenue NE and the Major Pedestrian Corridor (NE 6th Street), identified in the Building/Sidewalk Design Guidelines, clear (non-tinted, non-reflective) window glass shall be used. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: Land Use Code 20.30F.145, 20.25A.170

REVIEWER: Laurie Tyler, Land Use

34. MECHANICAL EQUIPMENT

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

AUTHORITY: Land Use Code 20.20.650, 20.25A.130

REVIEWER: Laurie Tyler, Land Use

35. SHARED ACCESS ROADWAY WALL

During the interim phase, the temporary wall along the northern property boundary will be required to be treated in order to provide a more aesthetically pleasing edge

to the development, and to help break down the mass of the wall during interim conditions. Final treatment design shall be reviewed and approved by Land Use, prior to issuance of a building permit.

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

36. TRANSPORTATION IMPACT FEE

Payment of the traffic impact fee will be required at the time of building permit issuance. Removal of the existing buildings on the site will be eligible for impact fee credit on the first building permit issued. 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: Orooba Mohammed, Transportation Department

37. EXISTING EASEMENTS

Any transportation or utility easements contained on this site which are affected by this development must be identified. Any construction that will occur in the easements must be compatible with the easement language or the easements must be relinquished following City procedures.

AUTHORITY: BCC 14.60.100
REVIEWER: Orooba Mohammed, Transportation Department

38. 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: Orooba Mohammed, Transportation Department

39. SIDEWALK/UTILITY/PEDESTRIAN ACCESS/VEHICLE ACCESS EASEMENTS

The applicant shall provide sidewalk, utility, pedestrian access, and vehicle access easements to the City such that sidewalks, paths, trails, and private streets outside of the City right of way are located within an easement area.

AUTHORITY: BCC 14.60.100
REVIEWER: Orooba Mohammed, Transportation Department

40. TRANSPORTATION MANAGEMENT PROGRAM

The owner of each 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: Orooba Mohammed, Transportation Department

41. 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 has been submitted and recorded prior to shoring permit issuance.

AUTHORITY: BCC 14.30.160

REVIEWER: Orooba Mohammed, Transportation Department

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

42. SUSTAINABILITY CERTIFICATION PERFORMANCE BOND

The applicant has chosen to provide Tier 2 sustainability certification of the project, which provides 0.2 FAR amenity bonus points. Prior to Temporary Certificate of Occupancy, the applicant shall provide a performance bond equivalent to the value of the bonus achieved, using the current fee-in-lieu rate at the time of TCO. In the event that the project does achieve the planned sustainable rating within 18 months of project completion, the bonded fund shall be used for environmental improvements within Downtown, identified by the City.

AUTHORITY: Land Use Code 20.25A.070

REVIEWER: Laurie Tyler, Land Use

43. PUBLIC ART

Prior to temporary certificate of occupancy, the final design of the public art to be installed within the public plaza adjacent to the Major Pedestrian Corridor, shall be reviewed and approved by land use, prior to installation.

AUTHORITY: LUC 20.25A.070.D.4 – Outdoor Plaza; Pedestrian Corridor
Design Guidelines

REVIEWER: Laurie Tyler, Land Use

44. FAR AMENITY BONUS AND PROJECT APPROVAL RECORDING (MDP & LD)

The applicant shall record a copy of the following project documents for both the MDP and Design Review (separately) with the King County Recorder's Office:

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

AUTHORITY: LUC 20.25A.070.E

REVIEWER: Laurie Tyler, Land Use

45. THROUGH-BLOCK PEDESTRIAN CONNECTIONS

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

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

46. MAJOR PEDESTRIAN CORRIDOR ACCESS EASEMENT

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

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

47. MAJOR PUBLIC OPEN SPACE (MPOS) ACCESS AGREEMENT

Applicant shall record a legal agreement establishing 24-hour public access within the MPOS as part of this development.

AUTHORITY: LUC 20.25A.090.C.2.D.iii
REVIEWER: Laurie Tyler, Land Use Division
Molly Johnson, Transportation

48. CENTRAL OUTDOOR PLAZA SPACE

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

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

49. LANDSCAPE INSTALLATION ASSURANCE DEVICE

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

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

50. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

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

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

51. MAINTENANCE AGREEMENT WITH THE CITY OF BELLEVUE

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

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

52. PROJECT SIGN DESIGN PACKAGE

There are no implied approvals of proposed signage within this Master Development Plan and Design Review approval. The applicant shall submit a complete sign design package for the development for City review and approval prior to the issuance of any occupancy permits for the building, tenant improvement permits for the commercial spaces, or sign permits. The design package shall include the conceptual design of all building signage. The signs shall be consistent with the Bellevue City Code Section 22B.10 and the designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

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

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

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

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

53. TRANSPORTATION INFRASTRUCTURE REQUIREMENTS

All street frontage improvements and other required transportation elements, including streetlight and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department inspector. All existing streetlight 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 and
Transportation Department Design Manual Standard
Drawings.
REVIEWER: Orooba Mohammed, Transportation Department

54. PAVEMENT RESTORATION

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as required at the time of permit approval

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Mazen Wallaia, Right of Way

55. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM

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

To comply with the performance target for vehicle mode split discussed in the Trip Generation section of this report, the applicant will be required to meet the basic requirements of the TMP and an additional provision. The applicant must show that the vehicle mode split of 45% when providing the required biennial report. If this target is exceeded, the applicant will be required to adjust or add TMP measures to achieve the target and will be required to provide annual reports until the target is met.

AUTHORITY: BCC 14.60.070
REVIEWER: Orooba Mohammed, Transportation Department

Bellevue 600-Phases 1 and 2
 Project # 19-131761-LD; 19-131740-LS; 20-101468-LP
 Revision Request #2

COMPREHENSIVE PLAN POLICIES Comprehensive Plan - Volumes 1 and 2	
<p>Provide a written response to each applicable Comprehensive Plan Policy. Refer to Comprehensive Plan for complete wording and requirements at:</p> <p>https://planning.bellevuewa.gov/planning/comprehensive-plan/</p>	
<u>VOLUME I – HOUSING (HO) AND URBAN DESIGN (UD) POLICIES</u>	
Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Housing (HO) Policies	
HO-2: Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.	The project is a large office development with street level retail. It will provide enhanced open space by improvements to the portion of the Pedestrian Corridor located along NE 6 th Ave. The project will also construct an outdoor open space in the middle of the block with a walking path that will also serve as a North-South midblock connector. At the southeast corner of the site, a Major Public Open Space (MPOS) with seating and landscaping will be constructed at this major intersection, directly across from the Transit Center and future LINK light rail station.
HO-13: Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	The project will have both office uses and retail uses at street level that will activate the pedestrian realm including the pedestrian corridor along NE 6 th Street. It will also provide an outdoor plaza in the middle of the site directly across from the Downtown Transit Center and a new MPOS diagonally across from the new LINK light rail station. The retail portion of the project will include eating establishments that will attract residential and commercial residents.
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	The proposed project meets this guideline by creating a new 600' tall office tower with a stepped roof profile that will enhance Bellevue's skyline. At the street level, the building will create an active retail and restaurant experience off the Pedestrian Corridor directly across from the Transit Center along with a new outdoor plaza that provides a generous open space that is available for use by the general public. The project will include world-class design that will enliven the surrounding pedestrian environment.

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<p>UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a “City in a Park.”</p>	<p>The project landscaping evokes a northwest landscape that improves on the existing condition by adding myriad native trees and extensive plantings. Existing street trees will be removed and replaced as part of project construction. In addition, landscaping will be provided around the site in the outdoor plaza and Major Public Open Space (MPOS) at the corner of NE 6th St and 110th Ave NE, furthering the image of a “City in a Park.”</p>
<p>UD-3: Foster and value the preservation of open space as a dominant element of the City’s character.</p>	<p>The project provides additional public open space via construction of the segment of the Pedestrian Corridor located on the site, and via construction of an outdoor open space in the middle of the block that also serves as a North-South midblock connector. The MPOS will be constructed on the southeast corner of the site with landscaping, trees and seating areas at a prominent intersection across from the Downtown Transit Center and new LINK light rail station, further inviting pedestrians to enjoy the public space.</p>
<p>UD-4: Create a safe, engaging and attractive pedestrian environment throughout the City using appropriate urban design features.</p>	<p>The project is designed to integrate with the Pedestrian Corridor via the outdoor plaza and retail spill out areas along the south edge of the project. It includes a proposed north-south connection to the adjacent proposed “Cloudivue” project to the north with a Major Public Open Space (MPOS) at the intersection of 110th Avenue NE and NE 6th St. These pedestrian features have been designed with pedestrian safety and security in mind. Also see the response to UD-12, below.</p>
<p>UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.</p>	<p>The roof line of the proposed project creates a new iconic building in the Bellevue skyline. The building top incorporates a stepped profile, with the north volume higher than the south volume to create a tapered form and a transition in scale as the building meets the sky.</p>
<p>UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.</p>	<p>Both Phases 1 and 2 are designed to integrate with the existing neighborhood by enhancing the street level experience through provision of active retail use, an outdoor plaza in the middle of the site that is accessible to the public and new pedestrian midblock connections north-south and east-west.</p> <p>The four-story meeting center in Phase 1 serves to provide a transition in scale from the Pedestrian Corridor to the 600’ tall office tower which is located at the north end of the site.</p>

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	Wide sidewalks with a planting strip along 110 th Ave NE lead to the Bellevue Transit Center across NE 6 th Street and the future Sound Transit LINK Light Rail station at the south east corner of 110 th Ave NE. A new MPOS with landscaping, trees and seating is also provided at the intersection of 110 th Ave NE and NE 6 th St. Access to the below-grade garage and a private shuttle drop-off area is located along the shared access drive at the north side of the site and minimizes vehicle and pedestrian interaction.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	See response to UD-11. An active pedestrian zone is created along the Pedestrian Corridor at the south side of the site and at the street-level outdoor plaza between Phases 1 and 2. Accessible routes via a meandering path in the outdoor plaza, along with publicly accessible seating areas and retail-controlled private seating areas will allow users to enjoy the public amenity spaces. The meandering path also serves as a North-South a midblock connector to the proposed Cloudevue project to the north. Pet relief areas will be provided at three locations along the serpentine path in the outdoor plaza and also in several locations in the five-foot continuous planting strip along 110 th Ave NE. With frontage along the Bellevue Transit Center, Pedestrian Corridor, Major Public Open Space, and in proximity to the light rail station, the project invites pedestrians of all ages and abilities to experience and traverse the plazas, walkways and landscaped spaces.
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	This project aims to provide multiple locations for artistic features to actively engage the public. Along the Pedestrian Corridor, within the outdoor plaza between Phases 1 and 2 office towers, and at the MPOS, there are opportunities for public artwork. The project will also consider commissioned art pieces by local artists for the public spaces surrounding the project.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	This project creates new pedestrian connections that help to diversify and enrich the pedestrian experience through Bellevue's large commercial blocks. A new north-south ADA accessible pedestrian connection is provided via the meandering path in the outdoor plaza, which is enhanced with landscape features and seating. It extends from the pedestrian corridor to the lid over the shared access drive, and will tie to the future north-south midblock connector on the Cloudevue site to the north.

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	<p>A new east-west ADA accessible pedestrian connection is provided along the north side of the site. From 110th Ave NE, the six-foot wide pedestrian connection is open to the air but covered from above to provide weather protection as it passes below the Phase 1 tower. The path leads to the landscaped open space at the lid over the shared access drive which is open to the sky and continues west under the Phase 2 office tower to 108th Ave NE with landscape features and seating.</p>
<p>UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.</p>	<p>The Class A office project will maintain high standards of architectural quality in terms of the scale of the building massing, design quality, material selection, and overall appearance and visual interest within the downtown core. The office tower will consist of glass with operable windows and punctuated with metal panels on the north and south facades that are shaped to provide a degree of solar protection. The east and west sides of the tower will also utilize textured panels to contrast with the glass and metal panel look on the north and south facades. Site materials consist of poured in place concrete for the walkways and wood for the benches and seating areas, with a high priority placed on sustainability and durability. This will ensure that the project uses resources wisely and continues to maintain an attractive and high-quality appearance into the future.</p>
<p>UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.</p>	<p>This project will be among the first generation of office towers to complete construction under the new downtown zoning code, extending 150' above the tallest existing towers in downtown Bellevue. The project design has embraced the opportunity to become a new iconic addition to the city skyline.</p> <p>The shape of the office towers is expressed as two sliding bars which provides a more vertical and slender profile. The building incorporates operable windows, and horizontal sunshades on the south façade, to provide more natural ventilation and solar shading. The building top incorporates a stepped profile, with the north volume higher than the south volume to create a tapered form and a transition in scale as the building meets the sky.</p> <p>The site design at street level, including the design of the MPOS and outdoor plaza aspires to become a memorable, active pedestrian zone that reinforces its location adjacent to the Bellevue Transit Center and as part of the Grand Connection.</p>
<p>UD-25: Ensure that site and building design relates and connects from site to site.</p>	<p>The project design seeks to create intentional transitions between adjacent properties and the new project site.</p> <p>The outdoor plaza, located in the middle of the block along NE 6th Street, faces directly the Downtown Transit Center and the large open space between the City Center Plaza and the City Center Bellevue Plaza building to the south. Crosswalks connect the outdoor plaza to the Transit Center with continued cross walk connection to the open space to the south beyond.</p>

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	<p>A new north-south pedestrian connector is also provided via the meandering path in the outdoor plaza, which is enhanced with landscape features and seating. It extends from the pedestrian corridor along NE 6th Street to the lid over the shared access drive, and will tie to the future north-south midblock connector on the Cloudevue site to the north.</p> <p>A new east west ADA accessible pedestrian connection is provided along the north side of the site. From 110th Ave NE, the six-foot pedestrian connection is open to the air but covered from above to provide weather protection as it passes below the Phase 1 tower. The path leads to the landscaped open space at the lid over the shared access drive which is open to the sky and continues west under the Phase 2 office tower to 108th Ave NE with landscape features and seating</p>
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	<p>The design incorporates elements that will engage the senses.</p> <p>At the broad north and south office tower facades, visual elements include the introduction of operable windows to break up the scale of the façade and add visual interest since they are located in a staggered pattern. Metal panels within the facades protrude to provide visual relief and serve as sun shading devices as they extend up the full height of the office tower. Note that the panels also widen as they move up to tower to even out the amount of daylight into the office floors while creating an interesting visual pattern on the exterior.</p> <p>In contrast to the north and south tower facades, the center portion of the east and west facades will utilize a thin textured precast concrete panel to provide contrast with the glass and metal panel look on the north and south facades</p> <p>In the outdoor plaza, several design elements are used to enhance the tactile environment. For example, the meandering path is made of precast concrete planks with a texture that provides both visual interest and also slip resistance, especially in the rain. The wood benches, mounted on the concrete stem walls also provide a warm look and the comfort of wood as a sitting surface.</p> <p>At the base, meandering path in the outdoor plaza is made of textured concrete planks that provide an interesting visual texture and also friction for one's feet so one does not slip, especially if the surface is wet.</p> <p>Incorporation of precast concrete with a texture to provide visual interest, especially when seen in contrast with the adjacent smooth glass storefronts</p>

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<p>UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.</p>	<p>Instead of a series of small and discrete open spaces interspersed between buildings, the proposed project introduces a large sunlit outdoor plaza in the center of the site that is both a focus for the entire project and a major public benefit.</p> <p>The outdoor plaza is designed as a lush landscaped garden, with a variety of trees and plant materials that recall native species and foliage. Located to the north of the pedestrian corridor, the outdoor plaza welcomes the public to enter, sit and linger. A meandering path, lined with wood benches for seating also provides the opportunity for a contemplative walk while serving as a north-south midblock connector to the Cloudevue project to the north of the site.</p> <p>Retail spill out areas are introduced along the north side of the pedestrian corridor off the retail uses along NE 6th St. These spill out areas offer a place to sit and converse while providing activation and visual interest to this portion of the pedestrian corridor.</p> <p>At the intersection of 110th Ave NE and the pedestrian corridor, a MPOS with trees, landscaping and seating is provided directly across from the Downtown Transit Center and diagonally across from the new LINK light rail station. The sidewalk along 110th Ave NE is also wide with a continuous planting strip that will facilitate movement for those walking down to the Transit Center.</p>
<p>UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.</p>	<p>Multiple locations for public art opportunities have been identified, including along in the outdoor plaza between Phases 1 and 2 and along the Pedestrian Corridor and MPOS. The project will consider commissioned art pieces by local artists for the public spaces surrounding the project.</p>
<p>UD-29: Integrate rooftop mechanical equipment screening with building architecture.</p>	<p>At the top of the meeting center and the south bar of the office tower at the top roof level, a horizontal mechanical screen with solar energy harvesting will be provided at these locations.</p>
<p>UD-30: Encourage the use of solar panels and energy efficient technologies in private and public development.</p>	<p>The project will achieve a LEED Gold rating or better and is incorporating a number of sustainability features including the following:</p> <ul style="list-style-type: none"> • High performance glazing at the office tower to include double low-E coatings to reduce heat gain and loss throughout the year • Maximization of outside air and ventilation with operable windows

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	<ul style="list-style-type: none"> • Efficient light fixtures on occupancy and daylight sensors and nighttime sweep controls • Low flow plumbing fixtures that could result in a 30% reduction in water consumption • Provision of alternative commuting opportunities including bicycle storage areas that are sized to exceed code minimums as well as shower facilities • Reflective roof surface treatment to reduce the “heat island” effect • Drought resistant and tolerant plants to minimize irrigation requirements • Low VOC emitting materials for finishes and sealants • Recycled content and use of steel for the primary garage to reduce the carbon footprint
UD-31: Utilize green roofs and walls where they enhance the character of Bellevue as a “City in a Park” and soften the visual impact of development.	Green roofs are proposed at roof levels 3, 4 and 5 of the stepped podium at Phases 1 and 2. The green roof design will provide landscaping for people in adjacent buildings to see instead of traditional non-planted flat roofs.
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	The proposed project will have minimal areas of blank walls visible from the public right of way. There are very limited areas of blank wall along 110 th Ave NE, the Pedestrian Corridor, or on 108 th Ave NE. These areas will be prefinished metal panels or a precast concrete panel with a form liner finish. The widest zone of blank façade is 6’-6” located on the Phase 1 south façade visible from the Pedestrian Corridor.
UD-33: Encourage public and private development to incorporate access to sunlight.	This project seeks to preserve solar access to the public spaces along the Pedestrian Corridor and the outdoor plaza located between phases 1 and 2 at street level. The primary method to increase solar access is to locate the Phase 1 tower towards the north and east portions of the site along 110 th Ave NE and the Phase 2 office tower along the western part of the site along 108 th Ave NE. This massing strategy, as verified by extensive solar studies, provides solar access to much of the site during key times of day, preserving sunlight that would be blocked by the development of a taller structure located along the Pedestrian Corridor on the southern side of the site.

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UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	The project is meeting the required weather protection requirements along 108th Ave NE, the Pedestrian Corridor, and along 110 th Ave NE from the main building entry to the shared access drive at the north part of the site. Along the east side of the MPOS, the building overhang also provides overhead weather protection. By utilizing transparent or translucent canopy materials where appropriate, both weather protection and access to sunlight are provided.
UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	<p>Both the Phases 1 and 2 office building lobbies are accessed from internal pedestrian throughways called the retail marketplace. For Phase 1, the Marketplace connects 110th Ave NE to the outdoor plaza located in the middle of the block. For phase 2, the Marketplace connects 108th Ave NE to the outdoor plaza. The project has designed accessible walkways that allow access from 108th Ave NE through the phase 2 retail marketplace, through the outdoor plaza, back into the retail marketplace for Phase 1 onto 110th Ave NE.</p> <p>A separate building entry is also located in Phase 1 facing north towards the new proposed “Cloudvue” project to allow easy ingress to persons heading from south via the north-south midblock connector located in the outdoor plaza.</p> <p>Parking areas are located below-grade with accessible elevators that easily bring drivers to plaza level or into the proposed tower.</p>
UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.	The proposed parking is in a below-grade garage. The service dock is also located below grade, and is arranged with limited visibility from the street. Both the parking garage and the service dock are accessed via a shared roadway on private property that is connected to 108 th Ave NE and 110 th Ave NE.
UD-38: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.	The site design utilizes paved surfaces for accessibility along active use spillout areas and along the north south walkway in the outdoor plaza. These paved surfaces are balanced with extensive permeable planted areas throughout the site to create inviting outdoor spaces.

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UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.	The project is targeting to earn LEED credit SS8 Light Pollution Reduction, which will help ensure that outdoor lighting is not disruptive to neighboring sites. Exterior glazing materials will help to minimize glare from reflective building materials to adjacent structures.
UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.	The office tower has been located on the north side of the site to reduce wind impacts at the MPOS. The fan shaped podium also mitigates wind impacts stepped form on the meandering path along the outdoor plaza.
UD-41: Design context appropriate stormwater management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated.	Stormwater falling on the site will be collected through a series of drains and mitigated to reduce flowrates leaving the site to pre-development flows. Prior to leaving the site, stormwater from pollution generating surfaces will be treated using location appropriate water quality facilities. Low impact development practices will be implemented throughout the site.
UD-42: Use low impact development principles early in the site design and development process.	Low impact development practices are designed to reduce runoff from development using infiltration, evapo transpiration, and/or storm water reuse. Low impact elements include storm water planters which treat, reduce, and cool storm water prior to discharge to the municipal system. Storm water planters are comprised of multiple layers of material, including vegetation, to remove contaminants from stormwater. Preliminary calculations indicate water quality treatment will be required within the Public Right-of-Way.
DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS	
UD-44: Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.	The project site is greatly influenced by the context and history of downtown Bellevue. The proposed Phase 1 office tower was sited in relationship to the proposed Cloudvue towers to the north to provide sufficient distance for privacy, daylighting, and views. The location of the Phase 2 office tower is offset to the south of the Phase 1 tower so that the two buildings can look past each other. The character of the design of the two office towers, landscaping, and at-grade experience including the retail marketplace is designed to enhance the experience of the mixed-use commercial core by adding pedestrian activity, providing increased active uses opportunities, and adding lush, natural green space.

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<p>UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.</p>	<p>The site is centrally located in downtown Bellevue, not in a perimeter area. The Phases 1 and 2 office towers are located in relationship to the high-intensity development patterns in the immediate vicinity. The Phase 1 tower is sited at the northeast edge of the site and the minimum distance from the proposed “Cloudvue” tower across the property line to ensure that there is space between the two buildings for light, air and views. The Meeting Center also serves as a transition building to step down the office tower in Phase 1 to the Pedestrian Corridor. The Phase 2 office tower is offset to the south from the Phase 1 tower so the two buildings do not look directly into each other, helping create a compatible and cohesive connection to the overall development. The site design at grade similarly connects to adjacent properties in a seamless way - integrating an outdoor plaza and a MPOS with the existing pedestrian network and the north-south midblock connector. The construction of the Pedestrian Corridor, MPOS, and the plaza space are designed to facilitate pedestrian connections to the Downtown Transit Center and the new LINK light rail station.</p>
<p>UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.</p>	<p>The project is located immediately to the north of the existing Bellevue Transit Center, and diagonally across from the future Light Rail station. The site design, including the MPOS at the intersection of 110th Ave NE and the Pedestrian Corridor, seeks to provide easy and clear pedestrian access to these vital transit facilities, and create an active public realm that supports the increased use of public transit. The project also includes an open public plaza and a north-south connection that will allow pedestrians ease of access through the site from the transit center and light rail station.</p>
<p>UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.</p>	<p>The project is providing ample greenspace and landscaping on the Pedestrian Corridor and in the outdoor plaza and MPOS, along with bench seating, weather protection, and other public amenities to ensure that the development of this site will be a positive addition to the downtown core. The project is removing existing surface parking and an above-grade parking and structure, and placing all new parking below-grade, improving the visual impact of the property.</p>
<p>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.</p>	<p>This project is a high-density development that seeks to mitigate the effects of increased intensity by respecting the human scale at the tower podium and Meeting Center. Pedestrian amenities such as an outdoor plaza, public seating areas, create active pedestrian zones for the public that are safe and inviting. The building massing is also oriented to preserve access to sunlight and views. The project includes active retail uses along the Pedestrian Corridor, 108th Ave NE and 110th Ave NE and a new MPOS with landscaping, trees and seating at 110th Ave NE and NE 6th St.</p>

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UD-49: Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.	The project site seeks to create a cohesive sense of place with a defined architectural character as well as natural landscaping in the open spaces and clear signage to help increase the usability and wayfinding. The site and building will share a cohesive aesthetic that will communicate a modern, accessible character with a sophisticated design.
UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.	<p>The project is seeking a departure to set a portion of the building back from the build-to line along 110th Ave NE from the shared access drive on the north to the main entry to the retail Marketplace. South of this area, the building façade is stepped back but still provides an overhang for weather protection to create the Major Public Open Space which includes a landscaped area with public seating and trees.</p> <p>The building façade along 110th Ave NE is designed to provide an engaging street level experience along its full extent by providing a clear connection to the MPOS and the new LINK light rail station by stepping back the sidewalk from north to south, providing a continuous landscaping strip and allowing the sidewalk to not diminish but grow in width.</p>
SIGNS AND WAYFINDING	
UD-51: Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.	Exterior signage will be integrated with the architectural design and detailing of the project with consideration to the signage material and lighting effects. There will be a primary building sign at the entry to the building off 110 th Ave NE and from the east face of the outdoor plaza that will integrated into the curtain wall system in the façade. Retail signage will also be provided in the form of a signage band at the top of the retail storefront at the pedestrian corridor and 110 th Ave NE. Blade signs will also be introduced to augment the retail signage at select locations. Signage will also be provided to direct bikes and cars to the garage and bike entry off the shared access drive.
VEGETATION and LANDSCAPING	
UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	The project's location at a highpoint in the Sturtevant Creek watershed presents an opportunity to connect the heart of downtown Bellevue to one of the region's significant salmon supporting waterbodies—the Mercer Slough. The landscape is designed to maximize the potential for native habitat for insects and pollinators, as well as to slow and filter rainwater. Using the native plants that are most adapted to these roles will support the ecological health of the site and its down-stream impacts.

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	<p>By featuring a garden as the primary experience of the project plaza, the project will serve as an attraction demonstrating native planting familiar to many local residents along with less commonly seen regional species. Species included in the current documentation are predominantly native and selected to provide an authentic Pacific Northwest experience through a range of planted characters for wetter and drier areas in the site as well as sun and shade. These plants not only represent our region visually but support the insects and bird species native to the area. The selected species also respond to impacts of climate change already experienced in our region and anticipating even hotter and drier summers in the future.</p>
PUBLIC SPACE	
UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.	<p>The project site aims to create a wide variety of experiences for pedestrians ranging from smaller fixed bench seating areas, table and chair seating to larger areas for flexible congregation. Within the outdoor plaza, publicly accessible seating areas and retail-controlled private seating zones provide more vibrant, extended-hours activity which also extends along the full extent of the Pedestrian Corridor. Various types of landscaping in the outdoor plaza and the Pedestrian Corridor will further create varied pedestrian zones with a range of experiential qualities.</p>
UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.	<p>The project provides access to sunlight in the outdoor plaza by siting the plaza in the middle of the site between Phases 1 and 2 and adjacent to the Pedestrian Corridor. The site will be adequately lit to create a sense of safety and security during evening hours.</p> <p>Ample seating is provided at publicly accessible terraces off the Pedestrian Corridor and the MPOS.</p> <p>Overall, the Phases 1 and 2 office towers and podium provide unique experiences throughout the site and an overall sense of place with clear, direct connections to adjacent properties and uses.</p>
UD-60: Incorporate weather protected areas into major public places.	<p>The project is meeting the required canopy and weather protection dimensional requirements along 108th Ave NE, 110th Ave NE from the building entry to the shared access drive and along the Pedestrian Corridor, providing shade and weather protection over pedestrian paths, seating areas, and retail spill-out zones.</p>

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<p>UD-61: Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.</p>	<p>The B600 project does not abut residential property.</p>
<p>UD-64: Use appropriate street tree species and provide adequate rooting space to limit damage to sidewalk and street infrastructure.</p>	<p>Adequate rooting space below street trees have been allocated to limit damage to sidewalk and street infrastructure. The following are the tree species specified for the project:</p> <p>NE 6th: To be coordinated with City of Bellevue 108th: Sweetgum: Liquidambar Styracifua 'Worplesdon' 110th: Zelkova serrata 'Village Green'</p>
<p>SIDEWALKS, WALKWAYS, and TRAILS</p>	
<p>UD-65: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.</p>	<p>The proposed project has located items such as benches, lighting, planter areas, landscaping, etc. on the project site to adequately meet the needs of pedestrians and cyclists, while ensuring clear and safe pedestrian circulation. The site will be adequately lit to create a sense of safety and security during evening hours.</p>

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UD-72: Provide clear and identifiable walkways into and through Bellevue's large commercial blocks to improve pedestrian activity.	<p>This project creates new pedestrian walkways into and through Bellevue's large commercial blocks.</p> <p>A new north-south pedestrian connection is provided via the meandering path in the outdoor plaza that extends from the pedestrian corridor, along the space between the building in Phases 1 and 2 which is enhanced with landscape features and seating and terminates at the lid over the shared access drive with and connects to the north-south midblock connector on the Cloudevue site to the north.</p> <p>A new east-west accessible pedestrian connection is provided along the north side of the site. From 110th Ave NE, the six-foot wide pedestrian connection is open to the air but covered from above to provide weather protection as it passes below the Phase 1 tower. The path leads to the landscaped open space at the lid over the shared access drive which is open to the sky and continues west under the Phase 2 office tower to 108th Ave NE.</p>
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<u>STREET CORRIDORS</u>	
UD-73: Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)	Per Map UD-1, at 108 th Ave NE and NE 6 th St, improvements are made to locate a retail use with overhead weather protection to activate this intersection. The project will also enhance the pedestrian corridor along NE 6 th St by providing retail uses, installation of a double row of street trees and new paving and seating areas.
UD-74: Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key intersections. (See Map UD-1)	Per Map UD-1, at the key intersection of 110 th Ave NE and NE 6 th St, a MPOS is provided with trees, benches and landscaping in close proximity to retail uses and directly across from the Transit Center and new LINK light rail station.
<u>VOLUME II – DOWNTOWN SUBAREA POLICIES (S-DT)</u>	
Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
<u>DOWNTOWN (SD-T) POLICIES</u>	
POLICYS-DT-1. Emphasishall be placed on Downtownlivability, with provisionsmade for the needs, activities,and interestsof Downtown residents, employees, shoppers, and visitors.	This office and retail project seeks to contribute to a livable and vibrant downtown district by providing large public outdoor plaza filled with ample green space and amenities that can benefit both local residents (such as public seating and flexible outdoor spaces for congregation and enjoyment), visitors, and employees. Active uses at street level and easy, clear, and accessible connections through the site to adjacent properties will create a positive experience for shoppers and visitors, and the additions of the Pedestrian Corridor and the MPOS will further enhance the pedestrian network through Downtown Bellevue. The project is proposing active retail uses along NE 6 th St and 110 th Ave NE, with the intent to provide a mixture of food/beverage and services for the benefit of residents, visitors, and employees.
POLICY S-DT-3. DevelopDowntownasan aesthetically attractive area.	This prominent project seeks to create a visually appealing and attractive addition to downtown Bellevue. With careful consideration of building massing and site design strategies, the project adds color, visual variation and interest, street-level activity, and greenspace to create an attractive downtown development.

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POLICY S-DT-8 Locate major office development in the downtown core in order to complement retail activities and facilitate public transportation.	<p>The proposed project is a large office development located in the downtown core – across the street from the Bellevue Transit Center and the new Light Rail station. The location of the project will complement existing and new retail activities, and by combination of location and pedestrian facilities will enhance public access to public transportation for building occupants.</p>
POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.	<p>The project is not located adjacent to any residential use.</p>
POLICY S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	<p>A variety of elements are employed to soften and enhance the appearance of streets and sidewalks. Along 110th Ave NE, street trees in planting beds are provided to provide shading to the sidewalk and a buffer to adjacent traffic. Bike racks are located near the building entry and overhead weather protection is provided from the main building entry to the shared access drive to the north of the site.</p> <p>At the intersection of 110th Ave NE and NE 6th St, a MPOS is provided with trees, benches and landscaping in close proximity to retail uses and directly across from the Transit Center and new LINK light rail station.</p> <p>Retail uses with canopies and adjacent spill-out areas for tables and chairs animate the pedestrian corridor.</p> <p>In the middle of the block, an outdoor plaza with lush northwest landscaping and excellent solar exposure provides benches with recessed lighting for sitting and relaxation. A pedestrian connector running north-south in the form of a meandering path also connects the pedestrian corridor to the future Cloudvue project to the north.</p>

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<p>POLICY S-DT-42 Reinforce the emerging identity of 108th Ave NE as the Eastside's business address.</p> <p>Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.</p>	<p>Along 108th Ave NE, the building face is brought to the build-to line to hold to the street edge. Retail uses line the street with overhead weather protection to activate the pedestrian realm. Wide sidewalks with a continuous planting strip allow for easy pedestrian movement into the heart of downtown Bellevue.</p> <p>By replacing surface parking with a 43-story office tower, and later replacing the existing office building with a larger, modern office building, the project offers the highest and best use for the property, reinforcing the policy of attracting business to 108th Ave NE</p> <p>Bikes can also turn off the bike lane along 108th Ave NE via the shared access drive on the north side of the site to enter the bike parking and shower facility within the building.</p> <p>The project is not seeking public funds for development.</p>
<p>POLICY S-DT-45 Continue to develop the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue through public and private investments.</p>	<p>The portion of the NE 6th St Pedestrian Corridor adjacent to the project between 108th Ave NE and 110th Ave NE is designed to be an active, public space that helps unify Downtown Bellevue and reinforce the Grand Connection. The project is re-developing the Pedestrian Corridor along NE 6th St with public and accessible seating areas and retail-controlled private seating zones, overhead weather protection, improved site lighting, as well as access to a new north-south midblock connector via the outdoor plaza.</p>
<p>POLICY S-DT-45.1 Implement design components and wayfinding along the NE 6th Street Pedestrian Corridor to create an accessible connection.</p>	<p>The ADA accessible route on the south side of the site is proposed to be the existing route located on the Pedestrian Connection. This connects to the ADA accessible north-south midblock pedestrian connector in the form of the serpentine walking path in the outdoor plaza. This north-south path provides pedestrian access from the existing Pedestrian Corridor to the proposed Cloudvue project north of the project.</p> <p>A new east-west pedestrian connector is also located at the north side of the site adjacent to the shared access roadway and extends from 108th Ave NE to 110th Ave NE. The project will provide signage and wayfinding to direct pedestrians to the ADA Accessible route for both the north-south and east-west midblock pedestrian connections through the site.</p>

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<u>GATEWAYS AND WAYFINDING</u>	
POLICYS-DT-48: Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.	<p>The intersection of 110th Ave NE and NE 6th St, a MPOS is provided with trees, benches and landscaping in close proximity to retail uses and directly across from the Transit Center and new LINK light rail station.</p> <p>To provide a sense of arrival from the Downtown Transit Center, an outdoor plaza with lush northwest landscaping and excellent solar exposure greets the visitor. This public space provides benches with recessed lighting for sitting and relaxation. A pedestrian connector running north south in the form of a meandering path also enables pedestrians to walk from the Transit Center and the pedestrian corridor along NE 6th St to the future Cloudvue project at the north of the site across the shared access drive.</p> <p>For visitors arriving to the site from the future LINK light rail station, a new MPOS is provided at the corner of 110th Ave NE and NE 6th St. This public space forms a landscaped area with planting, trees and seating to greet the public serves as a gateway for the public.</p>
POLICYS-DT-81: Develop the NE 6th Street Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that activate the corridor, and incorporate design components that ensure accessibility.	<p>The project seeks to activate the Pedestrian Corridor by placing the Meeting Center adjacent to the Pedestrian Corridor, and providing retail storefronts, visual transparency, overhead weather protection, and exterior features such as landscaping and public seating and retail spill out zones to face the public right-of-way. The pedestrian-oriented south side of the project will seamlessly connect the Transit Center and Pedestrian Connection to the project. The outdoor plaza will also activate the corridor, facilitating the interaction between the Pedestrian Corridor and the ground floor retail.</p>
POLICY S-DT-144 Provide mid-block access connections within Downtown superblocks designed in context to accommodate vehicle access to parking areas, loading/delivery access, and/or to augment pedestrian circulation.	<p>The project provides a vehicular midblock connection in the form of a shared access drive on the north side of the site that is connected to 108th Ave NE and 110th Ave NE.</p> <p>The parking garage, bike parking, shuttle drop-off and the loading/service dock are all located one level below grade and are all accessed via the shared drive which is on private property. There is also a five-foot sidewalk following the profile of the shared access drive running down from street level at 108th Ave NE and 110th Ave NE to the garage and loading dock entries.</p>

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POLICY S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.	Due to the project's immediate proximity to the Transit Center and future Light Rail station, as well as anticipated mode splits for the buildings, the project is requesting a departure for reduced vehicular parking on site. The approximate 1,722 total stalls, which is shared between Phase 1 and Phase 2 will be available for office tenants and visitors.
POLICY S-DT-157.4: Integrate on-site loading space and/or create designated curbside loading space through development review.	The proposed project contains a loading and service dock area that is accessed off the shared access drive at the north end of the site rather than directly off a city right-of-way. This loading and service space is accessed via the shared private road from 108 th Ave NE or 110 th Ave NE.
POLICY S-DT-162: Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.	The proposed project provides an accessible east-west through-block connection from 108 th Ave NE to 110 th Ave NE along the north side of the property. The project also proposes an additional north-south pedestrian connection in the Outdoor plaza that connects the existing Pedestrian Corridor at NE 6 th Street to the proposed Cloudvue project to the north of the site. The extensive connectivity through the proposed project and also to adjacent sites helps to create an active, usable, and accessible pedestrian network. The project is adjacent to the Pedestrian Connection that will facilitate and encourage connection to the City's pedestrian network.
S-DT-164 Encourage the developers, owners and managers of Downtown buildings to provide secure end-of-ride facilities for bicycle commuters as well as short term bicycle parking for visitors.	The project is advancing the use of bike commuting as an alternative to single occupancy vehicles. Instead of only providing the 75 code required bike parking stalls for Phase 1 and 51 for Phase 2, it is providing bike storage for 461 bikes and 233 bikes respectively along with a large bike changing facility including restrooms and showers. This bike parking area is located on level P1, and accessible from both 110 th Ave NE and the existing bike lanes off 108 th Ave NE via the shared access drive at the north end of the site.

DOWNTOWN DESIGN GUIDELINES

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

<u>LUC GUIDELINE</u>	<u>NARRATIVE REGARDING HOW EACH APPLICABLE STANDARD and/or GUIDELINE HAS BEEN MET</u>
LUC 20.25A.150 - CONTEXT	
Relationship to Height and Form of Other Development – LUC 20.25A.150.A	
<p>2. Guidelines</p> <ul style="list-style-type: none"> a. Architectural elements should enhance, not detract from, the area’s overall character; b. Locate the bulk of height and density in multi-building projects away from lower intensity Land Use Districts; c. Minimize off-site impacts from new development, such as lights and noise, by directing them away from adjacent properties and less intense uses; d. Incorporate architectural elements at a scale and location that ensures detailing is proportionate to the size of the building; and e. Use forms, proportions, articulation, materials, colors and architectural motifs that are suggested by and complement adjacent buildings. 	
<p>Response:</p> <ul style="list-style-type: none"> a. <i>The design of the project enhances the visual character of Downtown Bellevue by providing two new iconic office towers to the skyline and architectural enhancements at a Major Public Open Space intersection and along the Pedestrian Corridor.</i> b. <i>The Project is located in the Downtown-Office 1 land use district, the highest intensity district in Downtown Bellevue. While the project includes tall commercial buildings, the design responds to the context in the downtown core. The four story Meeting Center, located along the southern edge of the site to create a more human-scaled presence along the Pedestrian Corridor and serves as a transition in scale to the tall Phase 1 office tower located towards the north end of the site. A similar transition of scale occurs at the Phase 2 office tower to the west.</i> c. <i>Street and building lighting and other building improvements are located to minimize the off-site impacts. The project seeks to minimize light impacts on surrounding properties by appropriately shielding and angling lights away from adjacent properties.</i> d. <i>Architectural elements including cornice elements and façade treatments that are incorporated into the office tower and Meeting Center will be scaled and detailed to be appropriate and proportional for their downtown location.</i> e. <i>Instead of a step back at a height of 450’, the form of the 600’-tall Phase 1 and Phase 2 tower maintain an elegant and simple form from the podium to the office tower top, complementing the adjacent towers in Downtown Bellevue. The façade articulation and selection of materials will create visual interest while fitting into the existing urban context.</i> 	
Relationship to Publicly Accessible Open Spaces – LUC 20.25A.150.B	
<p>2. Guidelines</p> <ul style="list-style-type: none"> a. Organize buildings and site features to preserve and maximize solar access into existing and new public open spaces wherever possible; b. When designing a project base or podium, strive to enhance the user’s experience of adjacent public open spaces. For example, views of an adjacent existing public open space can be framed by new 	

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development; and

- c. Promote use and accessibility of publicly accessible open spaces through site and building design.*

Response:

- a. This project seeks to maximize solar access especially to the Pedestrian Corridor and the central outdoor plaza at street level. The tall Phase 1 office tower is located on the north portion of the site, with the Meeting Center aligned along the Pedestrian Corridor to maximize the daylight to both spaces. Through solar studies, this massing orientation was shown to provide excellent solar access to a high portion of the site during key times of day. A sense of openness is also created by keeping the fan shaped podium in the middle of the block at a more human scale, and providing ample landscaped and open areas in the outdoor plaza for the public at grade level.**
- b. The tower podium at four stories consisting of the Meeting Center and fan shaped portion at the north side increases views and visual access into the outdoor plaza in the middle of the site. A new north-south pedestrian connection will extend the energy and activity of the Bellevue Transit Center to the proposed Cloudivue mixed-use project to the north.**
- c. Use and accessibility will be promoted throughout the site.**
 - i. An indoor “street” that is off the main building lobby enables pedestrian activity to connect 110th Ave NE directly with the outdoor plaza in the middle of the block**
 - ii. Bench seating, lighting, and landscaping in the Outdoor plaza, enhance the enjoyment of this quality space for the pedestrians to enjoy.**
 - iii. An accessible route is integrated into the serpentine public path through the Outdoor plaza. It is sloped at a gentle grade of approx. 4%, making up the grade change between the level at the Pedestrian Corridor and the connection to the proposed Cloudivue project and providing a gracious connection between these two spaces.**

Relationship to Transportation Elements – LUC 20.25A.150.C**2. Guidelines**

- a. Create logical connections to transit options, walking and biking trails, pedestrian routes, and streets; and*
- b. Coordinate service and parking access to maximize efficiency and minimize negative impacts on adjacent land uses and the public realm.*

Response:

- a. The project is in a prime location in downtown Bellevue right across the street from the existing Bellevue Transit Center and the future LINK light rail station, which is currently under construction. The building entries, located along 110th Ave NE, 108th Ave NE and on west and east side of the outdoor plaza at midblock also provide direct access to and from these transportation nodes. Pedestrians heading south along 110th Ave NE to the bus transit center and Link Light rail are provided with a wide sidewalk, lined with a planting strip and a landscaped area with trees, benches and overhead cover at the MPOS. The outdoor plaza with its serpentine walkway that is ADA accessible also serves as a north-south pedestrian connector to the Cloudivue project to the north. Cyclists using the bike lanes along 108th Ave NE can also conveniently access the building via the shared access drive where the building’s bike entrance is located. Bicycle storage and locker and shower facilities are provided on-site, which will encourage bicycle ridership to the project.**
- b. Due to limited site access along 108th Ave NE, 110th Ave NE and NE 6th St, the loading/service entry, shuttle bus drop-off and parking entry are located in a shared access drive along the northern boundary of the site, minimizing the visual impact of these elements at the street.**

Emphasize Gateways – LUC 20.25A.150.D**2. Guideline**

Use architectural and landscape elements to emphasize gateways. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of “entering” or moving into Downtown, as well as entry into unique neighborhoods in Downtown. Refer to the Gateways and Wayfinding section of the Downtown Subarea Plan in the City of Bellevue Comprehensive Plan for a map of gateways.

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Response:

As a prime site along the Pedestrian Corridor and near the existing Bellevue Transit Center and new Link light rail station, the project seeks to create a welcoming experience for pedestrians, cyclists, and transit riders, with a clear sense of arrival. The outdoor plaza in the middle of the block is designed to tie into the Pedestrian Corridor and provide a north-south midblock connection that incorporates a meandering path with lush landscaping, flexible seating, and active use spill-out areas from adjacent retail uses.

The design of the retail spaces below the Meeting Center will have a transparent façade that will afford views into the interior, and emphasize pedestrian-scaled activation along the Pedestrian Corridor.

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E**2. Guidelines**

- a. Evaluate alternative placement and massing concepts for individual building sites at the scale of the block to ensure the greatest amount of sunlight and sky view in the surrounding area;
- b. Maximize sunlight and sky view for people in adjacent developments and streetscape; and
- c. Minimize the size of shadows and length of time that they are cast on pedestrians in the streetscape.

Response:

- a. *The project site is in the dense urban core of downtown Bellevue. Solar access at street level is limited by existing towers in the area. Solar access studies were performed to test tower massing and placement, and the tall Phase 1 office tower was situated as far to the north as possible with the four story Meeting Center on the south half of the site.*
- b. *This siting of the towers and Meeting Center preserves solar access in the Pedestrian Corridor and within the open spaces at ground level.*
- c. *By locating the 600' tall office tower on the north side of the site and placing the volume of the four-story Meeting Center to the south, solar access is maximized as much as possible for the public at the outdoor plaza, MPOS and the Pedestrian Corridor.*

LUC 20.25A.160 - SITE ORGANIZATION**On-Site Circulation – LUC 20.25A.160.B****2. Guidelines**

- a. *Site Circulation for Servicing and Parking.*
 - i. *Minimize conflicts between pedestrians, bicycles, and vehicles;*
 - ii. *Provide access to site servicing and parking at the rear of the building from a lane or shared driveway, if possible;*
 - iii. *Provide access to site servicing, such as loading, servicing, utilities, vehicle parking, either underground or within the building mass and away from the public realm and public view;*
 - iv. *Minimize the area of the site used for servicing through the use of shared infrastructure and shared driveways;*
 - v. *Provide service access through the use of through-lanes rather than vehicle turnarounds, if possible; and*
 - vi. *Locate above-ground mechanical and site servicing equipment away from the public sidewalk, through-block connections, and open spaces.*
- b. *On-Site Passenger and Guest Loading Zones, Porte Cochères, and Taxi Stands.*
 - i. *Plan for increased activity found in passenger and guest loading areas during site plan development. Loading functions shall take place on private property, except as provided below;*
 - ii. *Locate passenger and guest loading zones and taxi stands so that the public right-of-way will remain clear at all times;*

- iii. *Locate passenger and guest loading zones and taxi stands to minimize conflicts with pedestrians and other modes of transportation. Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians, bicyclists, and other modes of transportation;*
 - iv. *Walkways should be placed to provide pedestrian access from the public sidewalk to the building entry without requiring pedestrians to walk in the driveway or come into conflict with vehicles;*
 - v. *Pull-through drives should have one lane that is one-way where they enter from and exit to the street;*
 - vi. *Long-term parking is not allowed in passenger and guest loading areas;*
 - vii. *If private bus activity is anticipated, provide an off-street passenger loading area for this size of a vehicle. Passenger loading functions may not take place in the public right-of-way; and*
 - viii. *Passenger loading functions for hotels, other than guest arrival and departure, may be allowed on streets with moderate intensity, such as a "C" Right-of-Way, via a curb setback loading area. Right-of-way classifications can be found in LUC 20.25A.170.B. Provided: the loading area must have a direct relationship to the building entry, and the required streetscape (curb, sidewalk, and planting strip) widths shall be maintained between the loading area and building entries, and the Director of Transportation has approved the configuration.*
- c. **Pedestrian and Cycling Connections.**
- i. *Include direct, logical, safe, and continuous routes for pedestrians and cyclists;*
 - ii. *Provide pedestrian access through the site that is available to all and consistent with the Americans with Disabilities Act;*
 - iii. *Include landscaping, pedestrian-scale lighting, and other amenities that enhance use of such connections during every season; and*
 - iv. *Locate bicycle parking so that it has direct and visible access to the public street, building entrances, transit, and other bicycle infrastructure.*

Response:**a. Site Circulation for Servicing & Parking**

- i. ***The sole vehicular access to the site is by a shared access drive along the northern boundary of the site, which provides access to loading/service vehicles and parking. The shared access drive connects 108th Ave NE to 110th Ave NE and drops down a level to provide for vehicular and bike access into the building, allowing for an east-west and north-south pedestrian connectors at grade above the drive. This minimizes conflicts between pedestrians who walk on the sidewalks and the cars and the bikes who use the shared access drive to enter the garage and bike storage areas below grade. Pedestrian circulation is separated from vehicular circulation, except for the east-west walkway that runs along the northern edge of the building which is partially separated in places by building columns.***
- ii. ***Access to site servicing and parking is located via the shared access drive, located on the north side of the site.***
- iii. ***Loading docks and the service entry are located below grade, accessed by ramps down from 108th Ave NE and 110th Ave NE to a service level below the elevation of the adjacent sidewalk; loading and vehicle parking access points are located and hidden from public view.***
- iv. ***To minimize the area of the site used for servicing, both the garage access and loading dock access are provided from the shared access drive along the north of the site.***
- v. ***The shared access roadway is designed to connect between 110th Ave NE and 108th Ave NE and to serve as a through lane between these two streets.***
- vi. ***Above-ground mechanical and site servicing equipment will be located away below grade or on the roof of the Meeting Center or the office tower.***

b. On-Site Passenger & Guest Loading Zones

- i. ***Delivery and loading functions will take place one level below grade on the north side of the site and accessed via the shared access drive, on private property.***

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- ii. *There is a loading zone for cars and employer buses located on the shared access drive at the north side of the site, on private property.*
 - iii. *There are no curb cuts proposed along three sides of the project along 110th Ave NE, 108th Ave NE and NE 6th St. The only curb cuts are along the shared access roadway on the north side of the site; one on 108th Ave NE, and one on 110th Ave NE.*
 - iv. *Pedestrians walking along three sides of the project along 110th Ave NE, 108th Ave NE and NE 6th St will encounter no curb cuts. The only curb cuts are along the shared access roadway on the north side of the site. Pedestrians walking along the north-south pedestrian connector in the outdoor plaza will also encounter no curb cuts. The site prioritizes pedestrian movements, leveraging for the benefit of pedestrians the site's proximity to the Transit Center and the forthcoming Link Light Rail station.*
 - v. *It is intended that the shared access drive on the north side of the site, has a one-way lane heading east and a one-way lane heading west after Phase 1 is completed*
 - vi. *No long term parking is proposed in passenger loading areas.*
 - vii. *Employee bus loading is planned in an area along the shared access drive, on private property and not on city streets.*
 - viii. *No hotel use is proposed for the site.*
 - c. **Pedestrian and Cycling Connections**
 - i. *The project includes excellent connections and routes for cyclists and pedestrians. The MPOS and Pedestrian Corridor prioritize pedestrian connectivity, as does the north-south connection via the meandering path and outdoor plaza, and also the new east-west connection above the shared access drive. These pedestrian connections all connect to and extend existing pedestrian routes from adjacent properties, including existing mid-block connections to the transit center to the south and a new east-west crosswalk from the Bravern block to the east. The existing bike route on 108th Avenue NE will be preserved and provide access to the project for cyclists.*
 - ii. *The project will provide a new north-south through-block connection available to all and consistent with the Americans with Disabilities Act integrated into the design of the central outdoor plaza connecting the Pedestrian Corridor on the south side to the proposed Cloudivue project on the north side. The project will also provide a new ADA accessible east-west pedestrian connection along the north side of the project.*
 - iii. *Landscaping, pedestrian-scale lighting, and other amenities will be provided to enhance the use of pedestrian and cyclist connections throughout the year. An exterior lighting plan is included in the ADR submittal.*
- The project includes both public and private bicycle parking. Public bicycle parking racks will be provided along NE 6th St along the pedestrian corridor. A private, interior bicycle parking area adjacent to lockers and showers will be provided for building tenants through a separate bicycle entry located off the shared access roadway which will be clearly signed and visible from the ground level. The bicycle parking entry is located off the shared access roadway which provides direct and visible access to both 110th Ave NE and 108th Ave NE, where the bike lanes are located.*

Building Entrances – LUC 20.25A.160.C

2. Guidelines

Ensure that the primary building entrances front onto major public streets, are well defined, clearly visible, and accessible from the adjacent public sidewalk.

Response:

The primary tower entrance for Phase 1 is on 110th Ave NE and Phase 2 is on 108th Ave NE, and each phase has a second primary entrance located in the outdoor plaza located in the middle of the site. To increase visibility to the primary tower entrance along 110th Ave NE, the exterior wall of tower extends straight down from the top to the street level with a canopy cantilevered outwards to ensure that the main entry is clearly defined, visible, and accessible from the public sidewalk. The secondary building entry off the outdoor plaza is also oriented to the southwest to increase its visibility along the meandering path of the north-south midblock connector.

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

4. Guidelines. A through-block pedestrian connection shall:
- Form logical routes from its origin to its destination;
 - Offer diversity in terms of activities and pedestrian amenities;
 - Incorporate design elements of the adjacent right-of-way, such as paving, lighting, landscaping, and signage to identify the through-block pedestrian connection as a public space;
 - Accentuate and enhance access to the through-block pedestrian connection from the right-of-way by use of multiple points of entry that identify it as a public space;
 - Identify the connection as a public space through clear and visible signage;
 - Provide lighting that is pedestrian-scaled, compatible with the landscape design, and improves safety;
 - Provide high-quality design and durable materials;
 - Provide landscaping to define and animate the space wherever possible;
 - Incorporate trees and landscaping to provide enclosure and soften the experience of the built environment;
 - The use of artistic elements and water features is encouraged to provide moments of interest for the user;
 - Provide access that complies with the Americans with Disabilities Act. Additional access may be provided through the building, if necessary to meet this requirement;
 - Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;
 - Be developed as a walkway or a combination walkway and vehicular lane. If the combination walkway and vehicular lane does not have a separate raised walkway, the walkway surface shall be paved with unit paver blocks or other unique paving surface to indicate that it is a pedestrian area;
 - Incorporate decorative lighting and seating areas; and
 - Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the through-block connection to ensure that the connection is used, feels safe, and is not isolated from view.

Response:

- There is a north-south and east-west pedestrian connection through the project. The north-south pedestrian connection is located at midblock and integrated onto the design of the outdoor plaza, connecting the proposed Cloudivue project to the north with the Pedestrian Corridor to the south. The midblock crosswalk linking the open space south of the Transit Center is aligned to this through-block to encourage connections across these public spaces as well as to the Transit Center. The east – west pedestrian connection runs along the north edge of the site. It links 110th Ave NE to 108th Ave NE and also ties into the north-south pedestrian connector at its midpoint.***
- The north-south connector provides public seating areas, rest areas, pause points, and active use spill-out zones in the Major Public Open Space, Pedestrian Corridor and Outdoor plaza to help activate the through- block connection to the project site. The design of the central plaza is based on the concept of a native garden with a series of retailing and building entry opportunities. The through-block is designed to be the passage through this garden as a meandering path that connects the various retail anchors and mediates the grade change across the site as a unified experience. Envisioned as a destination for pedestrian activity, the path width is generous and varied with seating incorporated to offer places to pause as well as clear public passage. The east west connector provides a covered walkway experience from its entry point via an ADA accessible ramp up to the landscaped open space at the north end of the outdoor plaza that is open to the sky. Here, it connects to the north-south connector that allows pedestrian access to the to the proposed Cloudivue project to the north of the site.***
- The north-south and east west connector will provide design elements such as wayfinding signage, paving, lighting, and landscaping to help identify the through-block connections on the site and signify that these areas are available for public use.***
- Along the north-south connector, an additional point of entry is provided at the west end of the interior marketplace filled with retail spaces that is connected to the main entry off 110th Ave NE. Along the east-west connector, just west of the lid over the shared access roadway, a connection is made to the north-south pedestrian connector, allowing pedestrians to head south to the outdoor plaza or north to the adjacent Cloudivue project.***

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- e. Along the north-south pedestrian connector, signage will be located at the midblock identifier off the Grand Connection on NE 6th and at the bridge to Cloudivue. Along the east-west connector, signage will be located at the entry points along both 110th Ave NE and at 108th Ave NE.*
- f. At the north-south pedestrian connector, lighting is provided by LED fixtures mounted to the underside of the benches and bollards located along the meandering path. For the east-west connector, light fixtures mounted on columns will uplight the wood soffit ceiling to provide warmth at the pedestrian scale for the portion with overhead cover. For the portion of the east-west connector at the landscaped open space, bollard lighting will be provided along the walkway.*
- g. For the north-south pedestrian connector, the attention to detail will be applied to design of the serpentine walkway and the wood benches. High quality materials such as precast and cast in place concrete will also provide long-term durability. For the east-west pedestrian connector, high touch areas such as the well-detailed stainless steel handrail along the side of the walkway and the wood ceiling will provide a sense of design quality and material durability.*
- h. Along the north-south pedestrian connection, the serpentine path features native northwest species that will offer year-round interest, play an important role in improving the ecological impact of the site, and connect this project to the regional context. Along the east-west connector, views of the landscaping is provided on the lid over the shared access roadway it marks the link to the north-south pedestrian connection.*
- i. Both the north-south and east-west through-block connections utilize trees and landscaping to soften the experience of walking along the pedestrian path and being in close proximity to the built environment*
- j. Signage at the entry point to the serpentine path at the Pedestrian Corridor will call out the special plants in the NW garden that are included in the Outdoor Plaza.*
- k. Both the north south and east-west pedestrian connections are ADA accessible.*
- l. Along the north-south pedestrian connection, weather protection is provided by the canopy at the building entrance at the west side of the Outdoor Plaza. Along the east-west pedestrian connection, weather protection is provided by the wood soffit under the building for the portion extending from 110th Ave NE to the Lid over the shared access roadway.*
- m. The north-south pedestrian connection will be dedicated entirely to pedestrians and will include signage to indicate it is a pedestrian zone. The east-west pedestrian connector runs along the north side of the site and rises up from its entry point along 110th Ave NE to the space at the north end of the outdoor plaza. The east-west connector runs parallel to a separate walkway that follows the profile of the shared access roadway down to the loading dock and garage entries at the P1 level.*
- n. The project will provide public seating and incorporate decorative lighting to create safe, accessible public zones along the north-south pedestrian connector. Along the east-west connector, light fixtures mounted on columns will uplight the wood soffit ceiling to provide warmth at the pedestrian scale.*
- o. Along the entire extent of the north-south pedestrian connection, the fan shaped podium at the building base and office tower provide “eyes on the street” to ensure a sense of safety for pedestrians. The main entry into the office towers along with retail spill out areas are also located along the north-south pedestrian connection in the outdoor plaza to provide extra measure of pedestrian activity and safety. Along the east-west connector, visual connection is made to the public daycare at the entry to the east-west connector along 110th Ave NE. Visual connection for pedestrians heading west is also made to the office space at the end of the covered walkway just before turning north to the landscaped area at the north end of the outdoor plaza.*

Open Space – LUC 20.25A.160.E

2. Guidelines.

- a. Site and building design should capitalize on significant elements of the natural environment, planned parks, outdoor plazas, and open space. Designs should incorporate open space amenities for residents,*

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- employees, and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments;*
- b. Orient gathering places and walkways toward parks and open spaces. Provide clear and convenient public access to open space amenities;*
 - c. Include elements that engage the natural environment where the sight, sound, and feel of nature can be directly experienced;*
 - d. Locate buildings to take maximum advantage of adjacent open spaces;*
 - e. Create attractive views and focal points;*
 - f. Use publicly accessible open space to provide through-block pedestrian connections where possible;*
 - g. Include features and programming opportunities to encourage year-round use;*
 - h. Define and animate the edges of publicly accessible open space with well-proportioned building bases, permeable façades, and Active Uses at grade;*
 - i. Provide access that complies with the Americans with Disabilities Act, additional access may be provided through the building if necessary to meet this requirement;*
 - j. Provide weather protection for pedestrians at key intersections, building entrances, and points of interest;*
 - k. Use artistic elements and water features where possible;*
 - l. Use design elements, such as surface materials, furnishings, landscaping and pedestrian-scale lighting that are high quality, functional, and environmentally sustainable;*
 - m. Maximize safety and comfort by including access to sunlight, clear views to and from adjacent streets and buildings, compliance with the Americans with Disabilities Act, and protection from wind and inclement weather;*
 - n. Design for events where feasible by providing electrical hookups and areas for staging;*
 - o. Open space design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an open space when reasonable alternatives are not feasible. When the above-referenced activities must be incorporated into an Open Space Design, operational procedures shall require the above-referenced activities to occur after normal business hours; and*
 - p. Employ decorative lighting.*

Response:

- a. While no significant elements of the natural environment are located adjacent to the project site, the design of the open space takes inspiration from the site's location at a high point in the city between the two primary watersheds for downtown Bellevue—Sturtevant Creek and Meydenbauer Creek. The project is also taking full advantage of its location along the Pedestrian Corridor and proximity to the new Link light rail station to create a strong sense of place with open space amenities for Bellevue residents, employees, and visitors. These amenities include native planting, public seating and pet relief areas.**
- b. The project includes a major public open space, pedestrian corridor, and an outdoor plaza, all adjacent to the Transit Center and the new Link Light Rail Station. Clear and convenient access from adjacent properties and from the public right of way are accommodated by the design. There is a major open space located to the south of the project beyond the Transit Center anchored by a restaurant. The project is taking advantage of its location along the Pedestrian Corridor to connect to the two crosswalks at the Transit Center which then extend into the large open space to the south. The project also creates a Major Public Open Space and enhances the Pedestrian Corridor that serves as part of the City's Grand Connection.**
- c. Elements that engage the natural environment include accessible pathways and ramps, public seating for pause points, and native plant species to attract insects and native pollinators and birds**
- d. Meeting Center is oriented E-W along the Pedestrian Corridor to open up the visual access to the Outdoor plaza, while the fan shaped podium on the north side steps away from the N-S midblock connection to create a sense of openness. The N-S midblock connection also links the open plaza**

on the Pedestrian Corridor to an open space proposed by this project over top of the E-W shared access roadway, potentially linking to the open spaces in the proposed “Cloudevue” project to the north.

- e. Visual focal points will be provided in the Outdoor plaza and along the Pedestrian Corridor to create attractive views and appealing spaces for pedestrian use. The design incorporates a meandering ADA accessible path that will feature seating elements, focal points, and views to the north and*

The E-W Pedestrian Corridor is designed with seating elements that will have views down the Grand Connection to adjacent sites. Site topography and variation in planting character will support a layered experience through the site and help frame seating opportunities and views.

- f. The outdoor plaza in the middle of the project site accesses the Pedestrian Corridor to the south and introduce new N-S through-block connection to the proposed “Cloudevue” project to the north. The project also includes a new E-W accessible pedestrian route along the north side of the site that will link 110th Ave NE to a mid-block open space.*
- g. The project provides space for publicly accessible seating areas and retail-controlled private seating areas with cover in the form of building overhangs and/or canopies, along with active use retail to encourage year-round use.*
- h. The east side of the Outdoor plaza and the area along the Pedestrian Corridor is defined by retail uses that spill out onto seating areas with tables and chairs. These spaces abound with active uses at ground level that create visual interest and increase activity and permeability at the edge condition.*
- i. Public access that complies with the ADA will be provided with 24-hour access through the serpentine path that is integrated into the design of the Outdoor Plaza along with walkways connecting the front door of the office tower to 110th Ave NE. Additional ADA access is provided through the interior marketplace during operating hours as well as along the MPOS, the Pedestrian Corridor, and the E-W mid-block connection along the north edge.*
- j. Weather protection in the form of attached canopies will be provided at building entrances, along the retail uses at the Pedestrian Corridor and along 110th Ave NE. Trees integrated into the landscape design will provide additional weather protection.*
- k. The project will explore the addition of artistic elements such as public art as a means of providing moments of interest for the public in the outdoor plaza and potentially along the Pedestrian Corridor and MPOS.*
- l. The project includes design elements such as the serpentine path, furnishings such as the benches in the outdoor plaza, and lighting that are high in quality, highly functional, designed to be durable, and environmentally sustainable.*
- m. Extensive solar studies indicate that the building placement has optimized solar access to the outdoor plaza, Pedestrian corridor and MPOS despite the dense urban location. The Meeting Center on the south of the site is a much lower volume than the main office tower that allows the Outdoor plaza ample access to sunlight and a level ADA compatible entry. The angling of exterior building walls along the west and east façade of the Meeting Center provides more view opportunities from adjacent streets and buildings into the open spaces of the project site, increasing the sense of safety and visibility. Protection from wind and inclement weather are provided by overhead canopies.*
- n. Electrical outlets to support the potential for events in the outdoor plaza will be provided.*
- o. Loading, refuse handling and parking is not located at the ground level. Instead, it is located one level below grade and accessed via the shared roadway on the north side of the site.*
- p. Decorative lighting is incorporated into the design of the outdoor plaza in the form of linear fixtures mounted to the underside of the benches along the serpentine path, lighting at the soffit panels at the podium and catenary lighting in the retail spill out areas mounted to the façade of the Meeting Center.*

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LUC 20.25A.170 - STREETScape AND PUBLIC REALM**Streetscapes – LUC 20.25A.170.A****1. Define the Pedestrian Environment***Guidelines.*

- i. The most important part of a building to a pedestrian is its ground floor, which a person experiences walking past or entering the building. This “pedestrian experience zone” shall provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian. Ground-floor building transparency should foster interaction between the public and private realms;*
- ii. Provide windows that are transparent at the street level;*
- iii. Create visual interest on walls by using a variety of forms, colors, and compatible cladding materials;*
- iv. Façades should provide a varied pedestrian experience by using bays, columns, pilasters, or other articulation at the street level;*
- v. Weather protection should help to define the upper edge of the pedestrian experience zone. A change in materials and scale will further define this zone;*
- vi. Signs and lighting at the ground level should complement the pedestrian scale; and*
- vii. Provide building edges that maintain strong visual and physical connections to the sidewalk.*

Response:

- i. The areas along the building faces at the project site will be scaled for the pedestrian, with continuous walkways and sidewalks providing access between all parts of the project site at ground level. The retail edge below the Meeting Center will create a human-scaled, active-use zone, while both the Meeting Center and office tower podium will provide transparency at the ground floor. The outdoor plaza located mid-block is designed to be an engaging public space, with public seating, decorative lighting and landscaping that create an active, continuous, and comfortable pedestrian zone that connects the Pedestrian Corridor to the proposed “Cloudvue” project to the north.***
- ii. Transparency at street level is provided in the tower podium along 110th Ave NE and its interior marketplace street and in the retail spaces below the Meeting Center along the Pedestrian Corridor.***
- iii. The project employs a variety of modern materials, accent colors, and simple forms – with special attention paid to the overall integrated appearance - to create visual interest and aesthetic appeal in the pedestrian environment.***
- iv. The design of the street-level façade of the office tower and Meeting Center base provides a varied pedestrian experience. Changes in materiality, form, shade/shadow, transparency, and structural features such as overhangs and stepped canopies with integrated lighting enhance visual interest and building articulation at the ground floor.***
- v. Weather protection in the form of stepped canopies and building overhangs are provided in the retail zone at the Pedestrian Corridor and along 110th Ave NE from the shared access roadway to the main building entry.***
- vi. Wayfinding signage and lighting mounted to underside of canopies and spilling out from retail areas are designed to complement the pedestrian scale.***
- vii. The project has building edges at ground level that maintain a strong connection to the sidewalk, outdoor plaza, and Pedestrian Corridor through large areas of transparency, façade modulation and thoughtful location of building and retail entrances.***

2. Protect Pedestrians from the Elements*Guidelines*

- i. Weather protection along the ground floor of buildings shall protect pedestrians from rain and provide shade in summer, but allow some daylight penetration;*
- ii. The design of weather protection shall be an integral component of the building façade;*
- iii. Weather protection shall be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures, or other street furniture;*

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- iv. Weather protection shall assist in providing a sense of enclosure for the pedestrian;
- v. Use durable materials for weather protection;
- vi. Awning and marquee designs shall be coordinated with building design;
- vii. The minimum height for awnings or marquees is eight feet above finished grade, except as otherwise required in the International Building Code, as adopted and amended by the City of Bellevue;
- viii. The maximum height for awnings or marquees is 12 feet above finished grade;
- ix. Pavement below weather protection shall be constructed to provide for drainage;
- x. Weather protection shall have a horizontal rather than a sloping orientation along the building elevation; and
- xi. Weather protection shall follow the pattern of storefronts. Street and sidewalk pavement will be sloped to provide for drainage.

Response:

- i. Weather protection in the form of canopies located between columns along the Pedestrian Corridor and also along 110th Ave NE will protect pedestrians from rain and will provide shading. Canopies are designed with translucent glass infills within a steel structural frame to allow a degree of daylight penetration.
- ii. Weather protection in the form of canopies are integrated into the design of the façade along 110th Ave NE with structural supports aligning with the main structural bay of the office tower façade to carry the proportions and rhythm of the façade to street level. Weather protection in the form of a building overhang is also provided at the east side of the MPOS. Canopies are also located between building columns and carry across the length of the pedestrian corridor.
- iii. Canopies provided for weather protection will meet the sizing requirements of this code – 6 feet in depth with a maximum of 12 feet in height. They are designed as to avoid conflicts with street trees, light fixtures, or street furniture.
- iv. Along the Pedestrian Corridor, canopies with infill glazing are also located at approx. 10-12 feet above grade and mounted to the main columns under the soffit of the Meeting Center to create a secondary horizontal plane to offer a greater sense of enclosure for the retail controlled private seating areas below.
- v. Weather protection in the form of canopies will be constructed of steel and glass which are durable materials.
- vi. Awning and marquee (also referenced as canopies above) are designed to follow the structural bay and proportions of the building façade along 110th Ave NE and the Pedestrian Corridor to yield an integrated overall appearance at the building base.
- vii. Minimum height of canopies in the design are proposed to be approximately 8-9 feet above finished grade.
- viii. Maximum height of canopies are proposed to be approximately 12 feet above finished grade.
- ix. Street and sidewalk pavement below the canopy will be sloped to provide for drainage.
- x. Canopies and weather-protection structures along the pedestrian corridor and along 110th Ave NE will have a horizontal orientation.
- xi. Weather protection is designed to be integrated with the design of the retail storefronts by following the same structural bay proportion and façade character.

3. Create a Variety of Outdoor Spaces

b. Guidelines.

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

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the street, and provide visual interest;

- vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;
- vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and
- viii. Provide pedestrian walkways and courtyards in residential or office development area.

Response:

- i. **The primary identity of the central Outdoor Plaza is that of a Pacific Northwest garden. As a complement to numerous lawns and large plazas on surrounding blocks, this site will offer a distinct identity and unique opportunity for residents, workers, and visitors throughout the year. Paved zones adjacent to retail will support gathering and flexible uses. Landscape and hardscape materials are designed to be durable, easy to maintain, and comfortable to create an inviting public space that speaks to the identity of this place. A variety of activity levels are planned for, ranging from smaller, more intimate seating areas, to more active retail spill-out zones. Seating areas are also located along the north edge of the Pedestrian Corridor. This variation will create an active experience at street level.**
- ii. **Publicly accessible spaces at the MPOS are designed for the pedestrian to be under a tree canopy, to be human-scaled, to provide views and solar access, and to include programmed areas for activity in the form of fixed seating. Along the north side of the Pedestrian Corridor, a series of stepped terraces provide places for informal sitting while a retail-controlled private seating area adjacent to the active use storefront affords seating in the form of tables and chairs. Overall, the project seeks to ensure that there is ample space for a range of activities and that, overall, the spaces feel welcoming and comfortable day to day.**
- iii. **The project focuses paved areas where they will be most successful, adjacent to retail and main building entries, along the Pedestrian Corridor, and at the MPOS. Framed by planting and trees, these zones adjacent to the building will break down the overall scale of the block and support flexible spill out and activation from the adjacent building and Pedestrian Corridor activities.**
- iv. **The building base has been designed to both surround and be a backdrop for a variety of green spaces. Along the MPOS at the intersection of 110th Ave NE and the Pedestrian Corridor, the building façade angles back to embrace the west side of the MPOS and to also allow for additional retail spill out seating areas. Along the east side of the Outdoor plaza, the Meeting Center provides a strong retail edge and a sense of enclosure. At the north side of the Outdoor plaza, the fan shaped podium steps creates a solid edge that does not overwhelm the space but simultaneously steps up along with the meandering path.**
- v. **The planting design for the MPOS helps anchor this important corner with low plantings and several taller trees. At the primary Outdoor Plaza space, the planting design frames the Pedestrian Corridor and employs a layering of trees and planting through the space to support a greater sense of depth and to help transition to the more densely-landscaped mid-block garden area. A rhythm of denser canopy and open low plantings will structure the experience inviting pedestrians through the space and supporting moments of pause and collection.**
- vi. **In the Outdoor Plaza, there is space between the meandering path and the west façade of the Meeting Center just north of the Transit Center that can accommodate a range of potential activities including a small farmers' market and other community events.**
- vii. **The project provides both fixed and flexible public seating in areas along the Pedestrian Corridor, MPOS and through the outdoor plaza. These seating areas are located near active uses at the ground level with high transparency to promote a sense of safety and security at all hours.**
- viii. **The project includes an Outdoor Plaza to activate the ground floor of the project. Clear, direct, and accessible pedestrian walkways connect the Outdoor Plaza to the Pedestrian Corridor and to adjacent properties. Some of the publicly accessible seating opportunities will be covered or partially covered by canopies and building overhangs which feature integrated lighting to enhance the feeling of safety and security.**

- 4. Provide Places for Stopping and Viewing

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b. Guidelines.

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

Response:

- i. **The project provides a range of public seating opportunities that allow for quiet contemplation or lunch time activity. In the MPOS, fixed bench seating that steps with the grade is integrated as part of the landscaping for this area. Along the Pedestrian Corridor, platform seating is incorporated into the stepped terrace while table and chair seating is available along the retail controlled private seating areas that are adjacent to the retail storefront façade. In the Outdoor plaza, bench seating at multiple locations are provided along the ADA accessible meandering path.**
- ii. **In the MPOS, fixed seating in the form of long benches running in the N-S direction are integrated with the landscape design with breaks that allow for the integrating of a walkway running E-W. Along the Pedestrian Corridor, the stepped terrace that is used to mitigate the grade differences incorporates wide and generous platform seating that looks onto the Transit Center across the street. Informal seating in the form of tables and chairs is arranged along the retail controlled private seating areas adjacent to the retail storefront façade at both the Pedestrian Corridor and at the retail areas under the Meeting Center overlooking the Outdoor plaza. Also in the Outdoor plaza, curved bench seating at multiple locations are integrated along the edge of the ADA accessible meandering path.**
- iii. **The project provides publicly accessible fixed bench seating in the MPOS, platform seating in the stepped terrace at the north side of the Pedestrian Corridor. Tables and chair seating is arrayed in the retail-controlled private seating areas adjacent to the retail spaces under the Meeting Center adjacent to the Pedestrian Corridor and on the east side of the Outdoor Plaza.**
- iv. **The project creates places for pause and reflection within landscape and along major pedestrian routes such as the serpentine route in the outdoor plaza, providing a variety of experiences for pedestrians.**
- v. **The pedestrian experience is entirely separated from bus traffic along the Pedestrian Corridor via a single and/or double rows of trees. The project site is also located away from the parking ingress and egress access points and loading dock which is along the shared access roadway at the north side of the site. Street trees on 110th separate pedestrian experience from vehicle traffic**
- vi. **Comfortable places to sit and rest, surrounding by landscape and/or pedestrian activity are being provided in the Pedestrian Corridor, MPOS and outdoor plaza.**

5. Integrate Artistic Elements**b. Guidelines.**

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

Response:

- i. **This project will consider introducing art placed at strategic locations to organize open spaces.**
- ii. **This project will consider using art to mark public features along key streets and public spaces. One example, as shared with the Grand Connection Task Force is to insert an embedded wayfinding**

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element in the form of a specialty inlay element within the paver band along the pedestrian corridor. Another example is to introduce signage at the midblock identifier and along the publicly accessible serpentine walkway in the outdoor plaza to tell the story of the native plant materials that comprise the Pacific Northwest Garden as part of a self-guided tour.

- iii. To provide visual interest and character, the project has introduced colored glass into the façade of the podium which carries to the vertical metal bands in the curtainwall system of the office tower.*
- iv. Art may be located along the Pedestrian Corridor in the form of a band of decorative unit pavers and special lighting integrated into the canopy glass.*
- v. The materials used for any art component would be designed for outdoor placement and to resist public use and weathering.*

6. Orient Lighting toward Sidewalks & Public Spaces-input from SS

Guidelines.

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

Response:

- i. Fixtures are designed to be at appropriate scale for pedestrians along the pedestrian corridor, outdoor plaza and MPOS.*
- ii. Lighting has been designed to accentuate the unique features of the project including the outdoor plaza and location along the pedestrian corridor and to be compatible with the neighborhood.*
- iii. Bollards and pedestrian poles located along the pedestrian corridor and landscaped areas will be full cut off so as not to overpower or dominate the streetscape. Lighting is also located at the underside of benches and handrails so as not to overpower or dominate the streetscape.*
- iv. Overhead catenary lighting is used to highlight the curvilinear form of the serpentine path located in the outdoor plaza and to provide adequate illumination to create an inviting ambiance.*
- v. Low level pathway light and bollards located along the serpentine path are used to highlight the adjacent landscaped areas.*
- vi. Lighting fixtures are designed to be concealed where they are located at the underside of the benches or in the handrails located along the serpentine walkway in the outdoor plaza.*
- vii. Appropriate foot candles will be provided via the catenary lighting and concealed lighting under benches at walkways and along the serpentine path in the outdoor plaza.*
- viii. LED and other energy efficient light fixtures will be specified.*
- ix. Both low level pathway bollard lighting and step lights that are integrated into the walls of planters and alongside walkways direct light downward toward the walking surfaces.*
- x. Festive lighting will be incorporated into the canopies along NE 6th St and 110th Ave NE to provide soft downlight illumination while also revealing the architectural form of the canopy.*
- xi. Lighting in the form of an LED overhead catenary system will visually enhance the curvilinear form of the serpentine north-south path. This lighting layer provides general ambient while being a decorative element.*

7. Orient Hanging and Blade Signs to Pedestrians

b. Standards and Guidelines

- i. Signs should not overwhelm the streetscape. They should be compatible with and complement*

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- the building's architecture, including its awnings, canopies, lighting, and street furniture;*
- ii. Sign lighting should be integrated into the façade of the building;*
- iii. Signs should be constructed of high-quality materials and finishes;*
- iv. Signs should be attached to the building in a durable fashion; and*
- v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.*

Response:

- i. All signage will be coordinated with building's architectural elements, including the canopies. No blade signs will protrude out beyond the canopy line.**
- ii. If applicable, lit signage shall be internally illuminated.**
- iii. All signage materials will be coordinated with architectural finishes and be specified to have durable, exterior-grade finishes to withstand the elements.**
- iv. Building mounted signage will be attached to the building to be structurally sound and to withstand the elements and/or vandalism.**
- v. If applicable, signage will be designed to feature dimensional letterforms rather than cutout flat letters.**

8. Build Compatible Parking Structures**b. Standards and Guidelines.**

- i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:*
 - (1) 114th Ave NE;*
 - (2) Through-block pedestrian connections;*
 - (3) Main Street between 112th Ave NE and 114th Ave NE;*
 - (4) NE 2nd Street between 112th Ave NE and 114th Ave NE;*
 - (5) NE 4th Street between 112th Ave NE and 114th Ave NE; and*
 - (6) NE 6th Street between 112th Ave NE and 114th Ave NE;*
- ii. Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;*
- iii. On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block pedestrian connections above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;*
- iv. Openings shall be provided adjacent to interior property lines to avoid blank walls and shall be glazed to function as windows;*
- v. Parking garage floors shall be horizontal to accommodate adaptive reuse;*
- vi. Stairways, elevators, and parking entries and exits shall occur at mid-block;*
- vii. Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;*
- viii. Design shall include vertical expression of building structure that provides continuity with the surrounding development;*
- ix. Profiles of parking structure floors shall be concealed and not visible to the public through façade*
- x. Parking garages and structured parking should be designed to be compatible with the urban streetscape;*
- xi. Sill heights and parapets shall be sufficient to screen view of automobiles;*
- xii. Rhythm and spacing of openings should reflect a typical commercial or residential development; and*
- xiii. Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International Building Code Section 406.5.2, as amended by the Bellevue Building Code, whichever is greater, to ensure the natural ventilation of the garage.*

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- i. *The garage is below-grade, and along 110th Ave NE, the façade to a depth of 20 feet behind the façade at level 1 and 2 incorporate commercial uses (either in the form of retail or office use.*
- ii. *The project includes a below-grade parking structure accessed from the shared access drive at the north edge of the site between 108th Ave NE and 110th Ave NE so as not to detract from the visual appeal of the project from the public right-of-way.*
- iii. *Because the garage is below grade, it has no street level openings.*
- iv. *All parking is located below-grade; it has no street level openings.*
- v. *The parking garage floors are designed to be horizontal except for the ramps which are sloped out of necessity in order to allow cars to proceed up or down the floors in the garage.*
- vi. *The main entry for the parking garage is accessed at midblock on the north side of the site via the shared access roadway.*
- vii. *There is a single auto entry/exit control point for the garage located along the shared access roadway at the north side of the site between 108th Ave NE and 110th Ave NE.*
- viii. *Because the garage is below grade, there is no portion of the garage that is exposed to view from the street level.*
- ix. *All project parking is located below-grade, not visible to the public.*
- x. *All project parking is located below-grade, not visible to the public.*
- xi. *All project parking is located below-grade, not visible to the public.*
- xii. *All project parking is located below-grade, not visible to the public*
- xiii. *All project parking is located below-grade, not visible to the public.*

Pedestrian Corridor/High Streets – “A” ROW**Standards & Guidelines**

- i. Transparency: 75 percent minimum;
- ii. Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;
- iii. Points of Interest. Every 30 linear feet of the façade, maximum;
- iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and
- v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.

Response:

The Pedestrian Corridor along the south side of the site is classified as an “A” right-of-way with the highest orientation to pedestrians.

- i. *The building frontage along the Pedestrian Corridor is continuous active-use frontage retail with more than the required 75% transparency in the retail storefronts.*
- ii. *This project will provide the weather protection for more than 75% along the Pedestrian Corridor with a metal and glass canopy with integrated lighting allow light to the street. The canopy will be a minimum 6 feet deep, between 8 feet and 12 feet above adjacent grade and integrated into the design of the street level façade.*
- iii. *The façade will be modulated and vary in and out to add visual interest to the Pedestrian Corridor.*
- iv. *All parking is located below grade. No vehicle access is provided from the Pedestrian Corridor.*
- v. *The façade along the street wall is all dedicated to active uses, with adjacent exterior retail spill-out zones to increase activity and public engagement in the Pedestrian Corridor.*

2.Commercial Streets – “B” ROW**b. Standards and Guidelines.**

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

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- iii. *Points of Interest: Every 60 linear feet of the façade, maximum;*
- iv. *Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and*
- v. *One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.*

Response:

The project is located along 110th Ave NE, which is classified as a “B” right-of-way.

- i. ***This project is meeting the requirement of providing 75% transparency minimum along 110th Ave NE.***
- ii. ***The project site is providing weather protection at least 6 feet deep along more than 75% of 108th Ave NE. Weather protection is also being provided in the form of a glazed exterior canopy that is cantilevered from the face of the building.***
- iii. ***Points of interest (transparency into active uses or material variation) are being provided along the street level façade along 1108th Ave NE at intervals of no more than 60 feet.***
- iv. ***No vehicle access is located between perimeter sidewalk and main pedestrian entrance. All parking is located below grade.***
- v. ***Along the street wall on 110th, a combination of active uses at over 50% and service use at the potential public daycare allow the project to meet this requirement.***

LUC 20.25A.180 - BUILDING DESIGN**Overall Building Design – LUC 20.25A.180.B****1. Encourage High-Quality Materials***Guidelines*

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

Response:

- i. ***The façade for the office towers incorporate glass, spandrel curtainwall units, high performance concrete panels, and metal panels to create an iconic addition to the downtown Bellevue skyline. The Meeting Center and podium floors will incorporate, glass, high performance concrete, wood, and metal. At street level, material variation in color, texture, scale, and transparency, especially along the Pedestrian Corridor and 110th Ave NE creates interest for pedestrians.***
- ii. ***Materials will include stone, concrete, wood and glass. The center mass of the project is detailed to appear highly substantial with high-performance concrete as the primary cladding element.***
- iii. ***Where appropriate, the project will incorporate natural materials. The current design for the Meeting Center and podium is studying a regional, natural character in terms of material selection that allows these forms to both contrast and complement the office tower at the north of the site. Concrete is combined with wood soffits and benches to emphasize connection to nature. Natural materials such as wood and finished concrete will also be used in interior spaces such as the marketplace which will be visible through the glazing at ground level.***
- iv. ***The project will utilize exterior cladding materials of steel, glass, concrete and wood and colors that add visual interest, are high-quality, durable, and will contribute to the iconic nature of the development.***

2. Provide Interesting Building Massing*Guidelines*

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

Response:

- i. ***The building massing is organized to place the shorter five-story Meeting Center and retail at street level along the Pedestrian Corridor to serve as a transition in scale to the 600-foot tall office tower located along the northern side of the site. The office tower is also not expressed as a monolithic square form but is sculpted with sliding office “bars” at the north and south end. Glass is the primary material for the north and west facades while a textured panel is the primary material on the middle third of the east and west facades. This change in the building form and variation in cladding material creates visual interest, accentuates the slenderness and verticality of the building, and incorporates changes in plane, color and texture that to break up the building so it appears more human scaled.***
- ii. ***The building façade has been designed to respond to the neighborhood context and solar orientation. The west and east facades of the building are expressed as sliding office “bars” that serve to both break up the scale of the building mass and to provide some solar shading to the east and west facades. The skin on the south façade will also incorporate a sun shading devices, creating strong human-scale horizontals while reducing solar gain, increasing daylight penetration into the building, and reducing overall building energy consumption.***
- iii. ***Building facades will be detailed in such a way to provide varied visual interest and a human-scaled experience when seen from street level.***
- iv. ***The building features a tripartite composition consisting of: 1) the distinctive Meeting Center and podium, 2) the tall office tower and 3) the expression of the building top. An architecturally-distinct podium includes a fan shape that steps along the west face, and vertical scrims along the south façade of the Meeting Center street level help to reduce the scale of the office tower above while upper-level terraces and step-backs in the podium allow the tower massing to gracefully transition to grade at the street level.***
- v. ***The tower features horizontal sunscreens on the south facade, glazed curtain wall components and vertical bands of metal panel that creating visual interest, a sense of verticality and material articulation along the four building facades.***

Connected Floor Plates – LUC 20.25A.180.C

Guidelines

- a. *From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and*
- b. *The connection should appear to be distinct from the adjacent masses.*

Response:***The project does not utilize connecting floor plates.***

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

2. Articulate Building Base

Guidelines

- i. *Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;*
- ii. *Use high quality, durable materials, appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and*

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

Response:

- i. *The project uses material differentiation, glazing and material patterns, and scale to relate to neighboring buildings and create an engaging pedestrian experience. Canopies are provided along both 110th Ave NE and the Pedestrian Corridor to strengthen retail and enhance pedestrian scale and experience at the sidewalk.*
- ii. *The project will use high-quality, durable materials with well-crafted architectural details that add visual interest to the exterior. Priority is being placed on materials that meet environmental sustainability goals. The project is pursuing LEED Gold Certification or better.*
- iii. *The project presents a simple, elegant building profile that is compatible with the intended character of the area while also differentiating from the existing office buildings in downtown Bellevue. At ground level, the pedestrian experience and the public streetscape are enhanced with a distinct architectural language at the tower podium and Meeting Center, with entries clearly identified, weather protection provided, and massing pulled back to provide ample circulation space and a more human-scaled building relationship at grade.*

3. Provide Clear, Unobstructed views/ground floor uses

Guidelines

- i. *Transparent windows should be provided on façades facing streets, parks, and open spaces;*
- ii. *Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;*
- iii. *Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.*

Response:

- i. *A high level of transparency is provided at street level, especially via the retail storefronts along the Pedestrian Corridor to ensure visual interest, safety, and the success of active uses at grade.*
- ii. *Views into and out from ground floor retail spaces along the Pedestrian Corridor and along 110th Ave NE will not be obstructed by window coverings or interior furniture along the window line so that views from 110th Ave NE, the Pedestrian Corridor and the outdoor plaza into these spaces will be maximized. Glass with a higher level of transparency and lower reflectivity is being used at all active use zones to provide maximum visual transparency for pedestrians and visitors to the active uses.*
- iii. *Interior walls at active uses will be located a minimum of 20 feet away from the window on the façade.*

4. Design Inviting Retail & Commercial Entries

Guidelines

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

Response:

- i. *Transparency is a priority at all primary building entrances, at all ground-level active uses in the tower podium, and at the base of the Meeting Center retail and entry spaces. In these zones, glass with a higher transparency and lower reflectivity is specified to ensure the public can see the activity of the retail and retail marketplace spaces within the building and to allow the interior activity to spill out and help activate these exterior zones.*

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- ii. *Building entries are emphasized with architectural detail such as canopies, lighting, signage, and environmental and wayfinding graphics. At the east and west Level 1 retail marketplace entries, which provide access to the office lobby on Level 2, canopies will feature integrated lighting. Overall building and site lighting will emphasize entrances and create a clear and safe pedestrian experience at street level, while site signage and environmental graphics will further help to direct pedestrians to building entries.*
- iii. *Building and site lighting will be located in appropriate locations and designed to emphasize building entrances and outdoor walking paths, help guide pedestrians towards the entrances to the marketplace from the outdoor plaza and 110th Ave NE, and provide a safe and visually interesting entry experience.*
- iv. *Building entries to retail and lobby spaces use a glazing type with increased transparency and reduced reflectivity.*
- v. *Multiple entries are provided to access the retail marketplace at grade from which one can proceed to the interior retail uses, to the main building office lobby on Level 2, the Meeting Center lobby, or the parking garage elevators. There is an entry to the marketplace off 110th Ave NE, an entry off of the Pedestrian Corridor, one along the outdoor plaza and one on the north side of the project facing toward the proposed “Cloudvue” project. In all entries, double or multiple door entries are utilized.*
- vi. *The proposed project utilizes various types of openings at ground level to provide a diverse and engaging pedestrian experience. Along the Pedestrian Corridor, the retail spaces employ glass doors and operable windows to allow the active retail uses to spill out to the Pedestrian Corridor, providing increased activation when weather permits. Entries into the retail spaces will include multiple doors with canopy structures above.*

5. Encourage Retail Corner Entries

Guidelines

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

Response:

- i. *The entry doors into active use / retail spaces are provided near corners, both at the intersection of 110th Ave NE and NE 6th St as well as on the west side of the Meeting Center off the outdoor plaza.*
- ii. *The primary entry to the building along 110th Ave NE is located near the corner just north of the landscaped area of the MPOS. This allows more retail activation directly onto the Pedestrian Corridor and the MPOS.*
- iii. *Glass canopies that protect from the rain but allow light to pass through are provided along the pedestrian corridor in front of the entries into the retail storefronts along with special paving in the retail spill out areas. Along 110th Ave NE a continuous canopy is provide that runs south from the shared access roadway down to the main building entry.*
- iv. *Wood that adds a warmth and richness will be provided in the ceiling of the building. overhang that runs along the pedestrian corridor and 110th Ave NE off the MPOS at this intersection.*
- v. *Doors to the active use retail areas along the west side of the outdoor plaza, the pedestrian corridor and along 110th Ave NE will be designed to incorporate glass within a metal frame to allow a high degree of visibility into the retail spaces.*

6. Encourage Inviting Ground Floor Retail & Commercial Windows

Guidelines

- i. *Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;*
- ii. *Use clear window glazing;*

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- iii. *Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;*
- iv. *Install transom windows or other glazing combinations that promote visual interest.*

Response:

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

7. Provide Multiple Entrances**Guideline**

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

Response:

- i. ***The proposed project provides multiple pedestrian entrances at street level to access retail, the interior retail marketplace, a proposed daycare facility, the office tower lobby and the Meeting Center. The office lobby is accessed from two primary retail marketplace entrances (a primary entrance with three doors off 110th Ave NE, and a secondary entrance with three doors off the Outdoor plaza at midblock). The active uses under the Meeting Center along the Pedestrian corridor and MPOS, the outdoor plaza and tower podium along 110th Ave NE all have two, single-door entrances. An entry to the potential future daycare is located along 110th Ave NE north of the main building entry.***

8. Integrated Building Lighting**Guidelines.**

- i. *Exterior lighting of buildings should be an integral component of the façade composition. Lighting should be used to create effects of shadow, relief, and outline that add visual interest and highlight aspects of the building;*
- ii. *Lighting should not cast glare into residential units or onto adjacent development or streets;*
- iii. *Use accent lighting for architectural features;*
- iv. *Provide pedestrian-oriented lighting features;*
- v. *Integrate lighting within the landscape; and*
- vi. *Provide dimmable exterior lighting.*

Response:

- i. ***The overall intent of the lighting design for the building is to create a range of lighting effects that are integrated into elements of the outdoor plaza and the building elements along the pedestrian corridor and 110th Ave NE that extend from the podium to the tower.***
- ii. ***Light fixtures on the tower façade will be shielded away from casting glare into adjacent residential towers or developments, including the Bravern to the east of the site.***
- iii. ***Accent lighting will be used to cast a soft glow from the exposed feature stairs in the office tower, to showcase the soffit areas at the fan shaped portion of the podium and to uplight the fins at the top of the Meeting Center***
- iv. ***Pedestrian oriented lighting will be mounted from ceiling soffits to cast light onto retail spill out areas and lighting will also be mounted to the underside of canopies to light the sidewalk areas at street level.***
- v. ***In the outdoor plaza, lighting will be mounted to glow from the underside of benches, bollard fixtures and pedestrian pole lighting will be introduced to enhance illumination of landscape features and at pedestrian walkways.***
- vi. ***Exterior lighting will be set to be dimmable to prevent any light pollution effects.***

Middle (Tower) – LUC 20.25A.180.E**1. Tower Placement****Guidelines**

- i. *Place towers away from parks, open space, and neighboring properties to reduce visual and physical*

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impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

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

Response:

- i. **The towers in phase 1 and phase 2 are located to reduce their visual impacts on adjacent open space and neighboring buildings. The phase 1 office tower is sited on the north edge of the site, away from open space in the immediate vicinity and to maximize solar exposure in the spring and summer months on the outdoor plaza located in the middle of the block. The phase 2 tower is located west of the outdoor plaza to also minimize shadow impacts on the outdoor plaza as well.**
- ii. **The phase 1 and phase 2 office towers are also offset from each other to allow the two buildings to look past each other. Were the two towers placed side by side, it would create both a tall visual barrier or “wall” when viewed from the street as well as adverse wind impacts on the pedestrian. The phase 1 office tower is also placed on the north side of the site to avoid being directly across from the Bravern south residential tower across the street to the east. This placement also allows the phase 1 residential tower to be east of the proposed 600-foot tall residential tower that is part of the neighboring “Cloudvue” project to the north. By offsetting the phase 1 tower location from the “Cloudvue” tower, this placement allows both buildings to have views past each other, minimizes the impact of the phase 1 office tower to adjacent properties and maximizes access to sunlight and views for surrounding buildings and pedestrians at street level.**

2. Maximize Energy Efficiency

Guidelines

- i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized;
- ii. Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;
- iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and
- iv. When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.

Response:

- i. **Multiple tower configurations were studied to find the best solution that balanced the needs of adequate interior daylighting, energy performance, preservation of solar and view access, and shadow impacts. The office towers are oriented in an E-W direction to improve energy performance by having the wider façades facing north and south. This allows optimal use of daylighting on the north and south façades and decreases the width of the west façade to minimize heat gain in the afternoon.**
- ii. **Each façade of the towers are articulated in a unique way to respond to its orientation. The “sliding bars” in the massing of the buildings along the east and west sides are designed to provide “self-shading” for portions of the east and west facades from direct morning and late afternoon sun. The south façade curtainwall envelope system features a gradation in the percentage of glass and metal panel over the vertical extent of the building. At the lower levels, more glass and less solid metal panel is evident where shading from adjacent existing and proposed buildings allow for more vision glass. However, the ratio of solid metal panel to vision glass gradually increases vertically up the tower, primarily to create a uniform daylighting experience for all occupants in the building irrespective of floor level. Horizontal sunshades are proposed that will maximize daylighting while minimizing solar gain and optimizing energy performance.**
- iii. **Operable windows are planned for the north and south facades in order to provide user operable natural ventilation for the building occupants.**
- iv. **The height of the office towers in Phase 1 is substantially taller than the shorter tower in Phase 2. The office tower in Phase 1 is 43 stories. The height of the Phase 2 office tower is 27 stories.**

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3.Design Tower to Provide Visual Interest & Articulation

Guidelines

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

Response:

- i. The tower features a curtain wall system that incorporates variation in colors, materials textures, patterns, and depth to create visual interest and to respond to different adjacent conditions. The facades at north and south office “bars” share a similar architectural language. This includes a glass curtainwall system with an inset of a shaped metal panel into the façade system that changes in width from bottom to top. The only difference is that the north façade has no horizontal sunshade. The center mass, visible on from the west and east, incorporates a double story window pattern and use of a textured panel system. Variation in these two façade systems provides a visual interest to the overall appearance of the office tower when seen from a distance.***
- ii. The project will specify a curtain wall system including a high-performance glass and a shaped metal panel that will provide visual relief, scale and interest to the overall façade and a measure of solar shading.***

4.Promote Visually Interesting Upper Floor Residential Windows

Response:

Not applicable. No residential uses are proposed.

Top – LUC 20.25A.180.F

1.Create Attractive Building Silhouettes & Rooflines

Guidelines

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

Response:

- i. The top of the tower is expressed as three separate masses of varying height that are, in turn, stepped vertically to create greater articulation. These masses are further articulated with changes in material and expressed as two glass and metal “bars” separated by a central mass clad in high performance textured panel. On the south “bar”, the metal panel extends up the façade to screen mechanical equipment while supporting a scrim that creates a unique and elegant top as the building meets the sky.***
- ii. Important building functions such as entries and amenity terraces on Levels 1-5 are expressed architecturally by stepping back the façade in a fan shape on the west side of the building. Extensions of the metal panel on the tower curtainwall into a roof element on the south façade at the top of the building relates to the rhythm of the Meeting Center south façade and creates an iconic silhouette where the building meets the sky.***
- iii. The roofline is varied – extending up to the maximum tower height in the center, dropping down one story at the north “bar”, and two stories at the south “bar”.***
- iv. Facing the pedestrian corridor, the south bar of the project is topped by mechanical screening with solar energy harvesting that creates a strong shadow line and termination for the building top.***

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2. Foster Attractive Rooftops

Guidelines

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

Response:

- i. ***On the north and center “bars” of the tower, the building envelope seamlessly continues up the tower to screen mechanical equipment. On the south “bar”, a horizontal screen with solar energy harvesting is used to screen mechanical equipment.***
- ii. ***At the base of the tower at the podium, the end of the outdoor plaza is extended visually through a series of cascading fan-shaped gardens that climb up the west side of the building.***
- iii. ***The entire outdoor plaza as well as several rooftop plazas are designed to mitigate storm water runoff by use of a storm water detention tank before returning it to our lakes and rivers.***
- iv. ***Mechanical units have been consolidated to the roof of the Meeting Center, the tower roof and the garage levels. Mechanical units are screened from the side and above at the Meeting Center. The mechanical units on the office tower roof at the north bar and center mass will not be screened but the mechanical units will be painted to match the color of the surrounding backdrop. On the south “bar”, a horizontal screen with solar energy harvesting is used to screen mechanical equipment.***
- v. ***There are occupied rooftops with amenity areas at levels 4 and 5 in Phase 1 and 2. These occupied rooftop areas are located towards the center of the site in the fan shaped areas of the podium, minimizing any potential visual or noise impacts on neighbors.***

Bellevue 600 Phase 1

Revised for Revision Request #2

Response to Design Guidelines for Pedestrian Corridor and Major Public Open Space

Permit #: 19-131761-LD; 19-131740-LS; 20-101468-LP

Pedestrian Corridor

Transit Central--108th Avenue NE to 110th Avenue NE

The project incorporates the primary elements for the “Transit Central” portion of the Pedestrian Corridor. The sidewalk is designed with the existing paving to allow for a double row of trees that enable better pedestrian continuity and passage. The north edge of the Pedestrian Corridor is activated by areas of public seating and spill-out space from the retail spaces that will provide streetscape activation.

At the outdoor plaza in the middle of the block, the Pedestrian Corridor is punctuated by the “Mid-Block Identifier”, as noted in the Pedestrian Corridor guidelines to mark the center of the block which offers public seating a potential opportunity for art and wayfinding. The east end of the Pedestrian Corridor is designed to be integrated into MPOS landscaped area at the intersection of 110th Ave NE and NE 6th Street.

1. Primary Paths of Movement

The primary path is defined by the double row of trees that lead from the outdoor plaza at midblock to the MPOS on the east side at 110th Ave NE. Articulation of the building façade with modulation, canopies and large storefront windows provide a direct connection to the retail uses along the north side of the corridor. The rhythm of planting and paved areas where the Pedestrian Corridor runs along the outdoor plaza offers additional diversity of experience for pedestrians.

2. Secondary Paths

A series of north-south paths connect the Pedestrian Corridor through the large superblock. At 110th Ave NE, an accessible route is provided adjacent to the MPOS near the main building entry that connect to adjacent retail uses.

At the outdoor public plaza located at mid-block, an ADA-accessible path running north-south connects the Pedestrian Corridor to the entry to the retail Marketplace and adjacent small plaza, and continues through the garden area to the proposed “Cloudvue” project north of the site. Additional smaller paths offer pedestrian alternatives through the outdoor plaza.

3. Mid-Block Intersections

Two existing mid-block crossings connect across NE 6th Street from the site to the Transit center located to the south. The western crossing aligns with the outdoor plaza and the north-south pedestrian connection, in close proximity to a prominent retail corridor to maximize utility and activation of the crossing. On the eastern side, along 110th Ave NE, a new accessible path is provided through the MPOS.

4. Wayfinding

Wayfinding at the Pedestrian Corridor will be designed to connect to the larger Grand Connection planning effort while enhancing the unique character of this urban highpoint with a focus on the sustainable native landscaping. Wayfinding will incorporate opportunities to orient pedestrians to

the immediate surroundings and the broader urban context.

5. Corridor Walls

Along the north side of the Pedestrian Corridor, active retail storefronts under the Meeting Center provide a high level of transparency with publically accessible seating areas and retail-controlled private seating areas that are accessible to the public. Where grade change makes landscape walls necessary, seating and respite areas are introduced within the planted areas to ensure an inviting pedestrian experience.

6. Massing of Abutting Structure

The lower volume of the Meeting Center is located along the north edge of the Pedestrian Corridor to allow for increased light penetration and serves as a scale transition to the 600-foot tall office tower located at the north side of the site.

7. Elements of Continuity

The project supports a continuity with the larger corridor through the continuation of the double row of trees. Additional paving materials, furnishings, and lighting will be coordinated with the development of the design guidelines for the Grand Connection. The project intends to improve the Pedestrian Corridor with consistent finishes between the two phases of the project.

8. Elements of Diversity

The project celebrates the unique identity of this topographic highpoint within the downtown core and its location near an important transit-oriented gateway. The design features a diversity of native planting throughout the outdoor plaza. This planting will provide seasonal interest year-round and a richness of colors and textures, as well as sun and shade. Seating opportunities both fixed and flexible line the meandering walkway in this Pacific Northwest garden with additional seating at the retail edge, and the landscaped area at MPOS. Seat steps and terraces which run along the Pedestrian Corridor also help to mediate the steep slope. The design balances between quiet pockets of seating connected to planting with larger paved areas for gathering and adjacent retail activation.

9. Open Spaces

Through discussions with the City of Bellevue, the project has developed a design approach at the MPOS at the intersection of 110th Ave NE. This design places a landscaped open space at the east end of the Pedestrian Corridor while also providing interest and public seating for pedestrians on 110th Avenue NE in the MPOS.

10. Street Crossings

The Pedestrian Corridor will be designed to facilitate a safe at-grade crossing to the Transit Center at midblock through use of paving and lighting.

The project will also support the raised intersections planned by the City at 110th Avenue NE that will prioritize the pedestrian experience and maximize continuity along the corridor.

11. Linear Sectors

The design supports the primary components of the Transit Central guidelines with an asymmetrical street section consisting of a double row of trees and a wider sidewalk on the north compared to a single row and narrower walk on the south of the transit center. This supports a rich pedestrian experience adjacent to the bus lanes. The design maintains porosity along the southern edge to support a connected realm to the existing open space south of the Transit Center.

12. Vegetation

Where the Pedestrian Corridor passes by the outdoor plaza, planting is extended to engage the trees and offer a stronger connection to the garden experience. This planting does not compromise the path of travel and does not limit the porosity between the transit plaza and pedestrian walkway. This connection to native planting is punctuated by a Mid-Block Identifier which offers public seating and an opportunity for art and wayfinding connected to this garden experience. Tree species will be selected to comport with the City's evolving plans for the Grand Connection that foster elements of continuity, while supporting a distinct project identity. No planting obstructs the pedestrian path of travel.

13. Environment

The project provides a diversity of welcoming pedestrian experiences along the length of the block. A combination of building canopy and tree canopy supports overall weather protection while allowing a mixture of sun and shade. Modulation of the building façade and the terracing the ground plane adds interest horizontally and vertically while taking advantage of the sloping site. As the land slopes down to the east, small decks with seat steps and bench edges enable view prospect areas in addition to fostering visual and physical connection to the adjacent retail uses. These public seating areas will also incorporate moveable furnishings to enable a variety of uses. Where the Pedestrian Corridor meets the outdoor plaza, native planting will offer seasonal interest with a different scale of seating opportunities and a mixture of sun and shade.

The Pedestrian Corridor will be also be designed to provide a safe and secure space for the use of the public along with a maintenance plan for continuing upkeep of the corridor.

14. Pedestrian Amenities

The project will include a variety of opportunities for pedestrian use along the Corridor, including public seating platforms, seat steps and benches, all of which will help pedestrians negotiate the grade and provide public seating opportunities along the activity of the corridor. Site plantings will complement the pedestrian use of the spaces, and artwork and lighting will create an inviting atmosphere. Pet relief areas will be incorporated into the streetscape design as well as within the property at strategic locations in order to maintain the quality of planting throughout the streetscape, MPOS, and Public Plaza.

Design Details

General Note: The project will develop material, furnishing, and other pedestrian amenities in coordination with the City and the Grand Connection project.

a) Pole Top Lighting

The project includes pedestrian pole lighting in accordance with criteria described in the draft Grand Connection Guidelines.

b) Bollards and Bollard Lighting

The project currently does not include any bollards as none are required for limiting vehicle movement nor is additional bollard lighting required. A system of catenary lighting marks the primary north-south through block connection and offers an additional feature to the midblock.

c) Paving

The project includes a paver and accent element system through the primary walkway of the pedestrian corridor in accordance with the draft Grand Connection Guidelines.

d) Banding and Bordering

The paving zone in the primary pedestrian walkway is framed by decorative concrete to provide an additional layer of articulation to the ground plane and help connect the Pedestrian Corridor to the adjacent Public Plaza.

e) Stairs and Ramps

Due to the site's topography, a series of stepped terraces comprise the primary spaces of the MPOS in order to provide places for seating as well as a prospect adjacent to the primary pedestrian walkway. A combination of accessible flush connections connect these terraces to the street grade to ensure full accessibility so no ramping is required. Steps provide additional porosity through the MPOS and support a welcoming and open corner at the intersection with 110th.

f) Tree Grates

The project is not using tree grates, but is instead using bound gravel to surround trees, per the upcoming Grand Connection guidelines.

g) Walls and Ledges

Seat walls are incorporated into stepped edges of the MPOS terraces to add opportunities for seating and engagement along the edges of the primary path of travel.

h) Benches

A variety of seating types are incorporated into the Grand Connection and MPOS. These include individual fixed seats, larger benches, and seat steps along the MPOS terraces.

i) Fixed Planters

j) Moveable Planters

k) Litter Receptacles

l) Drinking Fountains

m) Street Name Signs

n) Directories

o) Entry Symbols

p) Mid-Block Identifiers

The large outdoor plaza, with its central garden and primary path fronts directly onto the Grand Connection at the "midblock identifier", located between the two mid-block crosswalks. The midblock identifier is an opportunity to break down the superblock scale of the entire project by articulating this special location within the larger street extent along the pedestrian corridor. The primary garden path has been updated to directly and centrally meet this mid-block identifier and mark this intersection as a special place by extending the north-south through-block connection through the site. Tree species have been changed to continue the character of the Pacific Northwest garden at this midblock location without compromising pedestrian circulation movement. We believe this is also an opportunity for signage or other materials that can help introduce the idea of this garden as a special public place in the region.

q) Inlaid Paving Marker

Within the precast concrete pavers, the project is integrating a wayfinding element. This element will likely be a dark stone paver that provides several functions:

1. Consistent element that can be found throughout the entire Grand Connection.
2. The movement and placement of the element strengthens the connection to the concept of water and streams within Transit Central.

Major Public Open Space (MPOS)

Response to Design Guidelines

110th Avenue NE MPOS

The design of the MPOS is primarily orientated as a linear space connected to the Pedestrian Corridor. However, it also extends north along 110th Ave NE with additional planting, areas for seating, and trees to create a prominent landscaped open space that is a public amenity and a gateway to the transit areas to the south.

1. Primary Paths of Movement

Per discussions with the City, the MPOS is primarily designed as a linear space. It supports the path of travel along the east-west Pedestrian Corridor and reinforces the north-south path of movement along 110th Ave NE.

2. Secondary Paths

Additional east-west access through the MPOS is provided by pathways consisting of stairs, and seat steps in the landscaped open space that mediate the topography and connect the sidewalk along 110th Ave NE to the terraces and retail spill-out areas at the building façade.

3. Walls of Enclosure

The west side of the MPOS is framed by the retail storefront and lobby for the Meeting Center that provides visual interest and activation at the publically accessible terrace. The north side of the MPOS is framed by the main entry to the retail marketplace which provides a visual terminus for the MPOS in the form of the landscaped plaza.

4. Massing of Abutting Structures and Provisions for Sunlight

Because of its location at the NW corner of 110th and NE 6th Street, the MPOS is not shaded by any major structures to the south. In addition, because of the width of 110th Ave NE, little solar blockage to the space results from the Bravern project to the east. The height of the Meeting Center and its location west of the landscaped area also permits high levels of solar access for the majority of the space at noon on June 21.

5. Relationship to Pedestrian Corridor

As discussed with the City, this MPOS must strike a balance between continuity of movement and a meaningful and welcoming place to pass through or linger, being seen as both the continuity of the Pedestrian Corridor and its own distinct place. The site's grade changes and proximity to a large traffic intersection requires the introduction of well-defined landscape areas with terrace stepping and layering of spaces to enhance the pedestrian experience.

6. Crossing of Traffic

The MPOS will be designed to facilitate a safe at-grade crossing to the Transit Center across NE 6th Street through the use of paving and lighting. The MPOS will also be designed to support and integrate into the City's planned project for a pedestrian raised intersection at 110th Ave NE and NE 6th Street.

7. Activity Areas

Seat steps, benches, and layers of planting support a welcoming environment that is porous to pedestrians comfortable for sitting and people watching. The connection of the landscaped area of the MPOS to the Transit Center and Light Rail station will ensure that this remains an active corner. The design welcomes public use through seating, landscaping, variation of topography and scale (in contrast to a large paved plaza with no seating or greenspace). Clear transitions and paths through the landscaped open space offer "decision points" with moments to sit and pause along the way.

8. Vegetation

The location of planting and trees within the MPOS has been developed through discussions with the City to ensure porosity and engagement with the sidewalk at 110th Avenue NE. It also helps to structure the slope and create interest with a soft landscaped edge that reduces the large paved extent of the adjacent intersection. Native planting will support the project and City goals for sustainability and seasonal interest. Plantings mixed with seat steps will break down the overall scale and support invitations to pause. Height and scale of planting will ensure clear visibility through the space and located to avoid obstructing desire lines of movement.

9. Pedestrian Amenities

The MPOS design presents four primary types of furnishings through fixed benches, seat steps, seat walls, and mobile furnishings. These are arranged to support the overall experience of layering the space and enhancement of the corner's topography. Additional amenities including the possible introduction of public art which will be coordinated with the City and Grand Connection planning.

10. Environmental Setting

The design combines areas of building canopy and overhang with landscaping and trees to provide spaces that allow for sun, shade and areas with weather protection. Small decks step up or down with the topography and special overlooks and vantage points to provide interest. The variation in level and native planting along 110th Avenue NE foster a sense of separation from the large adjacent intersection while creating an attractive point of arrival and a gateway for the transit center.

11. Environmental Management

The design of the MPOS will have year-round seasonal planting and landscape maintenance. It will also incorporate lighting as part of the overall design concept to encourage safety and security for the public.

Design Details

- a. Pole Top Lighting
- b. Bollards and Bollard Lighting
- c. Paving
- d. Banding and Bordering
- e. Stairs and Ramps
- f. Tree Grates
- g. Walls and Ledges
- h. Benches
- i. Fixed Planters
All planting within the project at the MPOS is located in at-grade planting areas flush with the sidewalk with soil sloped to help integrate with adjacent grades.
- j. Moveable Planters
- k. Litter Receptacles
- l. Drinking Fountains
- m. Street Name Signs
- n. Directories
- o. Entry Symbols
- p. Mid-Block Identifiers
- q. Inlaid Paving Markers

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-131761 LD and 20-101468 LP

Project Name: Bellevue 600

Administrative Departure requested for LUC: 20.25A.080.B (Downtown Parking Requirements)

Provide written responses using this form (in Word format) to

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

Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

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

Response:

In the DT-O-1 zone, LUC 20.25A.080 requires a minimum parking supply of 2.0 stalls per 1,000 net square feet ("nsf") of office, and 0.0 stalls per 1,000 nsf of retail/restaurant. Applicant proposes to provide a minimum parking ratio of 1.31 stalls per 1,000 nsf of office based on the detailed parking demand analysis memorandum dated August 17, 2020 prepared by TENW (attached). The memorandum provides detailed information and analysis regarding: the proposed modification, a demand study of several analogous existing office buildings in the Project's vicinity, the Project's anticipated mode splits and transportation management program (TMP), parking ratios in nearby jurisdictions, a comprehensive plan analysis, and supporting documentation.

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

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

A reduced parking ratio will advance Comprehensive Plan goals and policies by minimizing single-occupancy vehicle ("SOV") trips while meeting the Project's parking demands. Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a goal of 65 percent non-SOV (35 percent SOV) mode share for Downtown workers by 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. Also, the Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio, including Policy S-DT-151, which states "[e]ncourage the joint use of parking and permit the limitation of parking supply." Here, Applicant requests

authorization to provide parking supply in its garage targeted to the Project's demand management (TMP, shuttle program, and other incentives) and its expected mode split and consistent with these Comprehensive Plan goals and policies.

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

The purpose of the Downtown Bellevue district is to be the symbolic as well as the functional heart of the Eastside. It is to be developed as an aesthetically attractive area of intense use. Toward this end, the City is to encourage the development of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure. Development should enhance people orientation and facilitate pedestrian circulation, and provide for the needs, activities, and interests of people. The City should encourage land uses that emphasize variety, mixed uses, and unity of form within buildings or complexes. Specific Land Use Districts have been established within Downtown to permit variation in use and development standards in order to implement the objectives of the Downtown Subarea Plan. LUC 20.25A.010.B.1.a.

Specifically, the purpose of the DT-O-1 district is to provide an area for the most intensive business, financial, specialized retail, hotel, entertainment, and urban residential uses. This district is limited in extent in order to provide the level of intensity needed to encourage and facilitate a significant level of transit service. Day and nighttime uses that attract pedestrians are encouraged. All transportation travel modes are encouraged to create links between activities and uses. LUC 20.25A.010.B.2.a.

Applicant's request for a reduction in the parking ratio is consistent with the purpose of the greater downtown area as well as the DT-O-1 district. The request is consistent with the City's consideration that some projects may require less parking than others for a variety of reasons, which may include proximity to transit and consistency with anticipated mode splits of the project's users. See LUC 20.25A.080.H. TENW's Request for Parking Modification Technical Memorandum addresses how the reduced parking ratio proposed will meet the Project's demand.

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

The TENW Parking Ratio Reduction Technical Memorandum provides data showing the 1.31 minimum parking ratio is calibrated to meet demand and is capable of being accomplished. It also provides additional information on extra, voluntary TMP measures the Applicant would implement to ensure parking demand aligns with the proposed supply in the project. Attachment D to the memorandum provides a detailed analysis of parking demand and mode split calculations for the Project based on surveys and forecasting, with rationale for each forecast. The TMP implementation agreement (currently underway) will include more details on the TMP measures that will be implemented with this project.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met;
OR
- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis that includes the following:

- a. Documentation supplied by the applicant regarding actual parking demand for the proposed use;
or
- b. Evidence in available planning and technical studies relating to the proposed use; or
- c. Required parking for the proposed use as determined by other compatible jurisdictions.

The supporting analysis in the TENW Parking Ratio Reduction Technical Memorandum responds to the above information categories, providing data on the project's anticipated parking demand. Note that this Project does not include a Development Agreement.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-131761-LD, 19-131740-LS, 20-101468-LP(Revision Request#3)

Project Name: Bellevue 600 - Phase 1

Administrative Departure requested for LUC: 20.25A.020.A.DT-Build-to Line

Provide written responses using this form (in Word format) to

1) describe the Departure requested and

2) provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.

Provide a *separate* Administrative Departure Request Form for each Departure requested.

Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

This departure seeks to set the building façade back from the build-to line along 110th Ave NE for a setback distance between 4'-6" to 39'-3". Here are the specific requests and the reasons(See Figures 1-3 for reference):

1. Request setback of 4'-6" to accommodate a) the required 6'-0" clearance for the ADA ramp at the intersection of 110th and the shared access drive and b) to allow the doors to the public daycare to not swing into the sidewalk and interfere with pedestrian travel.
2. Request setback of 6'-1" in front of the doors to the retail active use between the main entry and the potential future daycare to not swing into the sidewalk and interfere with pedestrian travel.
3. Request setback up to 16'-1" at the main entry to the retail marketplace to allow sufficient distance for a transition area including ADA building access to make up for the grade difference between the flat floor inside main entry and the sloping sidewalk along 110th Ave NE.
4. Request setback of up to 39'-3" to allow construction of a MPOS at the intersection of 110th Ave NE and NE 6th Street in order to provide a landscaped area with trees and seating for the enjoyment of the public.

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

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

See section iii below for a detailed response of how this departure request would advance a number of Comprehensive Plan goals that would not be adequately accommodated by a strict application of the Land Use Code. In short, the resulting design improves the pedestrian realm and accessibility while seamlessly connecting the public and private spaces as intended by UD-4, UD-12, UD-25 and UD-17. Strict application of the code would prevent this improved design and resultant space.

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

This departure request is consistent with the land use code because it enables the realization of an engaging street level experience along the full extent of 110th Ave NE. By stepping back the building façade from north to south, it allows the sidewalk to grow in width for pedestrians approaching the heart of downtown and provides a clear pedestrian level connection to the MPOS and the Bellevue Transit Center.

The building, including the tower portion, is set back at the build-to line a distance of 4'-6" to also provide the required 6'-0" clearance for the ADA ramp at the intersection of 110th and the shared access drive and to allow the doors into the public daycare to not swing into the sidewalk and interfere with pedestrian travel. See Figure 2.

South along 110th Ave NE, the building is set back up to 6'-1" from the build to line so that the doors at the retail active use between the main entry and the future daycare do not swing into the sidewalk and interfere with pedestrian travel. See Figure 2.

At the main entry, the façade is set back from the build-to line between 14'-8" and 16'-1" for a north-south distance of 44'-5". This allows sufficient horizontal distance for a transition zone with sufficient size to make up for the grade elevation differences between the flat floor at the inside of the retail marketplace entry just inside the main entry and the sloping sidewalk immediately outside. This allows for a both ADA access and a desirable pedestrian experience as one enters the building along 110th Ave NE. See Figure 3.

At the MPOS, the façade is set back between 22'-9" and 39'-3" from the build-to line for a north-south distance of 72'-9" to enable the construction of a generous landscaped space with trees and seating to serve as a public benefit.

Overall, this departure request is consistent with the land use code because it creates a space along the street to meet ADA ramp clearance requirements, allows doors from active or service use spaces to not swing into the sidewalk, and provides a transition zone between the floor of the main entry and the sloping sidewalk along 110th Ave NE, resulting in a gracious entry experience and ADA access into the building. This progressive widening of the sidewalk and the setback of building's main entry from the build-to line also highlights the prominence of the main entry by providing a small area in front that permits a smooth transition to the larger landscaped area at the MPOS.

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

This departure request meets a number of Comprehensive Plan goals in the following ways:

UD-4 Create a safe, engaging and attractive pedestrian environment throughout the City using appropriate urban design features.

This gradual widening of the sidewalk and the setback of the building main entry from the build-to line highlights the visibility of the main entry and permits a spatial transition to the larger landscaped area at the MPOS. The gradual widening culminates in a safe and attractive public open space.

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

The setback from the build-to line allows space along the street to meet ADA ramp clearance requirements. It also enhances pedestrian safety by allowing doors from active or service use spaces not to swing into the sidewalk. The gradual widening naturally invites pedestrians of all ages and abilities toward the major public

open space and pedestrian corridor by signaling the approach of a larger space and providing accessible access.

UD-25 Ensure that site and building design relates and connects from site to site.

The setback from the build-to line allow for a generous sidewalk experience along 110th Ave NE to the MPOS for pedestrians walking from the future Cloudevue project to the Bellevue Transit Center and future Link Light Rail station. The design natural draws pedestrians toward the Major Public Open Space and Major Pedestrian Corridor.

UD-27 Integrate high quality and inviting public and semi-public open spaces into major development

The setback from the build-to line allows for the creation of a small plaza in front of the main building entry to allow for a transition of grades into the building and the MPOS with a landscaped area with trees and public seating areas.

Meets the following Downtown Design Guidelines:

B. Relationship to Publically Accessible Open Spaces

2.b. When designing a project base or podium, strive to enhance the user's experience of adjacent public open spaces.

The gradual widening of the sidewalk from north to south and the setback of building main entry from the build-to line highlights the visibility of the main entry and its entry plaza while permitting a spatial transition to the larger landscaped area at the MPOS.

C. Relationship to Transportation Elements

2. a. Create logical connections to transit options, walking and biking trails, pedestrian routes and streets.

The setback from the build-to line creates a wider sidewalk along 110th Ave NE that enables the walk to the transit center south along 110th Ave NE to be safer and more pedestrian friendly. The gradual widening of the sidewalk and the setback of building main entry from the build-to line highlights the visibility of the main entry and permits a spatial transition to the larger landscaped area at the MPOS, directly across from the Transit Center.

D. Emphasize Gateways

2. Use architectural and landscape elements to emphasize gateways. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of "entering" or moving into Downtown as well as entry into unique neighborhoods.

The setback from the build-to line allows for the creation of the MPOS at the intersection of 110th Ave NE and the pedestrian corridor. With a design that includes a generous landscaped area, trees and benches open to the public, the MPOS is a gateway to the project for those approaching from bus transit center or future Link Light Rail station.

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

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

LUC 20.25A.020 allows for an administrative departure “to accommodate plaza space, building modulation or other ground-level open space that retains the intended connection between the public accessible pedestrian realm and ground-level internal portions of the building.”

This departure enables the realization of safe and engaging street level experience along the full extent of 110th Ave NE for the public, including accommodating the MPOS and building modulation. It provides a widened sidewalk that permits a gracious pedestrian level connection to the MPOS and the Bellevue Transit Center by stepping back the building façade and allowing the sidewalk to grow in width for pedestrians walking from north to south. This is gradual widening of the sidewalk and the setback of building main entry from the build-to line highlights the visibility of the main entry and permits a spatial transition to the larger landscaped area at the MPOS.

In addition to creating a great sidewalk experience along 110th Ave NE, this departure request also provides the following practical benefits:

- 1) provides the necessary space required to meet ADA ramp clearance requirements for the benefit of all ages and abilities; 2) allows doors from active or service use spaces to not swing into the sidewalk and interfere with pedestrian travel;
- 3) provides a transition zone between the floor of the main entry and the sloping sidewalk along 110th Ave NE to allow a gracious entry experience including ADA access; and
- 4) enables construction of the MPOS at the intersection of 110th Ave NE and NE 6th St as a generous landscaped space with trees and seating to serve as a public benefit.

Figure 2

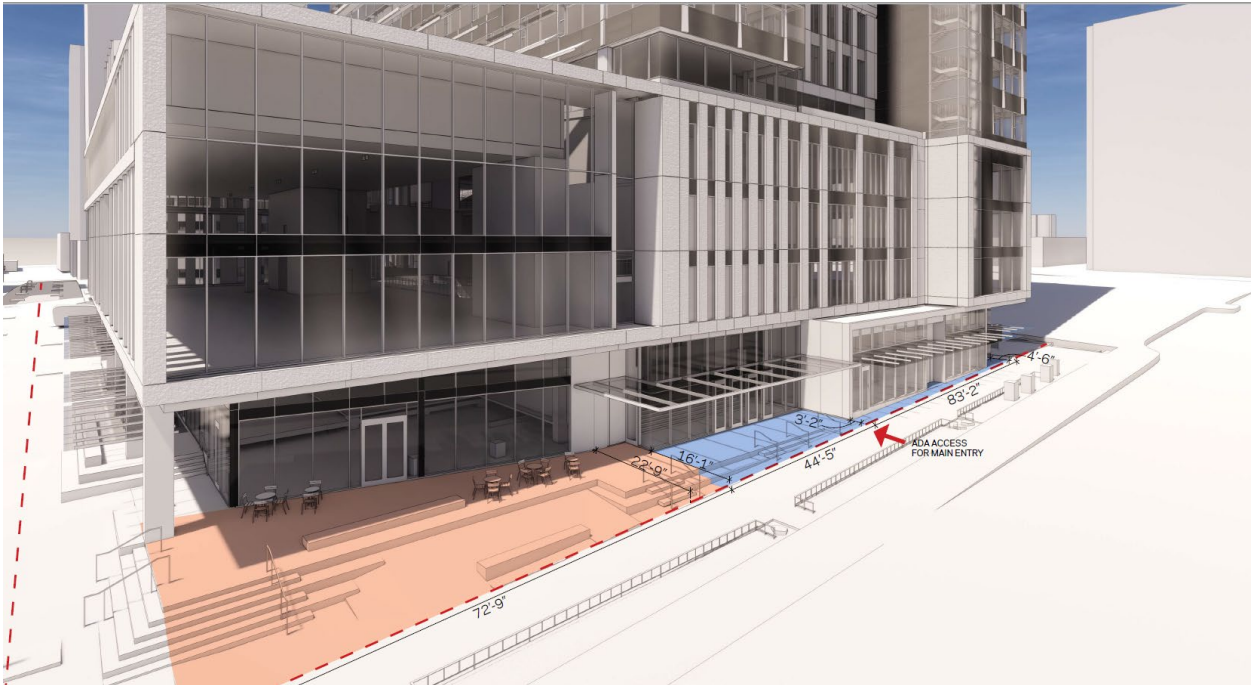
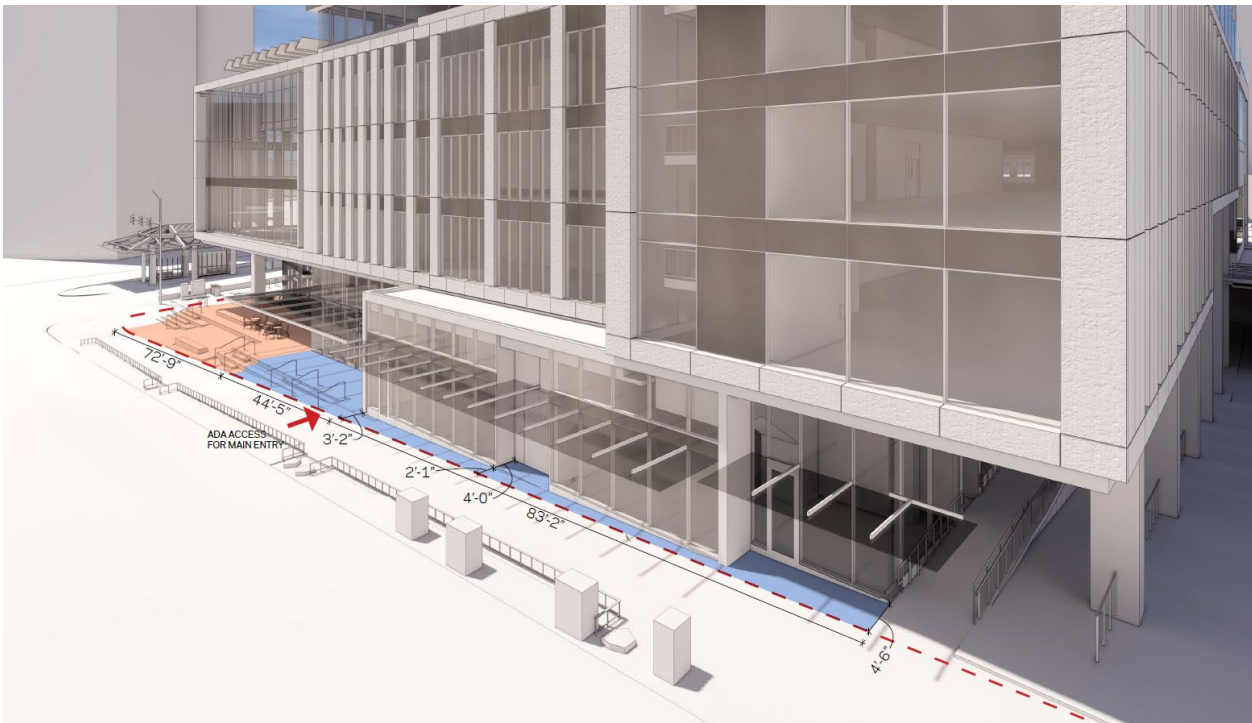


Figure 3



ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:19-131761-LD; 19-13740-LS; 20-101468-LP(Revision Request#1)

Project Name: 600 Bellevue - Phase 1

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

Provide written responses using this form (in Word format) to

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

Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

The project seeks a departure to provide up to 65% compact stalls in the garage vs the 50% compact stalls as allowed in the land use code. The project is located in the heart of downtown, in the DT-01 zone directly across from the Downtown Transit Center.

LUC 20.25A.080.F.2 allows the approval of up to 65% of parking spaces in accordance with the dimensions for “compact” stalls if approved through an administrative departure.

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

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

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

The design advances the following specific Comprehensive Plan policies:

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

<p>ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; AND</p>
<p>LUC 20.20.590 states that property owners may design and construct up to 50% of the approved parking spaces in accordance with the dimensions for “compact” stalls rather than “standard” stalls. LUC 20.25A.080.F.2 supersedes that code section for downtown Bellevue projects and allows up to 65% of approved parking spaces in accordance with the dimensions for “compact” stalls if approved through an administrative departure.</p> <p>The project is located in the Downtown O-1 zone, adjacent to the Bellevue Transit Center, and proposes to include up to 65% compact stalls.</p>
<p>iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; AND</p>
<p>The land use code allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The project seeks a departure for and proposes to include up to 65% compact stalls. The project will work through its final garage design as the design advances to make sure it maximizes efficiency in its garage floorplates. The project currently seeks approval for up to 15% additional compact stalls, which the code allows.</p> <p>Currently in the project, there are 647 compact stalls in phase 1 and the percentage of compact stalls is 64.96%.</p> <p>The actual number and percentage of compact stalls project may vary slightly. The project will continue to develop its garage design and ensure its ultimate design includes the minimum necessary to right-size the parking within the below-grade garage floorplates.</p>
<p>iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; <u>OR</u></p> <p>v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).</p>
<p>The departure criteria for compact stalls listed above have been met. There is no Development Agreement applicable to this site.</p>

ADMINISTRATIVE VARIANCE REQUEST**Permit #: 19-131761-LD; 19-131740-LS; 20-101468-LP****Project Name: Bellevue 600**
Administrative Variance requested from LUC: 20.25A.060.A.4**Revision Request #3****Written Description of Administrative Variance Requested Under LUC 20.30G:**

Applicant requests a variance from the floor plate size restriction above 40' as described in LUC 20.25A.060.A.4, which limits floor plates above 40' to 24,000 gross square feet (gsf) per floor. Applicant requests that the maximum floor plate size requirement for the Project apply above 44.15' above average finished grade instead of 40'. This would allow the Project one floor at that elevation with 29,247 gsf. If granted, the variance would not increase the building height, nor would it affect the floor plate size of floors above that elevation, which are proposed to be 23,192 gsf. The building FAR also would not increase.

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

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

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

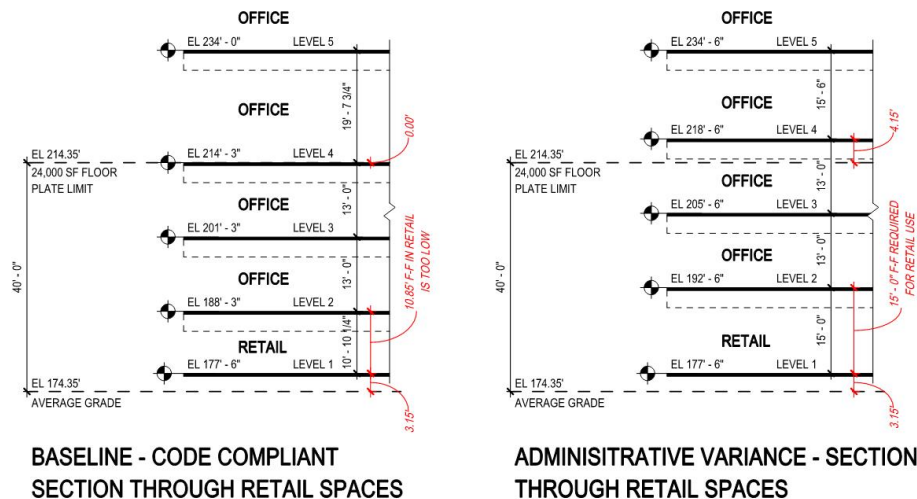
With the pedestrian focal point being on the south and southeast of the Site, adjacent to the Transit Center and along the Pedestrian Corridor, the Project is intended to maximize the pedestrian experience adjacent to the public spaces, including the outdoor plaza. Ground floor retail and restaurant spaces are designed to be located adjacent to the outdoor plaza. As the Site slopes up from the southeast toward the northwest, some portions of the ground floor will be above adjacent grade, and some will be partially below grade, creating a challenging context in which to maximize the pedestrian experience and maintain accessibility.

Using the City's interpretation of the "average finished grade" definition for the Downtown area, which includes measurements at the lowest driveway elevation, the average finished grade measurement is several

feet lower than the grade of the plaza where it meets the building. See Exhibit A. This creates a hardship when applied to this property due to the physical grade changes on the Site and the land use constraints that dictate the location of the garage access and the elevation of the major pedestrian ground plane adjacent to the building.

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

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



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

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

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

Applicant does not seek a use variance, but instead seeks an area variance. An area variance is one which does not change the specific land use but provides relief from dimensional requirements, such as setback, lot coverage, or height restrictions.¹ Applicant requests increasing the height at which the floorplate restriction applies at an elevation approximately four feet one and $\frac{3}{4}$ inches (or 4.15') above the code requirement. Applicant is not requesting authorization for a use that is not permitted in the DT-O-1 zone, the zone of the Site, or in the DT-O-2-E zone, the zone adjacent to the Site to the east. Criterion 1 restricts the granting of use variances,² and because Applicant does not seek a use variance, Applicant satisfies the requirements of this criterion.

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

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

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

These constraints therefore also functionally limit the elevation of the building entrances and ground-floor retail. The Site slopes up from the southeast to the northwest, with finished grade ranging from 168' to 184'. When taking into account the descending parking access along the north, the lowest grade is at 164.5'. The average finished grade is 174.35'. Placement of the parking access along the north results in inclusion of the descending driveway in the average grade calculations, pulling down the average grade for the Site. If the parking access were available off the south side at the pedestrian corridor, for example, the descending driveway can access directly to the garage under the building structure, with no decreasing elevation of the driveway that would be included in the average grade calculation. But with the Site constraints described above, the parking access was forced to the north, along the structure, resulting in the inclusion of the elevations of the descending driveway in the average grade calculations and lowers the final average grade calculation.

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

² *Id.*

The site constraints, including the MPOS and Pedestrian Corridor along the full south superblock frontage, requires Applicant to select a ground level elevation that invites pedestrians into the retail and restaurant space. With the focus of the retail/restaurant space being in the outdoor plaza on the west side of the Site, Applicant seeks to maximize the pedestrian experience in the outdoor plaza and through the interior marketplace street connecting the plaza with 110th Ave NE. But the elevations of the outdoor plaza, ranging from 177' to 180', where the pedestrian focus is the greatest, are up to several feet above average finished grade of 174.35'. To accommodate the grade change and to create retail and restaurant spaces that have adequate headroom, the variance is necessary. If the variance is granted, the retail/restaurant space will have approximately two and a half more feet of floor-to-floor height, improving the quality of these spaces and the pedestrian experience in this critical corridor.

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

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

As described above, Applicant's request is to accommodate its location and surroundings, each of which are largely unique to this Site. To the south of the Site, across the Transit Center, are two completed towers. These towers are operational and granting this variance would not be materially detrimental to either tower or property. To the west of the Project is an existing building that is also operational. It is owned by Applicant and is intended to be redeveloped at a later date; granting this variance would not be detrimental to that project or property. The property to the north is expected to be redeveloped. Applicant is coordinating with that property owner with regard to the midblock connector and access drive (which will serve as one of the vehicular access points to this neighboring property). Given the orientation of Applicant's proposed floor plate at the slightly higher elevation (4.15') and the location of pedestrian access points on both sites, impacts on the property owner to the north would be imperceptible.

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

Granting the variance will not materially affect the perceived street level views of the building in terms of its perceived height or massing. There is no impact to pedestrian level views when looking at the building from the corner of NE 6th St and 110th Ave NE because the change in the height of the floor plate would be hidden behind the volume of the Meeting Center. From the outdoor plaza, the ground level retail and restaurant spaces at level 1 would appear taller. However, the overall volume of the Meeting Center and its height would not change. The adjacent fan shaped podium would not appear any taller since its overall height would only grow by 4.15' and its massing is also stepping away from the observer. Likewise, there is no impact to the eye level view for pedestrians walking south across the midblock connector. At this location, the fan shaped podium steps away from the pedestrian and the 4.15' increase in overall height of the fan shaped podium would not be perceived, especially when seen through the landscaping and foliage.

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

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

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

Downtown Subarea Plan

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

Urban Design and the Arts Element

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

Land Use Element

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

Economic Development Element

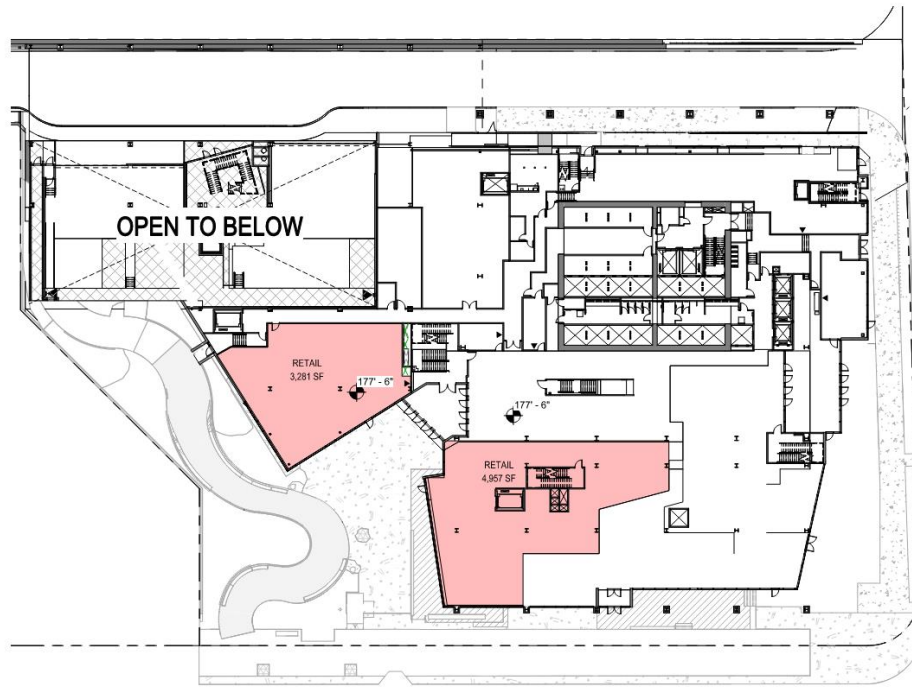
The Community Livability section of the Economic Development Element includes several policy goals that align with the variance request. Policy ED-14 recognizes the economic development benefits of investments in urban amenities like high quality urban design, which is an explicit component of the City's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

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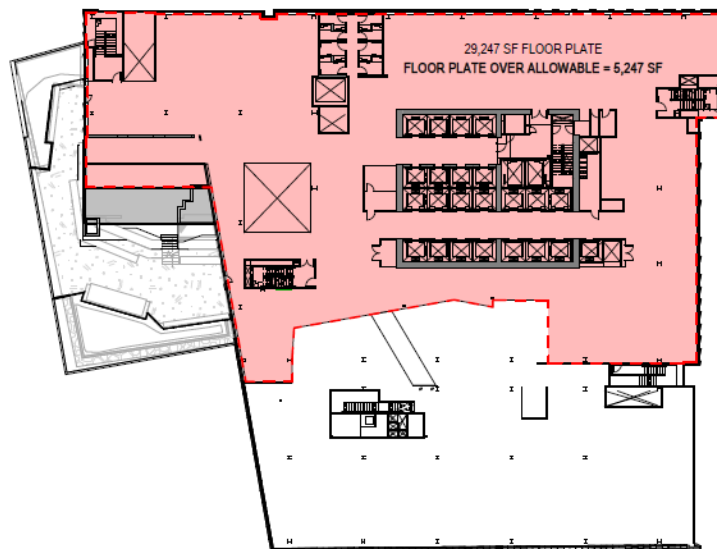
Exhibit A - Average Grade Measurement



Exhibit B Floor Plans at Level 1 and 2

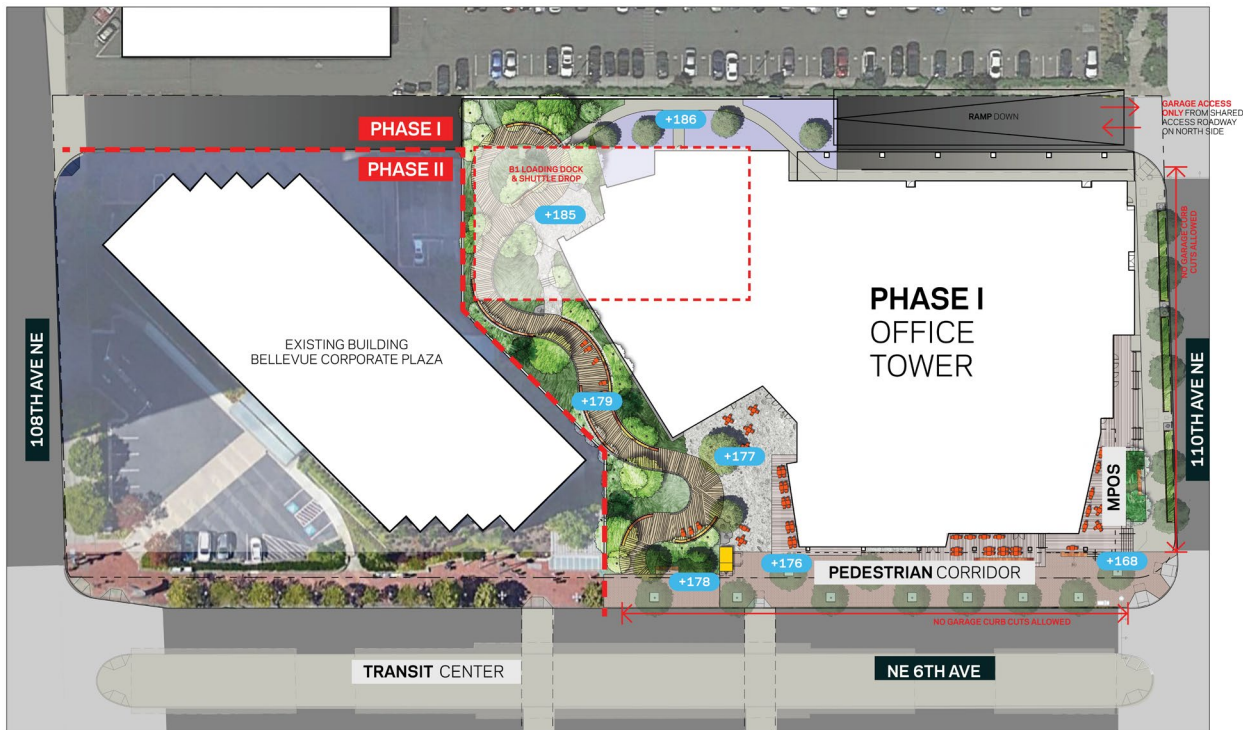


Floor Plan at Level 1



Floor Plan at Level 2

Exhibit C Site Access Constraints Plan



SITE ACCESS CONSTRAINTS DIAGRAM

Exhibit D Pedestrian Impacts



View Looking East From Outdoor Plaza- Code Compliant



View Looking East From Outdoor Plaza With Administrative Variance

MEMORANDUM

DATE: November 25, 2020

TO: Laurie Tyler, Senior Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Updated Request for Parking Modification – Reduced Office Parking Ratio
Bellevue 600 Phase 1 ADR (19-131761 LD) and MDP (20-101468 LP)
TENW Project No. 5858

This memorandum documents our updated parking study and request for a parking modification for the proposed Bellevue 600 project. This is an update to our previous memo dated August 17, 2020 and includes updated project statistics. The conclusions of our updated study support a proposed target parking ratio of 1.31 stalls per 1,000 nsf for office.

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of **1.31 stalls per 1,000 nsf**. Based on current project statistics for the Phase 1 Administrative Design Review (ADR) (744,747 nsf of office), the minimum code-required parking supply for office is 1,489 stalls (1,510 stalls including daycare), and the proposed minimum parking supply with this modification would be 976 stalls (992 stalls including daycare). Based on current project statistics for the overall Master Development Plan (MDP) (1,225,504 nsf of office including both Phases 1 and 2), the minimum code-required parking supply for office is 2,451 stalls (2,472 stalls including daycare), and the proposed minimum parking supply with this modification would be 1,606 stalls (1,622 stalls including daycare). The daycare parking ratio is documented in a separate parking memorandum.

Executive Summary

- City of Bellevue Land Use Code (LUC) Section 20.25A.080.B requires a minimum parking supply ratio of 2.0 parking stalls per 1,000 nsf of office (1,489 stalls for Phase 1 and 2,451 stalls for the overall MDP) and 0 stalls per 1,000 nsf of restaurant/retail use in the DT-O-1 District.
- LUC Section 20.25A.080.H allows the Director to approve an Administrative Departure for lower parking supply ratios if the proposed ratio is supported by a parking demand analysis.
- The applicant is proposing to provide a minimum parking ratio of **1.31 stalls per 1,000 nsf** of proposed office (976 stalls for Phase 1 and 1,606 stalls including both Phases 1 and 2) which requires an Administrative Departure. The applicant is proposing to meet (or exceed) the City's minimum code requirements for retail and restaurant parking. A minimum of 16 parking stalls is required for the proposed public daycare use based on a daycare parking study (submitted separately).
- The applicant's proposed reduced parking ratio for office is supported by the following key parking demand analysis findings:
 - A parking demand study was conducted at four existing downtown Bellevue office buildings along 108th Ave NE in the vicinity of the proposed project site. Based on the data collected

in October/November 2018, the average peak parking demand at the four sites was calculated to be 1.46 vehicles/1,000 nsf. This calculation included all vehicles parked in the garages at these locations regardless of purpose, and the square footage used in the calculation only includes the office portion of the building. Therefore, this is a conservative view of existing office parking demand rates. It should also be noted that this parking ratio reflects the existing conditions in Downtown Bellevue where Light Rail Transit is not yet open (opening in 2023).

- The overall utilization of the parking garages at the four existing office buildings during the peak period averaged 77 percent occupancy. This equates to 580 empty parking stalls across the four buildings and demonstrates that office parking is currently oversupplied in Downtown Bellevue.
- The peak parking demand observed at the four existing office buildings in the study included all short-term and long-term parking stalls, including those designated for carpools, vanpools, visitors, guests, and specific non-office commercial uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking for office workers, resulting in elevated ratios. As a case study, the City Center building includes approximately 6 percent non-office space in the building (misc. retail/services, coffee shop, small restaurant, etc.) and approximately 10 percent of the parking supply is designated for visitors, bank, and delivery stalls. City Center had an observed peak parking demand ratio of 1.37 which accounts for parking for all of these commercial uses (office and non-office, short and long-term parking). For comparison, the proposed Bellevue 600 project will have around 3 percent non-office commercial space and a target parking ratio of 1.31. This demonstrates that all parking, including short and long-term parking for visitors, guests, and non-office commercial uses can be accommodated at an overall parking supply ratio that is well below the code minimum parking ratio.
- The Bellevue 600 site is and will be well served by transit and non-motorized facilities which reduce vehicle use and support a lower parking ratio for this project. The Bellevue Transit Center, the City's main transit hub, is located immediately adjacent to the site to the south. The opening of East Link Light Rail in 2023 (with a station just across 110th Ave NE) will continue to encourage non-SOV travel and will significantly increase transit capacity in Downtown Bellevue. New and/or improved pedestrian and bike facilities are being constructed with this project to add to the existing infrastructure in Downtown. In addition, the project will include extensive on-site bicycle amenities for workers including bike lockers, storage for bicycles, and shower facilities. The increased usage of rideshare also encourages non-SOV travel and reduces parking demand for office workers.
- With the Bellevue Transit Center located adjacent to the project site, the proposed project is effectively a Transit Oriented Development (TOD). Research completed at TODs finds that "The conventional parking policies likely produce excessive parking, undermining the expected community benefits of TOD." (*Getting the Parking Right for Transit-Oriented Development*, Zhang, 2012) In addition, the TOD research shows that "Parking requirements can typically be reduced around 20 and up to 50% in areas with good transit." (Zhang, 2012). The level of parking reduction from code requirements recommended for TOD projects is consistent with the applicant's proposed parking modification.

- The Bellevue 600 project includes a passenger load/unload zone along the mid-block access drive between 108th Ave NE and 110th Ave NE located on the north side of the site to accommodate vans, shuttles, taxi, and rideshare demand. The proposed drop-off/pick-up area in the Bellevue 600 project further supports the proposed parking reduction by accommodating temporary load/unload activities without requiring use of standard parking spaces. Most of the existing buildings included in our parking study did not have equivalent drop-off and pick-up amenities. An absence of these facilities places more of a burden on the parking supply to accommodate both short and long-term parking needs. With the rising popularity of rideshare services as well as the potential for private vans/shuttles/busses, the Bellevue 600 project with the proposed drop-off area will better accommodate these activities while at the same time reducing the demand for standard parking stalls.
- The most recent Commute Trip Reduction (CTR) survey mode split data for all of Downtown Bellevue showed an average Single Occupant Vehicle (SOV) mode share of approximately 50 percent. Based on vehicle occupancy assumptions, the current CTR mode-split data results in an estimated peak office parking demand rate of 1.89 vehicles per 1,000 nsf. Based on the four 108th Ave NE study sites included in our parking demand study and using the same vehicle occupancy assumptions, an observed peak parking demand rate of 1.46 vehicles per 1,000 nsf equates to an estimated existing SOV rate of 36 percent. A project-specific mode share and SOV rate goal of 33 percent for Bellevue 600 results in a minimum parking ratio of **1.31 vehicles per 1,000 nsf**.
- The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand. Bellevue's TMP Implementation Guidelines require the owner of a building to establish an SOV mode share goal and implement certain baseline TMP measures to achieve that goal. To support the proposed target parking ratio for this development, the applicant has committed to adopt a more aggressive SOV mode share goal and implement additional TMP measures beyond the standard number of measures required by code. The specific TMP measures will be further refined in the TMP Implementation Agreement which is currently underway.
- For comparison, a review of minimum required office parking ratios in other local jurisdictions in downtown areas shows a range in required parking ratios between zero and 3.46 stalls per 1,000 nsf. All of the jurisdictions with the exception of Seattle would be considered less dense and more suburban than Downtown Bellevue with less access to transit. It is notable that Seattle and Renton have chosen to eliminate parking minimums from their code requirements for office uses in downtown zones, which is a growing trend around the nation.
- Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of **1.31 stalls per 1,000 nsf**. Based on current project statistics for the Phase 1 Administrative Design Review (ADR) (744,747 nsf of office), the minimum code-required parking supply for office is 1,489 stalls (1,510 stalls including daycare), and the proposed minimum parking supply with this modification would be 976 stalls (992 stalls including daycare). Based on current project statistics for the overall Master Development Plan (MDP) (1,225,504 nsf of office including both Phases 1 and 2), the minimum code-required parking supply for office is 2,451 stalls (2,472 stalls including daycare), and the proposed minimum parking supply with this modification would be 1,606 stalls (1,622 stalls including daycare). The daycare parking ratio is documented in a separate parking memorandum.

Project Description

The proposed Bellevue 600 project would be located on the north side of NE 6th Street (Transit Center) between 108th Ave NE and 110th Ave NE. The Bellevue 600 project is planned to be developed in two phases through the submittal of a Master Development Plan (MDP). In the near term, the applicant plans to submit an administrative design review (ADR) application for Phase 1 and an MDP application for the entire site (Phases 1 and 2). Based on current project statistics, the overall MDP includes 1,225,504 net square feet (nsf) of office space (744,747 nsf in Phase 1 and 480,757 nsf in Phase 2). The office space will be occupied by a single tenant (Amazon). Additional land uses include active use space (restaurant and/or retail), and a proposed public daycare (currently 8,569 nsf). All parking would be provided in a below-grade parking garage. Preliminary site plans for Phase 1 and for full buildout of the MDP (Phases 1 & 2) are included as **Attachments A1 and A2**, respectively.

City of Bellevue Code Requirements

City of Bellevue code-required parking was determined based on Bellevue Land Use Code (LUC) Section 20.25A.080. The Bellevue 600 site is located within the DT-O-1 Land Use District. The image below shows the minimum parking requirements for office and restaurant/retail uses in the DT-O-1 District.

Downtown Parking Requirements

		Downtown Land Use Districts			
Land Use	Unit of Measure	-O-1, -O-2		-R, -MU, -OB, -OLB	
		Min.	Max.	Min.	Max.
h. Office (Business Services/Professional Services/General Office) (3)	per 1,000 nsf	2.0	2.7	2.5	3.0
i. Office (Medical Dental/Health Related Services)	per 1,000 nsf	3.0	4.0	4.0	5.0
j. Personal Services: Without Fixed Stations With Fixed Stations	per 1,000 nsf				
	per station	2.0 0.7	2.0 2.0	2.0 1.0	3.0 1.5
k. Residential (6)	per unit	0	2.0	1.0 (5)	2.0
l. Restaurant	per 1,000 nsf	0	15.0	10.0 (4)	20.0
m. Retail	per 1,000 nsf	3.3	5.0	4.0 (4)	5.0
n. Retail in a Mixed Development (except Hotel) (2)	per 1,000 nsf	0	3.3	2.0 (4)	4.0
o. Senior Housing: Nursing Home Senior Citizen Dwelling or Congregate Care					
	per patient bed	0.4	0.8	0.4	0.8
	per living unit	0	1.0	0.33	1.0

nsf = net square feet (see LUC [20.50.036](#))

As shown above, the DT-O-1 District requires a minimum parking supply ratio of 2.0 parking stalls per 1,000 nsf of office, 0 stalls per 1,000 nsf restaurant use, and 0 stalls per 1,000 nsf retail use (in a mixed development). Daycare is an unspecified use in the code; therefore, the daycare parking ratio is documented in a separate parking study memorandum.

It should be noted that the City of Bellevue parking calculations are based on net square feet (nsf) as defined per the land use code definition below.

Net Square Feet. *The total number of square feet within the inside finished wall surface of the outer building walls of a structure, excluding major vertical penetrations of the floor (elevator and other mechanical shafts, stair wells), mechanical equipment, parking areas, common restrooms, common lobbies, and common hallways. Storage area is included in the net square feet calculation unless the property owner demonstrates that it cannot be converted to habitable space.*

For the purpose of this parking analysis, gross square feet (gsf) or gross floor area (gfa) needed to be converted to net square feet (nsf) to provide a consistent measurement of square footage. Based on TENW discussions with local architects, net square footage for traditional office buildings is typically expected to be approximately 80 to 85 percent of gross square footage. Therefore, a factor of 82.5% (0.825) was used to convert gsf to nsf where only gsf or gfa measurements were available.

City of Bellevue Municipal Code section 20.25A.080.H provides the Director the authority to modify the minimum parking ratios based on a parking demand analysis including but not limited to:

- a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or
- b. Evidence in available planning and technical studies relating to the proposed use; or
- c. Required parking for the proposed use as determined by other compatible jurisdictions.

Proposed Parking Modification

The applicant is proposing to provide a minimum parking ratio of 1.31 stalls per 1,000 nsf of proposed office which requires an Administrative Departure. The applicant will meet (or exceed) the City's minimum code requirements for restaurant/retail parking (which is zero). The daycare parking ratio is documented in a separate parking memorandum.

As justification for a reduced office parking ratio for the proposed Bellevue 600 project, the following parking analysis includes:

- A parking demand study documenting a conservative estimate of the overall parking demand ratio at similar downtown office buildings, reflecting existing conditions where Light Rail Transit is not yet open
- A discussion of new and existing transit and non-motorized facilities that support non-SOV travel modes, including the adjacent Bellevue Transit Center, the city's main transit hub, as well as the Light Rail Transit station opening in 2023
- A summary of the findings of Transit Oriented Development (TOD) studies and the relationship of TOD to parking demand
- A discussion of how the applicant's proposed accommodations for passenger load/unload activity reduces parking demand
- An analysis of how existing and future mode splits affect parking demand
- Proposed Transportation Management Plan (TMP) measures that support the proposed parking ratio
- A comparison of required parking ratios for office uses in other local jurisdictions
- A discussion of adopted Comprehensive Plan policies that align with reduced parking requirements

Downtown Bellevue Office Parking Demand Study

A parking demand study was conducted at four downtown Bellevue office buildings along 108th Ave NE in the vicinity of the proposed project site. The office buildings included in the study are similar to the proposed Bellevue 600 project in that they all have similar access to transit (within 500 feet of the Bellevue Transit Center).

Analysis Approach

The following tasks were conducted for the parking study:

1. Based on Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) parking publications (ITE *Parking Generation* and ULI *Shared Parking*), the peak office parking demand is expected to occur before and after lunch on a typical weekday. To capture the peak office parking demand, the number of occupied parking stalls within the parking garages for each site were recorded between approximately 10 and 11 AM and between 2 and 3 PM.
2. Data was collected on two weekdays (Tuesday and Thursday).
3. A parking demand rate per 1,000 nsf of office space was derived separately for each building with conservative adjustments to account for building occupancy.

Parking Counts

Weekday parking counts were conducted on Tuesday 10/30/18 and Thursday 11/1/18 at the following four downtown Bellevue office buildings:

1. Concur/Key Center (601 108th Ave NE)
2. Symetra (777 108th Ave NE)
3. City Center (500 108th Ave NE)
4. One Bellevue Center (411 108th Ave NE)

Counts of parked vehicles were conducted by TENW staff during the morning and afternoon peaks. A summary of the counts of parked vehicles at the office buildings is included in **Attachment B**.

Counts at the four study sites conservatively included all vehicles parked within the parking garages, even though some vehicles were associated with non-office uses like on-site retail and restaurant uses. In addition, the counts at the Symetra building included 11 reserved parking stalls in the Barnes & Noble surface parking lot that are signed for Symetra carpool/vanpool parking.

Parking Supply & Demand Rates

Based on the counts at the office buildings, peak parking demand rates were calculated in terms of parked vehicles per 1,000 nsf of office (gross square feet of office per King County parcel data was factored to estimate net square feet). The square footage used in the calculation does not include on-site non-office uses such as retail, restaurants, and banks, even though parking associated with these uses was included in the demand analysis, resulting in a conservative approach. Demand rates were factored to account for building occupancy based on the amount of advertised office spaces for lease in each building at the time of the counts. By adjusting for occupancy, the peak parking demand ratios conservatively assume 100 percent occupancy. Table 1 summarizes the parking supply ratios and the observed peak parking demand rates for the four office buildings.

Table 1
Summary of Parking Supply & Demand Rates

Office Building	Address	Office Area (nsf)	Parking Supply Ratio (stalls per 1,000 nsf)	Observed Peak Parking Demand Rate (veh per 1,000 nsf)
One Bellevue Plaza	411 108 th Ave NE	298,073	1.51	1.27
Concur/Key Center	601 108 th Ave NE	384,866	2.12	1.45
Symetra ¹	777 108 th Ave NE	362,034	1.57	1.73
City Center	500 108 th Ave NE	389,002	1.84	1.37
			Average =	1.46

¹ The Symetra building shows a peak demand that exceeds the supply ratio. This is partially due to a valet program that allows demand to exceed the marked supply. In addition, because the demand ratio is factored to account for full occupancy of the building, the ratio is not constrained by supply.

As shown in **Table 1**, the average peak parking demand for the four sites was determined to be **1.46 vehicles per 1,000 nsf**. This calculation included all vehicles parked in the garages at these locations regardless of purpose, and the square footage used in the calculation only includes the office portion of the building. Therefore, this is a conservative view of existing office parking demand rates. It should also be noted that this parking ratio reflects the existing conditions in Downtown Bellevue where Light Rail Transit is not yet open (opening in 2023). The detailed parking supply and demand calculations are included in **Attachment C**.

The following are additional observations from the parking counts:

1. The overall utilization of the parking garages during the peak period averaged 77 percent occupancy.
2. Across all 4 buildings, there were 580 empty parking stalls during the peak period. This is enough surplus parking to supply a 400,000 square foot (nsf) office building at a ratio of 1.46 stalls per 1,000 nsf.

This study demonstrates that office parking is currently oversupplied in Downtown Bellevue.

Non-Office, Visitor, and Guest Parking

The peak parking demand observed at the four existing office buildings in our study included all short-term and long-term parking stalls including those designated for carpools, vanpools, visitors, guests, and specific non-office uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking for office workers, resulting in elevated ratios. As a case study, the City Center building includes approximately 6 percent non-office commercial space in the building (misc. retail/services, coffee shop, small restaurant, etc.) and approximately 10 percent of the parking supply is designated for visitors, bank, and delivery stalls. City Center had an observed peak parking demand ratio of 1.37 which accounts for parking for all of these uses (office and non-office, short and long-term parking). For comparison, the proposed Bellevue 600 project will have around 3 percent non-office commercial space and a target parking ratio of 1.31. This demonstrates that all parking, including short and long-term parking for visitors, guests, and non-office commercial uses can be accommodated at an overall parking supply ratio that is well below the code minimum parking ratio.

New and Existing Transit & Non-Motorized Facilities

The Bellevue 600 site is and will be well served by transit and non-motorized facilities which encourage reduced vehicle use and support a lower parking ratio for this project.

Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. The Bellevue Transit Center, the City's main transit hub, is located immediately adjacent to the site to the south and provides access to 20 local and regional routes. The East Link Light Rail Extension is expected to open in 2023 and will give riders a fast, frequent, and reliable connection from Downtown Bellevue to Redmond, Overlake, Downtown Seattle, Sea-Tac Airport, the University of Washington, and beyond. The future Bellevue Transit Center Light Rail Station will be a street-level station at NE 6th Street with an entrance on the east side of 110th Ave NE (less than 1 block from the site) and a second one on the west side of 112th Ave NE. Light rail will provide a significant increase in transit capacity in Downtown Bellevue which is necessary if the City is to reach their non-SOV mode share target of 65 percent (35 percent SOV).

The project will provide wider sidewalks on all street frontages as well as construct portions of through-block connections, both north-south and east-west, to allow pedestrians destined to the Bellevue Transit Center access across the site. Pedestrian improvements on the site will connect to existing sidewalks that are provided throughout Downtown Bellevue. A new mid-block pedestrian crossing is also planned across 110th Ave NE as part of this development.

Dedicated bike lanes are located on 108th Ave NE along the project frontage between Main Street and NE 12th Street. The project will maintain these existing bike lanes. In addition, the project will include extensive on-site bicycle amenities for employees including storage for bicycles within and around the building. Men's and women's locker rooms will also be provided including showers.

Relatively new travel options such as rideshare companies also make it easier for workers to leave their vehicles at home.

Parking Demand at Transit Oriented Development (TOD)

The Bellevue 600 project is effectively a Transit Oriented Development (TOD) given its proximity to the downtown Bellevue Transit Center. The Bellevue Transit Center is the main transit hub for the Eastside of King County and currently serves 12 King County Metro transit routes and 8 Sound Transit routes. Significant research has been completed regarding parking demand at TOD sites. Findings and conclusions from a review of TOD research papers including *Getting the Parking Right for Transit-Oriented Development*, Zhang, 2012 include the following:

- "The conventional parking policies likely produce excessive parking, undermining the expected community benefits of TOD." (Zhang, 2012)
- "Parking requirements can typically be reduced around 20 and up to 50% in areas with good transit." (Zhang, 2012)
- "Offices near [transit] station[s] are most important for increasing transit trips for work. Therefore, offices should be located within 500-1,000 feet of the platform/station." (Zhang, 2012)

The level of parking reduction cited in the TOD research is consistent with the applicant's proposed parking modification for the Bellevue 600 development.

Passenger Load/Unload Accommodations

The Bellevue 600 project includes a passenger load/unload zone along the mid-block access drive between 108th Ave NE and 110th Ave NE located on the north side of the site to accommodate vans, shuttles, taxi, and rideshare demand. The proposed drop-off/pick-up area in the Bellevue 600 project further supports the proposed parking reduction by accommodating temporary load/unload activities without requiring use of standard parking spaces. Most of the existing buildings included in our parking study did not have equivalent drop-off and pick-up amenities, instead requiring vehicles to utilize standard parking stalls within the garage for drop-off and pick-up. An absence of these facilities places more of a burden on the parking supply to accommodate both short and long-term parking needs. With the rising popularity of rideshare services as well as the potential for private vans/shuttles/busses, the Bellevue 600 project with the proposed drop-off area will better accommodate these activities while at the same time reducing the demand for standard parking stalls.

Effects of Mode Split on Office Parking Demand

Mode split, in particular the drive-alone or SOV rate, has a direct relationship to parking demand. The following section provides a methodology to correlate parking demand rates to mode split and SOV rates. The SOV rate is the primary measurement of program effectiveness used by the City of Bellevue in their Transportation Management Programs (TMPs). Therefore, by correlating parking demand rates to SOV rates, we are effectively linking parking demand to the TMP program and guiding the establishment of a specific TMP mode share goal for this project.

There are two primary sets of mode split data that are available in Downtown Bellevue. Census data (American Community Survey 5-Year Estimates) and Washington State Commute Trip Reduction (CTR) Survey data. Washington State's Commute Trip Reduction (CTR) Law was passed by the Legislature in 1991 with goals to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to driving alone. Alternatives include riding the bus or train, carpooling, vanpooling, bicycling, walking, working a compressed work week, or teleworking. CTR law only applies to companies with at least 100 workers that arrive at a site between 6 and 9 AM. Although only a subset of downtown Bellevue workers, workers at CTR companies tend to be office workers which aligns well with the scope of this parking study. Therefore, the most recent Washington State CTR Survey Data (2017-2018) for Downtown workers was used (as provided by the City of Bellevue Transportation Department).

The most recent CTR survey mode split data for all of Downtown Bellevue showed an average SOV mode share of approximately 50 percent SOV. The survey data also provided percent bus, carpool, telework, walk, bike, etc. TENW used this information to develop a parking demand estimate for this specific CTR mode split using the following steps (see **Attachment D** for detailed calculations):

1. Using only travel modes that involve vehicles that require parking spaces (SOV, carpool, motorcycle, vanpool, etc.) simple average vehicle occupancy (AVO) assumptions were applied that convert persons to vehicular parking demand for each mode of travel. For example, the CTR data showed 7.4 percent carpools. If we assume an average AVO of 2 persons per carpool vehicle (most conservative assumption), then the number of vehicles estimated would be 3.7 vehicles (7.4 people @ 2 persons per vehicle).
2. The estimated parking demands from all vehicular travel modes were then added together, resulting in the total number of vehicles parked per 100 people. For example, using the CTR mode split, the total parking demand per 100 people was estimated to be 55.5 vehicles.

3. The ITE *Parking Generation Manual* (5th Edition, 2019) publishes peak parking demand rates observed at office buildings throughout the United States. The average peak parking utilization for sites located in a Dense Multi-Use Urban setting is 1.63 vehicles per 1,000 gsf. Based on the ITE peak parking rate per employee for the same use, 0.58 vehicles per employee is anticipated. Therefore, a peak parking demand rate of 1.63 vehicles per 1,000 gsf in ITE correlates to a peak parking demand rate of 58 vehicles per 100 people.
4. Applying the ratio of CTR parking demand to ITE parking demand per 100 people (55.5/58.0) to the ITE parking rate of 1.63, an ITE “mode-adjusted” parking rate of 1.56 vehicles per 1,000 gsf was calculated.
5. In order to compare the ITE mode-adjusted parking rate (based on gross square feet) to City of Bellevue parking ratios that are based on net square feet, the ratio was divided by 0.825 which results in an estimated parking demand rate of 1.89 vehicles per 1,000 nsf. This is the estimated peak parking demand ratio associated with the latest CTR Survey data.

The methodology described in the preceding steps can be performed in reverse if the parking demand ratio goal is given, and the objective is to determine a target SOV rate. This process was utilized to estimate the SOV rates associated with the existing parking demand observed at the 4 study sites on 108th Ave NE (1.46 vehicles per 1,000 nsf).

To determine the estimated parking demand for the Bellevue 600 project, project-specific mode share goals were used which result in a target SOV rate of 33 percent. This is the same SOV rate used in the Traffic Impact Analysis (TIA) for the project to derive trip generation rates. Mode split data was forecasted for this site based on observed mode splits (most recent CTR data) for Amazon in South Lake Union (Seattle), discussions with Amazon transportation planning staff, as well as consideration for local conditions in Downtown Bellevue. Our proposed mode split assumptions and justification for those assumptions are shown **Attachment D**. Also included are comparisons to three other sets of data including the average of Downtown Bellevue CTR sites (2017-18 CTR data), Amazon Seattle buildings North of Denny, and Amazon Seattle buildings South of Denny.

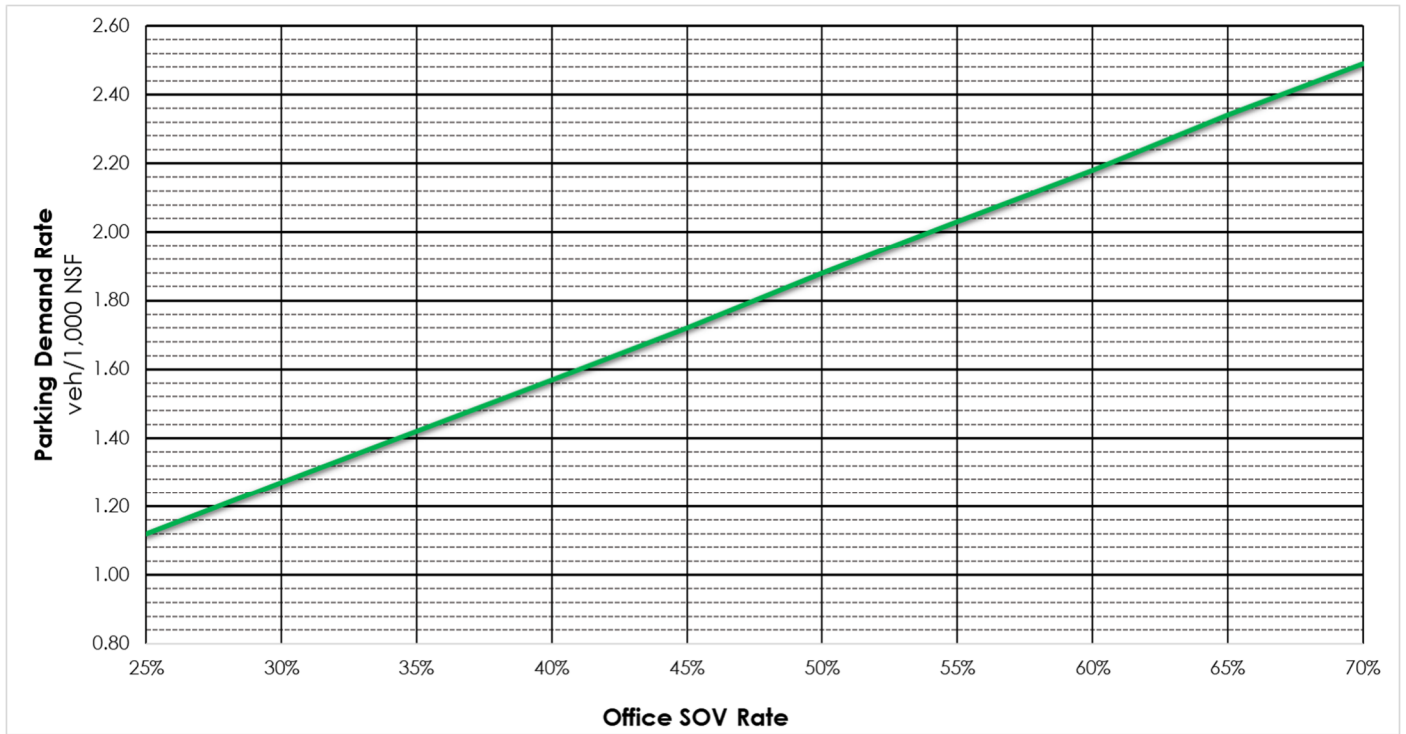
Amazon’s project-specific mode share and SOV rate goal of 33 percent for Bellevue 600 correlates to a minimum parking ratio of **1.31 vehicles per 1,000 nsf**.

A summary of estimated office parking demand rates associated with the SOV mode share assumptions for 3 scenarios are shown in **Table 2**. Detailed parking/mode split calculations for these 3 scenarios are included in **Attachment D**.

Table 2
Office Parking Demand Rates vs SOV Mode Shares

Scenario	SOV Mode-Split	Parking Demand Rate (veh per 1,000 nsf)
Existing CTR Data (2017-2018) – Downtown Bellevue Average	50%	1.89
Estimated SOV Mode Share at 4 Parking Study Sites on 108th	36%	1.46
Bellevue 600 Parking Ratio based on SOV Mode Share Goals	33%	1.31

A chart that illustrates the general relationship between parking demand rates and office SOV rates based on our methodology is included below.



Transportation Management Program

The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand.

Bellevue’s *TMP Implementation Guidelines* require the owner of a building to establish an SOV mode share goal. The goal can either be equal to the average CTR SOV mode share for Downtown Bellevue worksites (average of the most recent 3 measurement cycles, currently 51 percent SOV), or equal to the Comprehensive Plan Target Level (35 percent SOV maximum). The TMP for Bellevue 600 will target a composite drive alone goal for its office employees of 35 percent (33 percent SOV plus an assumed 2 percent who ride alone in rideshare vehicles), which aligns with the Comprehensive Plan goal. This SOV target corresponds to the proposed minimum parking ratio for office of 1.31 stalls per 1,000 nsf.

Bellevue’s *TMP Implementation Guidelines* require certain elements be included in all TMPs. In addition to these baseline elements, the owner is required to choose additional elements from a list of Tier 1 and Tier 2 elements (Tier 1 = higher impact, Tier 2 = lower impact). For Office buildings 50,000 gross square feet (gsf) and larger, the owner must choose at least one Tier 1 element and at least two Tier 2 elements. Required baseline Elements, Tier 1 Element options, and Tier 2 Element options are shown on the next page. More detailed descriptions of the TMP elements are included in the City’s TMP Implementation Guidelines in **Attachment E**.

To support the proposed target parking ratio for this development, the applicant has committed to adopt a more aggressive SOV mode share goal and implement additional TMP measures beyond the standard number of measures required by code. Some of the specific Tier 1 and Tier 2 elements currently being considered in the TMP include:

1. Providing transit, vanpool, and carpool incentives (Tier 1)
2. Providing flexible parking options (Tier 1)
3. Providing shuttle/sus service to augment or fill gaps in public transit service (Tier 1)
4. Providing guaranteed ride home (Tier 2)
5. Providing preferential parking for vanpools (Tier 2)
6. Providing secure, covered bicycle parking (Tier 2)
7. Providing shower facilities (Tier 2)

This list is preliminary; the specific TMP measures will be further refined in the TMP Implementation Agreement which is currently underway.

Required TMP Elements
 (Source: City of Bellevue TMP Implementation Guidelines 7/1/20)

	Required Baseline Elements		Tier 1 Element Options (higher-impact)		Tier 2 Element Options (lower-impact)
1	Post information	8	Provide financial incentive	12	Provide guaranteed ride home
2	Distribute information	9	Provide shuttle van/bus service	13	Provide preferential HOV parking
3	Provide building transportation coordinator	10	Provide flexible parking options	14	Conduct annual transportation options event
		11	Daily Only Parking		
4	Leases in which tenants are required to participate in periodic surveys			15	Provide secure, covered bicycle parking
				16	Provide shower facilities
5	Identify parking cost as a separate line item in tenant leases			17	Provide off-street passenger loading area
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.			18	Provide parking on-site for carshare vehicles
7	Submit periodic report describing implementation of TMP provisions			19	Annual TMP services contract with Transportation Management Association

Note: Offices Buildings 50,000 gsf and larger are required to implement all Baseline Elements, at least one Tier 1 Element, and at least two Tier 2 elements.

Office Parking Ratios in Other Jurisdictions

For comparison, a review of minimum required office parking ratios in other nearby jurisdictions in downtown areas was conducted. **Table 3** summarizes our findings.

Table 3
Required Downtown Office Parking Ratios in Other Jurisdictions

Jurisdiction	Minimum Parking Stalls Required	
	Code Requirement	Stalls per 1,000 Net Sq. Ft. ⁵
Redmond ¹	2 per 1,000 gsf	2.42 per 1,000 nsf
Kirkland ²	1 per 350 gsf	3.46 per 1,000 nsf
Renton ³	<i>None Required</i>	<i>None Required</i>
Seattle ⁴	<i>None Required</i>	<i>None Required</i>

1. Per RZC 21.10 (Downtown Urban Center) and RZC 21.12 (Overlake Urban Center)

2. Per KZC Chapter 50 (Central Business District (CBD) Zones)

3. Per RMC 4-4-080(F)10.d (Center Downtown (CD) Zone)

4. Per SMC 23.49.019 (Downtown Zoning)

5. Stalls per 1,000 gross square feet (gsf) factored by 1/0.825

As shown in **Table 3**, the minimum required downtown office parking ratios in other nearby jurisdictions ranges from zero to 3.46 stalls per 1,000 nsf. All of these jurisdictions except Seattle are much more suburban than downtown Bellevue with significantly less access to transit. Although Redmond, Kirkland, and Renton contain "urban center" designations, none of them allow development to exceed 12 stories and height limits are more commonly 5 to 7 stories. The density allowed on the Bellevue 600 site in downtown Bellevue is more comparable to the urban density in downtown Seattle than the density in these other suburban jurisdictions. It is also notable that Seattle and Renton have chosen to eliminate parking minimums for office uses in their Downtown zones, which is a growing trend around the nation.

Comprehensive Plan Analysis

Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio, including Policy S-DT-1.51 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Request for Parking Modification

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of **1.31 stalls per 1,000 nsf**. Based on current project statistics for the Phase 1 Administrative Design Review (ADR) (744,747 nsf of office), the minimum code-required parking supply for office is 1,489 stalls (1,510 stalls including daycare), and the proposed minimum parking supply with this modification would be 976 stalls (992 stalls including daycare). Based on current project statistics for the overall Master Development Plan (MDP) (1,225,504 nsf of office including both Phases 1 and 2), the minimum code-required parking supply for office is 2,451 stalls (2,472 stalls including daycare),

and the proposed minimum parking supply with this modification would be 1,606 stalls (1,622 stalls including daycare). The daycare parking ratio is documented in a separate parking memorandum.

Please contact me at 206-498-5897 or forster@tenw.com with any questions.

cc: Ian Kell, Seneca Group
Tim Weyand, Amazon
David Yuan, NBBJ

MEMORANDUM

DATE: August 17, 2020

TO: Laurie Tyler, Senior Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Updated Parking Study for Daycare Use
Bellevue 600 Phase 1 (19-131761 LD)
TENW Project No. 5858

This memorandum documents the updated parking study completed for the proposed daycare use in the Bellevue 600 project. This updates our previous study dated May 15, 2020 with revised project statistics and justification for a reduced daycare parking ratio.

Based on preliminary plans, Phase 1 of the Bellevue 600 development will include approximately 8,464 square feet of daycare use (net square feet) that will be open to the public. Daycare is an unspecified use in the land use code with regard to parking ratios. Therefore, this study provides the Director with justification for a minimum parking ratio for daycare uses.

Parking Study

Our proposed justification for a minimum parking ratio for daycare use is based on the peak parking demand ratio documented in the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition for Land Use Code (LUC) 565 (Day Care Center) with adjustments made due to its location within a large office building in a dense mixed-use urban setting.

Based on ITE, the weekday peak period parking demand ratio for a suburban Day Care Center is 2.45 vehicles per 1,000 square feet (GFA) (see **Attachment A**). This ratio is conservative and likely overestimates the parking demand for the proposed daycare use in this project. A reduction to this rate is justified for the following reasons:

1. 2.45 stalls per 1,000 sf is based on the ITE Parking Generation Manual, 5th Edition rate for a standalone daycare use in a suburban location with little or no transit. ITE does not publish a rate for a daycare in a dense mixed-use urban setting such as Downtown Bellevue. Because of this, the ratio does not account for:
 - a. A daycare that is within a large office building, where some parents who work in the same building will park and not require the use of a separate drop-off/pick-up parking space.
 - b. Some of the employees of the daycare will use transit, light rail, or other non-SOV modes similar to the office workers in the building.
2. The use of the unadjusted peak parking rate does not account for the principles of shared parking. Daycare and office peak parking demands do not coincide. When the office is at peak demand (10 AM), the daycare is only 60 percent of peak demand based on Urban Land Institute (ULI) data. When Daycare is at peak demand (4 PM), the office is at 80 percent of peak demand. Based on this concept alone, a 40 percent reduction of the daycare demand rate is

justified. A shared parking demand analysis using the suburban daycare rate of 2.45 is included in **Attachment B** showing that where the sum of individual peak demands is 994 stalls, the peak shared parking demand is 986 stalls.

3. A 25 percent larger sized daycare program recently opened in the re:Invent building in downtown Seattle. The applicant expects the future daycare in Bellevue 600 to have a similar profile and operating model. Block 20 has allocated 12 stalls for daycare parking at that location which has satisfied the needs of the daycare.

Based on the justification above, we propose to reduce the ITE suburban daycare parking ratio by 25 percent (from 2.45 to **1.84 stalls/1,000 NSF**). Assuming 8,464 square feet, the estimated peak period parking demand for the proposed daycare based on this ratio would be **16 vehicles**. This demand includes all vehicles generated by the daycare including both employees and parent parking demand.

To accommodate the peak parking demand from the daycare use, the applicant will provide a minimum of 16 parking stalls in the parking garage below the Phase 1 building for daycare use. A portion of the daycare parking supply will be signed "parent drop-off/pick-up only" and will be located close to the elevator core in order to provide safe and convenient access for parents and their children.

If you have any questions regarding the information presented in this memo, please contact me at 206-498-5897 or email at forster@tenw.com.

cc: Ian Kell, Seneca Group
David Yuan, NBBJ

ATTACHMENT A

ITE Parking Generation Manual

LUC 565 Day Care

Day Care Center (565)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 8:00 a.m. - 6:00 p.m.

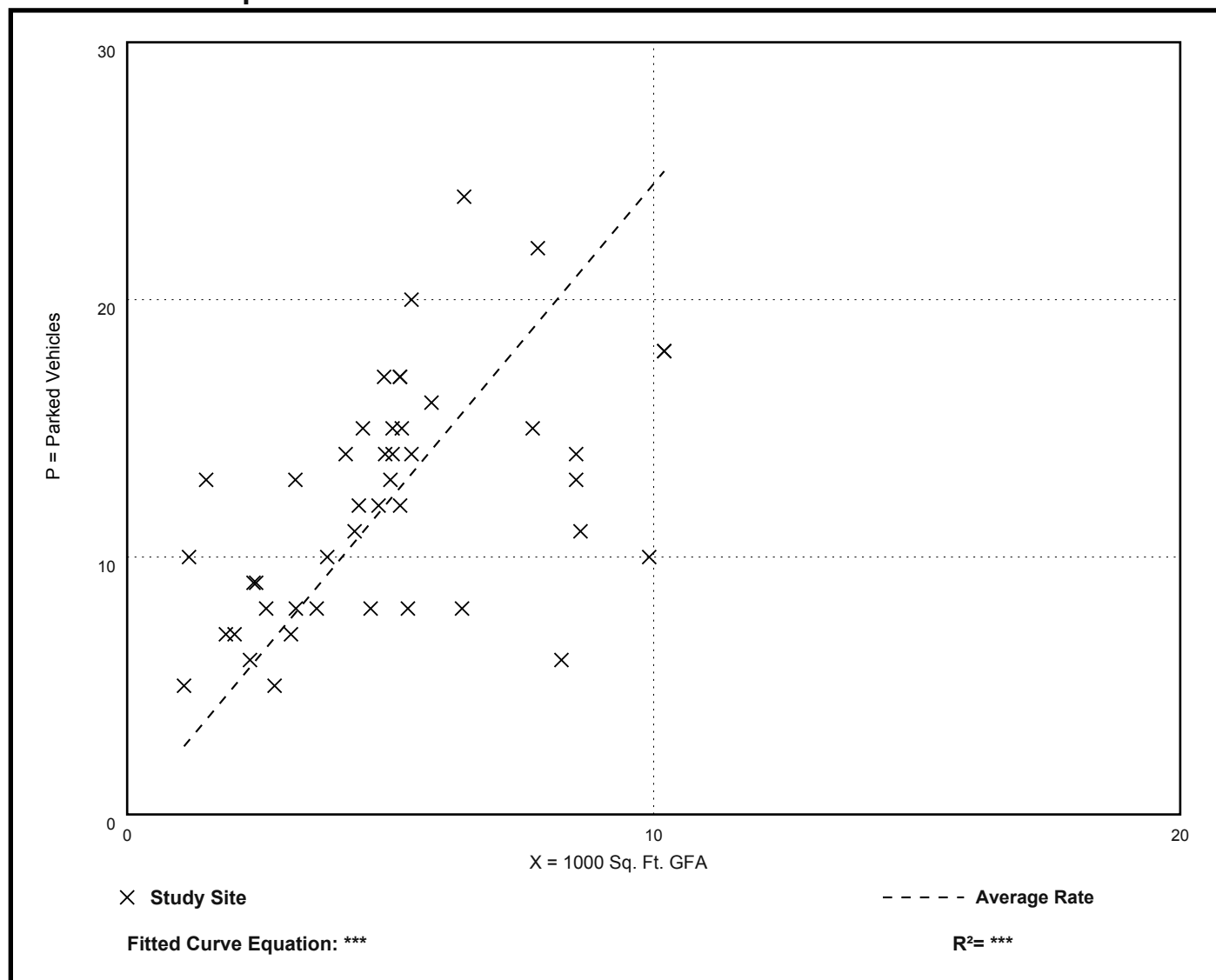
Number of Studies: 45

Avg. 1000 Sq. Ft. GFA: 5.0

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.45	0.73 - 8.67	2.35 / 3.74	2.12 - 2.78	1.12 (46%)

Data Plot and Equation



ATTACHMENT B

Shared Parking Analysis (Office & Daycare)

Weekday Shared Parking Demand Estimate

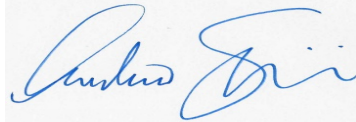
Bellevue 600

Use Amount/Size Ratio (1,000 sf or unit) Peak Parking	Office 742,642 sf 1.31 973	Daycare 8,464 sf <i>Suburban Rate</i> 2.45 21	Sum of Peak Individual Peak Demands: 994		
Start Time	ULI Hourly Variation	Peak Hourly Demand	ULI Hourly Variation	Peak Hourly Demand	Total Shared Parking Demand
6:00 AM	3%	29	0%	0	29
7:00 AM	14%	136	29%	6	142
8:00 AM	48%	467	54%	11	478
9:00 AM	88%	856	84%	18	874
10:00 AM	100%	973	60%	13	986
11:00 AM	96%	934	60%	13	947
12:00 PM	80%	778	60%	13	791
1:00 PM	82%	798	60%	13	811
2:00 PM	95%	924	60%	13	937
3:00 PM	91%	885	66%	14	899
4:00 PM	80%	778	100%	21	799
5:00 PM	56%	545	79%	17	562
6:00 PM	23%	224	43%	9	233
7:00 PM	14%	136	25%	5	141
8:00 PM	5%	49	6%	1	50
9:00 PM	3%	29	0%	0	29
10:00 PM	1%	10	0%	0	10
11:00 PM	0%	0	0%	0	0
12:00 AM	0%	0	0%	0	0
Maximum		973		21	Peak Shared Demand: 986

CERTIFICATE OF CONCURRENCY

600 Bellevue Development

This certificate documents the Transportation Department Director's decision that the development project at 600 108th Avenue NE (File No. 20-101468 LP) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 1095 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



Director, Transportation Department

January 7, 2021

Date

Certificate No. 137

Tyler, Laurie

From: Gelzer, John <JGelzer@republicservices.com>
Sent: Friday, June 26, 2020 3:11 PM
To: Rob Lane; Johnson, Carla
Cc: Ben Spicer; David Yuan; Tyler, Laurie; Ian Kell; Johnson, Molly A.
Subject: RE: Bellevue 600 Republic Service approval request permit #19 131761 LD
Attachments: Bellevue 600 approval letter.docx; B600 Republic submittal.pdf; GI008-T1 - LAND USE CODE - TRANSPORTATION AND LOADING DIAGRAM -T1.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Approval letter attached

John Gelzer
Operations Supervisor

1600 127th ave ne
Bellevue, WA. 98005
e jgelzer@republicservices.com
c 253-243-4339
w RepublicServices.com



1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

Attachment F

To: Robert S. Lane, AIA, LEED AP Senior Associate | Architect
c/o NBBJ
223 Yale Avenue North
Seattle, WA. 98109

Let this notice serve as approval for solid waste collection access for your proposed building site in the City of Bellevue.

Based upon our review of the site plans¹ you submitted on **May 26, 2020** for the property known as: **Bellevue 600 permit #19 131761 LD at 601 110th Avenue NE, Bellevue WA** and proposed development at that location, we have determined the following:

Provided that there are no material changes to the site, site development, site conditions, site access or enclosure size, locations or conditions and the recommended height and service access is met, the proposal is adequate for safe and regular solid waste services aligned to the requirements of the City of Bellevue's current solid waste collection contract.²

This approval is provided with acknowledgement that if there are future material changes, further review may be required.

- Minimum ceiling clearance is 16 feet directly above compactor and truck in the attached documents is fully encompassing of all potential over height obstructions such as fire sprinkler systems or piping and ducting.
- Compacting unit is on a reinforced concrete pad that is 30" in height to allow for lower overall ceiling clearance.

This approval is provided as informal assistance and is not intended to be viewed as professional design assistance or as a substitute for architectural, design or construction expertise and is intended only to provide practical input from a solid waste collection provider regarding the collecting and transport access for processing those materials from the site.

Thank you, if you have any questions please contact Republic Services.

Sincerely,

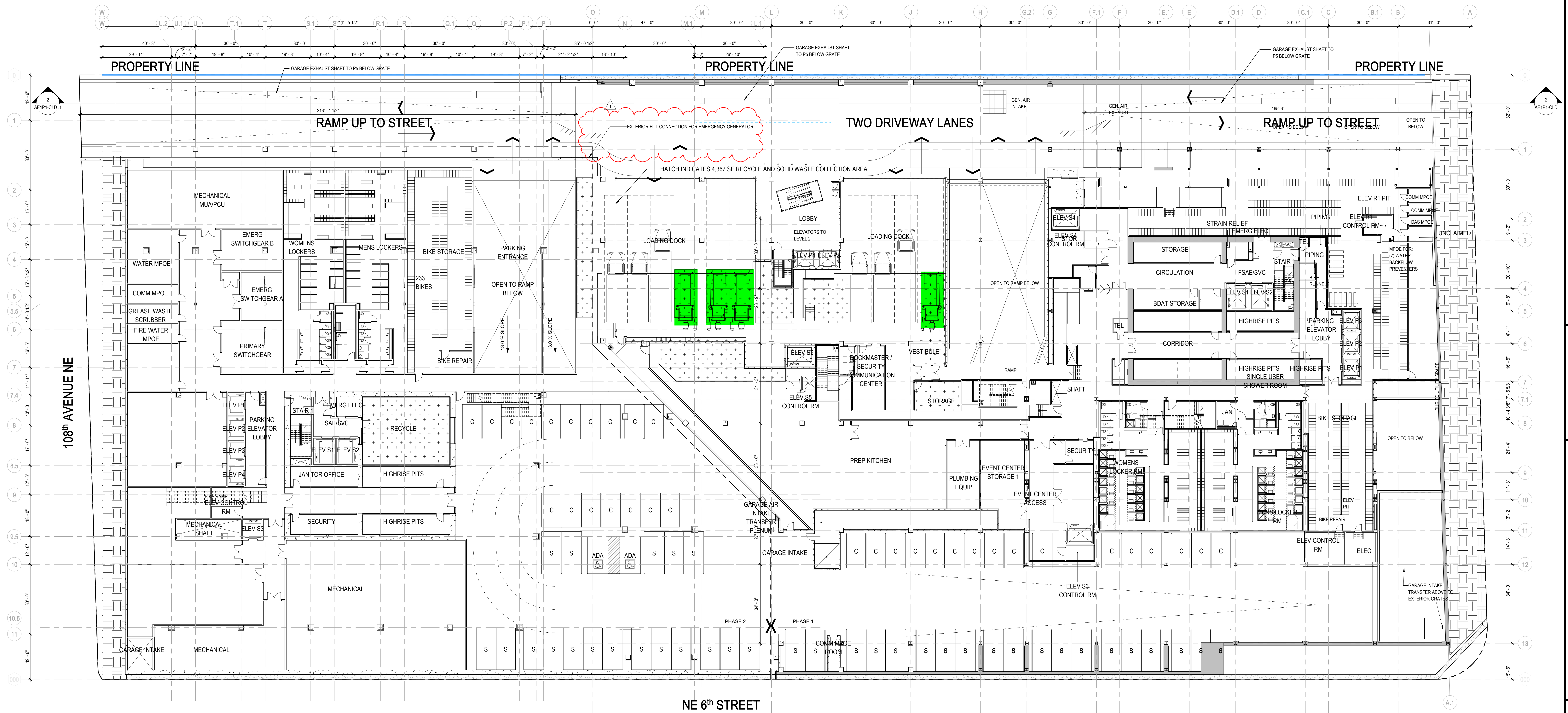
John Gelzer
Republic Services
Operations Supervisor
JGelzer@republicservices.com

In partnership with the City of Bellevue
Development Services



¹ Attached as submitted for tracking reference

² This approval does not guarantee service if material changes in construction or by future owners and occupants occurs outside the scope of these plans as drafted. Please resubmit if substantive changes occur before construction completion and future occupancy occur.

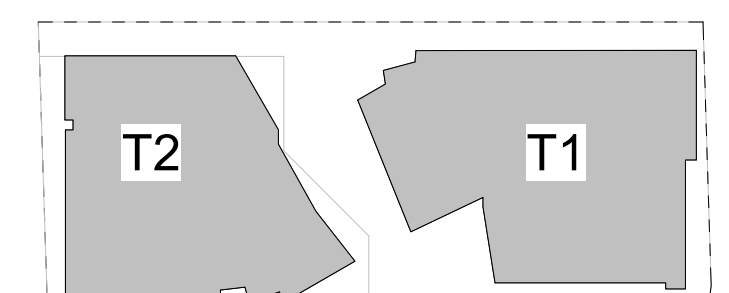


P1 LEVEL P1 FLOOR PLAN - PHASE 2

 $1/16'' = 1'-0''$

PARKING BY LEVEL OVERALL			
Category	Count	Type Comments	Level
Parking	2	ADA	LEVEL P1
Parking	33	C	LEVEL P1
Parking	37	S	LEVEL P1
LEVEL P1: 72			
Parking	1	ADA	LEVEL P2
Parking	124	C	LEVEL P2
Parking	85	S	LEVEL P2
Parking	5	VAN	LEVEL P2
LEVEL P2: 215			
Parking	7	ADA	LEVEL P3
Parking	214	C	LEVEL P3
Parking	141	S	LEVEL P3
LEVEL P3: 362			
Parking	7	ADA	LEVEL P4
Parking	222	C	LEVEL P4
Parking	144	S	LEVEL P4
LEVEL P4: 373			
Parking	7	ADA	LEVEL P5
Parking	222	C	LEVEL P5
Parking	144	S	LEVEL P5
LEVEL P5: 373			
Parking	7	ADA	LEVEL P6
Parking	193	C	LEVEL P6
Parking	127	S	LEVEL P6
LEVEL P6: 327			
Grand Total: 1722			

KEYPLAN



REVISIONS

[illegible]

1	06/15/2020	MDP REVISION 1
SCALE 1/16" = 1'-0"		PROJECT ARCHITECT Designer
PROJECT		102334.00

DATE

SHEET NAME

LEVEL P1 FLOOR
PLAN - PHASE 2

SHEET NUMBER

AE1P1-PH2



F. EACH RECYCLING AND SOLID WASTE COLLECTION AREA SHALL BE VISUALLY SCREENED IN ACCORDANCE WITH THE REQUIREMENTS OF LUC 20.20.525 FOR MECHANICAL EQUIPMENT SCREENING.

B. THE MINIMUM SIGHT DISTANCE AS DEFINED BY DESIGN MANUAL STANDARD 22A SHALL BE MAINTAINED AT ALL DRIVEWAYS, BUILDINGS, AND GARAGE ENTRANCES WHERE STRUCTURES, WING WALLS, ETC., ARE LOCATED ADJACENT TO OR IN CLOSE PROXIMITY TO A PEDESTRIAN WALKWAY.





COUGHLINPORTERLUNDEEN
STRUCTURAL CIVIL SEISMIC ENGINEERING

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STRUCTURAL CIVIL SEISMIC ENGINEERING



BELLEVUE 600
AUTOTURN EXHIBIT - PRIVATE ACCESS ROAD TO 110TH AVE NE
WB-40



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STRUCTURAL CIVIL SEISMIC ENGINEERING



COUGHLINPORTERLUNDEEN
STRUCTURAL CIVIL SEISMIC ENGINEERING



AUTOTURN EXHIBIT - 34' REPUBLIC SERVICES TRUCK

SHEET NUMBER

GI027-T1

