Development Services Department
Environmental Coordinator
450 110th Avenue NE
Bellevue, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	Cloudvue (Design Review & Variance)
LOCATION:	10855 NE 8th Street
FILE NUMBERS:	20-111224-LD & 21-107245-LS
PROPONENT:	Kevin Sutton, MZA

DESCRIPTION OF PROPOSAL:
Design Review and Variance approval to construct two (2) 600-foot tall office towers story office, one (1) 600-foot tall hotel/residential tower, and associated site improvements. This project is Phase One of the Cloudvue Master Development Plan (19-118270-LP). The Variance request is to increase the floorplate square footage on one floor level above 80 feet from 13,500 square feet to 14,560 square feet. The proposal is located within the Downtown-O-1 Land Use District.

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.

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 July 22, 2021.

DATE ISSUED: 7/8/2021

APPEAL DATE: 7/22/2021

A written appeal must be filed in the City Clerk's Office by 5 p.m. on the appeal date noted above.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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.

Issued By: Elizabeth Stead **for** **Date:** July 8, 2021
Elizabeth Stead, Environmental Coordinator
Development Services Department

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	Cloudvue - Phase One
Proposal Address:	10833 NE 8th Street
Proposal Description:	Design Review and Variance approval to construct two (2) 600-foot tall office towers, one (1) 600-foot tall hotel/residential tower, and associated site improvements. This project is Phase One of the Cloudvue Master Development Plan (19-118270-LP). The Variance request is to increase the floorplate square footage on one floor level above 80 feet from 13,500 square feet to 14,560 square feet. The proposal is located within the Downtown-O-1 Land Use District.
File Number:	20-111224-LD 21-107245-LS
Applicant:	Todd Stine, ZGF
Decisions Included:	Process II, Combined Design Review, Variance, and SEPA Determination
Planner:	Sally Nichols, Urban Design Planning Manager
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

Design Review:

Date of Application:	July 8, 2020
Notice of Application:	August 20, 2020
Public Meeting:	September 3, 2020

Variance:

Date of Application:	April 9, 2021
Notice of Application:	May 6, 2021

Decision/Notice of Decision:	July 8, 2021
Appeal Deadline:	July 22, 2021
Design Review Expiration:	July 1, 2026

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.

Table of Contents

I. Request/Proposal Description ……3

II. Site Description, Zoning and Land Use Context ……11

III. Consistency with Land Use Code/Zoning Requirements ……13
- A. Dimensional Requirements
- B. FAR and Amenity Bonus System (LUC 20.25A.070)
- C. Outdoor Plaza Space
- D. Pedestrian Circulation (LUC 20.25A.160.D)
- E. Soil Volume (LUC 20.25A.110.A.3)
- F. Green and Sustainability Factor (LUC 20.25A.120)
- G. Mechanical Equipment & Exhaust Control (LUC 20.25A.130)
- H. Pet Relief Areas
- I. Variance

IV. Downtown Design Guidelines……29

V. Administrative Departures……34

VI. Public Notice and Public Comment……41

VII. Technical Review……43

VIII. State Environmental Policy Act (SEPA)……53

IX. Changes to Proposal Due to Staff Review……56

X. Design Review Decision Criteria……57

XI. Variance Decision Criteria……59

XII. Decision……60

XIII. Conditions of Approval……61

Attachments

A. Certificate of Concurrency
B. SEPA Checklist (Attachments to Checklist Located in Project File)
C. Administrative Departure Request Forms (4)
D. 2020 Comprehensive Plan Matrix
E. Downtown Design Guidelines
F. Select Project Drawings (Complete Set of Submitted Drawings located in Project File)
G. Green Factor Worksheet

I. Request/Proposal Description

A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA), Design Review and Variance approval for Phase One of an approved, two-phase Master Development Plan (MDP) in the half of an existing superblock bounded by NE 8th Street, 110th Avenue NE and 108th Avenue NE and a new private roadway, NE 7th Street, that is shared with the private property (Bellevue 600 development) to the south. The underlying Master Development Plan (#19-118270-LP) was approved July 1, 2021. The site is 200,675 square feet or approximately 4.61 acres and it is currently comprised of three parcels. These parcels will be combined into one parcel for construction purposes either through a Boundary Line Adjustment (BLA) or a Single Site Agreement.

Design Review: This Design Review proposal will include two 600-foot office towers and one 600-foot residential tower built atop an underground parking garage that is partially exposed along the southern property line. The northwest (Tower 1) and northeast towers (Tower 3) will be mixed-use office buildings while the southern tower (Tower 2) will include a hotel with 177 rooms and 538 residential units. All three towers will include ground floor active uses and there will be approximately seven levels of underground parking for approximately 2,487 cars.

Through the Design Review process, the applicant has also requested four (4) Administrative Departures as part of the Design Review application. Departure requests are discussed in detail in Section V of this report. The four departures requested are the following:

- Build-to Line;
- NE 8th Street Stepback Modification
- Parking Reduction
- Compact Parking

Variance: The applicant is also requesting a Variance for Tower 2 to allow one floorplate (Level 8) above 80 feet (floor level at 84.7 feet) to increase to 14,560 gross square feet (gsf) from the allowed 13,500 gsf to be consistent with the rest of the hotel podium floor between levels 1 through 7 below. This would result in one floor exceeding the maximum allowed by 1,060 gsf. Refer to the discussion regarding the variance request and how it meets the variance decision criteria in Sections III.I and XI of this report.

B. Proposal Description

1. Site Design

The projects site lies in the northern half of an existing superblock, which is bounded by NE 8th Street to the north, 108th Avenue NE to the west, 110th Avenue NE to east, and the new private roadway that will be constructed with this project, NE 7th Street, to the south. The three proposed towers will be staggered on the site, with Towers 1 and 3 (office towers) pulled to the build-to line on NE 8th Street. Tower 2 will be set back to the south in-between Towers 1 and 3, and it will lie along the southern edge of the project site.

Design Review Site Plan
(Phase One of MDP)

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

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

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

The applicant has proposed the following outdoor open space:

Required Min. 20,068 square feet: Provided 23,471 square feet

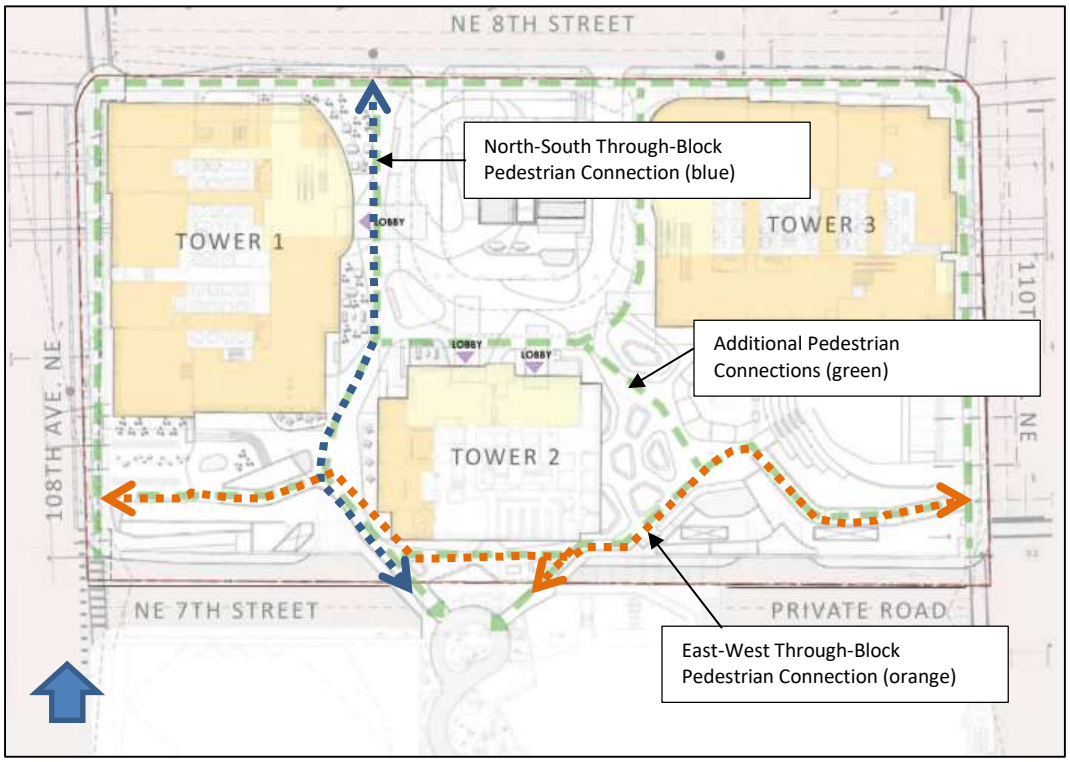
- Cloudlink Plaza North
- Cloudlink Plaza South
- Mist Garden

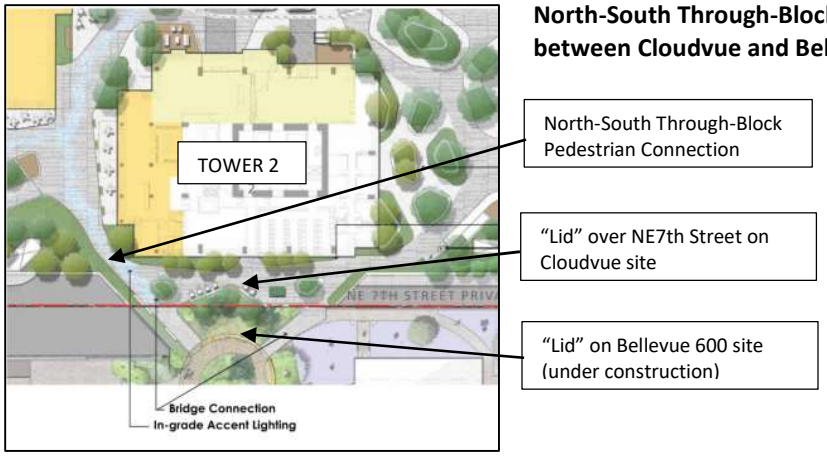
Additional Open Space: 17,286 square feet

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

Pedestrian Access/Through Block Pedestrian Connections:
The proposal will provide numerous pedestrian opportunities. These will occur on all three street frontages with streetscapes designed to the "A" right of way standards and via

Pedestrian Circulation/Through-Block Pedestrian Connections





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

multiple, additional pedestrian pathways through the site. The project will be required to provide Through-Block Pedestrian Connections in both the east-west and north-south directions. The north-south through-block connection will connect to the Bellevue 600 development to the south via a "lid" over NE 7th Street. The proposal will also include a walkway along the northern side of the east-west vehicular connection, NE 7th Street, that will provide a tertiary pedestrian connection between 110th Avenue NE and 108th Avenue NE for pedestrian safety.

Construction Sequencing

Phase One will be constructed with two construction sequencing phases. The entire below-grade parking garage and Towers 1 and 2 will be constructed first and while they are under construction, the applicant will provide a surface parking lot for approximately 77

Construction Sequencing Phase 1

vehicles in roughly the location of the footprint of Building 3. All street frontage and site improvements including the provision of all open space and through-block connections will be required to be constructed with the first construction sequencing phase and the parking will be required to meet the surface parking landscaping requirements in LUC 20.20.520. **Refer to Section XIII.B for Condition of Approval regarding Final Landscape and Irrigation Plans.**

2. Building Design

Located at the topographical high point of the City, all three Cloudvue towers are designed to emphasize their verticality by utilizing continuous vertical slots to sub-divide the massing of each tower. Plan offsets at the corners reduce the overall scale of the towers and increase visual texture of the facades through shade and shadow and differing reflection of the sky and clouds. A varied texture of "raindrop" reveals is overlaid onto each face of the towers to further reinforce the vertical expression and to evoke, along with the use of transparent, slightly blue tinted glass, the sky and the clouds. All three towers will utilize a structurally glazed high-quality curtain wall system that maximizes the amount of glass to create an elegant, modern expression. Stainless steel is utilized at the slots and reveals to further highlight their visual impact.

The curtainwall continues straight through the penthouse of the towers. All rooftop mechanical equipment is fully screened and integrated with the architecture of the towers. Tower 1 has two unique outdoor terraces: to the north, a private dining area and to the south, a public, open bar area, including an operable trellis. Both outdoor roof terraces use the curtainwall glass as guardrails and windscreens. The occupiable rooftop areas on Tower 2 are a blend of raised planting and trees, green roof and hardscape that will create lush outdoor areas for the tenants and attractive rooftops when viewed from the surroundings. Lighting will be focused downward, washing surfaces to create intimate nighttime environments, and any lighting that is focused outward would be dimmable and programmable. **Refer to Section XIII.C for Condition of Approval regarding Rooftop Lighting and Exterior Building and Site Lighting.**

Towers 1 and 3:

Towers 1 and 3 will be nearly identical office towers, with variations in the podium footprint that responds to the corresponding site development at the ground level. Tower 1 will have its long axis oriented north-south, perpendicular to NE 8th Street. Tower 3 will have its long axis oriented east-west, parallel with NE 8th Street. The two office towers frame the Cloud Court open space and vehicular drop-off area for visitors and guest off NE 8th Street.

The podium façades of office Towers 1 and 3 step in and out to provide visual interest and depth, while the clear glass is separated by vertical metal panel reveals to both define the retail spaces and to continue the vertical expression of the Towers through the ground level. The podium massing and associated glass canopies "billow out" to mark and highlight the entries to each Tower.

Tower 2:
Tower 2 is a hotel and multi-family residential mixed-use tower which is sited along the southern property line. At the Tower 2 ground level and upper level terraces, stone and architectural concrete contrast the glass to create solid elements that complement the design and differentiate those areas where pedestrians interact with the building. Wood is the third major material used, mostly found in the soffits but wrapping several walls, creating a warm and inviting presence on the tower and a strong connection to the Pacific Northwest. At the ground level, floor to ceiling panes of glass are used to maximize transparency.

Cloudvue Development looking South

Color and Materials
The colors and materials will include urban, high-quality materials such as stone base, cast-in-place concrete, metal panels and wood accents. Canopies will be composed of laminated canopy glass. Colors will be earthtones in the grey range with warm accents provided with the use of wood.

Color and Materials – Tower 1 and Tower 3

Color and Materials – Tower 2

Retail Pavilion:
A retail pavilion will be located in the middle of the drop-off area accessed off NE 8th Street. It will have associated outdoor seating area and will be a gathering spot in the center of Cloud Court.

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 XIII.D for Condition of Approval regarding Project Sign Design Package.**

E. Process

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

F. Vesting

This Design Review proposal is for Phase One of the underlying/associated Master Development Plan (MDP) – 19-118270-LP, which was approved by the Director and the decision noticed on July 1, 2021. Through the MDP process, a Design Review decision may receive extended vesting from the *date of issuance of the MDP*. Therefore, the Cloudvue Design Review will be vested to the Land Use Code for a period of 5 years from the date of the MDP approval. **Refer to Section XIII.A for Condition of Approval regarding Vested Status of the Design Review Application.**

II. Site Description, Zoning and Land Use Context

A. Site Description

Currently, the 200,675 square foot project site is being used as a commercial surface parking lot and existing buildings from a former church are being used as offices. The former Yuen Lui Photography Studio lies in the northeast corner of the proposal site. The three underlying parcels will need to be consolidated into one parcel for Building Code purposes through either a

SITE CONTEXT/AERIAL PHOTOGRAPH

Boundary Line Adjustment (LW Permit) or a Single Site Agreement with the City prior to the issuance of any construction permits. All existing buildings on the site will be demolished during Phase One of this proposal. **Refer to Condition of Approval regarding a Boundary Line Adjustment/Single Site Agreement in Section XIII.D of this report.**

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

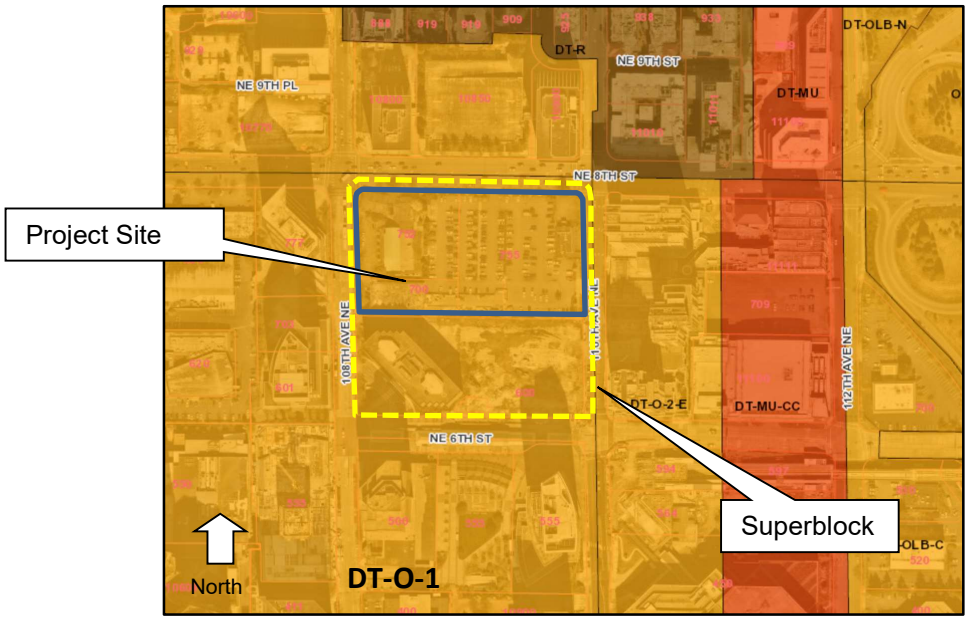
110th Avenue NE and 108th Avenue NE are minor arterial streets that run in a north-south direction. A number of relatively recent projects, including The Bravern and City Center II, have already added to the vehicular and pedestrian traffic on this street and two new office towers (600 Bellevue Phases 1 and 2) are currently under construction (Phase 1) or design review (Phase 2) directly south of the proposal site. Additionally, all buses that use the Bellevue Transit center either enter from or exit onto 108th Avenue NE.

A new east-west vehicular connector (NE 7th Place) will be shared between this proposal and the 600 Bellevue development. It will provide access both to this proposal site and to the 600 Bellevue site. The new light rail station is nearing completion approximately one-half block to the south on the southeast corner of the intersection of 110th Avenue NE and NE 6th Street.

B. Zoning

The property is within the Downtown-Office (DT-O-1) land use district, within the Eastside Center District. This site, along with all of Downtown, was initially rezoned in 1981 through Ordinance No. 3013 to implement the 1979 Downtown Subarea Plan Map. In 2017, the Downtown Section of the Land Use Code (LUC), Title 20 of the Bellevue City Code was amended to add a new Part 20.25A – Downtown through adoption of Ordinance No. 6377, which included amended zoning for the Downtown. The proposed uses of office, residential, hotel, performing arts center, and retail are permitted outright in the DT-O-1 land use district.

ZONING MAP



C. Land Use Context

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

Adjacent properties are as follows:

East: DT-O-2, East (Downtown-Office 2, East) - Across 110th Avenue NE is The Bravern, which includes two office towers, two residential towers and a retail podium.

West: DT-0-1 (Downtown Office 1) – Across 108th Avenue are major office buildings, including the Symetra building and the KeyBank Center.

South: DT-01 (Downtown Office 1) – The southern half of the superblock will be development with the two-phase600 Bellevue project. Phase 1, the 600-foot tall office tower, is currently under construction and Phase 2 is under undergoing design review with the City. It will replace the existing Bellevue Corporate center office building. The two new towers in this development will extend along the northern edge of the Bellevue Transit Center and the southern edge of the proposal property.

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

III. Consistency with Land Use Code/Zoning Requirements

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, hotel, and residential 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 V for discussion regarding Administrative Departures and Sections III.I and XI for a discussion regarding the Variance request and how the project has met the Variance Decision Criteria.

Table 1: Design Review Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit – Phase 2 LUC 20.25A.020	200,675 SF		
Calculation Areas for FAR Calculations/ Building Height	Calculation Area Tower 1: 65,800 SF Calculation Area Tower 2: 55,761 SF Calculation Area Tower 3: 79,114 SF		
Land Use District per LUC 20.25A.010	Downtown-Office-1 (DNTN-O-1)		
Building Type per LUC 20.25A.060 Footnote (2)	**Phase One:** Residential Y☒ N☐ (if more than 50% of GFA is devoted to residential uses) Tower 2 Non-Residential Y☒ N☐ Tower 1 and Tower 3		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. *IF* Building Exceeds 100 ft. LUC 20.25A.060.A.4	20’ setback required from interior property lines (applies to southern property line & Tower 2 only)	Tower 2: 23’-7”	Meets LUC requirement
Minimum Tower Separation	Min. 60 feet between towers	Separation between Towers 1 & 2: 75’ Separation between Towers 2 & 3: 67’-8”	Meets LUC Requirement
Maximum Floor Plate Above 40 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F Residential: 22,000 GSF/F	Non-Residential: 22,823 GSF/F Residential: 14,559 GSF/F	Meets requirement. Floorplates are average for all three buildings. Refer to Sheet A0.023

Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Maximum Floor Plat Above 80 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F and 20,400 GSF/F (15% reduction) above 345 ft. trigger height Residential: 13,500 GSF/F and 12,150 GSF/F (10% reduction) above 450 ft. trigger height	Non-Res. Tower 1: Max. 22,823 GSF/F* Non-Res. Tower 3: Max. 22,823 gsf/f* Residential Tower 2: Max. 11,986 **	Meets LUC requirement (includes approval of Variance for Tower 2) * Floorplates are averaged above 80 feet in lieu of 15% reduction. First floorplate above 80 feet begins at Level 7. See Averaged Floorplates below. ** Floorplates are averaged. In addition, Variance requested to measure one floorplate above 80' at 14,559 gfs/f versus 13,500 gsf/f **Refer to Variance in Section III.I below for additional discussion.**
Averaged Floor Plates LUC 20.25A.075.A.2	15% above trigger height; may be averaged above all floors over 80' Non-Res.: no single floor shall exceed 24,000 GSF/F Residential: no single floor shall exceed 13,500	All floorplates above 80 feet are averaged floorplates.	Meets requirement. No floorplate exceeds maximum floorplate size of 24,000 GSF/F (non-res.) or 13,500 (res.) Refer to Sheet A0.023 for documentation regarding floorplate averaging.
Maximum Lot Coverage by Structure	100%	35%	Meets requirement. Note: Underground buildings (parking garage) are not considered structures when 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 and/or appurtenances	Tower 1: 592.44' (measured from ave. finish grade of 183-56')* Tower 2: 599.60' (measured from ave. finish grade of 179.41')* Tower 3: 594.75' (measured from ave. finish grade of 181.25')*	*All heights are measured from average finish grade for each tower and include all mechanical equipment. Meets LUC requirement

Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Floor Area Ratio: **Gross Floor Area (GFA) for FAR:**	***Non-Residential (Towers 1 & 3):*** ***Base:*** *7.2* ***Max:*** *8.0* ***Residential (Tower 2):*** ***Base:*** *9.0* ***Max.:*** *10.0*	**<u>Non-Residential:</u>** **Tower 1:** Tower 1: 526,397 GFA for FAR divided by 65,800 SF = **8.0 FAR** Actual FAR *<u>with Bonus FAR</u>*: **11.5 FAR *** **<u>Tower 3:</u>** 632,912 GFA for FAR divided by 79,114 SF = **8.0 FAR** Actual FAR *<u>with Bonus FAR</u>*: **9.6 FAR *** **<u>Tower 2:</u>** Tower 2: 557,614 GFA for FAR divided by 55,761 SF = **10.0 FAR**	Meets requirement. * Actual FAR for Towers 1 and 3 will be greater than the max. FAR using Bonus FAR. **Refer to Section III.B below discussion of Bonus FAR, FAR calculations, and FAR Amenity Bonus System**
Base Building Height Measured from Average Finish Grade/ SF above Base Building Height	Non-Residential: 345 FT (Towers 1 & Tower 3) Residential: 450 FT (Tower 2)	<u>Tower 1:</u> Floor Area above Base Building Height of 345': 308,784 gfs <u>Tower 3:</u> Floor Area above Base Building Height of 345': 314,332 gsf <u>Tower 2</u>: Floor Area above Base Building Height of 450': 88,406 gsf	Meets LUC requirement. **Refer to Section III.B below for discussion of required FAR amenities based on square footage above Base FAR and Base Building Height**

Building Trigger for Additional Height	Non-Residential: 345 FT Residential: 450 FT		Requires provision of 10% Outdoor Plaza Space and floorplate reductions, as discussed in Section III.C below.
FAR Exemptions (LUC 20.25A.070.C)			
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 200,675 SF = 1.0 FAR maximum allowed	Tower 1: 18,533 GFA Tower 2: 4,388 GFA Tower 3: 20,116 GFA Retail Pavilion: 1,438 GFA **Total: 44,475 SF**	Meets LUC requirements Active uses located on the ground level of all three towers and the retail pavilion on NE 8th Street. Refer to discussion in Section IV.B regarding how all exempt spaces comply with "A" rights of way
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
NE 8th Street/108th Avenue NE/110th Avenue NE: **Overall Sidewalk Width measured from back of curb** **Planting Strip or Planting Pit:** **Sidewalk (Pavement) Width:** **LUC 20.25A.090**	<u>108th Avenue NE:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width (paving) <u>110th Avenue NE:</u> 16'-0" overall width, 5'-0" tree pits, 11'-0" minimum sidewalk width (paving) <u>NE 8th Street:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width (paving)	<u>108th Avenue NE:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width (paving) <u>110th Avenue NE</u> 16'-0" overall width, 5'-0" tree pits, 11'-0" minimum sidewalk width (paving) <u>NE 8th Street:</u> 16'-0" overall width, 5'-0" planter strip, 11'-0" minimum sidewalk width (paving)	Meets LUC requirements

Landscaping – Street Tree Caliper & Species **LUC 20.25A.110** **LUC 20.25A.110.A – Plate B**	110th Avenue NE: Zelkova serrata 'Village Green' Medium Medium = 2.5" caliper in size when planted. 108th Avenue NE: Liquidambar styraciflua 'Worplesdon' Large = 2.5" caliper in size when planted NE 8th Street: Pac Sunset Maple Acer truncatum x platanoides 'Warrenred' Large = 2.5" caliper in size when planted.	110th Avenue NE: Zelkova serrata 'Village Green' Medium 108th Avenue NE: Liquidambar styraciflua 'Worplesdon' NE 8th Street: Pac Sunset Maple Acer truncatum x platanoides 'Warrenred'	Meets Requirements. **Refer to Sections XIII.B & D for Conditions of Approval regarding Final Landscape and Irrigation Plans, Street Trees and Right of Way/Streetscape Landscaping, Streetscape Irrigation, Landscape Installation Assurance Device, Landscape Maintenance Device and Maintenance Agreement with the City of Bellevue.**
PARKING (LUC 20.25A.080)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Vehicular Parking **LUC 20.25A.080**	**Office Use** (1,278,730 nsf): **Min. 2/1000 nsf = 2,557 stalls** (1,278 x 2) **Unspecified Uses *** Hotel Use: **0.55/room = 97 stalls** Fitness Center: **2.87/1000 nsf** = **93 stalls** Unspecified Uses	Office Use: **1.38/1000 nsf = 1,765 (per Administrative Departure)** Hotel: **97 stalls** (shared/valet) Fitness Center: **93 stalls** (shared)	Meets LUC requirements with Administrative Departure approval * Based on usage of similar hotels and fitness centers per Parking Study

	Visitor Parking: **1.0/20 units = 27** (may not be reduced via a Departure) **Uses with 0 stalls required:** Residential Use (538 units): **Min. 0 stalls** Max.: 2 stalls/unit = 1,076 Retail Use: **Min. 0 stalls** Max.: 3.3/1000 nsf = 31 stalls (9.28 x 3.3) Restaurant: **Min. 0 stalls** Max. 15/1000 nsf = 494 stalls **Total Minimum Parking Required: 2,774 stalls** Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a Departure* Max: 1,617 stalls (based on 2,487 stalls proposed)	Visitor Parking: **27 Stalls** **Uses with 0 stalls required**: ** Residential Use: **247 stalls @ peak demand** Retail Use: **22 stalls @ peak demand** Restaurant: **276 stalls @ peak demand** **TOTAL PARKING PROVIDED with Office Reduction: 2,487 STALLS*** Applicant requests a max. of 15% compact = 373 stalls (via Administrative Departure)	** While having a minimum parking requirement of 0 stalls per the LUC, the residential, retail, and restaurant uses will share the remaining 505 parking spaces (after parking for office, hotel, fitness center and guest parking is provided). Additionally, these uses do not reach their peak usage at the same times of day and will be able to share stalls with the office use during non-business hours. Prior to TCO, the applicant will be required to project a parking allocation plan that identifies where the spaces for each use are located and how the parking will be shared among uses. **Refer to Section V.4 below for Administrative Departure discussion regarding Compact Parking and Parking Ratio Reduction and Section XIII.C for Condition of Approval regarding Compact Parking Stalls and Parking Allocation.**
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	Office: 1,353,280nsf/10,000 = 136 Residential: 538/10 = 54		Meets LUC requirements.

	Total = 190 spaces On-site in a secure location/ 50% shall be covered.	**Proposed: 213 Stalls** 206 spaces on P1 (covered) & 7 spaces on site	
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 **Office:** **Residential:** **Retail:** **Hotel:** **Loading Area 20.20.590.K.4**	2 SF/1000 SF: 1,510,236/1000 x 2 = 3,020 SF 1.5/unit = 1.5 x 538 = 807 SF 74,500/1000 x 5 = 372 SF 1.5/unit 1.5 x 117 = 266 SF Total: Min.: 4,465 SF Required: One 10 FT x 55 FT dedicated loading space per building	The applicant has provided multiple refuse and recycling areas in excess of 4,465 SF Proposed: Four 10 FT x 55 FT Four 10 FT x 30 FT One 10 FT x 40 FT	Meets LUC requirements Applicant has submitted a robust Mater Trash Plan, prepared by American Trash Management, dates February 1, 2021 **Refer to Section XIII.A for Conditions of Approval regarding Provisions for Loading and Solid Waste/Recycling.** Meets LUC requirements

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

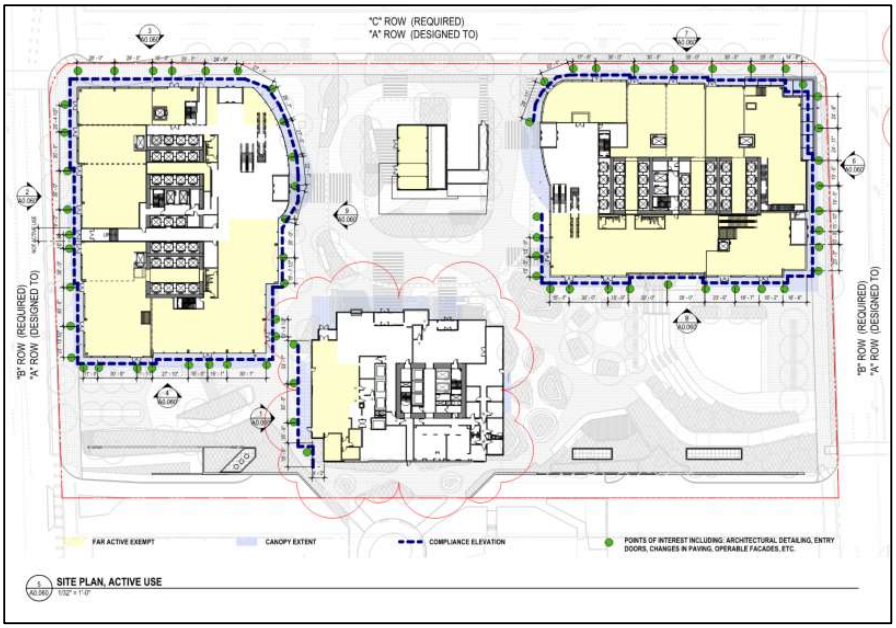
A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. In the case of this development, Phase One does not exceed maximum FAR and does not rely on a subsequent phase to meet the FAR requirements. BONUS FAR earned from the construction of the Pedestrian Corridor and Major Public Open Space (MPOS) may be used to exceed the total FAR beyond the maximum FAR. 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 44,475 square feet of active uses within the first floor of the development of all three towers. These spaces are organized along the public streetscapes and along the internal through-block pedestrian connection and Cloud Court. Therefore, these spaces 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 per the "A" Rights-of-Way. Refer to Section IV.B for how this proposal meets the exempt active use streetscape requirements for "A" rights-of-way.

Exempt Ground Floor Active Use (in yellow)



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

In additional to the earned FAR, the applicant will be able to use **BONUS** FAR that was previously earned through the construction of the Major Pedestrian Corridor and/or Major Public Open Space. Bonus FAR may be used to allow a project to exceed the

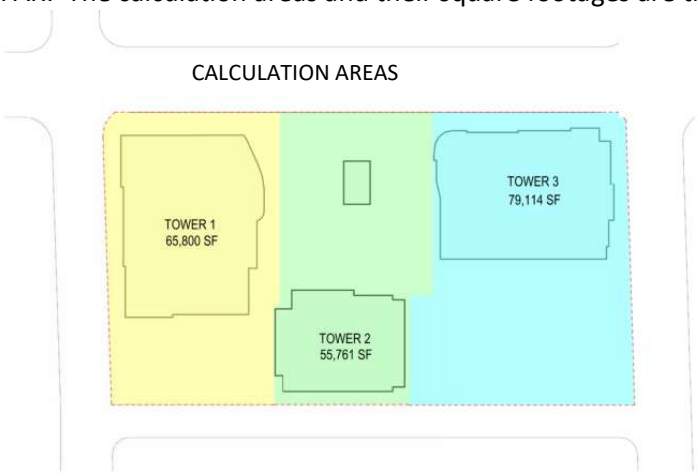
maximum FAR. 236,808 square feet of Bonus FAR had already been purchased for the project site and recorded February, 2010 with King County (Recording #20100212000540).

The applicant is also in negotiations with the City of Bellevue to purchase 126,610 square feet of additional Bonus FAR that was earned by the City from the construction of the Major Public Open Space in front of City Hall. This additional Bonus FAR (purchase in process) is reflected in the FAR calculations below. **Refer to Section XIII.B for Condition of Approval regarding Bonus FAR Purchase/Transfer Recording.**

All Bonus FAR is included in the "Actual FAR with Bonus FAR" in the calculations below.

2. FAR Calculations

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



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

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

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

a. NON-RESIDENTIAL FAR – Towers 1 and 3:

Proposed Tower 1

Base FAR: 7.2 FAR = 473,747 GFA for FAR
Max. FAR: 8.0 FAR = 526,397 GFA for FAR
Square footage above Base FAR = 52,650 GFA for FAR

Tower 1: 526,397 GFA for FAR divided by 65,800 SF = **8.0 FAR**
Tower 1 will also use 236,808 SF of BONUS FAR that was purchased from City Center Bellevue Development LLC in 2010.
Actual FAR ***with Bonus FAR***: 763,205 divided by 65,800 = 11.5 FAR

Proposed Tower 3

Base FAR: 7.2 FAR = 569,621 GFA for FAR
Max. FAR: 8.0 FAR = 632,912 GFA for FAR
Square footage above Base FAR = 63,291 GFA for FAR

Tower 3: 632,912 GFA for FAR divided by 79,114 SF = **8.0 FAR**
Tower 3 will also use 126,611 SF of BONUS FAR purchased (in process) from the City of Bellevue that was previously earned from the construction of the Major Public Open Space in front of City Hall.
Actual FAR ***with Bonus FAR***: 759,523 divided by 79,114 = 9.6 FAR

b. **RESIDENTIAL** FAR – Tower 2:
Base FAR: 9.0 FAR
Max. FAR: 10.0 FAR
Square footage above Base FAR = 55,761 GFA for FAR

Proposed Tower 2:
Tower 2: 557,614 GFA for FAR divided by 55,761 SF = **10.0 FAR**
Note: Tower 2 will not use any Bonus FAR

3. Amenity Incentive System Requirements

Per LUC 20.25A.070.D.2a, the applicant is required to provide FAR amenities equal to the *greater* of the floor area above Base FAR, OR the floor area above Base Building Height, divided by two. This is calculated for each building. Therefore, the applicant must provide a minimum of **367,319** amenity points for the proposal. Refer to Sheet A0.023 and A0.030 in the plan set for a detailed breakdown of the FAR provided and the FAR Amenity Incentive Calculations.

Tower 1:
Floor Area above Base FAR: 52,650 GFA for FAR
Floor Area above Base Building Height of 345' divided by 2: 154,392 GFA for FAR
154,392 SF of FAR Amenity Required:

Tower 3:
Floor Area above Base FAR: 63,291 GFA for FAR
Floor Area above Base Building Height of 345' divided by 2: 157,166 GFA for FAR
157,166 SF of FAR Amenity Required

Tower 2:
Floor Area above Base: 55,761 GFA for FAR
Floor Area above Base Building Height of 450' divided by 2: 44,203
55,761 SF of FAR Amenity Required

TOTAL AMENITY POINTS REQUIRED: 367,319
(154,392 + 157,166 + 55,761)

The applicant intends to meet the amenity point requirements through the use of 1) previously purchased points from construction of the Major Pedestrian Corridor and Major Public Open Space and 2) provision of the Outdoor Plaza Space required for buildings that exceed trigger height, as shown in the table below and as shown in Section III.C below. **Refer to Section XIII.D for Conditions of Approval regarding Outdoor Plaza Space and FAR Amenity Bonus and Project Approval Recording.**

FAR Amenities Provided

Amenity	Value/ Bonus Ratio	Provided	Amenity Pts. Earned	Comments
Bonus Transfer/Construction of Ped. Corridor/MPOS	1:1	236,808	236,808	Points purchased in 2010
Outdoor Plaza	9.3:1	23,000	213,900	
TOTAL POINTS REQUIRED			**367,319**	
TOTAL POINTS EARNED			**450,708**	
Excess Points			<83,389> (450,708 – 367,319)	

4. ***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 XIII.D for Conditions of Approval regarding Outdoor Plaza Space and FAR Amenity Bonus and Project Approval Recording.**

C. Outdoor Plaza Space (LUC 20.25A.075.A.3)

The three towers in Phase One will exceed the DT-O-1 trigger heights of 345 feet for non-residential (office) uses and 450 feet for residential uses (residential units and hotel). Therefore, the proposal must provide outdoor plaza space in the amount of at least 10% of the site area or 20,068 square feet. The proposal will provide the required outdoor plaza space in the Mist Garden, Cloudlink Plaza North, and Cloudlink Plaza South. These spaces are linked and together they will provide approximately 23,470 square feet of outdoor plaza space and therefore exceed the requirement. These three spaces will also provide the 23,000 square feet of FAR Amenity Bonus as identified in the FAR Amenities Provided table in III.B.3 above. This 23,000 square feet of open space will need to identified on a site plan, and the space will be required to provide and record an easement for public right of pedestrian use that ensures that the outdoor plazas will be open to the public at all times.

In addition to the required open space, the applicant will also provide an additional 17,286 square feet of open space in the Cloud Court and Theater Park as outlined below:

Required 10% Open Space for Towers above Trigger: 23,470 square feet

- Cloudlink Plaza North
- Cloudlink Plaza South
- Mist Garden

Additional Open Space: 17,286 square feet (note: no FAR amenity points are being provided by the provision of these open spaces)

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

Overall, the applicant will provide approximately 40,750 square feet of open space in this project, which is Phase One of the MDP. All plazas have been found to be compliant with the criteria, standards and guidelines in LUC 20.25A.070.D.4 – Amenity 2. Outdoor Plaza, 20.25A.075.A.3, and 20.25A.160.E. **Refer to Section XIII.D for Condition of Approval regarding Outdoor Plaza Space.**

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

1. Streetscape Development

   Because the applicant is proposing to provide FAR exempt active uses along all three street frontages (NE 8th Street, 108th Avenue NE and 110th Avenue NE), the streetscapes and associated pedestrian amenities will meet the intent, standards and design guidelines for "A" Rights of Way, which have the highest orientation to pedestrians in the Downtown.

   Refer to detailed discussion in Section IV.B regarding how the proposal has met the "A" Rights of Way standards and guidelines for each street frontage.

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

   The north-south connection will allow a pedestrian to travel through the site from NE 8th Street to the southern property line of the proposal site. The walkway will then connect with the north-south through-block pedestrian connection currently under construction on the 600 Bellevue project site directly to the south. The two segments of the connection will be joined via a "lid" over the NE 7th Street on both the Cloudvue and the 600 Bellevue sites – with each project providing their proportionate share of the "lid" to complete the connection. When completed, a pedestrian will be able to travel seamlessly across the entire superblock from NE 8th Street to the Bellevue Transit Center on NE 6th Street. **Refer**

to Section XIII.D for Condition of Approval regarding Through-Block Pedestrian Connections.

The east-west through-block connection will run along the southern edge of the proposal site at the plaza level and will connect 108th Avenue NE with 110th Avenue NE. In Phase One, the eastern portion of the connection will wind through the Theater Park in the southeast corner of the site.

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 XIII.D for Condition of Approval regarding Through-Block Pedestrian Connections.**

E. 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. The applicant has provided information regarding how the proposal will be able to provide the appropriate soil volume for all trees on-site and within streetscape planters for new trees to thrive post construction. Detailed review will occur as part of the Clearing and Grading Permit. **Refer to Section XIII.B for Condition of Approval regarding Soil Volume.**

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

Refer to the Green and Sustainability Factor Worksheet and corresponding site plan diagram for this proposal in Attachment G 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 0.336, 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
- Shrubs or large perennials
- Small, Medium and Large Trees
- Green Roof with at least 4" of Growing Medium
- Native or Drought Tolerant Landscaping
- Landscape Areas at Sidewalk Grade
- Bicycle Racks

Refer to Sheets L1.001 and L4.002 and to Section XIII.B for Condition of Approval regarding Green and Sustainability Factor.

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

Mechanical Equipment Screening

Mechanical equipment for the towers is located within the garage and on the building rooftops. The proposal consolidates all mechanical equipment for the towers on the upper levels and this equipment includes but is not limited to mechanical penthouse structures, an elevator machine rooms, and building maintenance units. Mechanical equipment will be visually screened by a glass curtain walls that exceeds the height of the equipment and forms a glass crown that will be lit for long distance visibility. No mechanical equipment, mechanical screening or any other building appurtenances will be allowed to exceed the maximum building height of 600 feet. Any equipment not located within the penthouses will be painted to match the adjacent roofing membrane. **Refer to Section XIII.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. The applicant has shown how exhaust systems will meet this requirement in Sheets A0.077 and A0.078. If any of the active use tenants within the first floor of the tower require additional exhaust control, then it shall be deflected from any 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 directly to an area that has earned FAR Amenity Incentive System points. Vegetation shall be used to screen the exhaust units provided within the podium open spaces. **Refer to Section XIII.B and C for Conditions of Approval regarding Final Landscape and Irrigation Plans, Garage Exhaust, and Commercial Venting.**

H. 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 to effectively protect the majority of the vegetation in the planting strips. 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. This design review will include approval of one pet relief area in front of each street-facing façade of Towers 1 and 3 within the streetscape planter, which results in one on 108th Avenue NE, one on 110th Avenue NE and two on NE 8th Street (for a total of four). Additional pet relief areas will be provided within the project site. Review of the design and specific locations of the pet relief areas will occur as part of the Clearing and Grading Permit review. **Refer to Section XIII.B for Condition of Approval regarding Pet Relief Areas.**

I. Variance from the Land use Code (LUC 20.30G)

1. Purpose

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 80 feet (as measured from average finished grade) to 13,500 gsf per floor for a residential building. Tower 2 is considered residential as it contains both a hotel and residential units, and the residential units account for over 50% of the building. The applicant is requesting a variance to allow one floor (Level 8) above 80 feet (floor level at 84.7 feet) to increase to 14,559 gsf /f to be consistent with the rest of the hotel podium floors between levels 1 through 7 below. This would result in one floor exceeding the maximum floor plate size allowed by 1,060 gsf. This variance is being requested because of the unique situation in how the average finish grade for building height is calculated for Tower 2. The grade points are calculated at the ground level around the building. However, on the southern side, that ground level drops significantly because it is measured from the depressed NE 7th Street roadway. The variance would not increase the overall building height, nor would it affect the floor plate size of the floors above that elevation, which are proposed to be 11,986 gsf/f, which is below the maximum allowed of 13,500 gsf /fabove 80 feet and 12,150 gsf/f above 450 feet. Additionally, while all floorplates in the building are averaged above 80 feet, even with this modest increase, the overall gross floor area for the building does not exceed the maximum total allowed:

- Allowed maximum gsf above 80 feet without averaging: 772,800 gsf
- Proposed total gsf with averaging above 80 feet: 575,273 gsf

Granting the variance would also result in an enhanced pedestrian and user experience of the ground level uses which would have higher ceiling heights and would also provide for more interesting building podiums with taller windows and more natural light.

The following supports the applicant's request:

- The shared access roadway between Cloudvue and Bellevue 600 to the south (NE 7th Street) lowers Tower 2's average finished grade. Grade points establishing average finished grade along the southern façade are taken from the finished grade of this descending shared access road, resulting in an average finished grade that is lower than the adjacent rights-of-way on NE 8th Street, 110th Avenue NE and 108th Avenue NE. If the average finished grade were measured entirely from the plaza level around Tower 2 and did not include the depressed roadway as required by the LUC definition of DT-Building Height, the floorplate of Level 8 would be at an elevation of 78'-10 and therefore would be compliant with the LUC.
- Because the elevations of the floorplates in Tower 2 include the elevations of the depressed roadway, the first level of the building is set at only 5'-11" above the calculated average finished grade – meaning that the reduction to a 13,500 gsf

floorplate takes effect nearly 6 feet below the 80 foot limit.

- Clouduve will be sharing the previously permitted depressed vehicular access roadway, NE 7th Street, with Bellevue 600 to the south. The depressed condition of this roadway and the set elevations on this roadway dictated the location of the garage access and the elevation of the ground plane adjacent to Tower 2.
- To accommodate the differing grade conditions on all four sides of Tower 2 and to maximize the activation of the ground floor spaces, the ground floor retail and restaurant spaces have been designed to meet the grades of the surrounding plazas and the "lid" over NE 7th Street that connects with Bellevue 600. Strict compliance with the LUC based on the average finished grade that is dictated by a depressed roadway would result in a significantly lower ceiling height for the retail, restaurant, and hotel and residential lobby spaces. The variance would allow the applicant to provide 19 foot floor-to-floor height, thereby providing a higher quality pedestrian and commercial experience by providing higher ceilings that are more consistent with standard retail and hotel market demands, which would also allow the ground level spaces to include taller windows with more natural light.
- The Cloudvue project is required to take access from NE 7th Street and the depressed roadway profile was set by the Bellevue 600 development on the site directly adjacent to Cloudvue to the south. The 600 Bellevue project was required to provide the depressed NE 7th Street to provide all of their parking and loading access as the site's adjacency to the Bellevue Transit Center and narrow street frontages on 108th Avenue NE and 110th Avenue NE meant that it had very limited street frontage to use for access. Bellevue 600 has received Design Review and has begun construction well in advance of Cloudvue. By starting first, Bellevue 600 set the dimensions (profile/elevations) for the depressed roadway that Cloudvue was required to use to determine building height for Tower 2. See Design Review File No. 19-131761 LD for further information regarding the Amazon 600 site and their site needs.

Refer to Section XI of this report regarding how this request has met the Variance Decision Criteria in LUC 20.30G.140.

IV. 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 the subject Design Review application. Refer to Attachment E: 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 as summarized below.

   The applicant has proposed a project that will fit contextually with the surrounding Downtown core development with respect to height and form. By staggering the tall, 600-foot tall buildings on the large site, the project will maximize access to sunlight and air throughout the project's internal public spaces and into the buildings themselves. This

staggering, and the placement of two of the towers along NE 8th Street also helped to reduce the projects impact on access to sunlight and air on the adjacent uses/properties. For example, Towers 1 and 3 will be pulled northward to the build-to line on NE 8th Street to maximize the distance between these towers and the proposed towers on the 600 Bellevue site to the south.

The project will provide multiple pedestrian walkways to connect with existing pedestrian routes within and through the superblock. It will also provide a new north-south through-block pedestrian connection that will connect with the north-south connection being constructed by adjacent development – thereby completing the connection through the superblock from NE 8th Street to the Bellevue Transit Center. The project will also provide an east-west through-block pedestrian connection that will connect 108th Avenue NE with 110th Avenue NE. A new signalized crosswalk across 100th Avenue NE will connect Cloudvue with The Bravern to the east and with the Bellevue Downtown light rail station at the intersection of NE 6th Street and 110th Avenue NE.

The loading and service entry, and parking entry are located in a new shared access drive along the southern boundary of the site (NE 7th Street), minimizing the visual impact of these functional elements at the street. By contributing to the build-out of the interior private roadway system on this superblock (NE 7th Street), the project will also provide logical connections and help move traffic off surrounding public streets by providing parking and loading access off of this internal street.

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.

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

The primary building entrances for all three towers face the Cloud Court plaza and small retail pavilion in the middle of the vehicular drop-off area accessed off NE 8th Street. The entries to Tower 1 and Tower 3 have been pulled northward towards NE 8th Street and the corners of the buildings on the street have been rounded to provide additional visual and physical access to the entries from the public right of way. The office lobbies are located on the second floors of each building to maximize the provision of ground floor active uses.

Direct and logical routes will be provided for pedestrians throughout the site, including the required north-south and east-west through-block pedestrian connections. These routes will connect into the existing circulation system within the superblock and will provide access to the Bellevue Transit Center through a direct connection with the Bellevue 600 project to the south, the new Eastlink light rail station, and to the surrounding Downtown neighborhoods. 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. These pedestrian connections also serve to connect the numerous public open spaces that are placed throughout the site.

The applicant will provide four landscaped open space plazas throughout the site, including the outdoor plaza space required when any tower exceeds the trigger height. These outdoor plaza spaces are linked via the pedestrian circulation systems and provide multiple opportunities for a diversity of activities, amenities, and pedestrian experiences.

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.

Because all of the ground level building facades on all three public street frontages (NE 8th Street, 108th Avenue NE and 110th Avenue NE) will have exempt active uses, the streetscapes along all of the street frontages must be designed to "A" rights-of-way standards. "A" rights-of-way have the highest orientation to pedestrian activity. Refer to discussion in Section IV.B below regarding how the proposal has complied with the standards and guidelines for the "A" rights of way, including the requirements for transparency, weather protection, and points of interest. Additionally, the applicant will provide "A" rights of way standards where the buildings face onto the required through-block pedestrian connections internal to the site and will provide exempted active uses at the ground level.

The applicant has also created a variety outdoor open spaces throughout the site that support pedestrian-oriented activities throughout the year. The siting of the buildings around these outdoor plazas also helps to physically define the spaces. The ground level active uses in all three buildings also support the vitality of the outdoor plazas and help activate the pedestrian connections.

Sculptural elements are provided in multiple locations and help to invite the public into the site. Lighting and landscape design will act as integrated art in the open spaces. The small northern retail pavilion and adjacent grandstand seating serve as a sculptural element and gathering space at the center of the site. **Refer to Section XIII.D for Condition of Approval regarding Public Art.**

Signage has been considered in this proposal on a conceptual level to identify types and placement of signage. There are no implied approvals of proposed signage within this Design Review approval. The applicant shall submit a complete project sign design package for the development for City design 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. 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. **Refer to Section XIII.D for Condition of Approval regarding Project Sign Design Package.**

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.

The 600-foot tall, relatively slender towers have been staggered on the site in the axis of each differentiated to maximize access to natural daylight into the site and project building, maximize views of the sky from the ground plane, and allow views from all three towers on the site. The towers are also placed to be as far apart as possible and to maximize the distance from the proposed towers on the property to the south (Bellevue 600).

All towers have design with quality, urban materials such as clear glazing, stainless steel, metal panels, and wood accents and use earthtone colors consistent with neighboring development. Towers 1 and 3 are designed to be simple, elegant buildings with large panels of curtainwall system. Tower 2 is broken into two distinct massing fields created by the serpentine reveal up in the tower. A vertical "waterfall" with stainless steel ribbons provides visual interest.

All buildings will provide a well-defined podium level that is clearly differentiated from the towers above and will maximize pedestrian interest and activation. In Towers 1 and 3, the podiums use large, clear glazing with accent architectural detailing. The building wall is modulated to provide visual interest and depth. The top of the podium has interior wood panels behind the upper bank of clear glass to define the podium/tower separation. In Tower 2, the podium uses a glazed curtain wall to maximize the amount of glass to create a modern expression. Stone and architectural concrete contrast the glass to create solid elements that complement the design and highlight areas where pedestrians interact with the building. Wood is also used in the soffits and on several walls to create a warm and inviting presence and a connection to the Northwest. A mural along the southern façade along the east-west through block connection will enhance the pedestrian experience in what traditionally would be the "back of house."

Architectural lighting will be used throughout the project. The crowns of the building will have architectural lighting for long distance visibility. Each tower will have a unique lighting effect which will highlight the architectural features of the building and visually tie the crown to the pedestrian base. Towers 1 and 3 will have a slot that incorporates an indirect lighting effect and Tower 2 will have lighting integrated and concealed into the fins. All lighting will be dimmable and programmable to eliminate visual glare into the project buildings as well as into adjacent properties. **Refer to Sections XIII.B and C for Conditions of Approval regarding Rooftop Lighting and Exterior Building Lighting.**

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

1. Street Frontages:
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, 108th Avenue NE, 110th Avenue NE are designated as a "B"-Commercial Street rights-of-way and NE 8th Street is designated as a "C" – Mixed-Street right-of-way. However, because the applicant has chosen to exempt the FAR for the ground level active uses in the bases of all three towers, the streetscape areas on all three street frontages are required to be designed to an "A" right-of-way (LUC 20.25A.070.C.1.a). How the applicant has met these "A" rights-of-way requirements is outlined below:

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 for an "A" right-of-way streetscape are required and have been met as shown below (also refer to Sheet A0.060):

NE 8th Street (northern facades of Towers 1 and 3)

- Transparency: Required min. 75%
  Provided: Tower 1: 737 SF of 771 SF total (96%)
  Tower 3: 1004 SF of 1051 total (96%)
- Weather Protection: Required: 75%, 6 feet deep
  Provided: Tower 1: Glass canopy 136'-10" LF of 139'-5" LF total 98%)
  Tower 3: Glass canopy 166'-5" LF of 190'=7" LF total (87%)
- Points of Interest: Required - Every 30 linear feet of the façade
  Provided: Refer to Sheet A0.060 for locations. Meets requirements with provision of architectural detailing, entry doors, changes in paving, operable facades, etc.
- Vehicular Parking: no surface or vehicle access between the sidewalk and main pedestrian entrance are provided; and
- Street Wall: 100% of the street wall abutting the build-to line incorporates active uses

108th Avenue NE (western façade of Tower 1)

- Transparency: Required min. 75%
  Provided: 1094 SF of 1212 SF total (96%)
- Weather Protection: Required : 75%, 6 feet deep
  Provided: Glass Canopy 205'-3" LF of 208'-8" LF total (98%)
- Points of Interest: Required - Every 30 linear feet of the façade
  Provided: Refer to Sheet A0.060 for locations. Meets requirements with provision of architectural detailing, entry doors, changes in paving, operable facades, etc.
- Vehicular Parking: no surface or vehicle access between the sidewalk and main pedestrian entrance are provided; and
- Street Wall: 100% of the street wall abutting the build-to line incorporates active uses

110th Avenue NE (eastern façade of Tower 3)

- Transparency: Required: min. 75%
  Provided: 731 SF of 814 SF total (89%)
- Weather Protection: Required: 75%, 6 feet deep
  Provided: Glass canopy 141'-7" LF of 148'-6" LF total (95%)
- Points of Interest: Required - Every 30 linear feet of the façade
  Provided: Refer to Sheet A0.060 for locations. Meets requirements with provision of architectural detailing, entry doors, changes in paving, operable facades, etc.
- Vehicular Parking: no surface or vehicle access between the sidewalk and main pedestrian entrance are provided; and
- Street Wall: 100% of the street wall abutting the build-to line incorporates active uses

2. Interior Exempt Active Uses
   The applicant has met each of the design criteria for "A" rights-of-way on those active uses to be exempted along the through-block pedestrian connection, including the requirements for transparency, weather protection, points of interest, and active uses along the building facade. Refer to Sheet A0.060 for compliance. **Refer to Section XII for Condition of Approval regarding Street Level Glazing.**

V. 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 four administrative departures for this proposal.

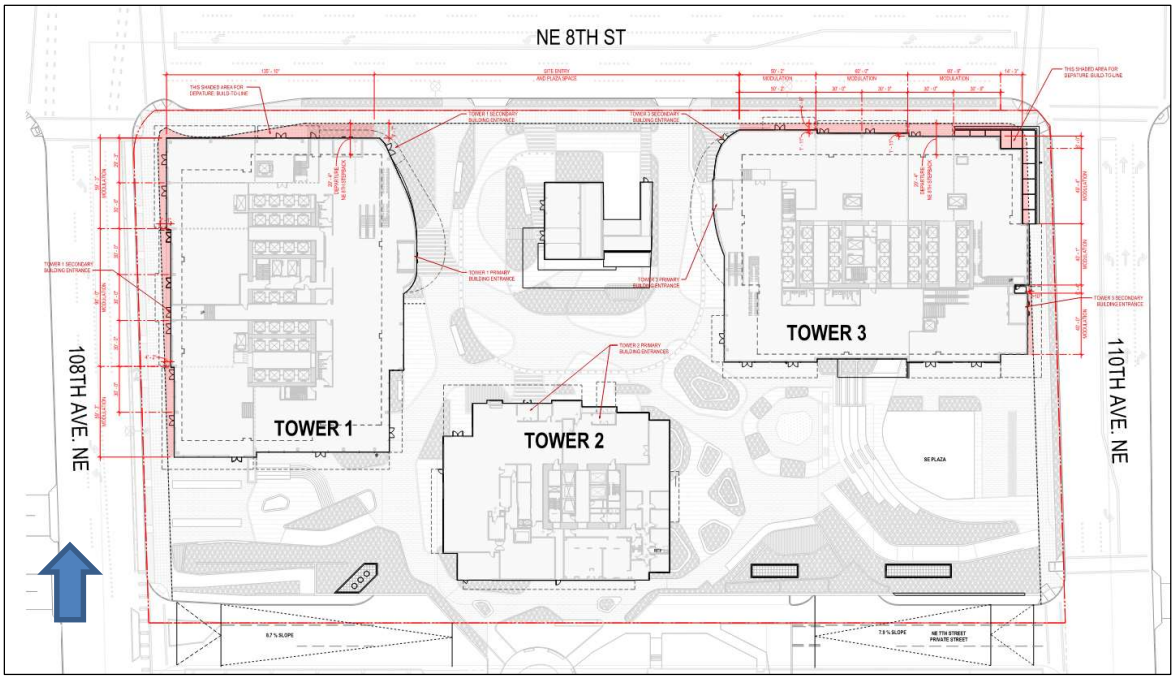
1. Building to Line Departure
2. NE 8th Street Stepback Modification
3. Parking Reduction
4. Compact Parking

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 – LUC 20.25A.060.A.1:

The applicant requests an administrative departure from LUC 20.25A.020.A for street frontages on 110th Avenue NE, 108th Avenue NE and NE 8th Street. This Code section requires buildings to be constructed to the "build-to" line at the back of the sidewalk on each street frontage. The buildings are generally located at the build-to line except where they are pulled back slightly to provide visual interest via building modulation and to accommodate exterior door swings. Additionally, the northeast corner of Tower 1 and the northwest corner of Tower 3 on NE 8th Street are rounded and therefore pulled back from the building-to line to encourage pedestrian movement. Refer to Sheet A0.061 for a plan highlighting where the buildings are being pulled back from the build-to line per this departure request.

Build-To Line Departures Towers 1 and 3 (shown in red)



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 proposed site and building design results in attractive podium treatments (Policy S-DT-3) and provides a more interesting interface between the buildings and the public sidewalk. By pulling the buildings back slightly from the street, the applicant is able to provide spaces that support activity within the ground-level active uses spaces and additional points of interest that support Comprehensive Policies UD-21, UD-35 and UD-46, all of which support enhanced pedestrian movement and connectivity and interesting interfaces between the sidewalk and the ground level building uses.

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.

The proposed design will provide visual interest at the public sidewalk level through modulation of the podium. Multiple active use entries off of the public sidewalk/right of way are also a goal if the Building Design Guidelines and pulling back from the build-to line keep the swing of these entry doors out of the public sidewalk.

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

Response: The proposed modification from the build-to line are modest and are the minimum necessary to keep door swings out of the public sidewalk, provide ADA access and a clear path of travel for the required sidewalk, and building modulation to direct pedestrians to the building entrance and provide visual interest along the street frontages.

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: Per the DT-Build-To Line definition in LUC 20.25A.020, an administrative departure from the "build-to line" standard is appropriate to accommodate access ground level active uses by avoiding door swings into the public sidewalk and ground-level modulation of the building frontage. This design enhances access to the active use spaces by pulling the building back to accommodate door swings and provides enhanced spaces between the sidewalk and the building via building modulation to support points of interest and retention of the connection between the public realm (sidewalk) and the ground level internal active uses in the building.

2. NE 8TH STREET STEPBACK REDUCTION DEPARTURE – LUC 20.25A.075.C

The applicant requests an Administrative Departure to modify the required 20-foot upper level stepback on NE 8th Street at a height between 25 and 40 feet. Towers 1 and 3 generally follow the build-to line at the back of the sidewalk except where modulation is provided for visual interest and to accommodate exterior door swings. This departure request is to measure the stepback consistently from the back of the required sidewalk/build-to line, versus from the face of buildings – which vary along the entirety of NE 8th Street. The stepback will occur at level 3 for both towers (floorplate is approximately 38 feet), which is below 40 feet above average finish grade as required by the LUC.
The resulting stepback from the actual face of the building will vary in width along the length of the façade from approximately 12 to 16 feet on Tower 3 and approximately 11 to 20 feet on Tower 1. The face of the towers will still provide the required stepback of the tower of 20 feet from the back of the sidewalk, as required by LUC 20.25A.075.C, to reduce the overall mass of the tower and preserve the view corridor on NE 8th Street. Refer to Sheet A0.062 for details regarding the measurement of the proposed stepbacks per 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 encourages projects to "Enhance the appearance, image and design character to make Bellevue an inspiring place to be." (Policy UD-1). To create interest at the street level, the applicant has proposed an interesting ground level and podium façade that provides modulation at the ground plane and does not adhere strictly to the back of sidewalk build-to line (see Administrative Departure 1 – Build-To Line Departure). The intent of this stepback is to enhance a view corridor on NE 8th and to provide light and air – as measured from the build-to line, which is the back of sidewalk. By measuring from the back of sidewalk and not the face of the building, the applicant is still meeting the stepback intent of pulling the tower 20 feet back from the public right of way (sidewalk).

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

Response: The departure to measure the 20-foot wide stepback from the back of sidewalk, thereby pulling the tower façade 20 feet back from the sidewalk, is consistent with the intent and purpose of the stepback.

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

Response: The proposed podium provides articulation along the NE 8th Street corridor and pulling the tower 20 feet back from the back of sidewalk provides the visual corridor contemplated on NE 8th Street.

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 proposed departure to measure the stepback from the back of the sidewalk versus the face of the building on NE 8th Street complies with the intent of LUC 20.25A.075.C as it will result in an interesting building composition with a modulated podium along the public sidewalk as encouraged in the LUC Design Guidelines with a that is pulled back 20 feet from the public sidewalk, thereby reducing the overall scale of the building for the pedestrian and preserving the intended NE 8th Street view corridor.

3. PARKING RATIO REDUCTION DEPARTURE – LUC 20.25A.080.H

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. LUC 20.25A.080

requires a minimum parking ratio of 2.0 stalls per 1,000 net square feet (nsf) of office in DT-O-1. Per the LUC, the minimum for retail or restaurant uses is 0 stalls per 1,000 nsf. Hotel and fitness center uses are considered 'unspecified' uses and based on the submitted parking study, would require 93 and 97 stalls respectively.

The project proposes a minimum parking ratio of 1.38 stalls per 1,000 nsf of office, in lieu of the code specified minimum of 2.0 stalls per 1,000 nsf and also proposes shared parking among all uses with a total of 2,487 stalls. This request is supported by increased transit availability in the area, a robust passenger drop-off and pick-up area that can accommodate transit network companies (e.g. Uber and Lyft), and provision of a defined Transportation Management Program.

In addition to office uses, parking is required for the two non-specified uses (hotel and fitness center) for a combined 190 stalls and for 27 residential visitor stalls for a total of an additional 217 stalls. Without the reduction in office stalls, the proposal would be providing a reduction of 288 stalls below the LUC minimum requirements.

Transpogroup has prepared a Memorandum with an analysis that specifically addresses how the proposed reduced parking ratio will meet the peak demand for the site project by evaluating each use on site. The parking Memorandum that showed that the peak parking demand for all uses could be accommodated with the proposed parking supply and that there would still be a surplus of approximately 220 stalls. This Memorandum is dated April 27, 2021 and is in the project file, attached to the Parking Reduction Administrative Departure Request form.

The parking Memorandum also provides a parking analysis to support of the amount of parking that the two unspecified uses (hotel and fitness center) will require – 97 and 93 stalls respectively.

Proposed Parking

Use	Min. Parking Required/DT-O-1	Proposed
Office	Min.: 2/1000 nsf = 2,557 stalls	1,765 (1.38/1000 nsf)
Hotel	97 per parking study	97 – shared/valet
Fitness Center	93 per parking study	93 - shared
Residential	Min.: 0/unit	Shared – assumes max. 247 shared
Retail	Min.: 0 stalls	Shared – assumes max. 22 shared
Restaurant	Min.: 0 stalls	Shared – assumes max. 276 shared
Visitor Parking	27 stalls	27 stalls
TOTAL	2,774 stalls	**2,487 stalls proposed**

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. This proposal would provide a parking supply that is more in line with the peak demands of the project and balances the parking supply to reduce the amount of excess parking during the overnight hours.

The overall reduction of parking spaces also advances Environmental Stewardship Policies EN-1 and EN-6.

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. 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 in the same block as the Bellevue Transit Center and close proximity to the Bellevue Downtown Light Rail Station. 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. The request is also consistent with the Administrative Departures requested and approved to reduce office parking in surrounding new development within close proximity to the Cloudvue and the Bellevue Transit Center, including Tower 555 and Bellevue 600.

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

Response: The Transpogroup memorandum provides data which shows the proposed 1.38/1000 nsf parking ratio for office is calibrated to meet the project demand for office as well as all remaining uses in all three towers and that the project is capable of being meeting the overall parking demands for the site through the use of shared parking. To support these findings, a robust Transportation Management Plan (TMP) will be required and the plan must be implemented to ensure parking demand aligns with the proposed parking supply in the project.

Prior to TCO, the applicant must submit a Parking Allocation Plan in addition to the TMP that clearly identifies locations for parking and shared parking and valet operations. Additionally, in the event that construction of Tower 3 has not begun before occupancy for Towers 1 and/or 2, the applicant must submit a revised parking allocation plan to ensure that the parking constructed, including the interim parking within the Tower 3 footprint and the underground garage, meets the requirements in LUC 20.25A.080 and that the applicant is not providing more parking than the maximums allowed for the Towers 1 and 2 and all uses on site (excluding Tower 3) per the LUC. Once Tower 3 is constructed, a revised Parking Allocation Plan shall be submitted that shows the parking allocation for all structures and uses within this Design Review proposal. **Refer to Sections XIII.C and D for Conditions of Approval regarding the Transportation Management Program, Implementation of the**

Transportation Management Program, and Parking Allocation Plan.

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 transpogroup in a Request for Modification in Code-Required Office Parking Supply and Shared Parking Analysis Memorandum dated April 27, 2021 and included as part of the applicants parking reduction administrative departure request. This report provides data on the project's anticipated parking demand and meets the code requirements for a parking demand analysis.

4. COMPACT PARKING DEPARTURE – LUC 20.25A.080.F:

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 no more than 15% compact stalls which equates to approximately 373 compact stalls based on the 2,487 stalls proposed in this project. **Refer to Section XIII.C for Condition of Approval regarding Compact Parking Stalls.**

Departure Decision Criteria:

e. 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 Comprehensive Plan Policies S-DT-151, and Environmental Stewardship Policies EN-1 and EN-6.

f. 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 15% compact parking stalls (approximately 373 stalls) to maximize efficiency in its garage floorplates.

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

Response: The project is requesting 15% compact stalls (approximately 373 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. The project will not be allowed to exceed 15% unless requested through a new Administrative Departure and the project will not be allowed to exceed 65%.

h. 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 15% compact parking stalls, as listed above, have been met.

***Finding*:** After review of the four (4) submitted Departure Requests and the review of these requests against the Departure Decision Criteria as discussed above, the departures for Build-to Line, Stepback Modification, Parking Reduction and Compact Parking are approved as part of this Design Review approval.

VI. Public Notice and Public Comment

Design Review:

Application Date:	July 8, 2020
Notice of Application (500 feet):	August 20, 2020
Minimum Comment Period:	August 20, 2020
Public Meeting:	September 3, 2020

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on August 20, 2020 with notice mailed to property owners within 500 feet of the project site. Public information signs were installed on the site the same day. A public meeting was held virtually via Zoom on September 8, 2020 and was attended by four (4) members of the public and all voiced general support for the project.

Variance:

Application Date:	April 9, 2021
Notice of Application (500 feet):	May 6, 2021
Minimum Comment Period:	May 20, 2021

The variance request was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on May 6, 2021 with notice mailed to property owners within 500 feet of the project site.

The City has also received seven (7) written comments and there are seven Parties of Record. Four commentors expressed support for the project. The following is a summary of the additional questions/comments received:

1. The Department received several comments from Ina Tateuchi and the entity Helicopters Unsafe Here (HUSH) 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 lives next door to the helistop, and she has filed multiple lawsuits against the City over the years challenging the City's original approval of the helistop and seeking to revoke the City's approval of the helistop, respectively.

   Ms. Tateuchi's comment on this project and her continued opposition to KDC's helistop does not change Ordinance 6000, or change the analysis provided in this Staff Report, or provide any new information, or otherwise provide any basis for the City to deny or condition this project.

2. **How will dust and noise be controlled as all that old cement gets broken up and hauled away?**
   Response: 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 XIII.A for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**

3. **What will be the hours of construction?**
   Response: 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 XIII.A for Conditions of Approval regarding Construction Hours and Use of Best Available Noise Abatement Technology.**

4. **Will the parking be publicly accessible, affordable, and free on weekends?**
   Response: The project has been reviewed to ensure that there will be enough parking for all anticipated uses in the building, including retail. However, City codes do not address whether or not that parking will be free or fee-based. It will be up to the property owner/management to determine how parking will be managed. However, prior to Temporary Certificate of Occupancy for any tower, the applicant will be required to implement a Transportation Management Plan and provide a Parking Allocation Plan to ensure compliance with all code-mandated parking requirements.

5. **The property has been a site for individuals experiencing homeslessness. How is the City addressing the displacement of these individuals?**
   Response: The property owner, Bellevue Downtown Development LLC, had a temporary use license agreement with the City of Bellevue to allow the Congregations for the Homeless (CFH) men's shelter to operate on the first floor of the former Church building in the northwest corner of the proposal site. This was only a bridge shelter site while the Lincoln Center Shelter was being renovated to add fire sprinklers. This lease started approximately in June, 2020 and the shelter tenants moved out in January, 2021 and were relocated in the Lincoln Center Shelter. There are currently no homeless services on the site that that would be displaced by the Cloudvue development. A link to the City's website with additional information regarding Homelessness in Bellevue, including locations of existing shelters, is the following: https://bellevuewa.gov/discover-bellevue/about-us/hot-topics-initiatives/homelessness-in-bellevue

6. **How will 110th Avenue NE and access for people living and working at The Bravern be impacted? What will traffic/road closures look like?**
   Response: Lane closures on 110th Avenue NE may be required for construction of the buildings, the new NE 7th Street private street, and the new traffic signal at NE 7th Street. These lane closures will be reviewed though a Right of Way permit, with attention to maintaining/keeping the access to the Bravern open.

7. **Request from King County Metro Transit (Metro):**
   a. **Please include the standard language about the requirement for a System Impact Construction Information Coordinator as we (King County Metro) would need advance notice on when the construction project will start so that a rerouting of Metro buses can be planned out. Advise the contractor that Metro has no additional lay over locations in the area and would need the Bellevue Transit Center open during construction to accommodate operations with a Comfort Station location.**
   b. **The developer should work closely with the City, the contractor and with King County Metro to make sure that Metro's operations are not hampered by construction activities, particularly on the two north-south streets on either side of the planned development.**

   Response: The applicant has been made aware of Metro's requests and a condition of approval has been included ensure that the applicant notifies Metro before starting any construction activities that might impact bus routes. **Refer to Section XIII.A for Condition of Approval regarding Coordination with King County Metro.**

VII. Technical Review

A. Land Use/Environmental Health/Noise

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

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

B. Transportation

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

The Cloudvue project proposes to construct three mixed use towers for the first phase of the Master Development Plan. The final configuration of the site will be completed in Phase 2 with the addition of a playhouse structure. For this Phase 1 proposal, towers 1 and 3 will include a total of 1,837,000 square feet of office space, 10,000 square feet of retail space, 30,000 square feet of Fast Casual restaurant space, 10,000 square feet of Quality restaurant space, and 35,000 square feet of Fitness Center space, and tower 2 will consist of 180 hotel units and 570 residential units. One underground parking structure will provide parking for the entire project. The proposed uses are estimated to generate 1,991 p.m. peak hour trips leading to 1,971 net new p.m. peak hour trips for this phase.

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

Site Access and Loading

The site currently gains access from 108th Avenue NE via three commercial driveways, 110th Avenue NE via two commercial driveways, and NE 8th Street via one existing commercial driveway.

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

The Cloudvue traffic analysis assumes the construction of the southern half of NE 7th Street and the traffic signal at NE 7th Street/110th Avenue NE will be completed prior to Cloudvue occupancy, and that Cloudvue will complete the second half of the street and modify the signal to reflect the street widening. If the south half of NE 7th Street or the traffic signal is not constructed by Bellevue 600 by time construction permits are submitted for the construction of Towers 1 and 2 in first construction sequence for the Cloudvue development, additional operational analysis and site loading analysis will be required, and other improvements may be required to accommodate the proposal. The proposed development may also be restricted to one or two towers pending completion of NE 7th Street depending on the results of the traffic analysis.

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 crossings on the west and north leg of the intersection.

This project assumes that the Bellevue 600 development to the south has already constructed the signal and associated signal equipment for access to the site. The Cloudvue project will be required to implement their half of the private road and modify the signal location and/or equipment as needed to complete the intersection.

Truck loading for delivery and garbage pickup for this development is proposed off the garage on the lower level of NE 7th Street. All loading and garbage pickup is required to be accommodated on site, no loading in the right of way will be allowed. Adequate site access and loading will be required to be provided off NE 7th Street prior to TCO for any building permit.

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

Pedestrian Access

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

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

Bicycle Access

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

Transit Service Access

King Count Metro and Sound Transit both operate service in the vicinity of the site. The nearest transit stops are provided at the Bellevue Transit Center on NE 6th Street, approximately 370 feet south of the site. This service provides access to several King County Metro and Sound Transit bus routes. In addition, the future light rail station on NE 6th Street is located within less than ¼ mile from the project site on NE 6th Street and 110th Avenue NE. The sidewalks and pedestrian access routes constructed with this project will provide improved access to the transit and light rail facilities. No transit improvements are anticipated to be required for this project.

Sight Distance for Vehicles and Pedestrians

A sight distance assessment for vehicles and pedestrians has been evaluated at the proposed private street approaches on 108th Avenue NE and 110th Avenue NE as well as the one-way driveway approaches on NE 8th Street to meet the City's standards.

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

Refer to Section XIII.A and D for Conditions of Approval regarding Provisions for Loading, Vehicular Access Restrictions, and Site Loading Access.

Transportation Infrastructure Improvements

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

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

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

- NE 8th Street
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
  - Widen NE 8th Street at the intersection of 108th Avenue NE to accommodate a westbound to eastbound U-turn. The curb, gutter, and sidewalk on both 108th Avenue NE and NE 8th Street fronting the site shall be completely removed and reconstructed with a sidewalk width of at least sixteen feet, not including the curb. The planter strips and/or tree pits are included in the sixteen-foot width adjacent to the curb.
  - Modify traffic signal poles and signal operations for the addition of the NE 8th Street U-turn.

- 108th Avenue NE
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide tree pits, and new curb and gutter along the frontage.
  - Install enhanced 14-foot-wide crosswalks on the east and south legs of the 108th Ave NE/NE 8th Street intersection.

- 110th Avenue NE
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
  - Widen 110th Avenue NE to a 5-lane section.
  - Install a signalized midblock crossing on 110th Avenue NE with a pedestrian refuge island.
  - Install enhanced 14-foot-wide crosswalks on the west and south legs of the 110th Ave NE/NE 8th Street intersection.

- Mid-Block Vehicle Connection (NE 7th Street)
  - Construct half of the mid-block vehicle connection on the south side of the property. All traffic and loading operations must function within the proposed width.
  - A 6-foot pedestrian connection is required from the garage to the street frontages on 108th Avenue NE and 110th Avenue NE along the midblock vehicle corridor.

- Through Block Pedestrian Connection
  - Construct an 8.5 foot-wide ADA and bicycle accessible East/West and North/South Pedestrian Through-Block Connection between 108th Avenue NE and 110th Avenue NE and NE 8th and the Bellevue 600 site respectively.

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

Additional Infrastructure requirements, applicable to all Improvements:

1. All new and altered public road facilities are required to be installed and/or brought into compliance with current ADA requirements.

2. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).

3. Traffic Signal Communication Equipment – Traffic signal and city fiber infrastructure requirements will be determined in the design review. The project may need to install conduit along the public road frontage with 25TA vaults on both ends.

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

4. No soil nailing is allowed under a street right of way or sidewalk utility area without an indemnification agreement that protects the city.

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

6. The new landscaping planter strip within the sidewalk along NE 8th Street, 108th Avenue NE, and 110th Avenue NE shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

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

7. The design and appearance of the sidewalk and landscaping on NE 8th Street, 108th Avenue NE, and 110th Avenue NE shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of

standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.

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

9. Driveways shall be designed per the Transportation Design Manual standards. The final driveway design width will be determined during the design review. Driveway designs that keep the pedestrian at-grade are preferred.

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

11. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 9 feet above the sidewalk and made removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.

12. 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.

13. 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.

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

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

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

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

Refer to Sections XIII.B, C and D for Conditions of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Street Frontage Improvements.

Easements
The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks along NE 8th Street, 108th Avenue NE, and 110th Avenue NE. The sidewalk and utility easements will include signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area on the NE 8th Street, 108th Avenue NE, and 110th Avenue NE frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

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

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

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

Refer to Sections XIII.B and C for Conditions of Approval regarding Easements for Street Light Boxes and Vaults, Sidewalk/ Utility Easements, and Existing Easements.

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

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 XIII.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 XIII.B for Condition of Approval regarding Right-of-Way Use Permit.**

Right-of-Way Hold Harmless Agreement
A right-of-way hold harmless and indemnity agreement is required for soil nails or other permanent shoring objects, awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right of-way or sidewalk and utility easement. A right-of-way use permit maybe required for these elements. **Refer to Sections XIII.C and D for Condition of Approval regarding Below Grade Right of Way Hold Harmless and Indemnity Agreement and Above Grade 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 this development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070.
Refer to Sections XIII.C and D for Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program.

C. Utilities

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

Detention will not be required for the portion of the site draining to Sturtevant basin. Sturtevant basin allows a 40/20 modelling method and results of modelling do not require flow control. Water quality will be required for all pollution generating surfaces meeting minimum requirement 6 thresholds. A deviation has been granted to allow a small portion of the Sturtevant site to pump storm water from the NE 7th Street driveway to Sturtevant basin.

The portion of the site draining to Meydenbauer Drainage Basin will need to mitigate for the

increase in runoff to the downstream system for conveyance capacity and a detention system may be required to mitigate the increase in runoff. Water quality will apply to all pollution generating surfaces in the Meydenbauer basin meeting the minimum requirement 6 thresholds. The development has currently proposed to use LID BMPs to mitigate for the increase in runoff to Meydenbauer basin using green roof and bioretention. A deviation has been granted to allow a small portion of the Meydenbauer site to pump storm water from the NE 7th Street driveway to Meydenbauer basin.

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

Utilities

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

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

Refer to Section XIII.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 2018 International Fire Code, 2018 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 and/or materials received in our office. The Fire Department can approve the application, subject to the conditions. **Refer to Section XIII.C for Condition of Approval regarding Fire Review.**

F. Building Division

The plans for Design Review have not been sufficiently developed for a thorough review under the 2018 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue. Complete review will occur under the Building permit

application(s). The following comments are preliminary in nature and are not intended to be all-inclusive or imply approval.

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

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

VIII. State Environmental Policy Act (SEPA)

Environmental review is required for the proposal under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City's Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). The Environmental Checklist together with information provided below (and in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review and Variance 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 XIII 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 XIII.A for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**

B. Transportation

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

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

In addition, transportation impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. **Refer to Section XIII.C for Condition 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 Cloudvue development will generate approximately 1,971 new p.m. peak hour trips. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips.

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

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

Short Term Operational Impacts and Mitigation

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

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

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

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

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

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

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

C. Utilities

The development proposed for this application has been reviewed on a conceptual basis and can feasibly construct water, sewer and storm facilities under current Utility Codes and Standards. **Refer to Section XIII.A for Condition of Approval regarding Utilities Conceptual Approval.**

IX. Changes to Proposal Due to Staff Review

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

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

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

X. 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. For a detailed discussion of how the project complies with multiple policies in the Comprehensive Plan, refer to Attachment D: 2020 Comprehensive Plan Matrix for a complete listing of policies.

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 entry canopies on Towers 1 and 2 will be reference points on the site and draw pedestrians into the site. The northern retail pavilion on NE 8th Street and its associated grandstand seating in the Cloud Court will provide a punctuation point along the NE 8th Street corridor. These three points on the site also serve as a visual gateway into the Downtown.

- **Urban Design Policy UD-25: Ensure that site and building design relates and connects from site to site.**
  Finding: The mass and scale of the proposed 600-foot-tall buildings complement the surrounding development; particularly the adjacent Bellevue 600 development where the Phase One building is also 600 feet tall. The buildings have been arranged/staggered on the site to allow maximum sunlight to Cloudvue while also maximizing solar access to surrounding properties as much as possible. Multiple pedestrian connections are provided through the site to connect all three public streetscapes and the required north-south through block pedestrian connection will connect up with the Bellevue 600 development to the south to create a seamless connection between NE 8th Street and the Bellevue Transit Center.

- **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 throughout the site and along the two through-block pedestrian connections. Five different plaza spaces will be distributed throughout the site and all of these spaces include generous landscaping and invite public use; offering opportunities for public seating, art, active use spill-out zones that support the adjacent active uses in the ground level of all three towers, flexible programing and different ways to navigate around the development and

through the superblock.

- **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 two through-block pedestrian connections. The first is the north-south through-block pedestrian connection connecting NE 8th Street with the Bellevue 600 project to the south. Bellevue 600 will complete the connection to the Bellevue Transit Center. An additional east-west through block pedestrian connection will be placed along the southern property boundary, connecting 110th Avenue NE to 108th Avenue NE. This connection will also intersect with the north-south connections, as well as will other secondary pedestrian routes throughout the site to create an active, livable and accessible pedestrian network.

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. Four Administrative Departures have been requested, which include Build-To Line, Stepback Modification, Parking Reduction and Compact Parking Spaces. All four Departures will be approved in this Design Review decision. Refer to Section V above for detailed discussion regarding each requested Departure and to Attachment B for Administrative Departure Request Forms. In addition, the applicant has requested a variance to increase one floorplate above 80 feet in Tower 2. This variance is also approved in this staff report. Refer to variance discussion in Section III.I and how the variance complies with the variance decision criteria in Section XI.

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 height, scale and overall high-quality urban character of the buildings complement adjacent development – including existing projects such as The Bravern, City Center, and the Symetra building as well as projects under construction such as the Bellevue 600

development directly to the south.

The north-south and east-west through-block pedestrian connections and the outdoor public open spaces provided along them will also increase public outdoor space and physical connections within and through the entire 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.

XI. Variance Design 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. The variance is also consistent with a variance approval for the development directly to the south (Bellevue 600), which also had a similar unique condition due to the measurement of the average finished grade from the shared NE 7th Street depressed roadway.

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 of the site, including site topography, the north-south through-block pedestrian connection that will be physically connected to the connection on the Bellevue 600 site to the south, and the required mid-block vehicular connection (NE 7th Street) that is shared with the Bellevue 600 project.

   Site constraints and the necessity to provide a roadway and vehicular access that worked for Bellevue 600 and subsequently for Cloudvue resulted in a depressed roadway that allowed loading and parking access directly into the two underground garages. This roadway, NE 7th Street, is significantly lower in elevation than either of the 110th Avenue NE and 108th Avenue NE rights-of-way to the east and west.

   NE 7th Street was a required vehicular through block connection that would be needed with the development of the entire superblock. The Bellevue 600 development was the first project to be proposed and reviewed. Because access to the Bellevue 600 development was significantly constrained due to its location on the Bellevue Transit Center and short street frontages on the 108th Avenue NE and 110th Avenue NE arterials, Bellevue 600 was required to provide *all* vehicular access for drop-off, loading, and parking off of NE 7th Street along the north side of the

development. By being the first project within the superblock, the Bellevue 600 project dictated that NE 7th Street would be a depressed roadway and also set the roadway profile and elevations. Cloudvue then had to use/tie into the roadway elevations set by Bellevue 600.

The pre-set elevations of the roadway were also used for the purpose of calculating building height in Tower 2. The elevations of the depressed roadway along the southern side of Tower 2 are used to determine the average finish grade calculation for that tower, thus creating a hardship for the Cloudvue development. The average finished grade for Tower 2 is significantly lower than if the elevations had been measured at the ground (plaza) level around the entire building. Because the roadway profile and elevations were set by another project, which also was severely constrained due to access limitations, Cloudvue was unable to adjust the roadway elevations to allow the taller ground-level spaces needed for a hotel and anticipated active uses. Granting of the variance will allow the ground floor active use spaces to have higher floor to floor height (19'), thereby improving the quality of these spaces for retail and hotel uses and enhancing the pedestrian experience.

3. **The granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property.**
Finding: The variance request is to accommodate the topographic changes on the site and the provision of the through-block vehicular connector road (NE 7th Street). These factors are unique to this site and have a direct bearing on the calculation of average finish grade, which in turn affects the floorplate calculations. Since the approved Bellevue 600 project to the south established the grade of NE 7th Street and is providing their share of the roadway, granting this variance would not be materially detrimental to that property.

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 height or massing and street level views of the building. Tower 2 is internal to the site and not located on a public sidewalk. It will be viewed from the plaza level around the building and the floorplate on Level 8 would appear, from that perspective, to be below the 80-foot benchmark.

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 an engaging pedestrian experience at the plaza level of Tower 2 with retail, restaurant, and hotel spaces with 19-foot tall industry standard ceilings versus 14'-3" than would be implemented without the variance. A lower ceiling height hinders the retail, restaurant, and hotel space experience, which impacts the pedestrian and user experience when viewed either outside or inside these spaces. Additionally, because the building has no 'backside' or alley and thus must provide pedestrian experiences on all four sides, the taller floor to ceiling height allows the incorporation of mechanical plenums and intakes within the ceiling.

The variance also will result in a stronger hotel experience and a larger, more viable hotel program with supports the City's investment in a strong civic and convention business and is consistent with S-DT-12 and S-DT-78.

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 commercial and retail experience that is oriented to the north-south pedestrian through block connection and that is directly accessible and connected to the adjacent Bellevue 600 development and the Bellevue Transit Center.

In addition, the variance would result in improved and accessible pedestrian retail and hotel spaces that would benefit the City's economic growth and is consistent with the City's support of projects that promote tourism, hotel, retail and arts businesses as stated in Policy ED-22.

XII. 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 Design Review and Variance proposal.

XIII. Conditions of Approval

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

A. <u>GENERAL CONDITIONS</u>:

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	Ian Nisbet,	425-452-4851
Trans. Improvement Program - BCC.22.16	Ian Nisbet,	425-452-4851
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	Sally Nichols,	425-452-2727
Sign Code - BCC Title 22B	Sally Nichols,	425-452-2727
Noise Control - BCC 9.18	Sally Nichols,	425-452-2727
Uniform Fire Code - BCC 23.11	Derek Landis,	425-452-4112
Parks Department	Tom Kuykendall,	425-452-7924

2. Construction Hours

Noise related to construction is allowed from <u>7:00 a.m. to 6:00 p.m. Monday through Friday</u> and <u>9:00 a.m. to 6:00 p.m. on Saturday</u>. Exceptions to the construction noise hours limitation contained in the Noise Control Code <u>MAY</u> 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: Sally Nichols, Land Use

3. **Coordination with King County Metro**
Prior to beginning any construction activity, the applicant shall notify King County Metro Transit concerning any construction activity that might impact bus routes. King Country Metro Transit contacts are the following:

- Construction.Coord@kingcounty.gov
- plansreview@kingcounty.gov
- Liz Gotterer: Liz.Gotterer@kingcounty.gov

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

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: Sally Nichols, Land Use

4. **Vested Status of the Design Review Application**
The associated MDP (19-118270-LP), is vested to the Land Use code regulations for a period of ten years from the date of issuance. The vested status of the Design Review shall be for a period of **5 years** from the date of the underlying MDP decision, as defined in LUC 20.40.500.B.2.

AUTHORITY: Land Use Code 20.40.500
REVIEWER: Sally Nichols, Land Use

5. 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: Sally Nichols, Land Use

6. 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: Sally Nichols, Land Use

6. Utilities Conceptual Approval

Utility Department approval of the design review application 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.
- A deviation from standards has been granted to pump a small portion of the site from the NE 7th Street driveways in Sturtevant and Meydenbauer basins.

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

8. 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

9. Provisions for Loading

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

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Ian Nisbet, Transportation
Sally Nichols, Land Use

10. Vehicular Access Restrictions

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

AUTHORITY: BCC 14.60.150
REVIEWER: Ian Nisbet, Transportation

11. Solid Waste/Recycling

Prior to the issuance of any construction permit, the applicant shall provide a written document demonstrating that the City's waste hauler (Republic Services) has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for this building using current standards. In addition, all rights of way and public easement shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: Land Use Code 20.20.725
REVIEWER: Sally Nichols, Land Use

B. <u>PRIOR TO CLEARING AND GRADING PERMIT</u>:

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

12. Bonus FAR Purchase/Transfer Recording

Prior to the issuance of any construction permits, the applicant shall have completed the purchase (transfer) of Bonus FAR from the City of Bellevue and this transfer of Bonus Floor area shall be recorded shall be recorded with the King County Recorder's Office, or its successor agency. A copy of this recorded document shall be provided to Land Use and the Director.

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

13. Right-of-Way Use Permit

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

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

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

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

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

14. Civil Engineering Plans – Transportation

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

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

a) Traffic signs and markings.
b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons**.**
d) Installation or relocation of streetlights and related equipment.
e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

f) As part of the traffic signal installation, the developer must pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
g) Traffic Signal Communication Equipment – The project may need to install conduit along the public road frontage with 25TA vaults on both ends.
h) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
i) Landings on sloping approaches must meet the requirements for commercial development.
j) Location of fixed objects in the sidewalk or near the driveway approach.
k) Trench restoration within any right of way or access easement.

Specific requirements are detailed below.

- NE 8th Street
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
  - Widen NE 8th Street at the intersection of 108th Avenue NE to accommodate a westbound to eastbound U-turn. The curb, gutter, and sidewalk on both 108th Avenue NE and NE 8th Street fronting the site shall be completely removed and reconstructed with a sidewalk width of at least sixteen feet, not including the curb. The planter strips and/or tree pits are included in the sixteen-foot width adjacent to the curb.
  - Modify traffic signal poles and signal operations for the addition of the NE 8th Street U-turn.

- 108th Avenue NE
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide tree pits, and new curb and gutter along the frontage.
  - Install enhanced 14-foot-wide crosswalks on the east and south legs of the 108th Ave NE/NE 8th Street intersection.

- 110th Avenue NE
  - Install new minimum 11-foot-wide concrete sidewalk, minimum 5-foot-wide planter strip, and new curb and gutter along the frontage.
  - Widen 110th Avenue NE to a 5-lane section.
  - Install a signalized midblock crossing on 110th Avenue NE with a pedestrian refuge island.
  - Install enhanced 14-foot-wide crosswalks on the west and south legs of the 110th Ave NE/NE 8th Street intersection.

- Mid-Block Vehicle Connection (NE 7th Street)
  - Construct half of the mid-block vehicle connection on the south side of the

property. All traffic and loading operations must function within the proposed width.
    - A 6-foot pedestrian connection is required from the garage to the street frontages on 108th Avenue NE and 110th Avenue NE along the midblock vehicle corridor.
- Through Block Pedestrian Connection
    - Construct an 8.5-foot-wide ADA and bicycle accessible East/West and North/South Pedestrian Through Block Connection between 108th Avenue NE and 110th Avenue NE and NE 8th Street and Bellevue 600 respectively.

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

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for this project. A Design Justification Form must be provided to the Transportation Department for any aspect of

any pedestrian route adjacent to or across any street that cannot feasibly be made to comply with ADA standards. Design Justification Forms must be provided prior to approval of the clear and grade plans for any deviations from standards that are known in advance. Forms provided in advance may need to be updated prior to project completion. For any deviations from standards that are not known in advance, Forms must be provided prior to project completion.

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

15. Easements for Signal Control and Street Light Boxes and Vaults
The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY:	BCC 14.60.100
REVIEWER:	Ian Nisbet, Transportation

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

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

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

AUTHORITY: BCC 14.60.100
REVIEWER: Ian Nisbet, Transportation

17. Dedication of Right-of-Way

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

AUTHORITY: BCC 14.60.090
REVIEWER: Ian Nisbet, Transportation

18. Single Site Agreement/Boundary Line Adjustment

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

AUTHORITY: IBC 705.3
REVIEWER: Douglas Beck, Building

19. Outdoor Plaza Space

The landscape plans shall include a final detailed design of the Outdoor Plaza Spaces to receive 23,000 square feet of FAR amenity bonus points and these areas shall be clearly shown with associated square footages in the clearing and grading permit application. In addition, a public access easement shall be recorded to ensure the outdoor plaza space is open to the public at all times.

AUTHORITY: Land Use Code 20.25A.070.D.4(2) & 20.25A.075.A.3
REVIEWER: Sally Nichols, Land Use

20. Pet Relief Areas

a. All pet relief areas shall be clearly identified on a site plan in the Clearing and Grading Permit.
b. This design review approval is for four (4) pet relief areas in the required streetscape planting strips. Additional locations may be requested during Clearing and Grading Permit review and will require Land Use approval.
c. The property owner is responsible for maintaining these areas of the landscape strip along the public sidewalk.
d. Pet relief areas within the landscape strip along the public sidewalk should be filtered prior to entry into soil or the storm sewer system.
e. Pet relief areas within the site must drain to the sanitary sewer.
f. No storm drainage connections shall be made to the sanitary sewer system, unless approved by the Utility Department and only under special circumstances, i.e. covered parking or wash down areas around garage collection dumpsters with an area less than 200 square feet.

g. Pet relief areas must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects.

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K, UPC 304.0, 2021 COB Sanitary Sewer Engineering Standards. Reference section S3-01 Planning Criteria, Subsection S3-01.4(B) System Parameters
REVEIWERS: Tom Kuykendall, Parks Department
Sally Nichols
Mark Dewey, Utilities
Doug Beck, Building

21. 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. Applicant shall include a detailed Landscape Plan for the interim surface parking lot in the northwest corner of the site – in place prior to construction of Tower 3. This Plan shall be labeled Interim Landscape Plan – Construction Sequence 1 and it must comply with the landscape requirements in LUC 20.20.520.G.5 for surface parking lots. Additionally, the applicant will need to show compliance with all surrounding streetscapes per the Transportation and Land Use Codes.
d. Applicant shall include a detailed Landscape Plan to show how the exhaust vents on site are being screened with vegetation. Plans shall also include the color, material, and finish of each exhaust vent.
e. 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 20.20.G.5 and 20.25A.110
REVIEWER: Sally Nichols, Land Use

22. 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 &
Sally Nichols, Land Use

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
   - Mike Hauer, mhauer@bellevuewa.gov or (425) 452-4480

AUTHORITY: Bellevue City Code Land Use Code
REVIEWER: Sally Nichols, Land Use

24. 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: LUC 20.25A.110, Environmental BMP's and Design Standards Manual
REVIEWERS: Sally Nichols, Land Use
Tom Kuykendall, Parks Department

25. Green and Sustainability Factor

As part of the clearing and grading permit application, a detailed plan shall be submitted identifying the locations of all items identified to meet the Green and Sustainability Factor along with the accompanying worksheet. Items on the worksheet shall be clearly identified for size and location on the plan.

AUTHORITY: LUC 20.25A.120
REVIEWER: Sally Nichols, Land Use

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:

26. Transportation Impact Fee

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

AUTHORITY: BCC 22.16
REVIEWER: Ian Nisbet, Transportation

27. Building and Site Plans – Transportation

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

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

28. Existing Easements

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

AUTHORITY: BCC 14.60.100
REVIEWER: Ian Nisbet, Transportation

29. Transportation Management Program

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

AUTHORITY: BCC 14.60.070
REVIEWER: Ian Nisbet, Transportation

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

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

AUTHORITY: BCC 14.30.160
REVIEWER: Ian Nisbet, Transportation

31. Fire Review Conditions

The Bellevue Fire Department Fire Prevention Division has reviewed the submittal in accordance with the 2018 International Fire Code, 2018 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 and/or materials received in our office. The Fire Department can approve the application, subject to the following conditions:

1) Each structure will require the installation of fire sprinklers to be designed per NFPA 13.
   IFC 903.2 & 903.3.1.1
2) Provide two Fire Department Connections at approved locations within 100 feet of a fire hydrant for each tower.
   IFC 914.3.1.3 2016 NFPA 14, 6.4.5.4
3) No portion of a structure shall exceed 400 feet from a fire hydrant (Measured by path of fire hose lay) or a new hydrant(s) shall be shown on the plans and installed prior to combustible construction and shall meet the requirements for fire-flow as indicated in Appendix B and C of the IFC. Hydrants shall be 5 ¼" M.V.O. Hydrant with 2-2 ½ N.S.T. and 1-4" Pumper Ports, City of Seattle Standard Thread – M.J. Inlet with lugs, brass to brass sub-seat. Where streets are provided with median dividers that cannot be crossed by fire fighters pulling hose lines, or where arterial streets are provided with four or more traffic lanes and have a traffic count of more than 30,000 vehicles per day, hydrant spacing shall average 500 feet on each side of the street and be arranged on an alternating basis.
   IFC 507 & Appendix B and C.
4) No portion of structures shall exceed 150 feet from an approved access roadway. Where a fire apparatus access roadway is required, a minimum of 20'-0" clear width and 13' 6" vertical clearance shall be provided. All private access roadways exceeding 150 feet in length shall be designed and constructed with an approved turnaround area per City Engineering standards, a maximum grade of 15% and a traffic index of 4.5, or as otherwise approved by the Fire Department.
   IFC 503
5) A secondary on-site water source shall be provided for high-rise buildings as follows:
   a. High-rise buildings containing R or B occupancy only shall be provided with a net useable volume of 15,000 gallons.
   b. High-rise buildings containing an S-2 occupancy shall be provided with a net useable volume of 40,000 gallons.
   c. High-rise buildings containing an M occupancy shall be provided with a net useable volume of 50,000 gallons.
   d. Multi high-rise complexes that are less than 450' in height may share a common secondary water source shall by combining the highest demand of number 2 or 3 above, with number 1 above. Only one parking/retail area and 2 high-rise buildings may share a common secondary water source.

   IBC 403.3.3

6) Buildings that are more than 450’ in building height must have fire pumps supplied by connections to no fewer than two water mains located in different streets and shall not serve other buildings.
   IBC 403.3.2
7) Fire pump room protection and access shall be located in rooms that are separated from all other areas of the building by 2-hour fire barriers constructed in accordance with IBC 707 or 2-hour horizontal assemblies constructed in accordance with IBC 711, or both. Fire pump rooms not directly accessible from the outside shall be accessible through an enclosed passageway from an enclosed stairway or exterior exit. The enclosed passageway shall have a fire-resistance rating not less than the fire resistance rating of the fire pump room.
   IBC 913.2.1
8) Each high-rise structure will require a Fire Command Center. The location of the fire command center(s) needs to be shown on the drawings per IBC 403.4.6 and 911 as well as IFC 508. The fire command center location must be approved by the Fire Department and it must be separated from the remainder of the building by not less than a two-hour fire barrier or horizontal assembly, or both.
   IFC 508
9) The fill pipe for emergency & standby generator fuel storage shall terminate outside of a building at a point not less than 2 feet from any building opening at the same or lower level. A fill pipe shall terminate in a manner designed to minimize spilling when the filling hose is disconnected. Fill opening shall be equipped with a tight metal cover designed to discourage tampering.
   IMC 1305.6
10) An emergency voice alarm communication system installed in accordance with the International Fire Code and NFPA 72 is required for each structure.
   IFC 907
11) Each building shall be protected by an automatic standpipe system.
   IFC 905
12) Each building shall have an Emergency Responder Radio system.
   IFC 510
13) A smoke control system is required for each building.
    a. The Smoke Control Concept (see number sheet 42A) must be approved prior to submittal of the garage building permit (BB for the garage).
    b. The Smoke control Detailed Design (see number sheet 42B) must be submitted prior to issuance of the garage building permit (BB for garage).
    c. The Smoke Control Permit (FH Detailed Design see number sheet 42B) must be approved before the above grade building permit (BB for podium/tower) will be issued.
    d. Work associated with the smoke control permit, except for a slab-only pre-wire, cannot occur until the Smoke Control permit (FH) is issued. An electrical Pre-construction meeting is required before garage slab-only permit is issued.

14) High rise structures shall be provided with a Firefighter Air Replenishment System (FARS). A minimum of two (2) exterior fire department connection panels shall be attached to the building or on a remote monument at the exterior of the building and be interconnected to the air monitoring system, air storage system, air fill stations and air fill panels. The panel shall be secured inside of a weather-resistant NEMA-4 enclosure. The panel shall be within 50 feet (15 240 mm) of an approved roadway or driveway, or other location approved by the Bellevue Fire Department. The enclosure shall be visible and accessible on approach to the building. For above grade levels, an air filling station and enclosure are to be located on the fifth floor above grade and every third floor thereafter. For below grade levels, an interior air fill panel shall be located in all required stairwells on the floor landing commencing at the second level below grade and every other level below grade thereafter.
    IFC 919
15) A key-box access system shall be provided in accordance with the International Fire Code. The location and type shall be approved by the Fire department.
    IFC 506
16) The owner shall designate a person to be the fire prevention program superintendent who shall be responsible for the fire prevention program and ensure that it is carried out through completion of the project. The fire prevention program superintendent shall have the authority to enforce the provisions of this chapter and other provisions as necessary to secure the intent of this chapter. Where guard service is provided, the superintendent shall be responsible for the guard service. This person will regularly report his findings and observations to the Fire Inspector.
    IFC 3308
17) Commercial-type cooking equipment shall be protected by an approved automatic extinguishing system. A permit for the installation of the system shall be secured from the Fire Prevention Division prior to work commencing.
    IFC 904
18) Demolition and construction shall conform to the requirements of International Fire Code Chapter 33.

AUTHORITY:	IFC 503, 506, 507 & Appendix B and C, 508, 510, 903.2, 903.3.1.1, 904, 905, 907, 914.3.1.3, 919, 3308 2016 NFPA 14, 6.4.5.4 IBC 403.3.3 and 913.2.1 IMC 1305.6
REVIEWER:	Derek Landis, Fire

32. Exterior Building and Site Lighting

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

AUTHORITY:	Land Use Code 20.25A.160, 20.25A.170
REVIEWER:	Sally Nichols, Land Use

33. 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: Sally Nichols, Land Use

34. 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 20.25A.130
REVIEWER: Sally Nichols, Land Use

35. 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: Sally Nichols, Land Use

36. 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 15% of the total number of stalls.

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Sally Nichols, Land Use

37. Street Level Glazing

To ensure visibility from the sidewalk into the active use spaces on 108th Avenue NE, 110th Avenue NE, NE 8th Street, and any exempted active use space along the two through-block pedestrian corridors as 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: Sally Nichols, Land Use

38. 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 building appurtenances, decoration, communication facilities, etc. will be allowed to extend beyond the height of 600 feet for each tower (as measured from average finished grade); AND

c. 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

d. Any exposed equipment on the roof not behind a penthouse 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: Sally Nichols, Land Use

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

39. Street Frontage Improvements
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: Ian Nisbet, Transportation

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

AUTHORITY: BCC 14.60.070
REVIEWER: Ian Nisbet, Transportation

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

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

AUTHORITY: BCC 14.30.160
REVIEWER: Ian Nisbet, Transportation

42. Site Loading Access

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

AUTHORITY: BCC 14.60.180
REVIEWER: Ian Nisbet, Transportation

43. Public Art

Prior to temporary certificate of occupancy, the final design of the public art to be installed within any public open space shall be reviewed and approved by land use, prior to installation.

AUTHORITY: LUC 20.25A.070.D.4 – Outdoor Plaza
REVIEWER: Sally Nichols, Land Use

44. Parking Allocation Plan

Prior to TCO for the first tower to be completed, the applicant shall submit a detailed Parking Allocation Plan for approval by Land Use that includes, but is not limited to, the following:

- Identification of the location of all dedicated parking, including but not limited to the 27 visitor parking spaces,
- Identification of the location of any shared parking,
- Detailed explanation of how shared parking will be managed, including the hours of operation and what uses will share parking, and
- Detailed valet management plan

In the event that construction of Tower 3 has not begun before occupancy for Towers 1 and/or 2, the applicant must submit a revised Parking Allocation Plan to ensure that the parking constructed, including stalls in the interim surface parking within the Tower 3 footprint *and* in the underground garage, meets the requirements in LUC 20.25A.080 and that the applicant is not providing more parking than the maximums allowed for the Towers 1 and 2 and all uses on site (excluding Tower 3). Once Tower 3 is constructed, a revised Parking Allocation Plan shall be submitted that shows the parking allocation for all towers, structures and uses approved in this Design Review proposal.

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

45. Far Amenity Bonus and Project Approval Recording

The applicant shall record a copy of the following project documents for this Design Review 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.
- A copy of the approved Conditions of Approval for the project.

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

46. Through-Block Pedestrian Connections

Two required through-block pedestrian connections are required, running east-west along the south side of the development and north-south running from NE 8th Street to the southern property line (including project's share of the "lid" over NE 7th Street). 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 as depicted in the Bellevue Wayfinding Manual, shall be prominently located and installed from all points of access and identify circulation routes for all users. The exact location of these signs (generally placed on building or planter walls) shall be coordinated with and approved by Land Use prior to TCO.

AUTHORITY: Land Use Code 20.25A.160.D
REVIEWER: Sally Nichols, Land Use

47. 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: Sally Nichols, Land Use

48. 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: Sally Nichols, Land Use

49. 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: Sally Nichols, Land Use

50. 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.

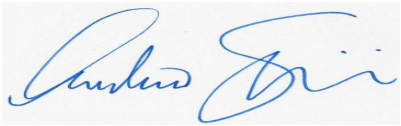
AUTHORITY: Bellevue City Code 22B.10
REVIEWER: Sally Nichols, Land Use

Attachment A: Certificate of Concurrency

CERTIFICATE OF CONCURRENCY

Cloudvue

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



Director, Transportation Department

July 1, 2021

Date

Certificate No. 142

Attachment B: SEPA Checklist

Updated: June 22, 2021
Sally Nichols, Urb. Des. Planning Manager

Annotated 08/14/20
Faheem Darab, Senior Planner

Development Services

SEPA Environmental 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

The checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully and to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions.

You may respond with "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. For assistance, see SEPA Checklist Guidance on the Washington State Department of Ecology website.

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.

Background

1. Name of proposed project, if applicable Cloudvue Design Review and Variance
2. Name of applicant Bellevue Downtown Development LLC
3. Contact person Ted Silence Phone 425.739.1359
4. Contact person address 5525 Lakeview Dr, Suite 200 Kirkland WA
5. Date this checklist was prepared 6/29/2020
6. Agency requesting the checklist City of Bellevue

S.N. A.F.D

This Administrative Design Review (ADR) is proposed to be completed in a single phase. The currently under review Master Development Plan is proposing (2) phases. Phase 1 is the garage, Tower 1, 2, and 3. Phase 2 is a Playhouse. The Playhouse will be submitted under a later ADR. Variance request for increased floorplate above 80 ft. on Tower 2

✔7. Proposed timing or schedule (including phasing, if applicable)

The Master Development Plan includes the following three phases: (1) Phase 1: Below Grade Garage, Tower 1, and Tower 2; (2) Phase 2: Tower 3; and (3) Phase 3: Playhouse. The current Design Review Submittal is for both Phases 1 and 2. It is anticipated that construction for Phases 1 and 2 will start in the first quarter of 2023 with completion of the Garage, Tower 1, and Tower 3 in the first quarter of 2026, and completion of Tower 2 in the third quarter of 2026. At this time, the schedule for Phase 3 has not yet been determined.

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

The site is planned to accommodate a future Phase ~~3~~ Two 700-seat Playhouse (1,050 maximum standing capacity) in the southeast corner of the site between Tower 2 and Tower 3

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

Environmental reports have been developed for the existing site
-HartCrowser, Geotech Report, 06/10/2020
-Navix, Preliminary Storm Drainage Report, 06/24/2020
-Transpo Group, Level 1 Traffic Report, 07/02/2020

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

None that we're aware of.

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

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

Currently under review by the City of Bellevue 19-118270-LP Master Development Plan

20-111224-LD - Design Review
21-107245-LS - Variance
All associated construction permits

S.N. A.F.D

12. Give a 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.)

Sitting at the highest point in downtown Bellevue, Cloudvue's 600-foot towers will offer modern, Class A office space, luxury living space, a boutique hotel, and a variety of restaurant and retail spaces which will create an 18-hour-a-day, 7-days-a-week destination. Cloudvue will provide both tenants and guests with spectacular views, diverse indoor and outdoor amenities, and a community-focused work-play environment covering 4.6 acres at the gateway to downtown Bellevue.

13. 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 the 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.

10855 NE 8th ST
BELLEVUE, WA 98004

See drawings for additional location information

Bounded by NE 8th Street, 110th Avenue NE, 108th Avenue NE, and the existing parking structure and 10-story office building to the south.

Environmental Elements

Earth

1. General description of the site:
   - [x] Flat
   - [ ] Rolling
   - [ ] Hilly
   - [ ] Steep Slopes
   - [ ] Mountainous
   - [ ] Other _____

2. What is the steepest slope on the site (approximate percent slope)? 10%

S.N. A.F.D

✔ 3. 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.

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

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

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

✔ 5. Describe the purpose, type, total area and approximate quantities and total affected area of any filling, excavation and grading proposed. Indicate the source of the fill.

Approximately 600,000 cubic yards will be excavated for the below grade parking garage and 15,000 CY of fill will be used for pavements, below slabs on grade, and for utility trenches. The source of fill is unknown but will be from an approved source.

✔ 6. Could erosion occur as a result of clearing, construction or use? If so, generally describe.

Erosion could occur as a result of clearing, grading, and construction of the proposed site improvements. Soils will be exposed during construction prior to paving, building, and landscaping. Temporary Erosion Control BMPs will be implemented during construction in accordance with the City of Bellevue requirements to minimize on-site erosion and sedimentation transport off site. After construction, the site will be permanently stabilized with landscaping, pavements, building, and stormwater runoff conveyance infrastructure. No erosion is anticipated after completion of construction.

✔ 7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? 99%

S.N. A.F.D

8. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

Material removal and erosion will be minimized by implementation of Temporary Erosion and Sedimentation Control BMPs in accordance with City of Bellevue requirements. A Temporary Erosion and Control Plan (TESC) will be prepared the contractor will implement BMPs as necessary to control and mitigate erosion throughout construction. The site will be permanently stabilized with landscaping, pavements, building, and stormwater runoff conveyance infrastructure.

Erosion Control per Clearing & Grading Inspection & BCC 23.76 - Erosion & Sediment Control

Air

1. 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.

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

Construction Dust Suppression Measures per BCC 23.76

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

None that we're aware of.

3. Proposed measures to reduce or control emissions or other impacts to air, if any.

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

S.N. A.F.D

Water

1. Surface Water

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

No

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

No

✓ c. 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 the fill material.

N/A per questions a. and b. above

✓ d. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose and approximate quantities, if known.

N/A per questions a. and b. above

✓ e. Does the proposal lie within a 100-year floodplain? No
If so, note the location on the site plan.

S.N. A.F.D

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

No

2. Ground Water

✓ a. 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.

No groundwater will be withdrawn for drinking water. The groundwater elevation is anticipated to be near the lowest finish floor elevation of the parking garage. The building will likely utilize a perimeter wall and underslab drainage collection system which would collect and route groundwater to a sump pump, to be discharged to the adjacent municipal stormwater system. The flow rate of the groundwater collection system is estimated to be 50 GPM.

✓ b. 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.

None. The project will connect to the adjacent municipal sanitary sewer system.

S.N. A.F.D

3. Water Runoff (including stormwater)

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

Stormwater runoff from roof surfaces will be collected in rooftop drains and routed to the adjacent municipal stormwater system. Stormwater runoff from the site will be collected by a series of area drains, catch basins, and trench drains and routed to the municipal stormwater system. Runoff from pollution generating surfaces will be routed to a water quality treatment system prior to discharge. A stormwater detention system may be utilized to meet stormwater code flow control requirements.

✓ b. Could waste materials enter ground or surface waters? If so, generally describe.

No.

✓ c. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The proposed drainage system will be designed to match existing stormwater conditions for the two drainage basins located on site, as required by City of Bellevue stormwater code requirements.

✓ Indicate any proposed measures to reduce or control surface, ground and runoff water, and drainage pattern impacts, if any.

The proposed development will include on-site vegetation, including plantings, bioretention, and vegetated roof, which will reduce stormwater runoff rates. Additionally, the project will be designed in accordance with City of Bellevue stormwater code requirements, including flow control measures. Drainage patterns will be designed to match existing conditions.

Regulated per Utilities Code 24.06 - Storm and Surface Water

S.N. A.F.D

Plants

✓ 1. Check the types of vegetation found on the site:

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

✓ 2. What kind and amount of vegetation will be removed or altered?

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

✓ 3. List any threatened and endangered species known to be on or near the site.

None that we are aware of.

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

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

S.N. A.F.D

5. List all noxious weeds and invasive species known to be on or near the site.

There are no known noxious weeds or invasive species currently on site.

Animals

1. 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. Examples include: Animals typical to PNW urban environ.

Birds: ☐hawk, ☐heron, ☐eagle, ☐songbirds, ☐other _____

Mammals: ☐deer, ☐bear, ☐elk, ☐beaver, ☐other _____

Fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, ☐other _____

2. List any threatened and endangered species known to be on or near the site.

None that we are aware of.

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

Not that we are aware of.

Within Pacific Flyway, which includes entire Puget Sound region

4. Proposed measures to preserve or enhance wildlife, if any.

New landscape and trees will provide urban habitat for plants and animals

S.N. A.F.D

5. List any invasive animal species known to be on or near the site.

None that we are aware of.

Energy and Natural Resources

1. 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.

All of the above used for heating, cooling, lighting.

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

Building will comply with City of Bellevue regulations.

3. 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.

Building will comply with the Washington State energy code

S.N. A.F.D

Environmental Health

1. 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.

None that we are aware of

a. Describe any known or possible contamination at the site from present or past uses.

None that we are aware of

b. 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.

There will be fuel storage tanks to serve the generators, that comply with Bellevue codes.

c. 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.

There will be fuel storage tanks to serve the generators, that comply with Bellevue codes

S.N. A.F.D

✓ d. Describe special emergency services that might be required.

None

✓ e. Proposed measures to reduce or control environmental health hazards, if any.

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

2. Noise

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

Traffic noise

✓ b. 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.

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

Construction noise regulated by BCC 9.18

✓ c. Proposed measures to reduce or control noise impacts, if any.

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

S.N. A.F.D

Land and Shoreline Uses

1. 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.

Church, photo studio, office building, and parking. Adjacent properties are retail, office and residential. Not that we are aware of.

2. 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 non-farm or non-forest use?

No

a. 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?

No

3. Describe any structures on the site.

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

S.N. A.F.D

4. Will any structures be demolished? If so, what?

Existing buildings noted above will be removed

5. What is the current zoning classification of the site? DT-O-1

6. What is the current comprehensive plan designation of the site? City of Bellevue Comprehens
Downtown Mixed Use

7. If applicable, what is the current shoreline master program designation of the site?

N/A

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

No

9. Approximately how many people would reside or work in the completed project? _____
3,500 - workers and residents of 538 res. units and 117 hotel units

10. Approximately how many people would the completed project displace? 50
Workers/no residents will be displaced

11. Proposed measures to avoid or reduce displacement impacts, if any.

None

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

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

S.N. A.F.D

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

NA

Housing

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

Approximately ~~600~~ market rate residential units

538 units/117 hotel rooms

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

None

3. Proposed measures to reduce or control housing impacts, if any.

None

Aesthetics

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

600'

glass curtain wall towers

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

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

S.N. A.F.D

✓ 3. Proposed measures to reduce or control aesthetic impacts, if any

None

Design Review approval includes compliance with LUC Design Guidelines

Light and Glare

✓ 1. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Light should be contained within the project site. Tower glazing could cause some glare

✓ 2. Could light or glare from the finished project be a safety hazard or interfere with views?

Glare is not expected to interfere with views or public safety

✓ 3. What existing off-site sources of light or glare may affect your proposal?

There are a few reflective buildings in the area, but density should limit opportunities for glare

✓ 4. Proposed measures to reduce or control light and glare impacts, if any.

Use of glass that is not highly reflective.

Lighting on building will be dimmable, site lighting has cut-off fixtures

Recreation

✓ 1. What designated and informal recreational opportunities are in the immediate vicinity?

Bellevue Downtown Park

✓ 2. Would the proposed project displace any existing recreational uses? If so, describe.

No

S.N. A.F.D

✔3. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

The project will include a grade level plaza that can serve as a gathering place

Min. 23,000 SF Outdoor Public Plaza Space provided

Historic and Cultural Preservation

✔1. 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.

No

✔2. 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.

None

✔3. 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.

None

S.N. A.F.D

4. 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.

None

Transportation

1. 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.

The project is located along the south side of NE 8th Street between 108th Avenue NE and 110th Avenue NE in Bellevue. The primary site access would be via a midblock connector road along the south side of the site connecting to both 108th Avenue NE and 110th Avenue NE. Additionally, a secondary access is being provided along NE 8th Street.

2. 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?

The proposed project is well served by transit, with the Bellevue Transit Center located a half block south of the project site (less than 800 feet walking distance). The Bellevue Transit Center includes numerous transit routes as well as King County Metro's Rapid Ride B Line. Additionally, Sound Transit's Link Light Rail East Link extension is planned to be operational in Bellevue by 2023, with the nearest station located southeast of the project along NE 6th Street between 110th Avenue NE and 112th Avenue NE (less than a quarter mile from the site). The completion of the East Link will provide service to Redmond, SeaTac, Downtown Seattle, and Northgate with planned future extension to Lynnwood as well.

3. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

The proposed project plans to include approximately 2,400 new parking stalls. The existing 388 stalls will be removed with the project.

,457 - Parking Reduction approved in DR based on Memorandum prepared by transpogroup, dated
'27/2021

4. 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).

A mid-block connection will be provided south of the project site connecting to 108th Avenue NE and 110th Avenue NE. Additionally, a crosswalk is provided across 100th Avenue NE as well as required frontage improvements.

S.N. A.F.D

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

The project is not located within the vicinity of water or air transportation. The project site is located within the vicinity of Sound Transit's Link Light Rail planned East Link extension, with the nearest station located southeast of the project along NE 6th Street between 110th Avenue NE and 112th Avenue NE (less than a quarter mile from the site).

6. 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 non-passenger vehicles). What data or transportation models were used to make these estimates?

The net new project trip generation was estimated for the proposed land uses as well as the existing uses to be removed based on the City of Bellevue current trip rates (effective 1/1/2020) as well as Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017) when City of Bellevue rates were not available. The net new weekday daily was estimated to be up to 20,460 trips for the project with 2,062 occurring during the weekday PM peak hour.

7. 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.

The proposal is not anticipated to affect or be affected by the movement of agricultural and forest projects.

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

The primary access for the project will be via the mid-block connection, south of the project site which will include signal and channelization adjustments. A traffic impact analysis is being completed to determine if any additional measures are necessary to reduce or control transportation impacts.

Mid-block vehicular connection - will connect 110th Ave NE and 108th Ave NE and also provide loading and parking garage access to Cloudvue as well as to Bellevue 600 development directly adjacent to the south

S.N. A.F.D

Public Service

1. 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.

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

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

This project will meet all local building and fire codes and will be provided with on site security.

Utilities

1. Check the utilities currently available at the site:

- ☑ Electricity
- ☑ natural gas
- ☑ water
- ☑ refuse service
- ☑ telephone
- ☑ sanitary sewer
- ☐ septic system
- ☐ other

2. 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.

Electricity, gas, water, refuse, phone, sanitary and storm sewers. Puget Sound Energy, Bellevue Utilities

Republic Services - solid waste/recycling

S.N. A.F.D

Signature

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

Signature Todd Stine Digitally signed by Todd Stine DN: C=US, E=todd.stine@zgf.com, O="ZGF Architects, LLP", CN=Todd Stine Date: 2020.07.07 16:17:05 07'00'

Name of signee Todd Stine

Position and Agency/Organization Architect, ZGF Architects, LLP

Date Submitted 7/7/2020

Signature page updated 4/27/2021
Checklist information unchanged

A.F.D

Signature

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

Signature Todd Stine Digitally signed by Todd Stine DN: C=US, E=todd.stine@zgf.com, O=ZGF Architects, OU=Seattle, CN=Todd Stine Date: 2021.04.27 23:36:08 07'00'

Name of signee Todd Stine

Position and Agency/Organization Architect, ZGF Architects, LLP

Date Submitted 4/27/2021

SEPA checklist signature page updated

S.N.

Development Services

Non-project Action SEPA Checklist

Supplement to Environmental Checklist

NOT APPLICABLE

These questions pertain to land use actions that do not involve building and construction projects, but rather pertain to policy changes, such as code amendments and rezone actions. Because the questions are very general, it may be helpful to read them in conjunction with the Environmental Checklist. When answering these questions, be aware of the extent to which the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented.

Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

   The stormwater management system will be designed in accordance with City of Bellevue stormwater code requirements, including flow control and water quality treatment measures.

   Indicate proposed measures to avoid or reduce such increases.

   The stormwater management system will incorporate on-site green (planter areas, bioretention, vegetated roofs, and structural measures, if necessary, to meet stormwater code requirements.

2. How would the proposal be likely to affect plants, animals, fish or marine life?

   New landscaping and trees will provide urban habitat for plants and animals. The stormwater management system will be designed in accordance with City of Bellevue stormwater code requirements, including flow control and water quality treatment measures.

A.F.D

Indicate proposed measures to protect or conserve plants, animals, fish or marine life.

Material removal and erosion will be minimized by implementation of Temporary Erosion and Sedimentation Control BMPs in accordance with City of Bellevue requirements. A Temporary Erosion and Control Plan (TESC) will be prepared the contractor will implement BMPs as necessary to control and mitigate erosion throughout construction. The site will be permanently stabilized with landscaping, pavements, building, and stormwater runoff conveyance infrastructure

3. How would the proposal be likely to deplete energy or natural resources?

Project will use natural resources such as, electricity, water, and natural gas. build the project and to operate.

Indicate proposed measures to protect or conserve energy and natural resources.

Project will meet or exceed the Washington State Energy Code, one of the most restrictive energy codes in the country.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains or prime farmlands?

NA

Indicate proposed measures to protect such resources or to avoid or reduce impacts.

NA

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

NA

NOT APPLICABLE

A.F.D

Indicate proposed measures to avoid or reduce shoreline and land use impacts.

NA

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

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

Indicate proposed measures to reduce or respond to such demand(s).

Bike storage and showers will be provided also the site is close to transit, both of which will reduce vehicle traffic.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

None that we are aware of

NOT APPLICABLE

A.F.D

Attachment C: Administrative Departure Request Forms

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-108226-DB

Project Name: Cloudvue

Administrative Departure requested for LUC: 20.25A.060.A.1

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:

Per the definition DT-Build-To Line in section 20.25A.020 Definitions and 20.25.060.A.1, buildings are built to the "build-to" line, which is either the property line or the right-of-way line, except where a plaza, building modulation or other ground-level open space is proposed.

The proposed street frontages along NE 8th Street, 108th Ave NE and 110th Ave NE generally follow the build-to line at the back of the sidewalk except where setbacks are provided for visual interest and to accommodate exterior door swings. NE 8th Street does not meet 108th Ave NE and 110th Ave NE at 90-degree angles, which means the back of sidewalks are not right angles. The proposed design also incorporates plaza space along the three sidewalks.

Refer to sheet A0.061 for a site plan for the area of departure (shaded in red) between the podium façade and the build-to line.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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

The resulting design creates aesthetically attractive (S-DT-3) podium treatment and connects open spaces on the site to public sidewalks and adjacent pedestrian points of interest (UD-21, UD-35, UD-46); strict application of the code would result in a less desirable pedestrian experience.

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

The resulting design provides visual interest (LUC 20.25A.170.B.1.b.iii) though modulation of the podium. Multiple retail entrances (LUC 20.25A.180.D.7) are a goal of the design guidelines and the resulting design keeps the swing of these doors out of the public sidewalk. The podium is built to the back of the sidewalk to the maximum extent possible along NE 8th Street to define the edge of the pedestrian environment per LUC 20.25A.170.A.1.a, b.i, and b.vii.

Open Space and Pedestrian Connections should be adjacent to the public sidewalk (LUC 20.25A.160.B.2.c.iv and LUC 20.25A.160.E.2.b) and provide visual connection to adjacent sites (LUC 20.25A.150.B).

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

The modification keeps the door swings out of the public sidewalk and allows the podium to follow the back of sidewalk while maintaining 90 degree angles. The modification also allows for open space and pedestrian connections to front along NE 8th Street, 108th Ave NE and 110th Ave NE.

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).

The proposed design complies with the intent of LUC 20.25A.060.A.1 by building generally along the back of sidewalk.

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-108226-DB

Project Name: Cloudvue

Administrative Departure requested for LUC: 20.25A.075.C

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:

Per LUC Figure 20.25A.075.C2, a 20 foot upper level stepback is required along NE 8th Street at a height between 25 feet and the level of the first floor plate above 40 feet. Per DT-Stepback definition, the stepback is measured from the façade below. The proposed street frontage along NE 8th Street generally follows the build-to-line at the back of the sidewalk except where modulation is provided for visual interest and to accommodate exterior door swings. Cloudvue is requesting that the stepback along NE 8th be measured consistently from the back of the sidewalk for the entire NE 8th Street frontage and occur above 38 feet to provide an appropriately scaled podium street frontage.

Refer to sheet A0.061 for plans and sections along NE 8th Street, which show the required stepback and the proposed stepback.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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 encourages designers and developers to "Enhance the appearance, image and design character to make Bellevue and inspiring place to be." (UD-1). By incorporating the Design Guidelines for Overall Building Design, Building Base (Podium), and Building Middle (Tower), the Cloudvue development creates both an exciting, pedestrian friendly podium façade along NE 8th Street and a simple, yet elegant Tower form that rises above the Podium.

A 20' stepback from the back of sidewalk build-to line creates a more consistent line for the stepback than a 20' offset from the modulating podium façade. The Comprehensive Plan calls for the corner of NE 8th Street and 110th Ave NE to be a "gateway" to Downtown. The design of Cloudvue intends for the entire NE 8th Street frontage to serve as this "gateway" through the incorporation of a modulating pedestrian-scale street frontage contrasting with a the strong line of Tower 1 and Tower 3 aligning across the frontage at the 20 foot stepback line.

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

Cloudvue's podium is proposed to be built to the back of sidewalk to the maximum extent possible along NE 8th to define the pedestrian environment per LUC 20.25A.170.A.1.a, b.i, and b.vii. The facades of Tower 1 and Tower 3 are set back from the back of sidewalk no less than 20 feet, meeting the intent of the Design Guideline to create a human scale and form and to maintain a view corridor for drivers heading west on NE 8th Street.

The proposed modulation of the podium establishes a dynamic, continuous street edge along NE 8th Street per LUC 20.25A.170.A.1.b.iv. The corners of the podiums are pulled back to provide additional pedestrian space at street intersections and to create softer forms that welcome pedestrians into the center of the Cloudvue site. Each tower façade along NE 8th Street is scaled into three appropriately scaled modules to meet the intent of LUC 20.25A.180.B.2.b.i.

The Land Use Code does not restrict floor plate size up to 40 feet. The podium design utilizes these larger floor plates to create a true "base" to the Towers that results in the facades along NE 8th being taller than 25 feet. This taller podium façade provides a base that is in better proportion to the overall height of the Tower than what a façade would provide that is only 25 feet tall.

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

The proposed podium provides a scale-defining articulation along NE 8th Street per LUC 20.25A.180.B.2.a and b, while maintaining the visual gateway along NE 8th.

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).

The proposed departure complies with the intent of LUC 20.25A.075.C by providing a 20 foot stepback from the build-to line along NE 8th Street.

2021 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-111224-LD

Project Name: Cloudvue

Administrative Departure requested for LUC: LUC 20.25A.030.D

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.

LUC 20.25A.080 requires a minimum parking supply of 2.0 stalls per 1,000 net square feet of office in the DT-O-1 zone. Per the detailed parking demand analysis submitted to the City, the project proposes to provide a minimum parking ratio of 1.38 stalls per 1,000 net square feet of office. See attached *Cloudvue – Request for Reduction in Parking Supply Requirements* (Transpo Group, March 23, 2020).

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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 reduction in office parking results in a parking supply that is more in-line with the peak demand of the project and does not provide excess parking during the overnight hours as the project is providing shared parking. Not providing excess parking is consistent with the comprehensive plan goals focused on prioritizing non-motorized travel and reducing reliance on automobile travel.

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

The requested departure to modify required parking for the office land use is consistent with City of Bellevue Code 20.25A.080.H. The submitted departure shows the parking demand for the project is estimated to be accommodated with the planned shared parking, reducing the excess parking and reducing reliance on automobile travel while prioritizing non-motorized travel. This is consistent with the intent of the code.
iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***and***
The submitted departure shows the peak parking demand is estimated to be accommodated and provides support on how the estimated demand will be accomplished which includes the implementation of a TMP for the project. The project is proposing to provide shared parking which is reflected in the parking demand analysis.
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).
The requested departure to modify required parking for the office land use is consistent with City of Bellevue Code 20.25A.080.H which allows the Administrative Director to modify the parking ratio with support of parking demand analysis. The submitted departure shows the peak parking demand is estimated to be accommodated and includes the required elements as noted per code.

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WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	April 27, 2021	**TG:**	1.20116.00
To:	Faheem Darab – City of Bellevue		
From:	Kassi Leingang, PE and Dan McKinney Jr. – Transpo Group		
cc:	Sharon Lai – Cloudvue Ted Silence – MGAC		
Subject:	Cloudvue – Request for Modification in Code Required Office Parking Supply and Shared Parking Analysis		

This memorandum summarizes the parking analysis prepared for the proposed Cloudvue development. The analysis provides a project description, parking code requirements for each use, proposed rates for the hotel and fitness center that are not defined in the code, Administrative Departure for modifying the office parking requirements, and a shared parking demand analysis.

This analysis illustrates how the proposed parking supply of 2,487 spaces will exceed the projected demand and provide enough parking for the development. This will require an Administrative Departure to approve modifying the minimum parking ratio for the proposed office use from 2.0 stalls per 1,000 net square feet (nsf) to 1.38 stalls per nsf. With the acceptance of the requested code parking modification for the office use, the proposed supply of 2,487 parking stalls would exceed the minimum code by 417 stalls. This analysis also considers the parking needs that would be associated with the development of a Playhouse for general planning purposes but is not requesting approval for Playhouse portion of the development at this time.

Project Description

The project is located along the south side of NE 8th Street between 108th Avenue NE and 110th Avenue NE in Bellevue and includes the development of three towers (two office towers and one residential/hotel tower) to be constructed at the same time. The detailed land use summary for the overall project is provided below, consistent with the MDP submittal.

Land Use	Project Total
Residential	538 du
Hotel	177 rooms
Office	1,278,730 nsf
Retail	9,280 nsf
Restaurant (Fast Casual)	24,700 nsf
Restaurant (Quality)	8,220 nsf
Fitness Center	32,350 nsf
Playhouse	700 seats (1,050 capacity as combined seating & standing under certain occasions)[1]

[1] The playhouse includes 700 total seats (450 seats on the main level and 250 seats at the Parterre and Balcony levels). Preliminary design of playhouse includes an adjustable main level to accommodate up to 800 standing for a total capacity of 1,050 attendees. If the adjustable element is included in the final design playhouse, the operation of the playhouse with the standing main level (i.e. 1,050 capacity) will be on a limited basis and typically occur on a Friday or Saturday night. The typical condition of the playhouse will be the 700-seat capacity, which is reflected in the trip generation estimates.

Note the sizes reflected above are nsf consistent with City of Bellevue code calculations. Per City of Bellevue municipal code, nsf is *"[t]he 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."*

The project is proposing to include 2,487 on-site parking stalls with two accesses via a three-lane midblock connector road along the south side of the site connecting to both 108th Avenue NE and 110th Avenue NE that will be shared with the adjacent Amazon development. The midblock roadway would also provide the access for loading. The intersection of the midblock connector at 108th Avenue NE would be full access as well as full access at 110th Avenue NE with exception of the restriction of eastbound left-turn movements onto 110th Avenue NE.

Additionally, an auto-court access is being provided along NE 8th Street for passenger drop-off/shuttle activities as well as valet parking for just over 100 vehicles at the plaza and main pedestrian connection level. This access along NE 8th Street is limited to right-in/right-out only access. The on-site auto-court one-way circulation to/from the NE 8th Street is illustrated in Figure 1.

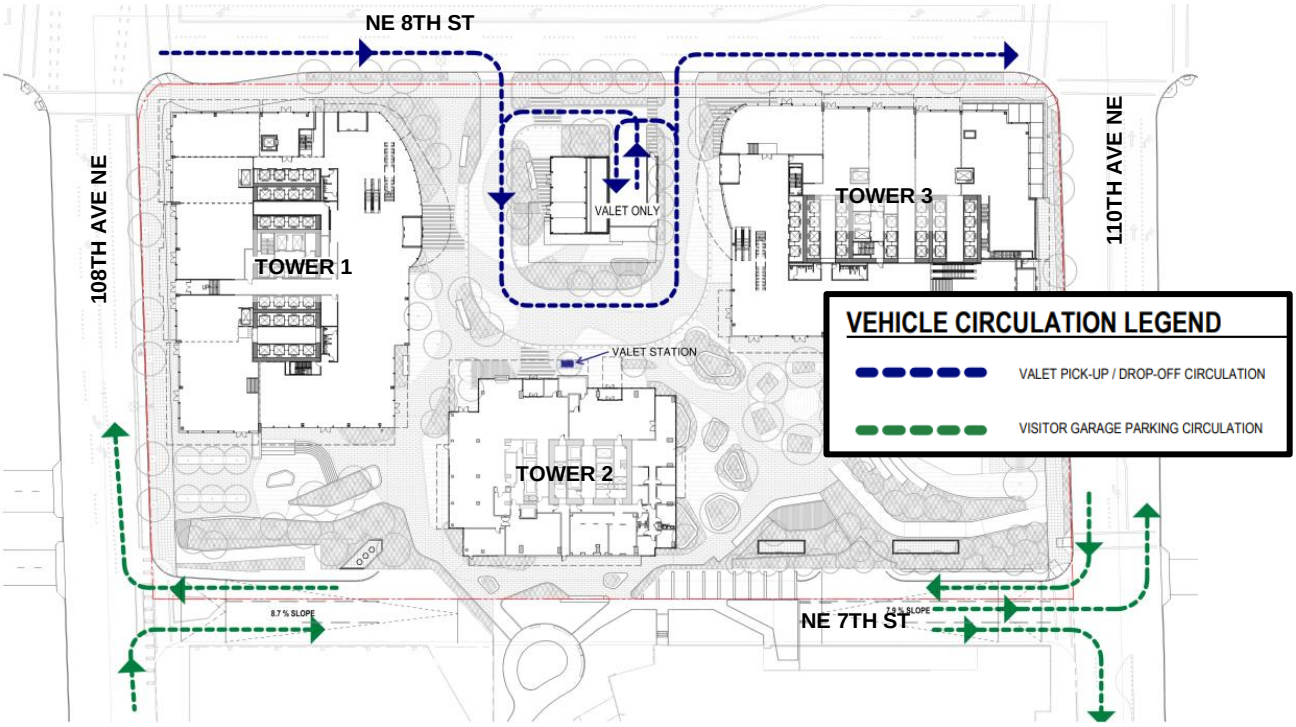


Figure 1: Proposed Project Circulation

The project will provide a valet service from one consolidated valet stand located adjacent to Tower 2. The valet parking is located in the subterranean garage, and the valet-only vehicular speed ramp access is centralized at the center of the auto-court. The operator will staff valet attendants at a level such that vehicle queues arriving and departing the valet locations will be contained within available curbside areas and thus not resulting in spillover and blockage of the adjacent public street. It is estimated that the valet operations will require one supervisor and several runners onsite depending on the time of day. Additional runners may be added as necessary to ensure an orderly flow of vehicles at the valet stand and not result in vehicle queues. Valet operations will be organized into various daytime and overnight shifts that will be optimized according to anticipated demand. Signage or additional active management strategies could be

employed as needed to help direct drivers seeking valet service to the valet stand appropriate to their building destination.

The project would replace the existing uses on-site with the development including office, church, and retail space as well as a surface parking lot.

Note that the Playhouse land use is included in the analysis below to capture parking demand associated with this anticipated future use of the Playhouse if it is constructed. It is acknowledged that this memorandum will not establish the final parking requirements for the Playhouse and that this will be completed under the subsequent land use decision.

City of Bellevue Parking Code

The project site is located within the Downtown-Office 1 (DT-O-1) district. The City of Bellevue Code identifies minimum parking rates for various land uses. Specific parking rates are provided for the Office, Retail, Restaurant, Playhouse (auditorium/theater), and Residential uses. The Hotel and Fitness Center uses are unspecified uses in the code and rely on local and national data as summarized below.

Hotel

A local study was conducted at 3 existing hotels located within or near Downtown Bellevue by TENW overnight on two midweek days in February 2014. [2] A summary of the hotels and observed rates is shown in Table 1.

Table 1. Local Hotel Parking Study Summary

Hotel	Address	Average Peak Parking Demand Rate Per Occupied Room[1]
Marriott Residence Inn	605 114th Ave SE	0.53 Vehicles/occupied room
Courtyard Marriott	11010 NE 8th St	0.51 Vehicles/occupied room
Extended Stay America	11400 Main St	0.61 Vehicles/occupied room
Average		**0.55 Vehicles/occupied room**

1. Based on two-day average peak of data collected by TENW on 2/25/14 and 2/26/14 overnight (between 10-11 pm). See detailed memorandum completed by TENW included in Attachment A.

As shown in table, the 3 observed hotels showed an average peak **parking demand of 0.55 vehicles per occupied room**. For the proposed 177 room hotel, this results in a parking demand of up to 97 vehicles conservatively assuming 100 percent occupancy.

[2] *Parking Demand Study Bellevue Hilton Garden Inn Hotel* (TENW, October 2014). See Attachment A.

Fitness Center

ITE's Fitness Center (LU # 492) land use was assumed for the analysis as no local data was available. ITE shows a general urban/suburban parking demand rate of 4.73 vehicles per 1,000 gross floor area (gfa). Given the location within the Downtown, proximity to transit and mix of complementary on-site uses it is anticipated that the fitness center will likely not be a primary driving destination. Consistent with the trip generation analysis,[3] a reduction in the general urban/suburban rate of 50 percent is proposed for the fitness parking demand rate, resulting in a rate of 2.37 gfa. This rate was then converted from gfa to nsf by the assumed conversion factor of 82.5 percent[4], resulting in an anticipated **parking demand rate of 2.87 vehicles per 1,000 sf of nsf.** For the proposed 32,350 nsf fitness center, this results in a parking demand of up to 93 vehicles.

The minimum parking code requirements are summarized below in Table 2 incorporating the rates for the unspecified uses as shown above.

Table 2. City of Bellevue Code Parking Summary

Land Use	Size	City of Bellevue Assumed Land Use	Minimum City of Bellevue Code Rate	Minimum Parking Code Requirement
Office	1,278,730 nsf	h. office (general office)	2.0/1,000 nsf	2,557
Retail	9,280 nsf	n. retail in a mixed-use development	0.0/1,000 nsf	0
Restaurant	32,920 nsf	l. restaurant	0.0/1,000 nsf	0
Hotel	177 rooms	*Unspecified Use*	0.55/room[1]	97
Fitness Center	32,350 nsf	*Unspecified Use*	2.87/1,000 nsf[1]	93
Playhouse	700 fixed seats	a. Auditorium/Theater/ Assembly Room	1.0/8 fixed seats	88
Residential				
Tenant	538 DU	*k. residential*	*0.0 /unit*	0
Guest			*1.0/20 units*	27
Total				2,862

Note: nsf = net square feet, DU = dwelling unit

1. Parking rates for unspecified uses based on parking demand rates. The hotel parking demand rate is consistent with local Bellevue studies and the Fitness Center parking demand rate is based on ITE *Parking Generation* with reductions consistent with trip generation.

As shown in Table 2, based on the City of Bellevue code and inclusive of the rates provided below for the unspecified uses (fitness center and hotel), a total parking supply of 2,862 stalls would be required for the project. This is a difference of 375 stalls relative to the proposed supply of 2,487 stalls.

Per City of Bellevue LUC 20.25A.080.H, *"the Director may modify the minimum or maximum parking ratio for any use in subsection B of this section as follows:*

1. *The modified parking ratio is supported by a parking demand analysis provided by the applicant, 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."*

[3] *Cloudvue Trip Generation Analysis & Model Run Request* (Transpo Group, September 2020)

[4] Note the assumed 82.5 percent conversion factor of gsf to nsf is consistent with the office conversion applied below. This is based on conversations with architects noting that nsf is typically approximately 80-85 percent of gsf. The average value was assumed for the analysis. The 82.5 percent conversion between gsf and nsf was also verified to be the approximate conversion rate for the proposed fitness center use.

The following section provides data and analysis to support the requested parking modification for the office use.

Office Parking Modification Request

The project is requesting an Administrative Departure to approve a parking modification to allow a minimum parking ratio of 1.38 parking stalls per 1,000 nsf for office use. This section outlines how the proposed parking ratio was developed through the use of data from local studies, and reductions assumed from increased transit and the implementation of a Transportation Management Plan that would reduce demands.

Local Office Study

A local study was conducted at 4 existing office towers located within Downtown Bellevue along 108th Avenue NE in the vicinity of the Bellevue Transit Center by TENW in February 2014.[5] The data was collected in October and November 2018 on midweek days during the peak periods for office use (10 a.m. and 2 p.m.). The four sites identified were primarily office uses but included other supportive commercial uses (e.g. bank, retail, etc). The parking demand at the four sites captured all on-site demand such that the resulting parking totals are conservative as they also include the demand for the other on-site uses.

The parking demand rates for each site were estimated by diving the total observed cars (inclusive of any demand associated with supportive commercial uses) by the size of each office tower (exclusive of any space associated with the supportive commercial spaces). These rates were then factored up to account for any vacant space at the time of the parking demand counts such that the resulting parking demand rate for each site would reflect 100 percent occupancy. A summary of the office towers and resulting observed rates are shown in Table 3.

Table 3. Local Office Parking Study Summary

Office Tower	Address	Peak Demand[1] (vehicles)	Office Size[2] (nsf)	Percent Occupancy[3]	Average Peak Parking Demand Rate per 1,000 nsf[4]
Key Center	601 108th Ave NE	537	384,866	96%	1.45 Vehicles/1,000 nsf
Symetra	777 108th Ave NE	556	362,034	89%	1.73 Vehicles/1,000 nsf
City Center	500 108th Ave NE	510	389,002	96%	1.37 Vehicles/1,000 nsf
One Bellevue Center	411 108th Ave NE	367	298,073	97%	1.27 Vehicles/1,000 nsf
Average					**1.46 Vehicles/1,000 nsf**

Note: nsf = net square feet

1. Peak demand between the two observed time periods (10 a.m. and 2 p.m.) of the average two observed days 10/30/18 and 11/1/18 by TENW.
2. The office size reflects nsf which was estimated by multiplying the gross square feet (gsf) of the office uses by 82.5 percent. The gsf of each office tower was based on TENW's review of King County Parcel Viewer at the time of counts and excluded any size associated with the supportive commercial uses (e.g. bank, retail, etc).
3. Based on TENW's review of percent vacancy at time of counts via Broker websites.
4. These rates are consistent with the rates as estimated by TENW. The rates reflect 100% occupancy. The detailed count summary of TENW's observations is provided in Attachment B.

As shown in table, the 4 observed office towers showed an average peak parking demand of 1.46 vehicles per 1,000 nsf (assuming 100 percent occupancy [increased from the observed occupancy as reflected in Table 3, see footnote 4 of the table]). This rate was then adjusted to reflect lower single occupant vehicle use consistent with other approved developments in Bellevue (e.g. Bellevue 600 and 555 108th Avenue). The lower single occupant vehicle use for the project is anticipated to be achieved through increased transit availability, use of available passenger drop-off /pick-up facilities, and a Transportation Management Plan for the project. These elements are described below.

[5] The detailed count summary of TENW's observations is provided in Attachment B.

Increased Transit Availability

The proposed project is well served by transit, with the Bellevue Transit Center located a half block south of the project site (less than 800 feet walking distance). The Bellevue Transit Center includes numerous transit routes as well as King County Metro's Rapid Ride B Line. Additionally, Sound Transit's Link Light Rail East Link extension is planned to be operational in Bellevue by 2023, with the nearest station located southeast of the project along NE 6th Street between 110th Avenue NE and 112th Avenue NE (less than 500 feet from the site). The completion of the East Link will provide service to Redmond, SeaTac, Downtown Seattle, and Northgate with planned future extension to Lynnwood as well. While not all the proposed uses may benefit the same from the proximity to rail, it reasonable to expect that some level of additional reduction could occur for the project.

Passenger Drop-off/Pick-Up Facility

The proposed project includes a large auto-court area for passenger loading pick-up and drop off activity accessed via two one-way curb cuts along NE 8th Street (one-way in and one-way out as described above). This will provide ample area for accommodating transit network companies (TNC) such as Uber and Lyft, taxi service, vans, shuttles, and provide a valet parking service. Given the increased cost and hassle of owning a vehicle and paying for parking, the ease of use of transit network companies has continued to increase in use and popularity. Having these dedicated areas conveniently located between all of the towers, will facilitate a reduced demand for parking.

Transportation Management Program

A transportation management program (TMP) will be required for the development per City of Bellevue Code 14.60.070. The goal of the transportation management program (TMP) is to reduce the reliance on vehicles minimizing impacts to parking on adjacent streets and will support the reduced SOV goal and parking rate for the for proposed office use. This goal will be achieved and maintained by creating lifestyle patterns so that residents are able to rely on alternate transportation options such as public transportation, carpooling, bicycling and walking, eliminating the need for a vehicle. Elements that will be included in the TMP per City of Bellevue Code 14.60.070 are:

- Posting information
- Distributing information
- Providing a transportation coordinator
- Establish and maintain leases in which tenants are required to participate in periodic surveys.
- Identify parking cost as a separate line item in tenant leases

In addition to the elements noted above, at least 1, Tier 1 activity and 2, Tier 2 activities will be implemented. The TMP Implementation Guidelines specify the available options for activities per tier. The TMP agreement will be completed and finalized in the future.

SOV Refinement and Adjustment

The local office parking study was completed in 2018 and as such does not reflect the future increases in transit as described above including the new Sound Transit rail extension and additional bike network infrastructure, the site amenities that support alternative modes, and the Transportation Management Plan. In order to capture these aspects that will reduce the single occupant vehicle use as described in the section above, a review of the mode splits was completed.

Institute of Transportation Engineers (ITE) *Parking Generation* (5th Edition) identifies a parking demand rate of 2.39 vehicles per 1,000 gross floor area (gfa) in the general urban/suburban setting or 2.9 vehicles per 1,000 nsf.[6] This rate was then calibrated to the local setting based on a review of local mode shares from the Downtown Bellevue Commute Trip Reduction (CTR) survey, which

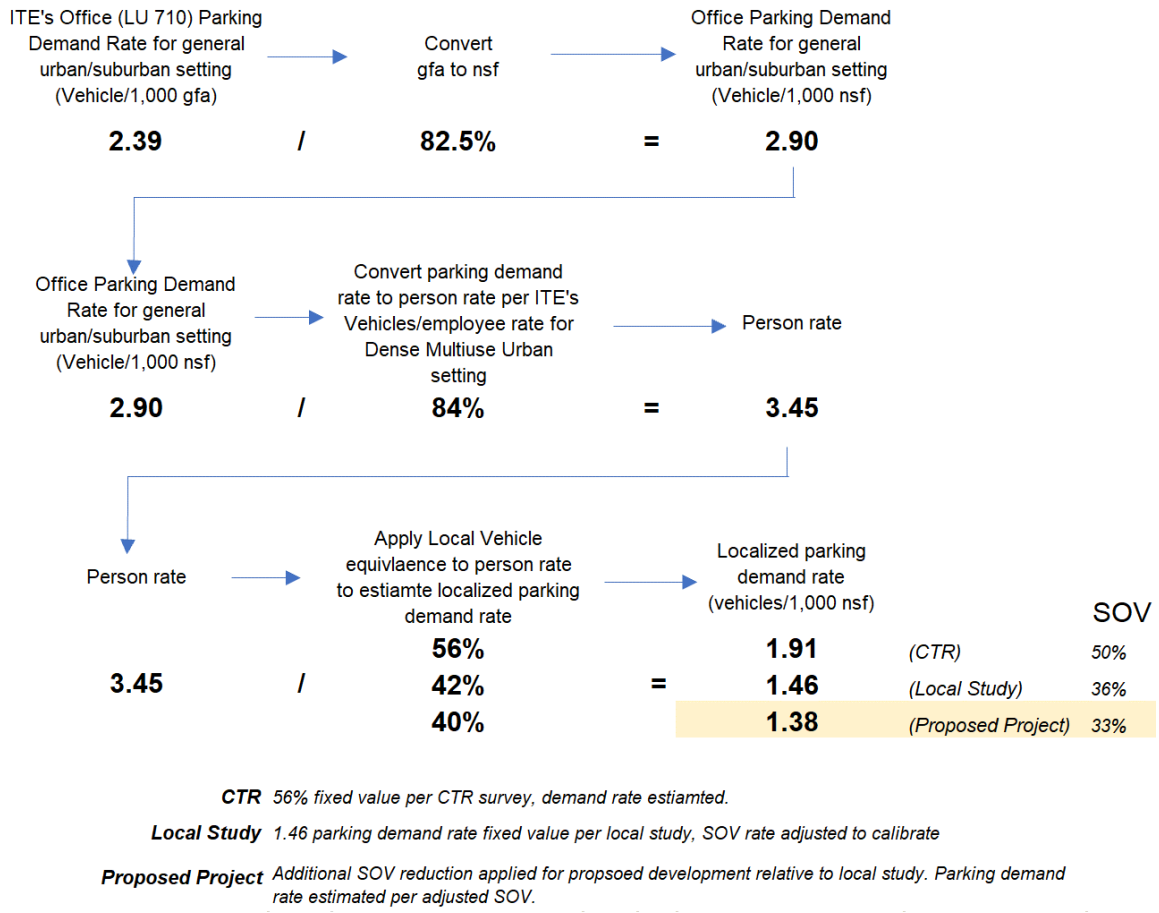
[6] ITE's parking demand rates for office are given per gross floor area (GFA). In order to be consistent with the City of Bellevue code calculations, this rate was converted to nsf. Consistent with previous approved analyses and the assumed conversion for the local office parking counts, gla was converted to nsf by applying a factor of 82.5 percent.

showed a single occupancy vehicle (SOV) rate of 50 percent.[7] Adjusting ITE's rate with the local mode split resulted in an estimated peak parking demand of rate of 1.91 vehicles per 1,000 nsf.

The estimated parking demand rate as determined above based on the local Bellevue counts is 1.46 vehicles per 1,000 nsf. Based on this resulting rate, the approximate mode split was then estimated based on the Downtown Bellevue CTR survey by reducing the SOV rate and proportionally increasing the remaining modes. This resulted in an estimated SOV rate of 36 percent. The lower SOV rate for the local study relative to the overall Downtown Bellevue CTR is due to its close proximity to the Bellevue Transit Center along the 108th Avenue NE corridor.

With the addition of the Link Light Rail in close proximity of the project site, the estimated SOV rate of 36 percent for the local Bellevue study was assumed to be reduced by 3 percent resulting in an SOV rate of 33 percent for the project. This SOV rate then results in a peak **parking demand of rate of 1.38 vehicles per 1,000 nsf calculated for the proposed office use**. This peak parking demand rate of 1.38 vehicles per 1,000 nsf equates to a peak parking demand of 1,765 vehicles for the proposed office use. A Transportation Management Plan (TMP) will be completed for the project to support the proposed SOV and other mode shares as shown in Attachment C. An overview of the planned TMP is provided in a subsequent section.

The summary of this methodology is shown in the flowchart below along with the parking demand rates for the varying SOV rates (i.e. CTR study, local Bellevue study, and proposed project) provided in Table 4.



[7] The 2017-2018 CTR data was assumed as it was conducted at the general time frame of the local Bellevue counts.

The detailed calculations provided in Attachment C. Note that this office parking reduction methodology is consistent with the adjacent development located to the south of the project site (Bellevue 600) with whom access is shared via the new midblock connection (NE 7th Street).

Table 4. Local Parking Demand and SOV Rates

		ITE *Parking Generation* (5th Edition) (General Urban/Suburban setting					
Scenario	**Link Light Rail Available?**	Parking Demand Rate/ 1,000 nsf[1]	Vehicle Mode Split[2]	Person Rate/ 1,000 nsf[3]	**Local Vehicle Equivalence**	**SOV Rate**	**Local Parking Demand Rate/ 1,000 nsf[1]**
CTR (2017-2018)	No	2.90	84%	3.45	56%	50%	1.91
Local Study (2018)	No	2.90	84%	3.45	42%	36%	1.46
Proposed Project	**Yes**	**2.90**	**84%**	**3.45**	**40%**	**33%**	**1.38**

Note: nsf = net square feet, SOV = single occupancy vehicle

1. ITE Parking Generation (5th Ed) provides a peak parking demand rate of 2.39 vehicles per 1,000 gsf of office in the general urban/ suburban setting. This was converted to nsf by diving by 82.5 percent (consistent with the gsf to nsf conversion assumed above by TENW for the initial parking data collection) resulting in a peak demand rate of 2.9 vehicles per 1,000 nsf of office.
2. The total vehicle mode split for office in the general urban/suburban setting is 96% per ITE's *Trip Generation Handbook* (3rd Edition).
3. Calculated by dividing ITE's parking demand rate by the vehicle mode split.

The use of local data, transit availability, and a transportation management plan that will be used to reduce SOV goals and support the reduced office rate of 1.38 vehicles/1,000 nsf.

A shared parking analysis was also completed to illustrate how parking demands for the office and entire project will be met by the proposed supply.

Parking Demand Analysis

A parking demand analysis was completed to determine the appropriate parking supply for the project. This section provides the peak demands for each use followed by a shared parking demand analysis that accounts for the time of day patterns for each use.

A summary of assumptions for each land use including the source of data, setting, and rate for each component of the project are summarized in Table 5.

Table 5. ITE Parking Demand Rates

Land Use	**Source**	**ITE Land Use #**	**ITE Setting**	**Parking Demand Rate**
Residential	ITE *Parking Generation* (5th Edition)	222	Center City Core	0.46 vehicles/DU
Retail	ITE *Parking Generation* (5th Edition)	820	General Urban/Suburban	2.36 vehicles/1,000 nsf
Fitness Center	ITE *Parking Generation* (5th Edition)	492	General Urban/Suburban *(assumes reduction of 50%, consistent with trip generation analysis)*	2.87 vehicles/1,000 nsf
Restaurant (Fast Casual)	ITE *Parking Generation* (5th Edition)	930	General Urban/Suburban *(proportionally adjusted to Dense Multi-use Urban)*	8.23 vehicles/1,000 nsf
Restaurant (Quality)	ITE *Parking Generation* (5th Edition)	931	General Urban/Suburban *(proportionally adjusted to Dense Multi-use Urban)*	8.74 vehicles/1,000 nsf
Hotel	Local Study	-	-	0.55 vehicles/room
Office	Local Study	-	-	1.38 vehicles/1,000 nsf
Playhouse	Programmatically	-	-	0.31 Vehicles/Attendee

Note: nsf = net square feet, gfa = gross floor area, DU = dwelling unit

As shown in the table and discussed in greater detail below, local data was utilized where available, otherwise, ITE *Parking Generation* (5th Edition, 2019) was assumed where data was available.

Note that neither local data nor ITE Parking Generation land uses were applicable for the playhouse and as such was estimated programmatically.

Note that the parking demand analysis is based on parking demand rates before the current COVID-19 conditions and does not address any possible resulting long-term change in behaviors such as partial work from home policy of offices in the future. Additionally, the analysis does not consider the impact of autonomous vehicles and micromobility as those factors could influence the forecast parking demand.

Remaining Uses Parking Demand Rates

The detailed parking demand rates and resulting demand are described above for the requested office parking reduction as well as the unspecified uses (hotel and fitness center). The parking demand estimates for each of the remaining uses are discussed in detail below. Note these rates reflect the individual peak for each use; however, as noted above, each use peaks at different times of day. The shared parking analysis in the subsequent section addresses the different peaking patterns and resulting peak parking demand for the overall project as the peak demand of each individual use would not occur at the same time.

Residential

ITE's Multifamily Housing (High Rise) (LU # 222) land use was assumed for the analysis. ITE shows a parking demand rate of 0.46 vehicles per dwelling unit in a center city core setting. For the proposed 538 units, this results in a parking demand of up to 247 vehicles.

Retail

ITE's Shopping Center (LU # 820) land use was assumed for the analysis. ITE shows a parking demand rate of 1.95 vehicles per 1,000 sf of gross leasable area in a general urban/suburban setting which was converted to nsf by the assumed conversion factor of 82.5 percent, resulting in an anticipated parking demand rate of 2.36 vehicles per 1,000 sf of nsf. For the proposed 9,280 nsf, this results in a parking demand of up to 22 vehicles.

Restaurant

As noted above in the project description, approximately 24,700 sf of the total is anticipated to be fast casual dining with the remaining 8,220 sf anticipated to be quality dining. ITE's Fast Casual (LU # 930) and Quality Restaurant (LU #931) land uses were assumed for the analysis. ITE shows a parking demand rate of 9.93 and 10.52 vehicles per 1,000 sf of gross floor area (gfa) in a general urban/suburban setting for the fast casual and quality restaurants, respectively. Neither the fast casual or quality restaurant land uses have parking demand rates reflecting the dense multi-use urban setting; however, both general urban/suburban and dense multi-use urban rates are available for the high-turn over sit down restaurant (LU #932). The ratio in parking demand reduction for the change in setting from general urban/suburban and dense multi-use urban was calculated to be approximately 31 percent.[8] This assumed setting reduction factor was applied to both the proposed restaurant rates, resulting in an anticipated parking demand rate of 6.79 and 7.21 vehicles per 1,000 sf of gfa in a dense multi-use urban setting for the fast casual and quality restaurants, respectively. These rates were then converted from gfa to nsf by the assumed conversion factor of 82.5 percent, resulting in an anticipated parking demand rate of 8.23 and 8.74 vehicles per 1,000 sf of nsf in a dense multi-use urban setting for the fast casual and quality restaurants, respectively. For the two proposed restaurant types, this equates to a parking demand of up to 204 and 72 vehicles for the fast casual and quality restaurants, respectively.

[8] High-turn over sit down restaurant (LU #932):
- General urban/suburban parking rate = 9.44 vehicles/1,000 gfa,
- Dense multi-use urban = 6.47 vehicles/1,000 gfa.
Reduction factor to convert general urban/suburban to dense multi-use urban = (1 - (6.47/9.44)) = 31.46%

Playhouse

As noted above, the Playhouse is included in the analysis to capture parking demand associated with this anticipated future use as due to the phasing and construction of the project, the addition of future parking at the time of the Playhouse construction may be challenging. It is acknowledged that this memorandum will not establish the final parking requirements for the Playhouse and that this will be completed under the subsequent land use decisions.

The playhouse programming is anticipated to be broad, with performing arts genres including live music, drama, dance, comedy, private events, art installations, etc. Due to the unique nature of the proposed use and to be consistent with the trip generation estimate, the parking demand of the playhouse was estimated programmatically. The programmatic approach considers arrival patterns, mode choices, AVO, and quantity of people for each set of people onsite which include daily staff, event staff, performers, and attendees. The detailed assumptions for each set of people is provided in Attachment D and is described below. Note that the weekday event is assumed to begin at 7:30 p.m.

- *Attendees* – As noted above, the playhouse includes 700 total seats and represents the typical condition. There is a preliminary design option that could include an adjustable main level that would allow the main floor seats to be removed to accommodate a standing audience with a total capacity of 1,050 attendees. If this higher capacity option is implemented, it would only be used on special occasions that are not anticipated to occur frequently. However, to provide a conservative parking analysis, the capacity of 1,050 attendees was assumed. The attendees are assumed to arrive 70 percent by vehicle (per an FHWA study) and with an average vehicle occupancy of 2.5 persons per vehicle. This results in a demand of 294 vehicles. Based on a review of arrival patterns for similar venues per the FHWA study and previous other studies as well as consideration for the anticipated event start time of 7:30, approximately 20 percent of attendees are assumed to arrive during the weekday PM peak hour and 60 percent are assumed to arrive in the hour proceeding the event start time (the typical showtime).
- *Event Staff* – Event staff are anticipated to arrive up to 90 minutes prior to show start time, which for an evening show is beginning at approximately 6:00 p.m., after the weekday PM peak period. The event staff of 20 were conservatively estimated to be 100 percent by vehicle and with an AVO of 1.
- *Daily Staff* – Daily staff will work typical hours (8-5 pm) and are estimated to be up to 20 people. The daily staff will be typical commuters to the site and will have convenient access to transit as the site is in close proximity of the Bellevue Transit Center and future Link Light Rail expansion. The vehicle mode split was assumed to be 75 percent with a conservative AVO of 1.0.
- *Performers* – Due to range in programming (e.g. live music, drama, dance, comedy, private events, art installations, etc.), there is anticipated to be a range in the number of performers estimated to be between 1 and 100 with the typical average estimated to be 10 performers. To provide a reasonably conservative analysis, an event with 20 performers was assumed in the analysis. Consistent with the event staff, the performers were conservatively estimated to be 100 percent by vehicle and with an AVO of 1. The performers are anticipated to arrive approximately 4 hours prior to the event start time, with some assumed to occur during the weekday PM peak period.

The arrival and departure patterns along with the described mode choice and average vehicle occupancies result in a peak parking demand of up to 324 vehicles, or a peak parking demand rate of 0.31 vehicles per attendee.

Shared Parking Demand

The peak demand for the site was distributed throughout the day based on time of day distribution patterns referenced in ITE with the exception of the playhouse. The time of day distribution of the playhouse was estimated programmatically assuming a show start time of 7:30 p.m. as described

above. Note that the proposed supply is not equivalent to the total of the peak demand for the individual uses as it considers the cumulative time of day demands for the entire site.

A summary of the parking demand for each use throughout the day is included in Attachment E. Figure 2 shows a graphical representation of the parking demand throughout the day for each of the uses and the site as a whole.

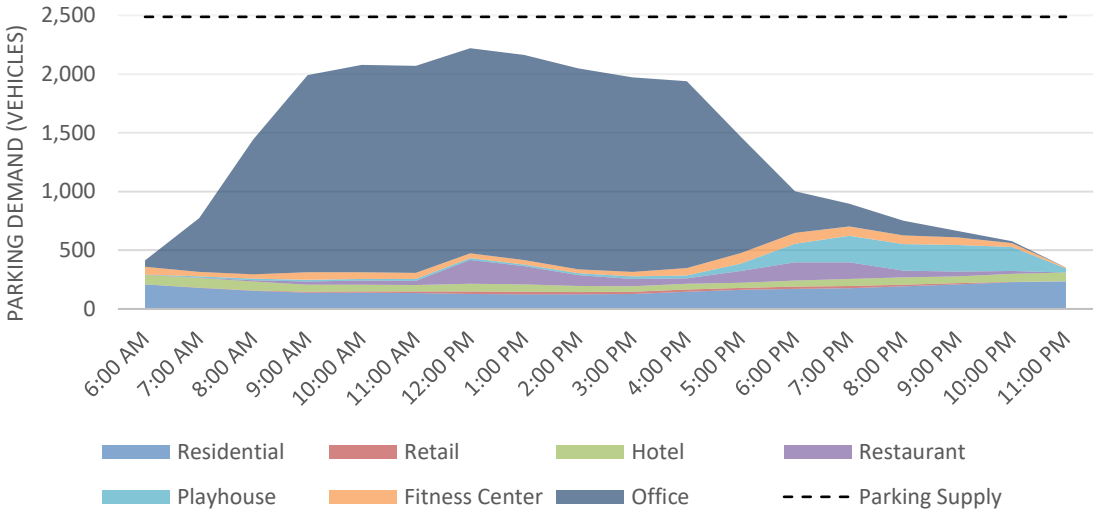


Figure 2: Cumulative Parking Demand

Based on the rates as noted above, the overall peak demand for the site is anticipated to occur during the day when the office use peaks. A peak demand of 2,266 vehicles is forecast for the project which can be accommodated within the proposed on-site supply of 2,487 stalls.

Compatible Jurisdictions

Code parking requirements for office uses in surrounding and compatible jurisdictions are summarized in Table 6 below.

Table 6. Office Parking Requirements in Surrounding and Compatible Jurisdictions

Jurisdiction	Area	Minimum Code Required Parking for Office[1]
Bellevue	***Downtown***	*2.0 stalls/1,000 nsf*
Seattle[2]	Urban Center	No minimum requirement
	Urban Village within a frequent transit service area	No minimum requirement
Redmond[3]	Downtown Zones	2.0 stalls/1,000 sf gla *(2.42 stalls/1,000 nsf)*
Kirkland[4]	Central Business District	1.0 stall per 350 gfa *(3.46 stalls/1,000 nsf)*
Portland[5]	Located in close proximity to frequent transit	No parking is required

1. Where applicable, the supply requirement was converted from gla to nsf to compare with City of Bellevue standards. The conversion was consistent with the analysis above, assuming nsf being 82.5 percent of gfa.
2. SMC 23.54.015 Table A.
3. RZC 21.10. Minimum 2.0 stalls/1,000 sf gla for the following Downtown zones: OT, AP, SMT, TSQ, RVBD, RVT, CTR, EH.
4. KZC 50.60 section 2.
5. Portland Planning and Zoning Code Chapter 33.266.110.B.

As shown above, the City's with a higher availability of transit have no parking required as a minimum for an office use. As availability to transit is reduced the minimum parking requirement is increased. With the opening of the Link Light Rail (which is prior to beginning of operations for the proposed project), the compatible jurisdictions to Bellevue at that time will be Seattle and Portland which currently provide light rail service with no minimum parking requirement as reflected in the table.

Parking Modification Request

The proposed project is requesting the Director to approve an Administrative Departure to modify the minimum parking requirements for the project. Specifically, the applicant is requesting to reduce the parking requirement for office use from the code required 2.0 stalls per 1,000 nsf to 1.38 stalls per 1,000 nsf. This rate is based on both local and national data with additional support of a reduced SOV rate for the proposed project with the opening and availability of the Link Light Rail in close proximity to the project site and implementation of a TMP to support the SOV goals. This reduced rate supports the City's Comprehensive Plan by promoting alternatives to driving alone. Note that a comparison is provided above that shows lower rates for surrounding and compatible jurisdictions.

A shared parking analysis was also completed for the overall development showing that the peak parking demand could be accommodated within the proposed supply with a surplus of 221 stalls.

With approval of the requested modification to 1.38 stalls per 1,000 nsf from the minimum office code requirement of 2.0 stalls per 1,000 nsf, the overall minimum parking for the proposed project is 2,070 stalls (see Table 7).

Table 7. City of Bellevue Code Parking Summary with Modified Office Rate

Land Use	Size	City of Bellevue Assumed Land Use	Minimum City of Bellevue Code Rate with Modified Office Rate	Minimum Parking Requirement
Office	1,278,730 nsf	h. office (general office)	1.38/1,000 nsf[2]	1,765
Retail	9,280 nsf	n. retail in a mixed-use development	0.0/1,000 nsf	0
Restaurant	32,920 nsf	l. restaurant	0.0/1,000 nsf	0
Hotel	177 rooms	*Unspecified Use*	0.55/room[1]	93
Fitness Center	32,350 nsf	*Unspecified Use*	2.87/1,000 nsf[1]	93
Playhouse	700 fixed seats	a. Auditorium/Theater/ Assembly Room	1.0/8 fixed seats	88
Residential				
Tenant	538 DU	*k. residential*	*0.0 /unit*	0
Guest			*1.0/20 units*	27
Total				**2,070**

Note: nsf = net square feet, DU = dwelling unit

1. Parking rates for unspecified uses based on parking demand rates. The hotel parking demand rate is consistent with local Bellevue studies and the Fitness Center parking demand rate is based on ITE *Parking Generation* with reductions consistent with trip generation.
2. Office reflects the requested modified office parking demand rate.

The proposed supply of 2,487 parking stalls would exceed the minimum code by 417 stalls with the acceptance of the requested code parking modification for the office use.

A summary of the difference in parking for the code minimum, code minimum with requested office modification, and shared parking anlaysis relative to the proposed parking supply is provided in Table 8.

Table 8. Summary of Difference in Parking Relative to Proposed Supply

Conditions	Parking Supply/Demand	Difference Relative to Proposed Supply *(2,487 stalls)*
Code Minimum	2,862	- 375 stalls
Code Minimum with Requested Office Modification *(Reduced Rate to 0.38 stalls* /1,000 nsf*)*	2,070	+ 417 stalls
Shared Parking Analysis	2,266	+ 221 stalls

Attachment A: Hotel Parking Study

MEMORANDUM

DATE: October 31, 2014

TO: Toni Pratt, Senior Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Parking Demand Study
Bellevue Hilton Garden Inn Hotel
TENW Project No. 4919

This memorandum summarizes the results of the parking demand study to support the development application for the proposed Bellevue Hilton Garden Inn hotel located on the southwest corner of 108th Avenue NE/NE 10th Street in downtown Bellevue. The project will consist of a 260-room hotel with a 150-stall parking garage below the building (see preliminary site plan in Attachment A). All parking at the hotel is proposed to be exclusively serviced by valet.

The City of Bellevue land use code does not specify parking requirements for hotels in Downtown. Data from studies conducted nationally and published by the Institute of Transportation Engineers (ITE *Parking Generation*, 4th Edition) document average weekday peak parking generation rates of 0.64 vehicles per occupied room at urban hotels and 0.89 vehicles per occupied room at suburban hotels. For the Bellevue Hilton Garden Inn project, TENW conducted a parking demand study at existing hotels in the Bellevue CBD to provide justification for the proposed parking supply.

The applicant is proposing to provide 150 on-site parking stalls (0.58 stalls per room) and plans to utilize excess parking at adjacent buildings to satisfy hotel parking demand in case parking demand ever exceeds the on-site parking capacity. The applicant has already secured shared parking agreements with the owners of adjacent buildings for use of up to 135 additional off-site parking stalls.

Key Findings

- Average peak parking demand for the hotels studied in downtown Bellevue is 0.55 parked vehicles per occupied room. Peak parking demand is assumed to occur after 10:00 PM.
- Based on a peak parking demand rate of 0.55 parked vehicles per occupied room, under full occupancy conditions, the peak parking demand for the proposed Hilton Garden Inn hotel is estimated to be 143 vehicles.
- The applicant's proposal to provide 150 on-site parking stalls is expected to satisfy the hotel's expected peak parking demand of 143 vehicles.
- Up to 135 additional off-site parking stalls will be made available through shared parking agreements with adjacent property owners in case parking demand exceeds on-site parking capacity. This includes up to 85 parking stalls at the adjacent 929 108th Ave NE Office Building (currently under construction), and up to 50 stalls in the Washington Square retail parking garage on 106th Ave NE.

Analysis Approach

The following tasks were conducted for this study:

1. Conducted parking counts at 3 hotels in/near the Bellevue CBD.
2. Derived peak parking demand rates for the 3 existing hotels.
3. Estimated the peak parking demand for the proposed Hilton Garden Inn hotel based on the average peak parking demand rate derived from the existing hotels.

Hotel Parking Counts

Weekday parking counts were conducted between 10:00 PM and 11:00 PM on Tuesday and Wednesday 2/25/14 and 2/26/14 at three existing hotels in/near the Bellevue CBD:

1. Marriott Residence Inn (605 114th Ave SE)
2. Courtyard Marriott (NE corner of 110th Ave NE/NE 8th Street)
3. Extended Stay America (11400 Main Street)

Counts of parked vehicles (or empty stalls) were conducted by TENW staff. A summary of the counts of parked vehicles at the hotel sites is included in Attachment B.

Peak Parking Demand Estimates

Based on the counts at the hotels, peak parking demand rates were calculated in terms of parked vehicles per occupied room. It should be noted that the number of parked vehicles used to derive these rates included all vehicles parked at the hotel (guests, employees, visitors, etc.) and account for usage of all applicable amenities (guest rooms, restaurants, lounges, meeting rooms, etc.). The number of occupied rooms at each hotel on Tuesday (2/25) and Wednesday (2/26) nights were provided by the owners/managers of the hotels. A 2-day average parking demand rate was calculated for each hotel. The occupancies and peak parking demand rates at each hotel for each day and for the 2-day average are summarized in Attachment C.

Next, the peak parking demand rates from the 3 hotels were averaged. The average peak parking demand rate was then applied to the proposed Hilton Garden Inn hotel. It is important to note that by applying the average peak parking demand rate per occupied room to the total number of rooms at the proposed Hilton Garden Inn (260 rooms), the resulting peak parking demand estimate assumes 100% occupancy.

Table 1 summarizes the derived peak parking demand rates from the 3 hotels. Table 2 summarizes the corresponding parking demand vs. supply estimates for the proposed Hilton Garden Inn project.

Table 1
Peak Parking Demand Rates

Hotel	2-Day Average Peak Parking Demand Rate Per Occupied Room[1]
Marriott Residence Inn	0.53
Courtyard Marriott	0.51
Extended Stay America	0.61
AVERAGE	**0.55**

[1] Based on counts conducted between 10-11 PM at night.

Table 2
Hilton Garden Inn Parking Demand vs Supply

	Parking Demand/Supply
Estimated Peak Parking Demand[1]	143
Proposed On-Site Parking Supply	150
Estimated Parking Surplus	**7**

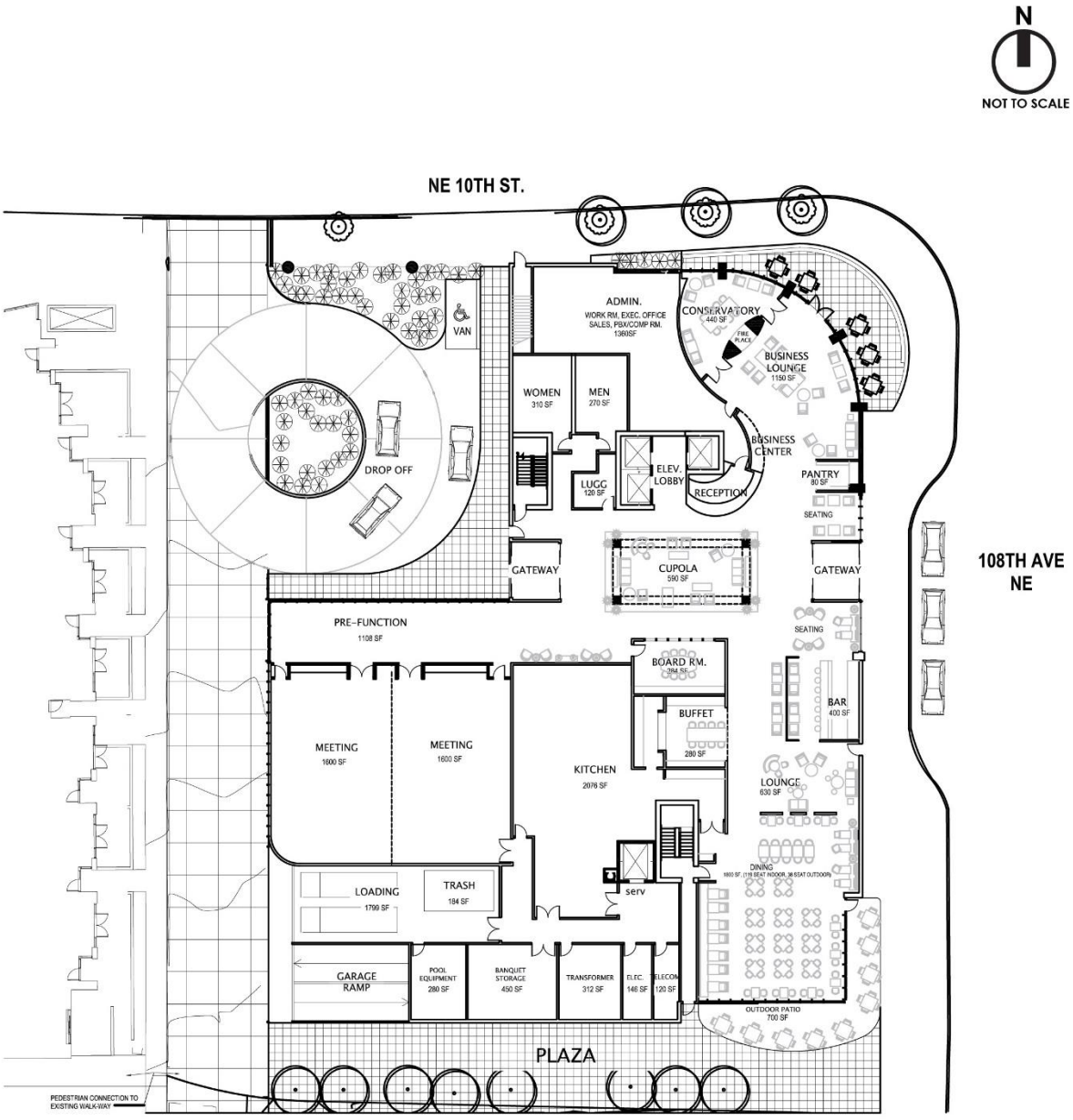
[1] Based on a peak parking demand of 0.55 vehicles per occupied hotel room applied to 260 rooms assuming 100% occupancy.

As shown in Table 2, the proposal to provide 150 on-site parking stalls is estimated to satisfy the hotel's peak parking demand. Up to 135 additional off-site parking stalls will be made available through shared parking agreements with adjacent property owners in case parking demand ever exceeds on-site parking capacity. This includes up to 85 parking stalls at the adjacent 929 108th Ave NE Office Building (currently under construction), and up to 50 stalls in the Washington Square retail parking garage on 106th Ave NE.

Please contact me at 206-498-5897 or forster@tenw.com with any questions.

cc: Arne Hall, AJH Development Services
Kurt Jensen, Jensen Fey Architecture & Planning
Jeff Haynie, P.E., Principal, TENW

Attachments



Preliminary site plan provided by Jensen Fey Architecture on 10/3/14

Attachment A: Preliminary Site Plan

ATTACHMENT B

Two-Day Parking Data Summary
(Tues 2/25/14 - Wed 2/26/14)

Hotel	Parking Level	Number of Available Stalls	Number of Occupied Stalls Observed - 10:00 PM	
			Tues 2/25/14	Wed 2/26/14
Marriott Residence Inn				
	1-3	133	102	83
	4-5	75	27	30
	Subtotal	**208**	**129**	**113**
	Percent Occupied		**62%**	**54%**
Marriott Courtyard				
	1	130	78	84
	2	46	43	39
	3 (retail)[1]	71	14	13
	Subtotal	**176**	**121**	**123**
	Percent Occupied		**69%**	**70%**
Extended Stay America				
	Surface	128	51	70
	Subtotal	**128**	**51**	**70**
	Percent Occupied		**40%**	**55%**

Note:

[1] Vehicles parking in the designated retail spaces on Level 3 are not included in the hotel parking demand totals.

ATTACHMENT C

Hotel Parking Demand Rate Calculations

Day 1 (Tues 2/25/14)

Hotel	Occupied Stalls at 10:00 PM	Occupied Rooms	Parking Rate [1]
Marriott Residence Inn	129	229	0.56
Marriott Courtyard	121	253	0.48
Extended Stay America	51	89	0.57

Day 2 (Wed 2/26/14)

Hotel	Occupied Stalls at 10:00 PM	Occupied Rooms	Parking Rate [1]
Marriott Residence Inn	113	229	0.49
Marriott Courtyard	123	223	0.55
Extended Stay America	70	107	0.65

2-Day Average

Hotel	Parking Rate [1]
Marriott Residence Inn	0.53
Marriott Courtyard	0.51
Extended Stay America	0.61

Note:

1. Parking rate is the calculated parking stall demand per occupied room.

Attachment B: Local Office Parking Study

Office Parking Study Summary - Counts

Building	Site Address	Stall Type	Parked Vehicles Observed[1] 10:00 AM Tuesday	10:00 AM Thursday	10:00 AM 2-Day Average	2:00 PM Tuesday	2:00 PM Thursday	2:00 PM 2-Day Average	Peak Demand	Building Size[2] (office nsf)	% Occupancy of Office spaces[3]	Parking Demand Rate assuming 100% Occupancy *(Vehicles/1,000 nsf)*
Concur/Key Center	**601 108TH AVE NE**	General	505	515		523	505					
		Visitor	11	10		11	14					
		Bank	10	4		9	6					
		Delivery	1	2		3	1					
		Motorcycle	1	0		2	0					
		TOTAL	528	531	**530**	548	526	**537**	**537**	384,866	96%	1.45
Symetra	**777 108TH AVE NE**	General	416	405		387	383					
		Visitor	8	18		12	17					
	Barnes&Noble Site	Symetra Reserved	8	8		8	7					
		Delivery	2	3		2	1					
		Valet	108	132		95	108					
		Motorcycle	1	2		1	2					
		TOTAL	543	568	**556**	505	518	**512**	**556**	362,034	89%	1.73
City Center	**500 108TH AVE NE**	General	513	451		496	437					
		Visitor	25	25		21	23					
		Retail	2	2		3	3					
		Bank	0	0		1	0					
		Delivery	1	0		0	0					
		TOTAL	541	478	**510**	521	463	**492**	**510**	389,002	96%	1.37
One Bellevue Center	**411 108TH AVE NE**	General	266	351		292	335					
		Visitor	8	7		7	6					
		Bank	2	2		2	1					
		Monthly	95	-		86	-					
		Motorcycle	2	0		1	0					
		TOTAL	373	360	**367**	388	342	**365**	**367**	298,073	97%	1.27
All Sites		General	1,915	1,864	**1,890**	1,891	1,777	**1,834**				
		Visitor/Delivery	56	65	**61**	56	62	**59**				
		Retail/Bank	14	8	**11**	15	10	**13**				
		TOTAL	1,985	1,937	**1,961**	1,962	1,849	**1,906**	**1,961**			1.46

1. Based on counts of parked vehicles conducted by TENW on Tuesday 10/30/18 and Thursday 11/1/18
2. NSF applies a 82.5% reduction to the gsf. GSF of office based on TENW review at time of counts per KC Parcel Viewer
3. TENW review of % vacancy at time of counts via Broker websites

Attachment C: Office Parking Modification Calculations

Scenario	Rate (ITE Parking Generation, 5th Ed) *veh/1000 gfa*	gfa to nsf	Rate (ITE Parking Generation, 5th Ed) *veh/1000 nsf*	Veh/Employee (ITE Parking Gen)	Person Rate	Local Veh Equivalence	Assumed SOV	**Updated Rate** (adj. veh mode split) veh/1000 nsf
CTR	2.39	82.5%	2.90	84%	3.45	56%	50%	1.91
Local Study	2.39	82.5%	2.90	84%	3.45	42%	36%	1.46
Reduced SOV	2.39	82.5%	2.90	84%	3.45	40%	33%	1.38

32.44000% 32%

2017-2018 CTR	**CTR**			**Local Study (Determine 1.46 AVO)**			**Reduced SOV**		
Mode	Mode Split (people)	AVO	Veh Equivalent	Mode Split (people)	AVO	Veh Equivalent	Mode Split (people)	AVO	Veh Equivalent
Drive alone (non-motorcycle)	50%	1	0.50	36%	1	0.36	33%	1	0.33
Bus	24%	0	0.00	31%	0	0.00	32%	0	0.00
Carpool	7%	2	0.04	10%	2	0.05	10%	2	0.05
Teleworked	8%	0	0.00	10%	0	0.00	11%	0	0.00
Walk	4%	0	0.00	6%	0	0.00	6%	0	0.00
Vanpool	2%	3	0.01	3%	3	0.01	3%	3	0.01
Bicycle	1%	0	0.00	1%	0	0.00	1%	0	0.00
Motorcycle (1 person)	1%	1	0.01	1%	1	0.01	1%	1	0.01
Train/light rail/streetcar	1%	0	0.00	1%	0	0.00	1%	0	0.00
Compressed work week day off	0%	0	0.00	0%	0	0.00	0%	0	0.00
Ferry as a walk-on passenger	0%	0	0.00	0%	0	0.00	0%	0	0.00
Ferry with a vehicle	0%	1	0.00	0%	1	0.00	0%	1	0.00
Motorcycle (2 or more people)	0%	2	0.00	0%	2	0.00	0%	2	0.00
Other	1%	0	0.00	1%	0	0.00	1%	0	0.00
TOTAL	99.9%		0.56	100.0%		0.42	100.0%		0.40
auto			56%			42%			40%

Attachment D: Playhouse Programmatic Parking Demand Estimate

Not Applicable to this Design Review
Applies to MDP (19-118270-LP)

Number of Seats 700

	Average Size (people)	Mode Split			Trips			Total	
		Vehicle	Transit	Walk/Bike	Vehicle (unadjusted)	Transit	Walk/Bike	AVO	Veh Trips
Event Staff	20	100%	0%	0%	20	-	-	1	20
Performers	10	100%	0%	0%	10	-	-	1	10
Daily Staff	20	75%	20%	5%	15	4	1	1	15
Attendee	700	70%	25%	5%	490	175	35	2.5	196

Assumes show start time of 7:30

TG time of day	Time of Day																
Arrival/Departure	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	*Assumptions*
Event Staff												100%				50%	50%	arrive ~90 prior to show
Performers									50%	50%						50%	50%	
Daily Staff	75%	25%									100%							
Attendee											20%	45%	35%		10%	80%	10%	

Assumes show start time of 7:30

Parking time of day	Time of Day																
Arrival/Departure	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	*Assumptions*
Event Staff												100%	100%	100%	100%	100%	50%	arrive ~90 prior to show
Performers									50%	100%	100%	100%	100%	100%	100%	100%	50%	
Daily Staff	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%							
Attendee											20%	65%	100%	100%	100%	90%	10%	

	Time of Day																
Vehicles	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	**4:00 PM**	**5:00 PM**	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
Event Staff	-	-	-	-	-	-	-	-	-	-	-	20	20	20	20	20	10
Performers	-	-	-	-	-	-	-	-	5	10	10	10	10	10	10	10	5
Daily Staff	11	15	15	15	15	15	15	15	15	15	15	-	-	-	-	-	-
Attendee	-	-	-	-	-	-	-	-	-	-	39	127	196	196	196	176	20
Total Veh	*11*	*15*	*15*	*15*	*15*	*15*	*15*	*15*	*20*	*25*	*64*	*157*	*226*	*226*	*226*	*206*	*35*
Time of Day	5%	7%	7%	7%	7%	7%	7%	7%	9%	**11%**	**28%**	69%	100%	100%	100%	91%	15%

Not Applicable to this Design Review
Applies to MDP

Attachment E: Shared Parking Demand Analysis

Weekday Shared Parking Demand Estimate

	Apartments (LU #222)		Retail (LU #820)		Hotel (LU #310)		Restaurant (Fast Casual) (LU #930)		Restaurant (Quality) (LU #931)		Playhouse		Fitness Center (LU #492)		Office (LU #701)		
Size[1]	**538 DUs**		**9,280 nsf**		**177 rooms**		**24,700 nsf**		**8,220 nsf**		**700 attendees**		**32,350 nsf**		**1,278,730 nsf**		
Rate per source	0.46 Vehicles per DUs		1.95 vehicles per 1,000 gla		0.55 vehicles per room		9.91 vehicles per 1,000 gfa		10.52 vehicles per 1,000 gfa		-		4.73 vehicles per 1,000 gfa		1.38 vehicles per 1,000 nsf		
Rate converted to nsf[5]	-		2.36 vehicles per 1,000 nsf		-		12.01 vehicles per 1,000 nsf		12.75 vehicles per 1,000 nsf		-		5.73 vehicles per 1,000 nsf		-		
Rate Source	ITE *Parking Generation* (5th Edition)		ITE *Parking Generation* (5th Edition)		Local Bellevue Hotel Studies		ITE *Parking Generation* (5th Edition)		ITE *Parking Generation* (5th Edition)		Programmatic		ITE *Parking Generation* (5th Edition)		Local Bellevue Study		
Setting/Location[2]	Center City Core		General Urban/Suburban		-		General Urban/Suburban (adjust for dense multiuse per LU 932)		General Urban/Suburban (adjust for dense multiuse per LU 932)		-		General Urban/Suburban		-		
Unadjusted Peak Demand	**247**		**22**		**97**		**297**		**105**		**226**		**185**		**1,765**		
	-		*0%*		-		*31.46%*		*31.46%*		-		*50%*		-		
Internal Capture[4]	-		2.36 vehicles per 1,000 sf		-		8.23 vehicles per 1,000 sf		8.74 vehicles per 1,000 sf		-		2.87 vehicles per 1,000 sf		-		
	-		*0*		-		*93*		*33*		-		*93*		-		
Adjusted Peak Demand	**247**		**22**		**97**		**204**		**72**		**226**		**93**		**1765**		
Time of Day[3]	**% Hourly Demand**	**Hourly Demand**	**% Hourly Demand**	**Hourly Demand**	**% Hourly Demand**	**Hourly Demand**	**% Hourly Demand**	**Hourly Demand**	**% Hourly Demand**	**Hourly Demand**	**% Hourly Demand**	**Hourly Demand**	**% Hourly Demand**	**Hourly Demand**	**% Hourly Demand**	**Hourly Demand**	**Total**
12-4:00 AM	100%	247	0%	0	93%	90	0%	0	0%	0	0%	0	10%	9	0%	0	346
5:00 AM	94%	233	0%	0	97%	94	0%	0	0%	0	0%	0	40%	37	0%	0	364
6:00 AM	83%	205	0%	0	97%	94	2%	4	0%	0	0%	0	70%	65	3%	53	421
7:00 AM	71%	176	5%	1	100%	97	2%	4	0%	0	5%	11	40%	37	26%	459	785
8:00 AM	61%	151	15%	3	93%	90	5%	10	0%	0	7%	15	40%	37	65%	1,147	1,453
9:00 AM	55%	136	32%	7	72%	70	14%	28	0%	0	7%	15	70%	65	95%	1,677	1,998
10:00 AM	54%	134	54%	12	69%	67	17%	35	9%	6	7%	15	62%	57	100%	1,765	2,091
11:00 AM	53%	131	71%	16	65%	63	18%	37	20%	14	7%	15	55%	51	100%	1,765	2,092
12:00 PM	50%	124	99%	22	78%	76	100%	204	51%	37	7%	15	44%	41	99%	1,747	2,266
1:00 PM	49%	121	100%	22	78%	76	75%	153	56%	40	7%	15	41%	38	99%	1,747	2,212
2:00 PM	49%	121	90%	20	63%	61	45%	92	40%	29	7%	15	36%	33	97%	1,712	2,083
3:00 PM	50%	124	83%	18	59%	57	31%	63	27%	19	9%	20	41%	38	94%	1,659	1,998
4:00 PM	58%	144	81%	18	58%	56	23%	47	27%	19	11%	25	69%	64	90%	1,589	1,962
5:00 PM	64%	158	84%	18	52%	50	49%	100	39%	28	28%	64	96%	89	56%	988	1,495
6:00 PM	67%	166	86%	19	63%	61	77%	157	71%	51	69%	157	100%	93	20%	353	1,057
7:00 PM	70%	173	80%	18	74%	72	69%	140	100%	72	100%	226	85%	79	11%	194	974
8:00 PM	76%	188	63%	14	78%	76	28%	57	97%	70	100%	226	80%	74	7%	124	829
9:00 PM	83%	205	42%	9	72%	70	20%	41	61%	44	100%	226	70%	65	3%	53	713
10:00 PM	90%	223	15%	3	84%	81	11%	22	41%	30	91%	206	35%	32	1%	18	615
11:00 PM	93%	230	0%	0	92%	89	0%	0	0%	0	15%	35	10%	9	0%	0	363
	Min	121		0		50		0		0		0		9		0	346
	Max	247		22		97		204		72		226		93		1,765	2,266

Note: gfa = gross floor area, gla = gross leasable area, DU = dwelling units, nsf = net square feet

221

1. Note retail is GLA (consistent with bellevue code size), whereas office, fitness center, and restaurant based on GFA (different than code).

2. Setting as identified in ITE. Based on the location in Bellevue's downtown, the Center City Core setting was assumed in the analysis if available.

3. Time of day based on the ITE Parking Generation, 5th Edition for noted use or similar use if unspecified with the exception of the playhouse which is based on ULI. Note shading indicates no value given and value esiamted using ULI or on anticapted demand.

4. Reduction consistent with TG analysis for fitness center. Restaurant reduction to adjust for setting - applies proprtionate reduction consistent with LU 932 for general urban/suburban to dense multi-use urban

5. Assumes a conversion of 82.5% for nsf relative to gfa or gla. Nsf is assumed to be consistent with Bellevue Code.

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:20-108226-DB

Project Name: Cloudvue

Administrative Departure requested for 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:

Cloudvue proposes that no more than 15% of the total parking stalls provided be designated as compact parking stalls

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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***

By designating spaces for compact cars, the proposed development encourages the use of vehicles with greater fuel efficiency, lower emissions, and lower noise generation.

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

By designating spaces for compact cars, the proposed development provides the required number of parking stalls per the Land Use Code.

iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; ***and***
By designating spaces for compact cars, the proposed development provides the required number of parking stalls per the Land Use Code.
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).
The proposed departure complies with LUC 20.25A.080.F.2

Attachment D: Comprehensive Plan Matrix

COMPREHENSIVE PLAN POLICIES - 2020
Comprehensive Plan - Volumes 1 and 2

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

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

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

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
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.	Cloudvue will replace an underutilized site occupied by low-rise buildings and surface parking with a vibrant and well-balanced mixture of residential with a mix of bedroom types, commercial, hospitality, entertainment/amenity development and multiple public open spaces. The public open spaces are designed at various scales to promote diverse offering of pedestrian activities including a variety of seating, open gathering spaces, a mix of soft and hard scape, and art. The project provides multiple points of entry through the site and provides a clear pedestrian connection to the adjacent development to the south. Cloudvue not only connects with the urban fabric of the surrounding area, uniting the city, but will also become a destination for outside visitors. It is meant to help transform the area into a more vibrant, globally accessible business and pleasure hub that will entice individuals and enterprises from around the world to live, stay, work and play.
HO-13: Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	Situated at the nexus of several major developments and adjacent to major bus and rail transportation infrastructure, Cloudvue blends in with the fabric of the urban core, while creating an appropriately scaled branded set of indoor and outdoor experiences. Outdoor amenities such as a variety of open spaces, public seating, greening, gathering spaces, fire pits, pedestrian connections and bike access intentionally connect with new development to the south and west and existing development to the north and east. The building ground floors have been developed to be appropriated scaled for pedestrians and maximized with active uses such as neighborhood serving retail, to enhance the urban fabric and increase public realm activation.
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	Bold and contemporary forms with active open spaces in context with the urban community bring a compelling energy to the heart of Bellevue's core. Cloudvue celebrates and heightens a sense of verticality with simple yet elegant massing forms, provides playful rooftop expression with various heights, delivers strong vertical articulation - both major (notches) and minor (raindrop reveals) - to enhance appearance, and elegantly differentiates itself from adjacent

	architectural expression. Cloudvue's design is routed in the Pacific Northwest's natural environment as inspiration is drawn from active precipitation using the feature of raindrops to articulate the tower façades. These elements seek to promote the towers' verticality while also acting as a natural way to connect the building's height to the pedestrian ground plane.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	No existing trees will be preserved; however, the site will be enhanced with numerous trees, shrubs, and ground covers.
UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.	Along the public sidewalks, Cloudvue offers consistent, transparent, and weather-protected podium or open space and access to the site. The building edges are maximized with retail activation, adding eyes on the street to enhance safety. Building placement on the site allows natural daylight to filter through to the center of the site and to the public areas at different times of day. Lighting is provided as art of the open space design as both accent and for safety. Street trees will be planted at the curb edge (3' from face of street curb) to provide a safe environment for pedestrians and potted plants will be located adjacent to the buildings in key areas. Bollards and specialty paving are utilized to enhance safety.
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	The curtainwall continues straight through the penthouse of the towers, utilizing shadow box to limit the visual difference between concealed spaces and occupied spaces. All rooftop mechanical equipment is fully screened and integrated within the architecture of the towers. The Tower 1 rooftop has two unique outdoor terraces: to the north, a private dining area and to the south, a public, open bar area with an operable trellis overhead. Both outdoor roof terraces use the curtainwall glass as guardrails and windscreens. The occupiable rooftop areas on Tower 2 incorporate a blend of raised planting and trees, green roof and hardscape that will create lush outdoor areas for the tenants and attractive rooftops when viewed from the surroundings. Lighting will be focused downward washing surfaces to create intimate nighttime environments, and any lighting that is focused outward would be dimmable and programmable.
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.	The podium scale and frontage is consistent along the three public sidewalks abutting the site. The three buildings are spaced in a way to provide views to the sky, views to adjacent sites, and sunlight to the site. The project has sensitively designed the frontages along 110th and 108th as finer grained ground floor experience and NE 8th and the south property line's connector road as the vehicular access points in keeping with plan guidelines. Cloudvue both compliments and respects the urban context and the unique proximity to several transportation modes and civic uses. The proposed mix of residential, commercial, hospitality and retail uses will enhance the diversity and vibrancy of downtown by activating the site during daytime and evening hours.

UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	The Cloudvue site will have ample well-lit outdoor spaces with wayfinding graphics and broad landscape vistas. Pedestrian connections run north/south and east/ west, tying together open spaces filled with a variety of seating and amenities. The pedestrian connections and open spaces are ADA accessible.
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	Sculptural elements are located at Cloud Court and Cloud Link Plazas, Theater Park and the Mist Garden. In each case, the artwork is located at the entries to the site to serve as landmark and to invite the public into the property. A mural is to be developed for the south side of Tower 2 to potentially depict the historical aspect of the site. Lighting and landscape design offer integrated art in the open spaces. Tower 1 and Tower 3 main entries are sculptural. The north retail pavilion and adjacent grandstand serve as a sculptural element and gather spaces at the center of the site.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	The Cloudvue site allows multiple, inviting points for pedestrians and bikers to enter and cross through the site. The entry of the north/south through-block connection begins at an active corner plaza of Tower 1, which widens towards NE 8th Street, inviting pedestrians to enter the site. The diagonal orientation of the north/ south through-block connection, once it reaches the 600 Bellevue site to the south, provides easy navigation to the future light rail station. Pedestrians are also invited to connect to the north/south connection through the SW corner of the site along 108th Ave through a generous plaza that is oriented for light exposure. The east/west through-block connection is the site's closet point to the future rail station, and meets the new signalized crosswalk connecting the Bravern central court to the east and future Onni development to the west. Bikes enter the covered bike parking in the garage through the west side of the site, accessing the site off the bike lane on 110th Ave NE. The midblock connector is a shared vehicular access road that accessing the below grade parking garage and the loading dock for both the Cloudvue site and the 600 Bellevue site. All pedestrian paths will be lit with cohesive lighting to guide the path of travel.
UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.	The Cloudvue towers, retail pavilion, open spaces, and landscape strive for excellence in design and in materiality. Materials such a stone, concrete, metal, glass and wood all support the goals of durability and craftsmanship.
UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	Tower 1 and Tower 3 primary entry canopies will serve as iconic visual reference points on the site and draw pedestrians into the site. The north retail pavilion and adjacent grandstand seating in the Cloud Court are uniquely shaped and covered in landscaping. These three iconic points on the site also serve as a visual gateway into Downtown Bellevue.

UD-25: Ensure that site and building design relates and connects from site to site.	The podiums around the site are consistent and follow the Design Guidelines, which will eventually create consistency across new developments in Downtown Bellevue. The Cloudvue site allows multiple, inviting points for pedestrians and bikers to enter and cross through the site. The entry of the north/south through-block connection begins at an active corner of Tower 1, which widens towards NE 8th Street , inviting pedestrians to enter the site. The diagonal orientation of the north/ south through-block connection, once it reaches the 600 Bellevue site to the south, provides easy navigation to the future light rail station. The east/west through-block connection meets the new signalized crosswalk connecting the Bravern central court to the east and future Onni development to the west. Bikes enter the covered bike parking in the garage through the west side of the site, accessing the site off the bike lane on 110th Ave NE. The midblock connector is a shared vehicular access road that accessing the below grade parking garage and the loading dock for both the Cloudvue site and the 600 Bellevue site.
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	The three plazas are designed with similar forms and materials to maintain a uniformed relationship throughout the site while providing unique experiences. The Mist Garden includes polished granite to visually reflect the sky above. It also emits a visible mist from both the granite feature and a linear grate that runs towards the sidewalk. The plaza also has three café seating areas for people watching. Evergreen trees on the south side of the plaza will provide a visual back drop to the plaza. The North / South Cloud Link Plaza and the Cloud Court areas include a sculpture next to NE 8th Street, which will serve as a visual focal point for the project. These plazas include numerous seating areas and tactile strips and vehicular bollards are located adjacent to the drive aisle for safety. Theater Park provides a pop jet fountain which will be auditory and serve as a focal point from Cloud Court and 110th Ave NE. A winter garden adjacent to Tower 2 will provide visual interest while the bio-retention planter will provide tactile interest. Evergreen trees on the south side of the plaza will provide a visual back drop to the plaza.
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	Each open space and pedestrian connection is open to the public and accessible 24 hours a day. In additional, the majority of ground plane programming is retail and a variety restaurant space, intended to draw the community to the site 18 hours a day. A mix of hard and soft scape strategies and providing a mix of open space program will increase the usability and interest of the public open spaces. Additional open space at Cloud Court provides a unique outdoor seating experience with elevated benched seating.
UD-28: Encourage private and public developers to integrate art into the	Art is provided throughout the site. Three sculptures identify the primary entry points to the site. Water features, landscaping and lighting all serve as artistic expressions in the open spaces. The south

design of the public areas of their projects.	wall of Tower 2 will be developed as a mural. The primary entries to Tower 1 and Tower 3 will be iconic art forms.
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	The mechanical equipment is located on the roofs of the three towers and screened. Garage exhaust will penetrate the site and is also screened with green wall or incorporated into the ground plane.
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.	The development has opportunities for green roofs at the podiums and will finalize locations as the project develops. The north retail pavilion will have a landscaped stepped roof that visually ties to the adjacent grandstand seating.
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	The south wall of Tower 2 will incorporate mural that will be lit at night. The garage exhaust in the southwest plaza will be screened with landscaping. Blank walls have been minimized along all primary public ROWs along NE 8th, 108th and 110th Ave.
UD-33: Encourage public and private development to incorporate access to sunlight.	The Cloudvue towers are placed in the northeast corner, the northwest corner, and in the center toward the southern end of the property. Tower 1 and Tower 3 are rotated to maximize the distance from the proposed towers on the property to the south of the Cloudvue site. Tower 2 is located as far south of the property as possible to allow as much air and light between the towers as possible. This placement and rotation of the three towers maximizes the amount of sun that will reach the ground plane of adjacent sites at different times of day and maximizes views of the sky from the ground plane. The three towers are also intentionally spaced to provide views from adjacent sites. The southwest area of the site, which has significant solar exposure, has been prioritized as public open space.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	The public sidewalks, adjacent to the podiums, are weather protected by glass canopies. The south side of Tower 1 also incorporates a retractable louver system that serves both as weather protection and opens to allow sunlight onto the site.
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.	The site has three plazas adjacent to the street (not greater than 30" in height above the public sidewalk), which are clearly visible from the sidewalk and are ADA Accessible. A north/south connection is provided for pedestrians starting at NE 8th Street and connecting to a bridge on the south side of the site, all of which is at the same elevation. The site also has an east/west pedestrian and bicycle connection which will clearly be demarcated.
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.	All parking and loading are located under the site and is accessible from the mid-block connector shared by the 600 Bellevue site.
UD-38: Minimize paved surfaces within open spaces and use	All proposed landscape plant material will meet Green Factor required by the City of Bellevue. The site will also have a bio-retention planter.

permeable surfaces where appropriate.	
UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.	While meeting the Washington State Energy Code, the towers will use natural colored glass and limit convex geometry to try and reduce glare and reflective lighting. Exterior glazing materials will have an exterior reflectance of no more than 20%. All outdoor lighting will have cut-off features to keep the direct light within the property lines. Also, the site is located within the Downtown zone, and although there will be a residential occupancy within the development, the site is not located within a residential area.
UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.	Wind studies were employed for building siting and building corners were notched to reduce wind impact. The eased corners of Tower 1 and Tower 3 shift inward to the north to disperse the downward force of the wind. By resolving the effects of wind and ventilation, the towers create a comfortable and accessible habitat at all levels, in both its private and public domains. The design has consciously set out to provide an equity of view, ventilation and light.
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 management facilities will be designed in accordance with City stormwater code requirements and will leverage on-site green features such as vegetated roofs and bioretention planters to help manage runoff in an urban environment, in addition to water quality filter systems that help cleanse runoff from pavement surfaces.
UD-42: Use low impact development principles early in the site design and development process.	The existing site is fully developed and is nearly all impervious surface. The site will be completely redeveloped and will utilize low impact development strategies, such as efficient water management (both during construction and after occupancy), on-site green infrastructure (vegetated roof and bioretention) and water quality treatment for pollution generating surfaces as integral components of the proposed project.
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.	Providing an immersive experience, the buildings create a varied shopping opportunity as well as two proposed market halls that create and enhance meeting places for the public on the ground level. Interconnected spaces revolve around the human scale. Retail will neighborhood serving uses, include food-oriented boutiques, restaurants, coffee shops, interactive classes as well as arts, culture and entertainment spaces. Cloudvue endeavors to be a vibrant destination and urban lifestyle center prioritizing user experience, incorporating local materials and maximizing natural light through glazing and openness. People will be drawn to the site through a synthesis of animated outdoor and indoor public spaces that are multi-level, mixed-use, transparent and activity infused.

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.	Cloudvue is located in the DT-O-1 zone, which allows for 600' towers. The towers step back from the podium to create a human scale. Podium interest includes canopies and retractable awnings, multiple retail opportunities with identity signage, and street lighting and street trees. The towers are segmented vertically to break the mass of the buildings on several scales using offset corners, notches and 'raindrop' reveals and include lighting to accentuate the architectural features
UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.	A pedestrian bridge on the south side of the site provides access to the adjacent property and to the transit center beyond. The site incorporates a pedestrian connection through the site from the southeast corner of the site, towards the direction of the future rail station.
UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.	Street trees will be provided on NE 8th Street, 108th Ave NE and 110th Ave NE per the City of Bellevue code. In addition, landscaping is provided on the south side of the site.
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.	Cloudvue endeavors to be become an 18 hour a day, 7 day a week destination and intends to support increased pedestrian traffic with welcoming through-block pedestrian connections, several unique open spaces with a variety of seating, landscaping, performance spaces, and water features. The anticipated retail program offers a multitude of retail, food and beverage options, drawing the community into the site day and night.
UD-49: Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.	Using the Pacific Northwest and site branding as a guide to architectural character, Cloudvue will employ the use of native and natural materials and forms to accentuate special architectural and landscape features, such as entry canopies, a mist garden, embedded signage, appropriate forms and materials. Trees and shrubs will accentuate the functional use of each open space area by providing shade, color and seasonal interest.
UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.	Tower 1 and Tower 3 are located at public sidewalks on two sides each. These towers ground the rest of the site, with open space and amenities occupying the openings along the public sidewalk.
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.	All exterior signage is to be designed to integrate with the architectural character and detailing of the project. Careful consideration will be given to scale, materiality, and lighting for a unified appearance across the entire development.
VEGETATION and LANDSCAPING	

UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	All proposed landscape plant material will meet the low-moderate water use required by the City of Bellevue. Where possible, native plant materials will also be utilized.
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.	With access to both an abundance of transit options beyond the site as well as verdant green spaces throughout the site, Cloudvue serves as a meeting point between natural and built environments. The ground plane engages in neighborhood activities, bringing program diversity to the neighborhood. There are shops, food and beverage, coffee, restaurants and bars, fitness, and performance space. The North / South Cloud Link Plaza and Cloud Court provide lots of public seating and people watching opportunities as well as a small amphitheater for meetings and music. The Mist Garden is a quiet and intimate space. Theater park provides a large amphitheater with a variety of different seating areas for people to gather or enjoy public events plus a winter garden and a pop-jet water feature. Formal and informal seating options are provided throughout the open spaces to encourage and accommodate opportunities for dwelling and interaction.
UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.	The Cloudvue towers are placed in the northeast corner, the northwest corner, and in the center toward the southern end of the property. Tower 1 and Tower 3 are rotated to maximize the distance from the proposed towers on the property to the south of the Cloudvue site. Tower 2 is located as far south of the property as possible to allow as much air and light between the towers as possible. This placement and rotation of the three towers maximizes the amount of sun that will reach the ground plane of the open spaces and adjacent sites at different times of day and maximizes views of the sky from the ground plane. The open spaces are designed to provide a variety of seating and are connected by accessible, pedestrian connections. Lighting design and maximized ground floor active uses both enhances the public spaces and provides a sense of security.
UD-60: Incorporate weather protected areas into major public places.	The three towers incorporate canopies in the podium to provide pedestrians with a sense of scale and weather protection along the public sidewalks, along a portion of the pedestrian connections, and where adjacent to open spaces. Canopies comply with all land use codes, including height and depth requirements. Generally, the canopies are glass and follow the rhythm of the podium architecture. Along the south of Tower 1, against the Mist Garden, a unique retractable louver provides the option for weather protection or sun, depending on the weather. The entries to Tower 1 and Tower 3 also have a projecting “Stacked Cirrus” design that protects pedestrians at the main entrance. Grade slopes away from the building everywhere, including under the canopies.
UD-61: Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not	Cloudvue is not adjacent to residential property. The residential entrance at Tower 2 has been located away from the hotel entrance with distinct yet compatible entrances that are separated by hard- and soft-scape.

interfere with security or visual access.	
SIDEWALKS, WALKWAYS, and TRAILS	
UD-65: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.	All sidewalk widths comply with LUC 20.25A.090's requirements. Any decorative elements/amenities will be provided within the enhanced streetscape areas which are beyond the required sidewalk widths. Street trees and planter strips will be coordinated with Bellevue's Parks Department. The project includes appropriate lighting, seating, railings, bike racks and sculptures without interfering with pedestrian circulation.
STREET CORRIDORS	
UD-73: Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)	Located on a City Boulevard, NE 8th Street, the Cloudvue project endeavors to serve as both a gateway and a destination. The Cloudvue towers are visible from I-405 and stand as a beacon along the northeast corner of the DT-O-1 district. As vehicles exit the highway and travel west along NE 8th Street, the north side of the Cloudvue site is visible. The podium treatment along our site is consistent, promotes a sense of entry via the articulated podium façade, and follows the guidelines for Pedestrian Corridor/ High Streets - "A" Rights-of-Way for the highest pedestrian orientation. A vertical sculptural element is located at the three project entry points to further strengthen the gateway appearance.
UD-74: Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key intersections. (See Map UD-1)	Art pieces are located at each of the three primary open spaces to create a sense of entry and serve as focal points for the project. Each will be visible from the street and sidewalk.

VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)	
Comprehensive Plan Policies	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
DOWNTOWN (SD-T) POLICIES	
POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	Cloudvue endeavors to transform the center of Bellevue with an active, 18 hour per day, 7 day per week community-oriented office and residential development. Tower 1 and Tower 3 are office spaces with retail on the ground plane. Tower 2 is residential and hotel with retail on the ground plane. The retail is anticipated to include a variety of restaurants that spill out onto outdoor plaza space. The

	restaurant offerings will be diverse to draw people in day and night. The unique open spaces provide a variety of seating, water features, gathering places and even a small outdoor performance space. The lighting and landscape design work together to differentiate the open spaces and create welcoming spaces for people of all ages to gather. The proposed mix of land uses has been designed to complement and supplement the towers of the development as well as the downtown environment by providing a mix of much needed residential units, neighborhood serving retail, and employment opportunities.
POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.	The Cloudvue materials, landscape, and lighting are all designed with the intent to develop Downtown as an aesthetically attractive area.
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.	While Cloudvue is not adjacent to a residential neighborhood, the scale of the podiums and towers are appropriate to the DT-O-1 zone and consideration has been given to diverting site-specific traffic through the mid-block connector.
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.	Per the City of Bellevue code street trees are provided at 108th Ave NE while street trees and planter strips are provided and NE 8th Street and 110th Ave NE. Bicycle parking is also provided at 108th Ave NE for ease of access to retail. Each of the large open spaces provide numerous trees, landscaping, lighting, furniture and paving treatments adjacent to the sidewalks.
GATEWAYS AND WAYFINDING	
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.	Cloudvue project endeavors to serve as both a gateway and a destination. The Cloudvue towers are visible from I-405 and stand as a beacon along the northeast corner of the DT-O-1 district, emphasized by the natural elevation of the site. As vehicles exit the highway and travel west along NE 8th Street, the north side of the Cloudvue site is visible. The podium treatment along our site is consistent, promotes a sense of entry via the articulated podium façade, and follows the guidelines for Pedestrian Corridor/ High Streets - "A" Rights-of-Way for the highest pedestrian orientation. A vertical sculptural element is located at the three project entry points to further strengthen the gateway appearance.
DOWNTOWN DISTRICTS – EASTSIDE CENTER DISTRICT	
S-DT-78. Capitalize on the relocation of City Hall to Downtown to help nurture a strong civic and convention center presence on the eastern portion of the Eastside Center District.	Cloudvue's north/ south pedestrian through-block connection meets the 600 Bellevue site's north/south pedestrian through block connection and draws pedestrians through our super block, connecting to NE 6th Street almost at the intersection of 110th Ave NE, adjacent to the Meydenebauer Center and the new City Hall. The Cloudvue project's unique mix of uses will reinforce the Eastside

	Center District by providing activation during daytime and evening hours.
S-DT-82. A range of actives shall be permitted, including office, urban residential, hotel, retail, civic, and entertainment uses.	Cloudvue endeavors to transform the center of Bellevue with an active, 18 hour per day, 7 day per week community-oriented office and residential development. Tower 1 and Tower 3 are office spaces with retail on the ground plane. Tower 2 is residential and hotel with retail on the ground plane. The retail is anticipated to include a variety of restaurants that spill out onto outdoor plaza space. The restaurant offerings will be diverse to draw people in day and night. The unique open spaces provide a variety of seating, water features, gathering places and even a small outdoor theater space. The lighting and landscape design work together to differentiate the open spaces and create welcoming spaces for people of all ages to gather.
S-DT-83. Day-time and night-time activities should be encouraged.	The retail is anticipated to include a variety of restaurants providing food and beverages appropriate for day and night. The hotel and residential uses will also extend the activity of the site beyond typical commercial hours and build in demand for the retail uses. The open spaces are designed to be comfortable, welcoming, and safe during the day and night. The lighting and landscape design work together to differentiate the open spaces and create welcoming spaces for people of all ages to gather.
S-DT-85. Allow uses and development intensity that is supportive of transit and day/night activity.	Cloudvue will rely on transit to deliver people to the site and connects easily to the new transit center via the pedestrian through block connections. The program and spaces are designed to draw the community in 18 hours per day, 7 days per week.
EDGES AND TRANSITIONS	
Perimeter Areas	
POLICY-DT-124: Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.	Cloudvue is not in a Perimeter Overlay as defined in Figure 20.25A.060.A.3.

Attachment E: Downtown Design Guidelines

2019 DOWNTOWN DESIGN GUIDELINES

Permit #20-108226-DB

Provide a written response to each Standard/Guideline.

Refer to Land Use Code (LUC) for complete wording and requirements at:

http://www.codepublishing.com/WA/Bellevue/#!/LUC/BellevueLUCNT.html

LUC GUIDELINE	NARRATIVE REGARDING HOW EACH APPLICABLE STANDARD and/or GUIDELINE HAS BEEN MET

LUC 20.25A.150 - CONTEXT

Relationship to Height and Form of Other Development – LUC 20.25A.150.A

Guidelines

a. *Architectural elements enhance area's overall character*
b. *Locate building away from lower intensity land us districts*
c. *Minimize off-site impacts*
d. *Incorporate architectural elements proportionate to size of building*
e. *Use forms, proportions, etc. that are suggested by and complement adjacent buildings.*

Response:

Cloudvue's three 600' towers, maximum floorplates, and glass and metal facades are all a nod to the future of Bellevue's downtown development. Architectural elements such as vertical notches and reveals on Tower 1 and Tower 3 break up the mass of the towers and add texture. The podiums take on a softer, more human scaled look and feel by incorporating wood around the top of the podium and providing overhead weather protection using mostly glass and, in a few locations, wood.

The position of the three towers locates the center of mass to the south of the site, towards similarly zoned developments. The Cloudvue site is intended to be a destination that draws people of Bellevue into the site. Much of the energy is centrally focused.

Lighting design will be thoughtful and subtle on the towers and create a welcoming pedestrian experience on the plazas.

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

Guidelines

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

Response:

The Cloudvue towers are placed in the northeast corner, the northwest corner, and in the center of the southern end of the property. Tower 1 and Tower 3 are rotated to maximize the distance from the proposed towers on the property to the south of the Cloudvue site. This arrangement of the three towers optimizes the amount of natural daylight that will reach the open spaces of adjacent sites and within the site. Solar access of adjacent public open spaces on neighboring sites is not significantly altered by the Cloudvue project.

Tower 1 and Tower 2 are set in a position to allow the north/south through block connection to pass between the two podiums, framing a view to the connecting open space on the site to the south.

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

Guidelines

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

Response:

The Cloudvue site allows multiple, inviting points for pedestrians and bikers to enter and travel through the site. The entry of the north/south through-block connection begins at an active corner plaza of Tower 1 with a featured entry element, "Stacked Cirrus," that extends and widens towards NE 8th Street, inviting pedestrians to enter the site. The orientation of the accessible north/ south through-block connection, once it reaches the 600 Bellevue site to the south, provides easy navigation to the future light rail station and towards the bus terminal. -The east/west through-block connection meets the new signalized crosswalk connecting to the Bravern central court to the east and future Onni development to the west, and is marked by art and is located towards the future rail station.

Bikes enter the covered bike parking in the garage through the west side of the site, accessing the site off the bike lane on 110th Ave NE.

All vehicles traveling to the site to park or for service enter at the mid-block connector road. The mid-block connector road is depressed so that nearly all vehicular access happens below the plaza level. The only vehicles allowed on the plaza level are for drop off and pick up or valet. The driveways connecting to NE 8th Street are one-way right turn in and one-way right turn out.

Emphasize Gateways – LUC 20.25A.150.D

Guideline

a. Use architectural & landscape elements to emphasize gateways

Response:

Located on a City Boulevard, NE 8th Street, the Cloudvue project endeavors to serve as both a gateway and a destination. The Cloudvue towers are visible from I-405 and stand as a beacon along the northeast corner of the DT-O-1 district. As vehicles exit the highway and travel west along NE 8th Street, the north side of the Cloudvue site is visible. The podium treatment along our site is consistent, promotes a sense of entry via the articulated podium façade, and follows the guidelines for Pedestrian Corridor/ High Streets - "A" Rights-of-Way for the highest pedestrian orientation. A vertical sculptural element is located at the project entry to further strengthen the gateway appearance.

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E

Guidelines

a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view
b. Maximize sunlight and sky view in adjacent developments/streetscape
c. Minimize size of shadows & length of time cast on pedestrians

Response:

Multiple tower placements were contemplated to provide maximum and balanced tower separation, light exposure, and views. The current Cloudvue towers are placed in the northeast corner, the northwest corner, and in the center of the southern end of the property. Tower 1 and Tower 3 are rotated to maximize the distance from the proposed towers on the property to the south of the Cloudvue site. Tower 2 is located as far south on the property as possible. This placement and rotation of the three towers maximizes the amount of sun that will reach the ground plane of adjacent sites at different times of day and maximizes views of the sky from the ground plane. The three towers are also intentionally spaced to provide views from adjacent sites.

LUC 20.25A.160 - SITE ORGANIZATION

On-Site Circulation – LUC 20.25A.160.B

Guidelines

a. Site Circulation for Servicing & Parking
b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands
c. Pedestrian & Cycling Connections

Response:

The Cloudvue site allows multiple, inviting points for pedestrians and bikers to enter and travel through the site on paths that are consistent with ADA requirements. The north/south through-block connection begins at an active corner of Tower 1; the podium

curves into the site inviting pedestrians to enter. The north/south through-block connection travels through the Cloudlink Plaza along active use in both Tower 1 and Tower 2 at the same elevation and is visually connected to the Cloud Court (in the north plaza) and physically connected to the Mist Garden (in the southwest plaza). The diagonal orientation of the north/south through-block connection once it reaches to the site to the south provides easy navigation to the future light rail station and bus terminal. The east/west through block connection travels through the Mist Garden to the west, intersects and partially joins the north/south through-block connection, travels along an art and history wall to the south of Tower 2, and meets the new crosswalk connecting to the Bravern central court on the east.

Bikes enter the covered bike parking in the garage through the west side of the site, accessing the site off the bike lane on 110th Ave NE. The bike path on the site is separated from the open space, through-block pedestrian connection, and vehicle midblock connector by landscaping.

Passenger loading needs are accommodated onsite through a sensitively integrated porte cochere accessed by NE 8th Street. The porte cochere utilizes specialty pavers and curves to encourage vehicles to reduce speed. The edges of the drive aisles are lined with landscaping and bollards to buffer and protect pedestrian areas. The only vehicles allowed on the plaza level are for passenger loading or valet. The driveways connecting to NE 8th Street are one-way right turn in and one-way right turn out. The drive aisle width is based on the required width for fire truck access plus an additional 12' for a drop off lane; the full width is not needed for actual vehicular traffic. Note, the drive between the Cloud Court (north plaza) and the sidewalk on NE 8th Street is designated for valet only and is one-way from east to west.

All vehicles traveling to the site to park or for service enter at the mid-block connector road, which is depressed so that nearly all vehicular access happens below the plaza level. Vehicles entering the garage to park access the garage to the east or west of the loading area, avoiding the service traffic in the center of the mid-block connector. Guest parking is providing at the subterranean parking level.

Building Entrances – LUC 20.25A.160.C

Guideline

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

Response:

Circulation to and through the program on the ground plane is intended to happen along the public sidewalks, the through-block pedestrian connections, and the plazas. The primary building entrances for all three towers face the north plaza while maximizing storefront entrances along 108th Ave NE and 110th Ave NE to provide a fine-grained pedestrian oriented environment. Both Tower 1 and Tower 3 office entries are shaped in a "Stacked Cirrus" form that extends and widens towards NE 8th Street, inviting pedestrians to enter the site, which leads to an elevated second floor office lobby so as to maximize ground floor retail. Tower 1 and Tower 3 provide transparent retail entrances along 108th Ave NE, NE 8th Street, and 110th Ave NE. Tower 1 and Tower 3 provide building entries on 108th Ave NE and 110th Ave NE, indicated by recesses in the podium and specialized weather protection.

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

Standards

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

Response:

The through-block pedestrian connections are located per Figure 20.25A.160.D.1. The north/south ADA through-block pedestrian connection meets the though-block connection provided by the site to the south, connecting multiple open spaces. Cloudvue is providing a fully designed and functioning east/west through-bock pedestrian connection entirely on the Cloudvue site. The pedestrian through-block connections are outdoors, open to the public 24 hours a day and will be welcoming, clear, identified with unified lighting and signage, and major entrances to public spaces are punctuated by art.

Guidelines

a. Form logical routes
b. Offer diversity in activities & pedestrian amenities
c. Incorporate design elements to identify through-block pedestrian connection as public space

d. *Accentuate & enhance access to through-block pedestrian connection*
e. *Identify the connection as public space*
f. *Provide pedestrian-scaled lighting*
g. *Provide high-quality design & materials*
h. *Provide landscape to define/animate the space*
i. *Incorporate trees & landscaping to provide enclosure & soften*
j. *Use artistic elements & water features*
k. *Provide ADA access*
l. *Provide weather protection*
m. *Develop as walkway or a combination walkway & vehicular lane*
n. *Incorporate decorative lighting/seating areas*
o. *Be visible from surrounding spaces & uses*

Response:

The Cloudvue through-block pedestrian connections all meet the public sidewalk in logical locations – the middle of the block on NE 8th Street, and at the south of the site, in the middle of the superblock, along 110th Ave NE and 108th Ave NE. Each entry is wide and welcoming, adjacent to an open space. The entries are marked by signage, lighting, landscape, and art. The through-block pedestrian connections are ADA accessible, direct and efficient, but not completely straight, which allows for visual interest and a variety of experiences along the connections.

The north/south through-block pedestrian connection begins at an active corner of Tower 1; the podium curves into the site inviting pedestrians to enter. The pedestrian connection travels through the Cloudlink Plaza along active use retail in Tower 1 with a variety of seating and landscaping on both sides. The Tower 1 entry provides visually exciting projection from the podium that serves as an identifier and weather protection. A pedestrian connection is visually connected to the Cloud Court (in the north plaza) with a unique terraced seating experience where events may occur and activated by a cafe. While a vehicular drive passes between a pedestrian connection and the Cloud Court, the intent is for minimal traffic on this drive aisle and for the paving to be blended to create a sense of pedestrian orientation, thereby slowing vehicular movement. Pedestrians are kept safe with the use of attractive, lit bollards and tactile cues at the edge of the drive aisle and landscaping buffers. The pedestrian connection travels between Tower 1 and Tower 2, framing the view to the south, and passing along the Mist Garden, before crossing a lit bridge to connect to the proposed pedestrian connection and open space on the site to the south.

The east/west through-block pedestrian connection begins at the southwest corner of the site, at the Mist Garden. It intersects and partially joins the north/south through-block connection before travelling along restaurant space and a thoughtfully lit art and history wall to the south of Tower 2. The pedestrian connection continues along the Theater Park and meets the new crosswalk connecting to the Bravern central court on the east.

Along the pedestrian connection includes a diverse offering of amenities throughout including formal and informal seating areas, fire pits, various layers of landscaping, and art.

Open Space – LUC 20.25A.160.E

Guidelines

a. *Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space*
b. *Orient gathering places & walkways toward parks & open space*
c. *Include elements that engage the natural environment*
d. *Locate building to take advantage of adjacent open spaces*
e. *Create attractive views & focal points*
f. *Use open space to provide through-block pedestrian connections*
g. *Encourage year-round use*
h. *Define and animate the edges of public open space*
i. *Provide ADA access*
j. *Provide weather protection*
k. *Use artistic elements & water features*
l. *Use high quality, function, & environmentally sustainable design element*
m. *Maximize safety and comfort*
n. *Provide electrical hookups & areas for staging events*
o. *Avoid vehicular activities in open space*

p. Employ decorative lighting

Response:

Cloudvue offers a variety of open spaces that provide for recreation, gathering and reflection and encourage enjoyment of the natural environment. Each open space is adjacent to a public sidewalk and connected to the other open spaces on the site via pedestrian connections. Pedestrian corridors are created in both the north south and east west directions creating strong connections to and through the site. Plant materials have been selected to create year-round interest including a winter garden, bio-retention planters and evergreen trees. Each of the three plazas open up to the adjacent roadways to encourage pedestrian access and create strong visual connections to the site. The Mist Garden has a sculptural water feature near the sidewalk, the Cloud Plaza has lots of seating and a vertical sculpture and the Theater Park has a large gathering area, an amphitheater and a sculpture. Lighting also plays a big role in creating interest and providing safety. The site is ADA accessible including a ramp at the Misting Garden and Theater Park. Both ramps provide access to the center of their adjacent plazas and are wide enough for bicycles.

Mist Garden:
Central to this space is a formal bosque of trees leading to polished stone water feature that reflects the clouds above. The water feature and an adjoining runnel that runs through the bosque will emit a fine mist creating a sculptural effect that will be visible from the 108th Ave NE. A quiet contemplative garden, this space has both shaded and sunny seating within the garden as well as at the edges of the nearby towers. The Mist Garden includes space for movable furniture and framed by landscape stairs that function as bench seating stepping along with the natural grade to transition onto the primary plaza level. The courtyard serves as the primary entry for cyclists from 108th Ave NE into the property via a ramp that provides access to bike storage and lockers at a lower level. A number of bike racks are also located along 108th Ave NE for quick access. Café tables and chairs are located adjacent to Tower 1 and within the plaza as well as built in benches and boulders.

Cloudlink Plaza – North and South:
The Cloudlink Plazas serve as the primary north/south pedestrian link through property for onsite and community user's flow and gathering from within and beyond the site with a generous width ranging from 30 feet to 60 feet. It is the most dynamic plaza on the site with areas for a potential seasonal market, art walks and exhibition activities. Strategic planting areas allow for free movement of users and flexibility of space. Rather than creating one long corridor, the landscape in this area contributes to a sense of movement resulting in a sense of discovery as Tower 1. A sculpture is provided at the entry adjacent to NE 8th street. A pedestrian bridge on the south side of the site provides access to the adjacent property and to the transit center beyond. Amenities along Cloudlink include moveable and fix seating options of various sizes, fireplace, and open gathering space.

Theater Park:
A great lawn and adjacent amphitheater offer the central element and open park character of this space. Accommodation for food trucks and additional seating will make this a popular location for informal outdoor dining, events and meetings by onsite and community users. Water elements enrich the senses of this space and offer playful relief for children and adults alike. A Pacific Northwest native forest habitat provides an enchanting and authentic character to this space. A seasonal winter garden is located adjacent to Tower 2 and will provide year around interest. Easy access for pedestrian flow from 110th Ave NE and light rail beyond has been provided with artwork announcing the entry. Bio-retention planters are located along the south side of the property to collect roof top water as well as a raised seating area with cloudlike seat furnishings.

Cloud Court:
Cloud Court is an additional open space, which serves as the main courtyard and focal point of the property located on NE 8th Street. Central elements feature green roof retail structure, stage, amphitheater and platform seating to provide a unique active use of the courtyard. The structured planting arrangement reinforce formality of court and provide interest from above views. Specialty paving helps to visually enhance the space and give it a pedestrian focused orientation where cars are secondary and pedestrians are the primary users.

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

i. Provide sense of enclosure & comfortable/continuous street edge

ii. Provide transparent windows

iii. *Create visual interest on walls*
iv. *Provide varied pedestrian experience on facades*
v. *Provide weather protection.*
vi. *Signs & lighting should complement pedestrian scale*
vii. *Building edges shall maintain visual & physical connections to the sidewalk*

Response:

The three towers frame the public realm appropriately by holding the street wall and limiting interruptions at the edge. Storefront entrances are provided along 108th and 110th Ave to provide an active street edge and a pedestrian oriented experience. The continuous podium façades are designed to engage and attract pedestrians into the building through the use of a very large and clear store front window system that is simple and sophisticated. The podium façades, as well as the glazed canopies attached, are broken up with a slight modulation at an approximate 30' interval (following the rhythm of the primary structure) to create visual interest and to signify entries. Canopies, described below, provide weather protection, a sense of scale, and incorporate lighting.

2. Protect Pedestrians from the Elements

Guidelines

i. *Provide weather protection*
ii. *Weather protection shall be integral component of façade*
iii. *Weather protection shall be in proportion to building & sidewalk*
iv. *Weather protection shall provide sense of* ***enclosure*** *for pedestrians*
v. *Use durable materials*
vi. *Awnings & marquees coordinated with building design*
vii. *Minimum height of awnings & marquees*
viii. *Maximum height of awnings & marquees*
ix. *Pavement below weather protection to provide drainage*
x. *Weather protection to have horizontal orientation*
xi. *Weather protection to follow pattern of storefronts*

Response:

The three towers incorporate canopies in the podium to provide pedestrians with a sense of scale and weather protection along the public sidewalks, along a portion of the pedestrian connections, and where adjacent to open spaces. Canopies comply with all land use codes, including height and depth requirements. Generally, the canopies are glass and follow the rhythm of the podium architecture. Along the south of Tower 1, against the Mist Garden, a unique retractable louver provides the option for weather protection or daylight, depending on the weather. The entries to Tower 1 and Tower 3 also have a projecting "Stacked Cirrus" design that protects pedestrians at the main entrance. Grade slopes away from the building everywhere, including under the canopies.

3. Create a Variety of Outdoor Spaces

Guidelines

i. *Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;*
ii. *All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;*
iii. *Provide courtyards, squares, and plazas to enhance adjacent ground floor uses;*
iv. *Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;*
v. *Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;*
vi. *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 areas.*

Response:

As described under the Open Space guideline above, Cloudvue creates a variety of space for the community to enjoy. The Mist Garden is a quiet reflective space, the Cloud Court / Cloud Link Plazas are active with adjacent seating for people watching, while the Theater Park allows for larger public gatherings. Seating is provided in the form of built in permanent benches as well as

moveable café seating for all of the plazas and each building will spill out into these spaces to create a strong indoor - outdoor relationship. The landscape will vary in scale, will define edges and frame views throughout the site.

4. Provide Places for Stopping and Viewing

Guidelines

i. Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;
ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;
iii. Provide seating adjacent to sidewalks and pedestrian walkways;
iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;
v. Create a sense of separation from vehicular traffic; and
vi. Provide comfortable and inviting places where people can stop to sit, rest and visit.

Response:

The site will have both a large and a small amphitheater to provide varied seating opportunities and viewing areas. Movable café tables and chairs allow flexibility for different size groups to gather throughout the site including adjacent to food services. Cloudvue creates a number of varied and different spaces for people to sit individually or gather in groups and enjoy the site as described in the Open Space guideline above.

5. Integrate Artistic Elements

Guidelines

i. Use art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;
ii. Use art to mark entryways, corners, gateways and view termini;
iii. Integrate art into building elements, including but not limited to: façades, canopies, lighting, etc.;
iv. Designate a location for the artwork that activates the public realm and is in scale with its location; and
v. Use materials and methods that will withstand public use and weathering if sited outdoors.

Response:

Sculptural elements are located at Cloud Court / Cloud Link Plazas, Theater Park and the Mist Garden at the entries to each space to serve as landmark and to invite the public in to the property. A mural is to be developed for the southside of Tower 2 to potentially depict the historical aspect of the site. Lighting and landscape design offer integrated art in the open spaces. Tower 1 and Tower 3 main entries are sculptural. The north retail pavilion and adjacent grandstand serve as a sculptural element and gather spaces at the center of the site.

6. Orient Lighting toward Sidewalks & Public Spaces

Guidelines

i. Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;
ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character;
iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape;
iv. Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas and to create an inviting and safe ambiance;
v. Use lighting to highlight landscape areas;
vi. Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;
vii. Install foot lighting that illuminates walkways and stairs;
viii. Use energy-efficient lighting, such as LED;
ix. Direct bollard lighting downward toward walking surfaces;
x. Provide festive lighting along signature streets on buildings and trees; and
xi. Decorative lighting may be used in open spaces to make the area more welcoming.
xii.

Response:

It is important for the City of Bellevue to have a consistent streetlighting plan. The design team is in possession of the City Master Plan and will incorporate the mandated KIM poles and heads, versus recommending a unique streetlight for this city block wide project. The cut-off luminaires will direct the light down to the ground and the pavement as needed. We will promote the use of

LED light sources and color temperatures that will match the adjacent properties. The poles will be centered between the 50 foot tree spacing, allowing the light to flow to the street and sidewalk and minimize future tree maintenance issues.

The perimeter and the interior of the site will use warm lighting and glare free sources to invite guests in and to mitigate unwanted glare. Many of the light sources will be low level or built into planter walls, benches and low-level bollards. To match the site design, the lighting approach is divided into several large-scale plazas. They include the Cloudlink Plaza, Cloud Court, Mist Garden and the Theater Park. Just like the landscaping, each zone will have its own lighting concept, but the consistent, warm tone and low-level circulation lighting will be the consistent thread uniting all plazas into one comprehensive site. The design will be cognizant of the overhead views looking downward, from both our buildings and the adjacent neighboring towers. The design of the fixtures shall fall into two distinct categories. The first is totally concealed. For wonderful site amenities like rich trees, colorful murals, water features, benches, etc. the lighting hardware should be totally concealed from view. This eliminates glare, but it also allows guests to see the landscape features, not the lighting components. The second group of lighting equipment is visible fixtures. Each plaza will use fixtures unique to that plaza or courtyard, and the aesthetic design will be a combination of matching the three towers' clean architectural style and the theme of each courtyard. Warm toned (3000K) LEDs will be selected to provide a soft almost incandescent feel to each of the spaces. The use of LEDs will reduce energy consumption and long-term maintenance so that the plazas will look as good 10 years from now as they will on opening day. The LEDs will also be tied together in a dimming system that will allow the light levels to be individually tailored to each space and the functions or activities that will be scheduled. The system also allows for full on in the case of emergencies, and also allows for curfew lighting or the reduction of the non-essential lighting long after all of the guests are gone and asleep. The unique lighting in each space is described below and that will illustrate how the lighting will be functional, inviting with a decorative or even theatrical overlay to ensure that all of the spaces feel safe and are welcoming to all. Plans with associated design layouts, and initial cutsheets are provided

Mist Garden:
Low level lighting will provide a necessary safety lighting for the plaza. The ramps and planter walls will incorporate shielded steplights to orient the light down to the ground and to minimize glare to guests. Bollards will supplement the lighting as necessary. Signature, iconic poles will identify pedestrian entrances. The concept of the mist will be enhanced with real water-based fog. The water and hardscape features will emanate the fog, for a mystical effect by day. Once the sun sets, the same fog will be illuminated in such a dramatic and theatrical way that it will become magical, a real Instagram garden, an immersive art plaza, surely to become a local tourist attraction. The fog will also be emitted at the perimeter trees which will have dynamic and colorful uplighting. Power outlets will also provide the ability for additional "seasonal" lighting. The "virtual" stream of paver dots will terminate at the main feature. Surrounding seating areas will be downlighted from soffits or indirect umbrella uplights.

Cloudlink Plaza – North and South:
Lighting is a key element that will emphasize the North/South connection. The miniature paver lights will start at Tower 2 as the source and will twinkle and dance along the length of the connector. The termination will be the art element to the North and the Mist Feature to the South. Scaled architectural lighting, combined with landscape and hardscape elements will tie the space together and provide the necessary link. Low level lighting will also be integrated into the connector bridge railings. All feature items from murals to integrated seating platforms will have associated and integrated lighting.

Cloud Court:
As the entrance plaza, this is more of a formal or traditional lighting approach. Warm toned, safety bollards outline the driveway and separate the pedestrians from the vehicles. Entrances are highlighted with iconic signage or signature poles, once again in that matching warm tone. Canopies and building porte cocheres will integrate warm and inviting lighting to illuminate the plaza below and announce the building entrances. Trees and landscape elements will be washed in a natural warm toned white light, concealed in the adjacent planters. Even tree mounted downlights will add a moonlight effect to illuminate the plaza seating areas below. The stadium seating adjacent to the retail building will have integrated lighting and the mini-plaza will utilize two exterior chandeliers to attract guests and invite them to stay and enjoy the space. Miniature paver lights or dots will activate the plaza and enhance the overall theme.

Theater Park:
As this plaza could become a future Playhouse, the lighting is all about bringing the theatre outside. Simple poles will house specialty lighting that can provide safety lighting, stage lighting or even colorful washes or patterns of light onto the stage, open turf area and the amphitheater steps. Small step lights or handrail lights will accent the steps for safety. The winter garden adjacent to Tower 2 will have low level lighting integrated into bench seating, twinkle seasonal lighting and rich natural tree lighting. The pop jet fountain will dance with integrated lighting at night and internally illuminated furniture and possible activity items will populate the various areas. Adjacent to the stage is a flexible area which will be illuminated with scaled, catenary or suspended lanterns. Pedestrian entrances will be illuminated with the signature warm toned, pole.

7. Orient Hanging and Blade Signs to Pedestrians

Guidelines

i. *Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;*
ii. *Sign lighting should be integrated into the façade of the building;*
iii. *Signs should be constructed of high-quality materials and finishes;*
iv. *Signs should be attached to the building in a durable fashion; and*
v. *Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.*

Response:

Signage is being developed and will follow these guidelines. Examples in the Design Review Drawings show early ideas.

8. Build Compatible Parking Structures

Standards & 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 treatments and materiality while providing openings consistent with residential and nonresidential buildings;*
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.*

Response:

All parking for Cloudvue is located below grade, accessed from the mid-block connector.

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

1. 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:

Tower 1 and Tower 3 comply with these requirements along NE 8th Street, 108th Ave NE, and 110 Ave NE. The south and east façades of Tower 1, south façade of Tower 3, and the west façade of Tower 2 will also comply with these requirements as part of exempting Active Use area on the ground plane.

Podium façades are design to engage and attract pedestrians into the building through the use of a very large and clear store front windows system that is simple and sophisticated.

The podium façades, as well as the glazed canopies are broken up with modulation at an approximate 30' interval (following the rhythm of the primary structure) to create a sense of pedestrian scale, add visual interest and signify entry into the active use programs within the podium.

2. Commercial Streets – ***"B" ROW***

Standards & Guidelines

i. *Transparency: 75 percent minimum;*
ii. *Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest: Every 60 linear feet of the façade, maximum;*
iv. *Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and*
v. *One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.*

Response:

Cloudvue is located on two Commercial Streets – "B" Rights-of-Way, 108th Ave NE and 110th Ave NE, but will comply with the more pedestrian oriented Pedestrian Corridor/ High Street – "A" Right-of-Way requirements to exempt Ground Floor Active Use in Tower 1 and Tower 3.

3. Mixed Streets – ***"C" ROW***

Standards & Guidelines

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

Response:

Cloudvue is located on a Mixed Street – "C" Right-of-Way, NE 8th Street, but will comply with the more pedestrian oriented Pedestrian Corridor/ High Street – "A" Right-of-Way requirements to exempt Ground Floor Active Use in Tower 1 and Tower 3.

4. Neighborhood Streets – ***"D" ROW***

Standards & Guidelines

i. *Transparency. Blank walls and inactive uses may occupy no more than 25 percent of the façade;*
ii. *Weather Protection. 50 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*
iii. *Points of Interest. Every 90 linear feet of façade, maximum; and*
iv. *Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.*

Response:

Cloudvue is not located on a Neighborhood Street – "D" Right-of-Way.

5. Perimeter Streets – ***"E" ROW***

Standards & Guidelines

i. Transparency. Blank walls and inactive uses may occupy 25 percent of the façade;
ii. Weather Protection. At entries;
iii. Points of Interest. Every 90 linear feet of façade, maximum; and
iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.

Response:

Cloudvue is not located on a Perimeter Street – "E" Right-of-Way.

Alleys with Addresses – LUC 20.25A.170.C

Standards

a. At least one entire side of the Alley with an Address shall comply with guidelines i. through v. for Pedestrian Corridor/High Streets – "A" rights-of-way found in subsection B of this section.
b. Minimum dimension for an alley with an address shall be 20 feet wide exclusive of drive lane widths.
c. Alleys with addresses shall be open to the public 24 hours a day and seven days a week. Signs shall be posted in clear view stating the Alley with an Address is open to the public during these hours.
d. *Each tenant space shall have an exterior entrance facing the alley and be addressed off the alley.*

Response:

Cloudvue is not located on an Alley with Address.

Guidelines

a. Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way to identify it as part of the public realm.
b. An Alley with an Address may be covered in some areas but should not be predominantly enclosed.
c. Access from the public right-of-way should be encouraged and enhanced by multiple clear points of entry that identify the alley as a public space. Access through the site should form a clear circulation logic with the street grid.
d. Wayfinding, signage, symbols, and lighting should identify the alley as a public space.
e. Design of the ground-level and upper-level retail should relate to the alley and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color.
f. Variation should be incorporated into the design by including dimensional and level changes at both the ground plane and building walls.
g. Pedestrian-oriented lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare. Design should be high quality, and materials should be durable and convey a sense of permanence.
h. Landscaping should be used to animate and soften the space. The use of art and water is also encouraged.
i. Alley 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 Alley when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours.
j. Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.

Response:

Cloudvue is not located on an Alley with Address.

Upper-Level Active Uses – LUC 20.25A.170.D

Standards

a. Points of physical vertical access between the ground level and upper levels shall be located no more than 150 feet apart to facilitate frequent pedestrian access to upper-level active uses.
b. Each tenant space shall have an exterior entrance.

c. *Floor area and building façades directly below upper-level active uses shall comply with standards and guidelines b.i. through b.v. for Pedestrian Corridor/High Streets – "A" rights-of-way found in subsection B.1 of this section.*
d. *Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.*

Response:

Cloudvue is not requesting exempt FAR on upper levels.

Guidelines

a. *Architectural treatment of the upper-level active use space should read as part of the ground level and be distinct from the architectural treatment of the building above.*
b. *Extensive visual access into the upper-level retail space should be available from the sidewalk or the alley with an address with frequent clear lines of sight from grade.*
c. *Lighting and signage should be used to enliven and draw attention to upper-level arcade or balcony, or directly through ground level retail for a multilevel single tenant.*

Response:

Cloudvue is not requesting exempt FAR on upper levels.

LUC 20.25A.180 - BUILDING DESIGN

Overall Building Design – LUC 20.25A.180.B

1. Encourage High-Quality Materials

Guidelines

i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;
ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;
iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and
iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

Response:

The podiums of Tower 1 and Tower 3 use large, clear glazing with simple and sophisticated architectural detailing. The podium façade steps in and out to provide visual interest and depth, while the glass is separated by vertical metal panels to define the retail spaces. The top of the podium has interior wood panels behind the upper band of clear glass to define the podium-tower separation. Along the southern open spaces, retractable overhead louvers in heavy timber structure provide visual warmth and overhead protection to promote uses through all seasons. The Tower 1 and Tower 3 offsets, notches, and reveals each add a layer of texture and visual interest. High quality materials such as clear glazing, shadow box, and stainless steel promote design excellence and building longevity.

Tower 2 uses a structurally glazed or "butt glazed" high quality curtain wall system that maximizes the amount of glass to create an elegant, modern expression. Stainless steel ribbons create the vertical expressions of water, reflecting light and creating bold expression on the façade. At the ground level and upper level terraces, stone and architectural concrete contrast the glass to create solid elements that complement the design and differentiate those areas where pedestrians interact with the building. Wood is the third major material used, mostly found in the soffits but wrapping several walls, creating a warm and inviting presence on the tower and a strong connection to the Pacific Northwest. At the ground level, floor to ceiling panes of glass are used to maximize transparency, and along the south, a mural wall wraps the back of house spaces and will potentially be used as a canvas for describing the history of the site, the church, and Bellevue.

2. Provide Interesting Building Massing

Guidelines

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

Response:

In Tower 1 and Tower 3, the podium is two stories high and scaled to 30' bays by vertical metal panels. The bays step back to follow the angle of the back of sidewalk. Overhead canopies create a human scale around the perimeter of the podium. The tower portion of the buildings are recessed between 5' to 30' from the podium façades with a change in material and detailing. The typical Tower 1 and Tower 3 floor plans feature a significant offset at the opposing corners to create a slender profile. Vertical notches running the entire height of the towers further scale down the tower face. These architectural interventions are intended to convey the massing as 9 smaller parts coming together to form a singular tower expression. Finally, a stainless reveal pattern reminiscent of raindrops is integrated into the curtainwall system to add a layer of texture and a sense of movement to the glass facades.

The massing of the Tower 2 building stemmed from the two uses, with a larger podium for the hotel and smaller footprint for the residences above. Instead of simply stepping the building, we wanted to break that language into separate elements and used a serpentine reveal that shifts the larger massing elements in opposite directions, slenderizing the tower and breaking down the mass. The reveal then wraps up and over the top, creating a transition and reduction of mass at the top (around the mechanical screen) and carries under the base, helping to emphasize the building entries and creating canopies that become part of the architecture. This also allows the tripartite façade division to each have its own scale and materials and elegantly transition between each. At the top, a third transition of material and reduction in mass creates a "crown" that shields the mechanical equipment and adds to the visual interest of the tower. The same vertical reveals that frame the serpentine reveal then become the canopies for the ground level, podium rooftop, and top floor amenity space, tying the different scales and functions of the architecture together to create the larger unified composition.

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:

Cloudvue does not have Connected 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, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and*
iii. *A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.*

Response:

The podiums of Tower 1 and Tower 3 use large, clear glazing over a stone base. The podium perimeter steps in and out to provide visual interest and depth, while the glass is separated by vertical metal panels to define the retail spaces. The top of the podium has interior wood panels behind the upper band of clear glass to define the podium-tower separation. Along the southern open spaces, retractable overhead louvers in wood provide visual warmth and overhead protection. Entries to the office towers are uniquely shaped to identify the building entry and to create a signature look. The lobby entry massing of Tower 1 facing the Plaza protrudes in a curve that extends northward opening the visibility of the plaza from the north. The lobby entry massing of Tower 3 facing the

plaza similarly sweeps a curvilinear form to the northeast corner of the plaza. These curved massing chamfers at the north end of the plaza draw the pedestrian eye towards feature canopies that not only mark entries for Tower 1 and Tower 3 but create visual interest at ground plane throughout the plaza.

Tower 2 steps out once at the podium and again at ground level, separating the massing in areas and creating unique pedestrian scaled facades at grade. Massing steps in and out break the façade into different elements for each interior use, and the tower is expressed all the way to the ground at the residential entry signifying the towers most prominent use. Several sections of solid material treatments of wood and stone create breaks and scaling elements in the pedestrian realm and are a second way of separating uses inside. Hotel and residential entries are delineated with canopies and entry courts that are of different scales and character, creating a more private / serene entry for the residents and active / public entry for the hotel. Vegetation is then an integral part of the ground level especially at the north, with both ground level landscaping and perhaps soffit integrated vegetation softening the space and enriching the experience.

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:

Tower 1 and Tower 3 are almost exclusively active use around the entire perimeter of the podium, with exceptions for lobby space and exits. The transparency percentage is greater than 75% and the program spaces against the exterior wall are greater than 20 feet deep.

The ground level of Tower 2 has been designed to be as transparent as possible. Along the north, west and east (as long as the playhouse is not built), floor to ceiling clear glass walls surround the project. Even in the short strip of back of house areas at the south where solid walls are needed, clerestory windows run above the solid portions and both allow light in and provide a hint of activation in the spaces behind.

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:

The retail entries are double glass doors, adjacent to full glass walls visually connecting the public to retail on the ground plate. Typical retail entries will be framed by a vertical architectural metal panel consistent around the podium façade. These vertical elements serve as lighting and signage opportunities to further add visual interest to the podium façade.

Tower 1 and Tower 3 also include a feature entry expression, "Stacked Cirrus," composed of metal and glass enclosures that form a series of ovals sitting on top of one another. These unique architectural elements will be further animated by adding custom lighting strategy and textured screening inside or out.

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:

Retail is located in the corners of the Tower 1 and Tower 3 podiums and pedestrian entries to those retail spaces are located within 30' of the corners.

The Tower 2 retail on the ground was located as close to the street fronts as possible, and at the intersection of the through-block pedestrian connections that bisect the site. The entry is located at the corner closest to the pedestrian drop off, but the larger operable walls and major transparency faces the Mist Garden that is located to the west. The large entry canopy at the hotel drop-off wraps the corner both signifying the entry to the retail and creating a large covered space. A more transparent glass canopy wraps the plaza side in an effort to create a more minimal expression that allows as much light in as possible.

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;*
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:

Tower 1 and Tower 3 are almost exclusively retail around the entire perimeter of the podium, with exceptions for lobby space and exits. The transparency percentage is greater than 75% and the program spaces against the exterior wall are greater than 20 feet deep. Large and clear glazing panels will be used to ensure visual connection between inside and outside.

In Tower 2, floor to ceiling glass, glass doors and large operable walls create a fluid and blended indoor/outdoor experience for the retail. Along the entire hotel and retail frontage low-iron, clear and low reflectivity glass will be used to maximize visibility.

7. Provide Multiple Entrances

Guideline

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

Response:

Multiple pedestrian entrances are provided around the façade where programming allows.

8. Integrate 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 of 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:

The approach for the exterior building façade lighting is a three-tiered approach. The Crown of the building is critical for long distance visibility. The architectural lighting will be relatively restrained in design so that the final signage on the parapet and the outdoor public amenity spaces will be visible. These spaces will have warm, almost candle-like lighting with the intent to look out and see the City views. The podium lighting will be for the pedestrians. Once again warm in tone, and ideally concealed in their location like canopies and soffits. Special items such as building entrances will be highlighted in a matching architecture aesthetic

to act as public wayfinding. The lighting features will identify the entrances for guests and tenants alike. Architectural elements like columns and feature materials will all be accented. Specialty items like artwork, landscaping and featured murals, will have separate lighting focused on them. The mid span of the building will have a unique lighting effect which will highlight the architectural features of the buildings and visually tie the crowns to the pedestrian base. The office towers, Tower 1 and Tower 3, will utilize the unique slot as an indirect lighting effect. The hospitality/residential building, Tower 2, will have lighting integrated and concealed into the fins; the lighting will be dimmable and programmable to eliminate visual glare to their own buildings and to other adjacent buildings as well. Please refer to section LUC 20.25A.170.A.6 where the low-level plaza lighting is described in detail.

Building 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 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.

iii.

Response:

The Cloudvue towers are placed in the northeast corner, the northwest corner, and in the center of the southern end of the property. Tower 1 and Tower 3 are rotated to maximize the distance from the proposed towers on the property to the south of the Cloudvue site. Tower 2 is located at the center of the superblock, maximizing separation from the adjacent tower development on the other 4 corners of the superblock. This placement and rotation of the three towers maximizes the amount of sun that will reach the ground plane at different times of day, maximizes views of the sky from the ground plane, and allows views from all 3 towers on the site around each other without directly facing each other. The Mist Garden and Theater Park are located to the east and west of Tower 2 along the south side of the site where they can receive the most natural sunlight.

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.

v.

Response:

Tower 1 and Tower 3 will have significant offsets at opposing corners to mitigate wind load, improve access to light and view and allow light to penetrate deeper into the site. With generous floor to floor height (13'-6", typically) the design of Tower 1 and Tower 3 ensures users will have maximize access to natural daylight and view opportunities. Vertical notches and reveals help balance the glazing ratio, enabling Tower 1 and Tower 3 to maintain a 10'-0" ceiling height with visible glazing to the ceiling. The glazing system and each of its components will be carefully selected and designed to ensure the project meets energy goals.

High performance glass and energy recovery systems are being used to minimize energy use. The project is also studying the possibility of using triple pane glass on the south and west where heat gain is the highest, and all the units in the tower feature operable windows for natural ventilation.

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:

The Tower 1 and Tower 3 are designed to be simple and elegant buildings with sophisticated detailing and uniquely large panels of curtainwall system. Offsets, notches, and reveals each add a layer of texture and visual interest. High quality materials such as clear glazing, shadow box, and stainless steel promote design excellence and building longevity.

Tower 2 is broken into two distinct massing fields created by the serpentine reveal up the tower. On the larger massing element, a vertical "waterfall" or "rainfall" effect with stainless steel ribbons enforces the design concept and provides visual interest on the façade. The secondary façade contrasts with lighter spandrel and potentially glass, as well as an additional vertical break that connects the podium and rooftop canopies and provides relief in the façade. The spandrel itself that breaks up vision and solid areas features and secondary vertical patterning that shifts up the tower and creates and additional layer of texture that works as a backdrop for the strong stainless steel vertical.

4. Promote Visually Interesting Upper Floor Residential Windows

b. Guidelines

i. The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows;
ii. Windows should be residential in character;
iii. Windows should be operable; and
iv. Windows should have trim round framed openings and be recessed from the building façade, not flush.

Response:

The residential tower, Tower 2, uses an all glass, clean and elegant curtainwall façade. Residential units feature a mix of operable awing windows, and potentially Juliet style operable doors, to create a vertical rhythm up the façade.

Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

b. 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:

Tower 1 and Tower 3 are each composed of nine vertical parts. Each of the nine parts, delineated by the "notches," has its own vertical termination elevation. The effect of the design is a highly distinctive and animated roofscape, a unique design feature relative to most of the adjacent developments.

Tower 2 breaks down into three forms, each progressively smaller, at the top of the building to reduce mass and create a more dynamic skyline. The terminus of those forms is a mechanical screen that by either lighting or reflectivity of materials will serve as a crown for the tower and become a wayfinding point in the city. On the south, a reveal up the tower wraps overhead and becomes a canopy for the rooftop deck, separating the different forms at the top and creating a more elegant transition in mass.

2. Foster Attractive Rooftops

b. Guidelines

i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;
ii. Provide rooftop terraces, gardens, and open spaces;
iii. Incorporate green roofs that reduce stormwater runoff;
iv. Consolidate and screen mechanical units; and
v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.

Response:

The curtainwall continues straight through the penthouse of the towers, utilizing shadow box to limit the visual difference between concealed spaces and occupied spaces. All rooftop mechanical equipment is fully screened and integrated with the architecture of the towers. Tower 1 has two unique outdoor terraces: to the north, a private dining area and to the south, a public, open bar area, including an operable trellis. Both outdoor roof terraces use the curtainwall glass as guardrails and windscreens. The occupiable rooftop areas on Tower 2 are a blend of raised planting and trees, green roof and hardscape that will create lush outdoor areas for the tenants and attractive rooftops when viewed from the surroundings. Lighting will be focused downward, washing surfaces to create intimate nighttime environments, and any lighting that is focused outward would be dimmable and programmable.

The podium roofs are mostly ballasted, with moments of landscaping and limited paved rooftop access. The retail pavilion in the Cloud Court is entirely landscaped and transitions seamlessly to the landscaped terraced searing over the valet ramp.

Attachment F: Select Project Drawings

CLOUDVUE

ZGF
ZIMMER GUNSUL FRASCA ARCHITECTS LLP

WEBER THOMPSON

OWNER
BELLEVUE DOWNTOWN DEVELOPMENT LLC

CLOUDVUE

ADMINISTRATIVE DESIGN REVIEW

23 APRIL 2021

1/26/2021 2:22:33 PM

Sheet Size: 36 x 48

03 - CLOUDLINK PLAZA SOUTH - LOOKING SOUTH

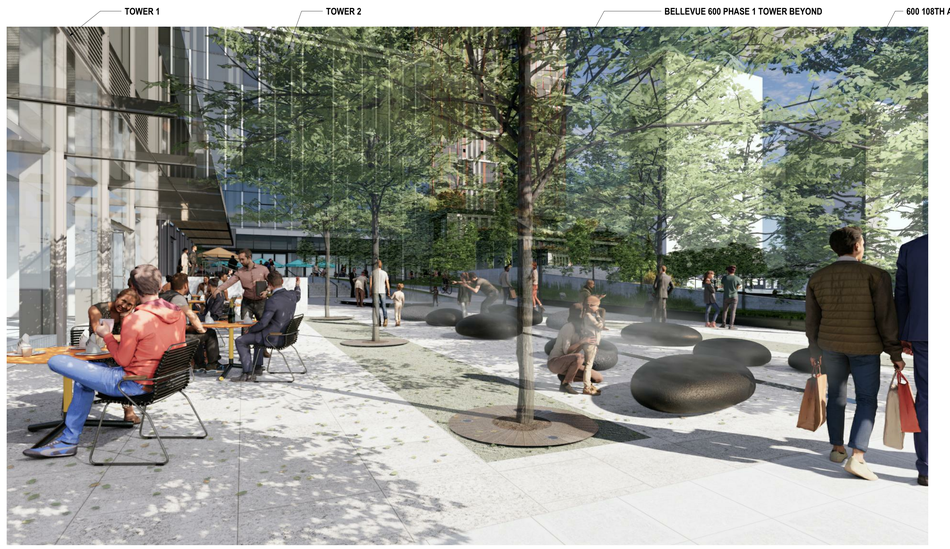
KEY PLAN

1. SEE A2.101, FOR ADDITIONAL NOTES AND DIMENSIONS
2. SEE LEVEL 03 FOR TYPICAL CORE DIMENSIONS

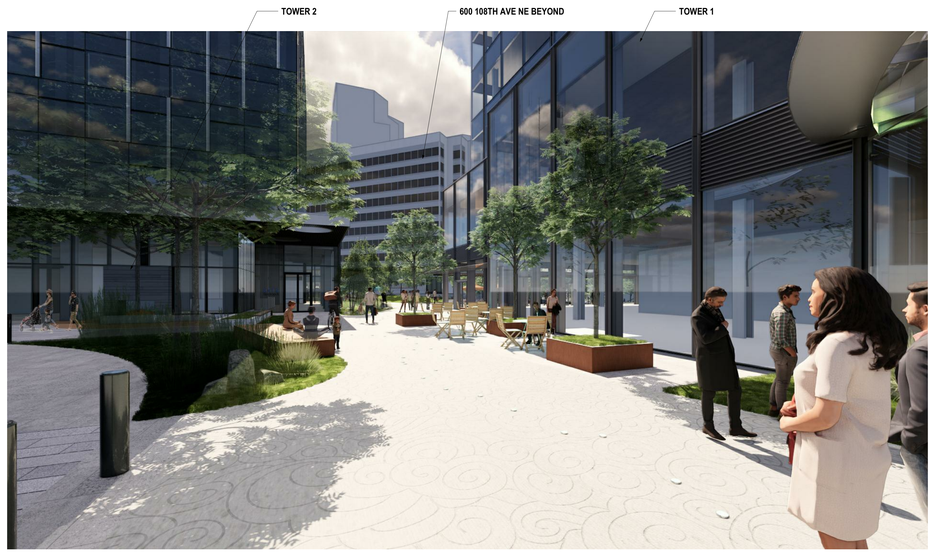
GENERAL NOTES

04 - CLOUDLINK PLAZA SOUTH - LOOKING NORTH

01 - CLOUDLINK PLAZA NORTH - LOOKING SOUTH



05 - MIST GARDEN - LOOKING EAST



02 - CLOUDLINK PLAZA SOUTH - LOOKING SOUTH

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Consultant

SEE A0.022 FOR TEAM ROSTER

Client and Project Information

CLOUDVUE

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First Issue

Revisions

1	ADR RESPONSE 1	02/01/2021
2	ADR REVISION 1	03/19/2021

Key Plan and Orientation

1 0 3 2

Sheet Status
NOT FOR CONSTRUCTION

Sheet Title
ADR - AMENITY VIEWS

Sheet Number
A0.081

Current Issue
ADMINISTRATIVE DESIGN REVIEW

Current Issue Date
03/19/2021

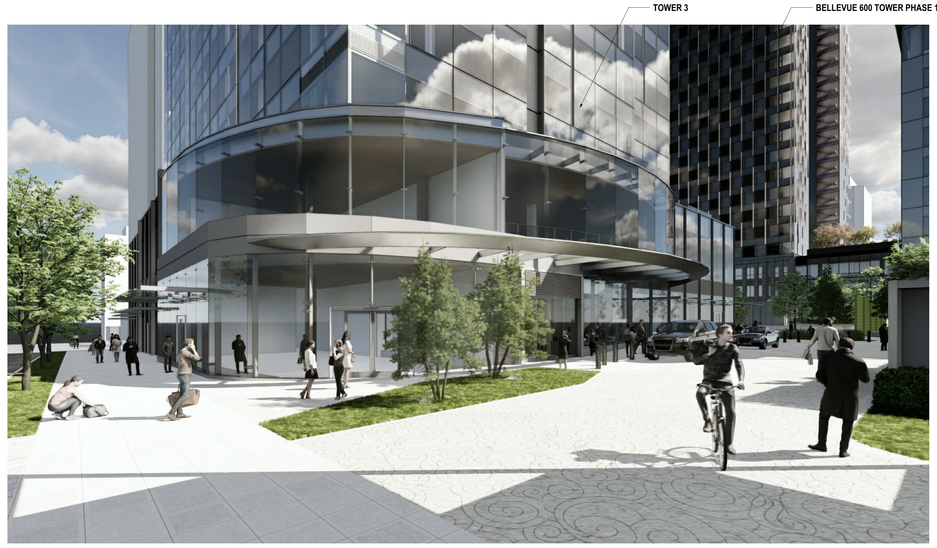
Sheet Size: 36 x 48 | 12" | 1:1 | 3/22/2021 10:11:49 AM

KEY PLAN

08- THEATRE PARK- FROM 110TH AVE NE LOOKING SOUTHWEST

06 NORTH PAVILION FROM NE 8TH STREET

09- EAST WEST BRIDGE CONNECTOR/ LID- LOOKING EAST



07 - TOWER 3 ENTRY FROM NE 8TH STREET

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Key Plan and Orientation

1 0 3 2

Sheet Status
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Sheet Title
ADR - AMENITY VIEWS

Sheet Number
A0.082

Current Issue
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Current Issue Date
03/19/2021

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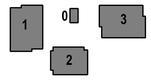

Sheet Status

NOT FOR CONSTRUCTION

Sheet Title

ADR - PERSPECTIVE, BIRDSEYE

Sheet Number

A0.083

Current Issue

ADMINISTRATIVE DESIGN REVIEW

Current Issue Date

02/01/2021

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Revisions

Key Plan and Orientation

1 | 0 | 3 | 2

Sheet Status
NOT FOR CONSTRUCTION

Sheet Title
ADR - PERSPECTIVE, NORTH PLAZA

Sheet Number
A0.084

Current Issue
ADMINISTRATIVE DESIGN REVIEW

Current Issue Date
02/01/2021

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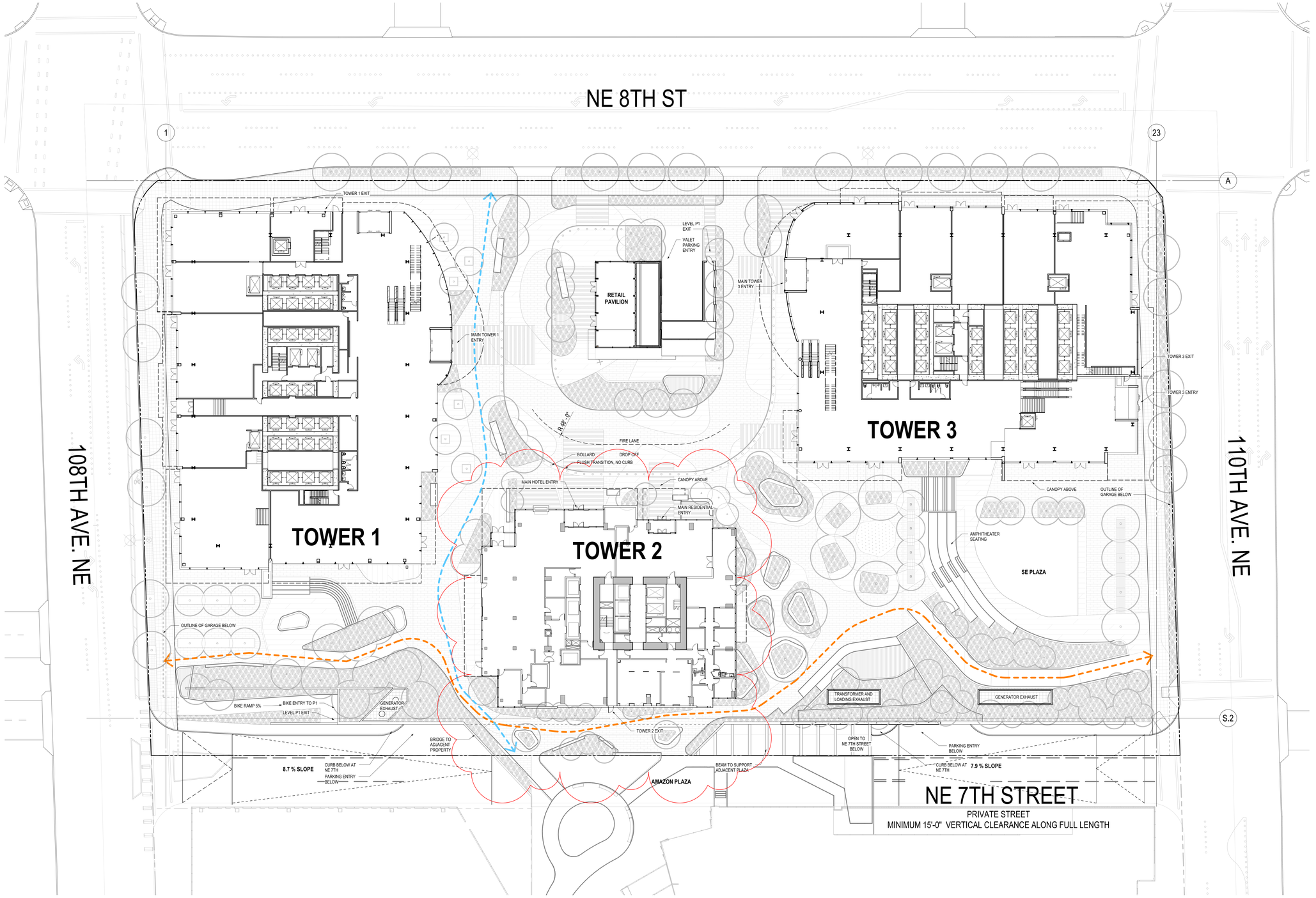

1 A1.002 **SITE PLAN**
1" = 20'-0"

TRUE NORTH PROJECT NORTH

1. SEE LANDSCAPE AND CIVIL DRAWINGS FOR ADDTIONAL SITE INFORMATION, INLCUDING DIMENSIONS, MATERIALS, GRADING, AMENITIES, ETC.
2. FOR INFORMATION ABOUT AMMENITIES SEE SHEETS: A0.030, L0.001, L4.001
3. FOR RIGHT OF WAY, SEE CIVIL RIGHT OF WAY PLANS
4. FOR LIGHTING SEE LIGHTING PLANS LD1.### AND FOR RIGHT OF WAY LIGHTING SEE IL.001 AND IL.002
5. SEE PLOT PLAN SHEET A1.001 FOR SETBACKS AND ADDTIONAL DIMENSIONS

GENERAL NOTES

SITE PLAN LEGEND

NORTH-SOUTH PEDESTRIAN CONNECTION

EAST-WEST PEDESTRIAN CONNECTION

FIREFIGHTER AIR SYSTEMS

Per BA 2018 IFC 919.8, provide a minimum of two exterior fire department connection panels. They shall be attached to the building or on a remote monument at the exterior of the building and be interconnected to the air monitoring system, air storage system, air fill stations and air fill panels. The exterior connection panels shall be secured inside of a weather resistant NEMA 4 enclosure. The panels shall be within 50 feet of an approved roadway or driveway, or other location approved by the AHJ. The enclosures shall be visible and accessible on approach to the building and shall be maintained with a minimum of six (6) feet - 180-degree clear unobstructed access to the front of the panels. The locations shall be remote from the sprinkler FDC locations.

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First Issue

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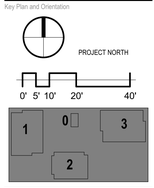

Sheet Status

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Sheet Title

ARCHITECTURAL SITE PLAN

Sheet Number

A1.002

Current Issue

ADMINISTRATIVE DESIGN REVIEW

Current Issue Date

03/19/2021

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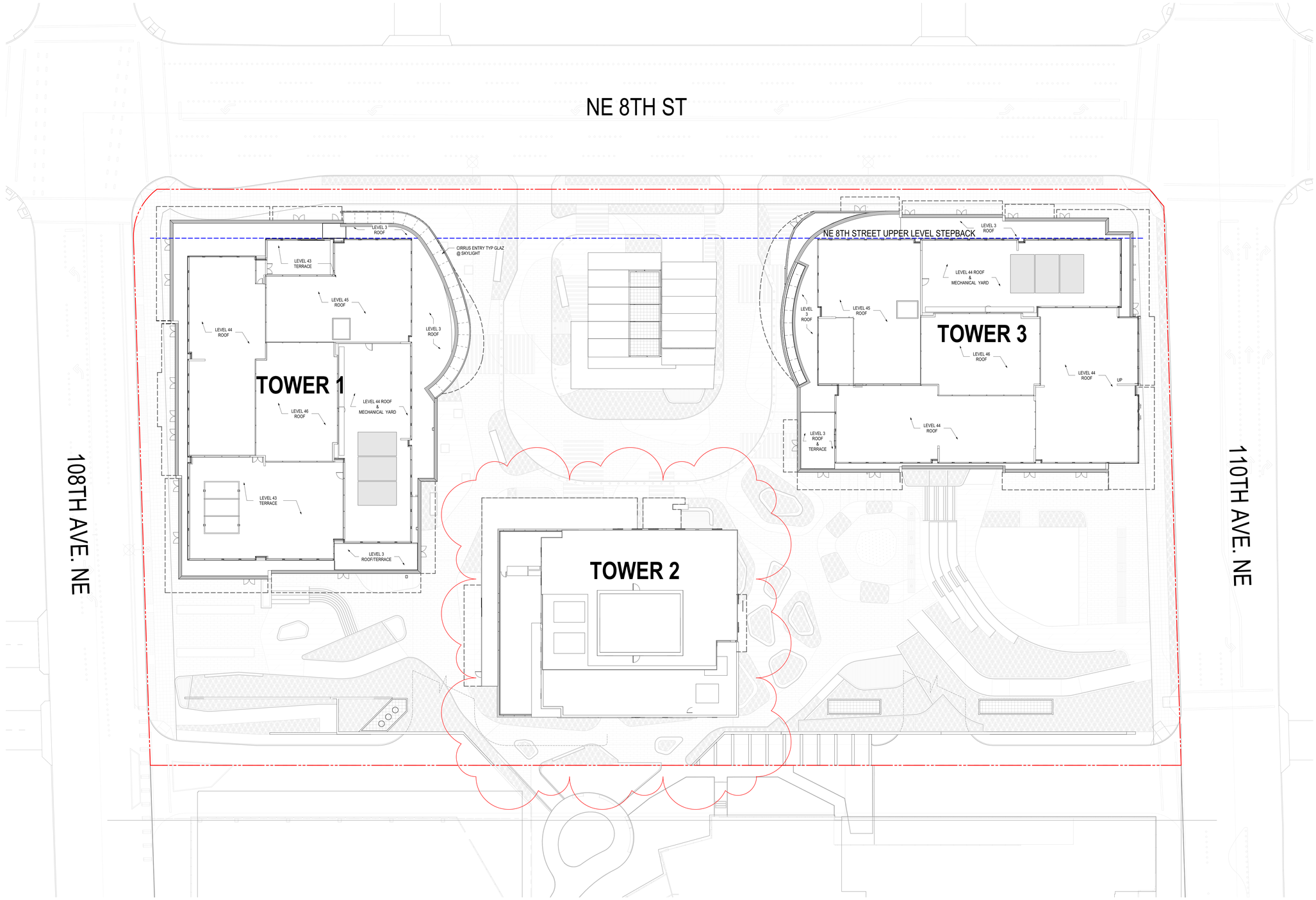

1 A1.003 **ROOFTOP PLAN**
1" = 20'-0"

TRUE NORTH PROJECT NORTH

Sheet Size: 36 x 48 | 1/2" | 1:1 | 2" | 3/19/2021 1:51:03 PM

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PROJECT NORTH

1 0 3 2

Sheet Status

NOT FOR CONSTRUCTION

Sheet Title

ARCHITECTURAL ROOFTOP PLAN

Sheet Number

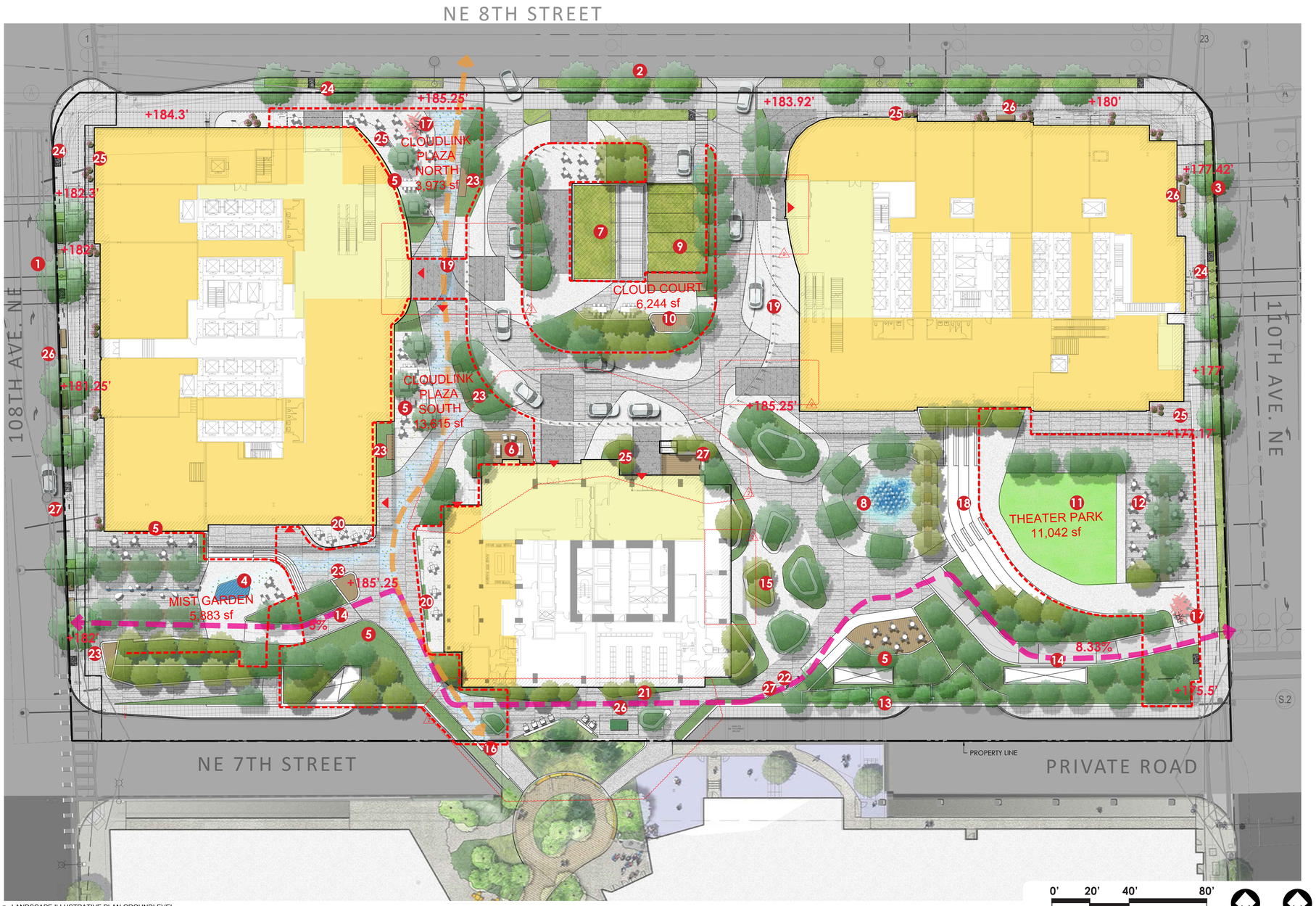
A1.003

Current Issue

ADMINISTRATIVE DESIGN REVIEW

Current Issue Date

03/19/2021



1 LANDSCAPE ILLUSTRATIVE PLAN GROUNDLEVEL
1" = 20'-0"

SCALE: 1"= 20'-0"

PROJECT NORTH

TRUE NORTH

Legend

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

North-South Pedestrian Connection

East-West Pedestrian Connection

OUTDOOR PLAZA REQUIREMENTS
(CHART 20.25A.070.D.4 AMENITY INCENTIVE SYSTEM)

Existing Parcel Size	200,675 sq. ft.
Required Plaza Size (sq. ft.) (10% of total parcel size)	20,068 sq. ft.
Required Plaza Landscaping (sq. ft.) (20% of total plaza size)	4,014 sq. ft.
Required Plaza Seating (ln. ft.) (1 ln-ft per 30 sq-ft of plaza space)	669 ln. ft.

PROPOSED OUTDOOR PLAZA / OPEN SPACE (PHASE II)

Proposed Plaza Size (sq. ft.)	23,471 sq. ft.
CLOUDLINK PLAZA NORTH	3,973 sq. ft.
CLOUDLINK PLAZA SOUTH	13,615 sq. ft.
MIST GARDEN	5,883 sq. ft.
Total Plaza Landscape (sq. ft.)	5,378 sq. ft.
CLOUDLINK PLAZA NORTH	655 sq. ft.
CLOUDLINK PLAZA SOUTH	3,954 sq. ft.
MIST GARDEN	769 sq. ft.
Total Plaza Seating (ln. ft.)	531 ln. ft.
CLOUDLINK PLAZA NORTH	108 ln. ft.
CLOUDLINK PLAZA SOUTH	214 ln. ft.
MIST GARDEN	209 ln. ft.

ADDITIONAL OUTDOOR PLAZA / OPEN SPACE

Additional Proposed Plaza Size (sq. ft.)	17,286 sq. ft.
CLOUD COURT	6,244 sq. ft.
THEATER PARK	11,042 sq. ft.
Additional Plaza Landscape (sq. ft.)	6,411 sq. ft.
CLOUD COURT	1,911 sq. ft.
THEATER PARK	4,500 sq. ft.
Additional Plaza Seating (ln. ft.)	371 ln. ft.
CLOUD COURT	181 ln. ft.
THEATER PARK	190 ln. ft.

MIST GARDEN – Located at 108th Ave NE and adjacent to Tower 1, this space functions as a thoroughfare for pedestrians, entering and crossing the site. This space seamlessly integrates active and passive uses for residents and the general public. A formal bosque of trees is located perpendicular the street, the trees frame open views to the Amphitheater seating, informal gathering spaces, stairs and ramping walkway to higher elevations of the site. Ample pathways provide room for access to building entries through the plaza and are carefully located to create a flexible public space. Centered between the two rows of trees is an at grade runnel / trench grate; which is terminated by a stone water feature. The water feature and runnel will emit a fine water mist/fog. This system works by rapid vibration of water molecules that are sent though a small jet which humidifies the air surrounding the fountain; creating fog. The design intent is that the fog will be gentle and held within approximately twelve inches of the walking surface. The fogging will be carefully controlled to keep it from spraying people siting or passing through the plaza area. This water feature will be winterized, and controllers will be programmed to turn this on and off on a regular agreed to daily and seasonal schedule and for special events. The water feature will be fully coordinated with the lighting design for this area.

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First Issue

Revisions

1	ADR RESPONSE 1	02/01/2021
2	ADR REVISION 1	03/19/2021

Key Plan and Orientation

PROJECT NORTH

1 | 0 | 3 | 2 | P

Sheet Status

NOT FOR CONSTRUCTION

STATE OF WASHINGTON · JERRY COBURN · 20983 EXP. 07/12/2022 · LICENSED LANDSCAPE ARCHITECT

Sheet Title

LANDSCAPE ILLUSTRATIVE PLAN GROUNDLEVEL PHASE II

Sheet Number

L0.001

Current Issue

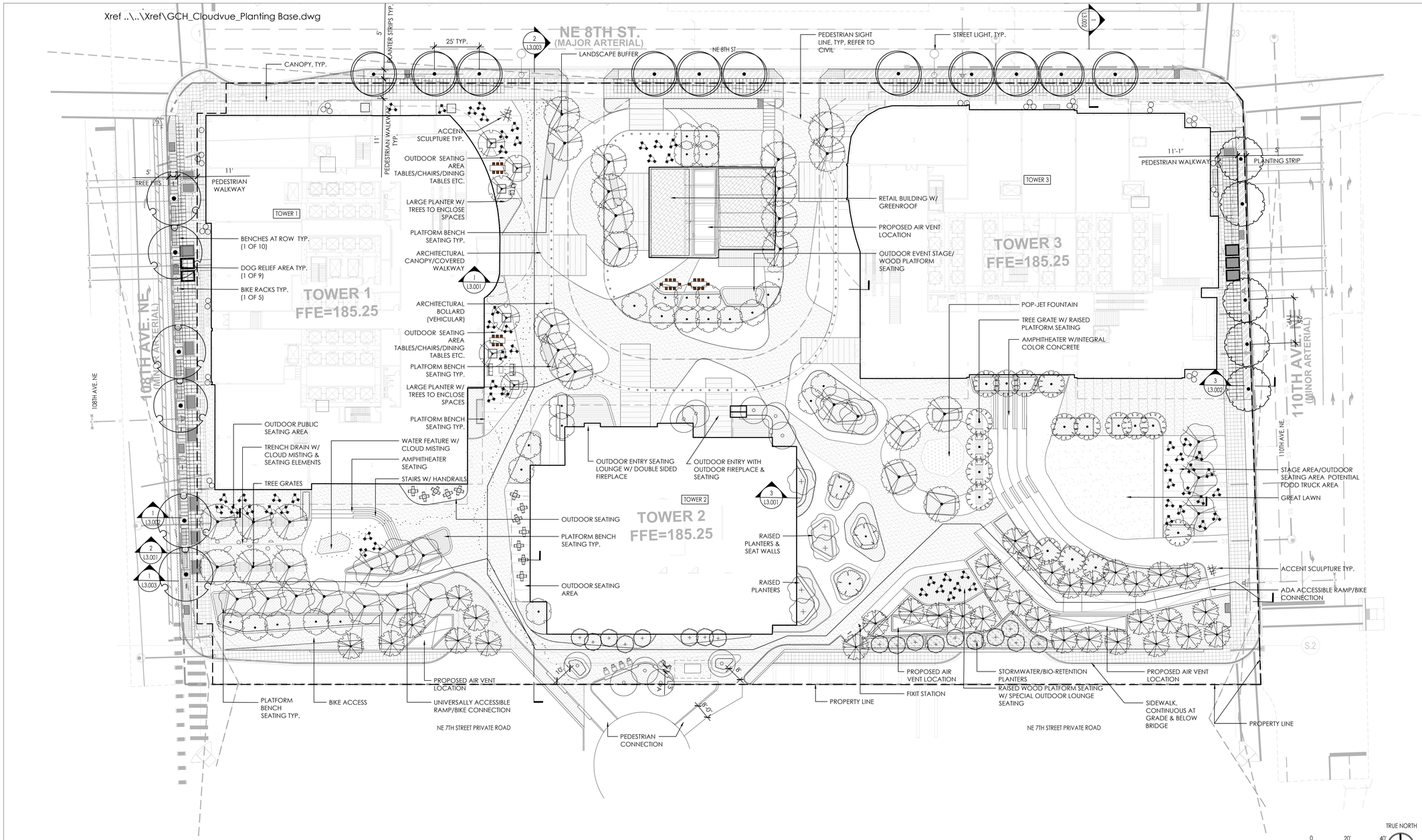
ADMINISTRATIVE DESIGN REVIEW

Current Issue Date

03/19/2021

Attachment G: Green Factor Worksheet

Xref ..\..\Xref\GCH_Cloudvue_Planting Base.dwg



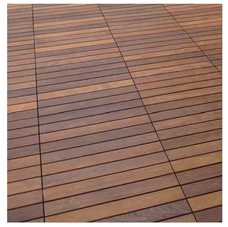
1 GROUND LEVEL PLAN
1" = 20'-0"

ROW SIDEWALK PAVING 1
CONCRETE PAVEMENT W/ 2'x2' SCORING PE COB DOWNTOWN SIDEWALK STANDARDS
COLOR/FINISH : NATURAL / LT. BROOM
NO SHINERS, TOOLED JOINTS TYP.

PLAZA CONCRETE SLAB A
SCORING, COLOR/FINISH : TBD

PLAZA CONCRETE SLAB B
SCORING, COLOR/FINISH : TBD

PLAZA CONCRETE SLAB C
SCORING, COLOR/FINISH : TBD



PLAZA PAVING - WOOD DECK

ROW SIDEWALK PAVING 2
COLOR/FINISH : TBD

1. PRIOR TO CONSTRUCTION, A PRE-CONSTRUCTION CONFERENCE MUST BE ARRANGED BY THE CONTRACTOR WITH THE LANDSCAPE ARCHITECT AND THE OWNER AND THEIR REPRESENTATIVES.
2. A COPY OF THE APPROVED CONSTRUCTION DOCUMENTS SHALL BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
3. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SEDIMENTATION CONTROL AND COLLECTION FACILITIES TO PREVENT ERODED SOILS FROM ENTERING THE PUBLIC DRAINAGE SYSTEM DURING EXECUTION OF THE CONTRACT.
4. KEEP ALL WALKWAYS CLEAR AND FREE OF DEBRIS. PAVED SURFACES, SIDEWALKS, AND CURBS THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST.
5. STORAGE OF MATERIALS AND EQUIPMENT WILL BE ALLOWED ONLY IN AREAS DESIGNATED FOR CONSTRUCTION OR STORAGE.
6. THE CONTRACTOR TO CONFIRM LOCATIONS OF ALL DRAINS, UTILITIES, AND DRAINAGE STRUCTURES BEFORE PROCEEDING WITH WORK.
7. REFER TO CIVIL DRAWINGS FOR ALL EXISTING AND PROPOSED UTILITY LINES, POLES, METERS, VAULTS, FIRE HYDRANTS, FIRE DEPARTMENT CONNECTORS & POST INDICATOR VALVES LOCATED IN THE R.O.W.
8. REPORT ANY DISCREPANCIES BETWEEN DRAWINGS AND ACTUAL FIELD CONDITIONS TO LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION/INSTALLATION.

SHRUB/GROUNDCOVER PLANTING MATERIALS

- ROW PLANTING ON-GRADE
- SHRUBS/GROUNDCOVERS ON-STRUCTURE
- BIO-FILTRATION SHRUBS ON-STRUCTURE
- TURF LAWN
- SYNTHETIC TURF
- GREEN ROOF

* ARCHITECTURAL BOLLARD (VEHICULAR) PER CIVIL ENGINEER'S DRAWINGS

SEATWALL

BIKE RACKS

NOTES :
1. REFER TO SHEET L1.003 FOR FULL PRELIMINARY PLANT SCHEDULE

Sheet Size: 36 x 48

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1	ADR RESPONSE 1	02/01/2021
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3	ADR REVISION 2	06/24/2021

Key Plan and Orientation

PROJECT NORTH

0 1 2 3 P

Sheet Status

NOT FOR CONSTRUCTION

STATE OF WASHINGTON HENRY COBURN REGISTERED LANDSCAPE ARCHITECT NO 685 EXP. 07/11/2021

Sheet Title

LANDSCAPE PLAN PHASE II

Sheet Number

L1.001

Current Issue

ADMINISTRATIVE DESIGN REVIEW

Current Issue Date

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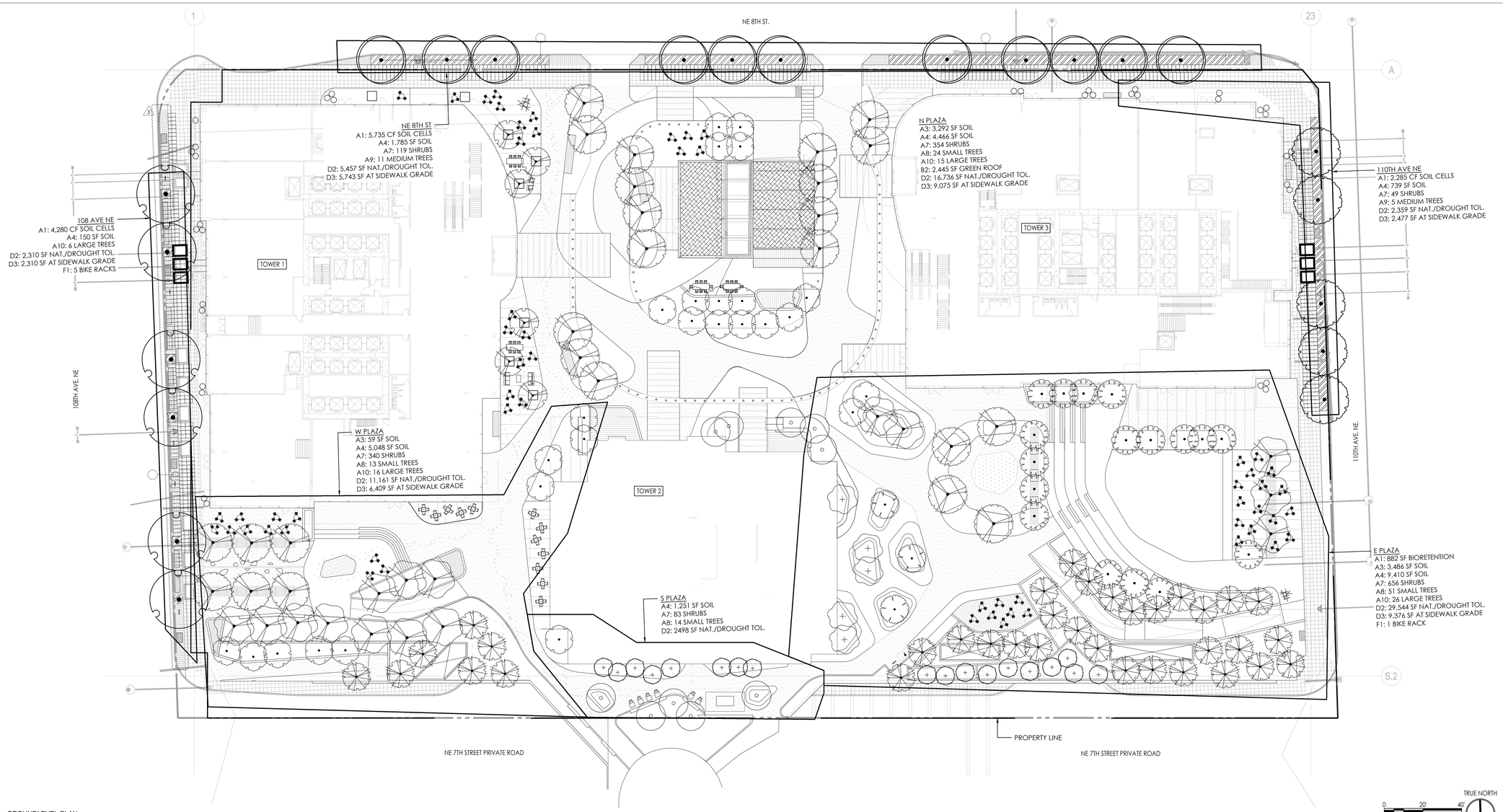

1 GROUNDLEVEL PLAN
1" = 20'-0"

GREEN AND SUSTAINABILITY FACTOR WORKSHEET

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

6/24/2021

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

3 **Project:** Cloudvue

PROJECT LIMIT (Enter sq. ft. of project limit): 200,675 — **SCORE**: 0.336

Total Factor points needed based on Project Limit: 60,203

			Factor	Total
A	**Landscape Elements**			
1	Bioretention Facilities and/or Soil Cells. Bioretention facilities shall be calculated in horizontal square feet. Soil cell systems shall be calculated in cubic feet. The volume of the soil cell system shall be calculated using 3 feet of depth or the depth of the facility, whichever is less. Green roofs do not qualify as bioretention facilities. [These must comply with Bellevue Storm and Surface Water Engineering Standards.]	Enter sq. ft. or volume (if soil cells). 13182	1.2	15818.4
2	Structural Soil Systems. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using 3 feet of depth or the depth of the facilty, whichever is less.	Enter volume. 0	0.2	0.0
3	Landscaped Areas with Soil Depth Less Than 24 Inches. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft. 11925	0.1	1192.5
4	Landscaped Areas with Soil Depth of 24 Inches or More. Landscaped areas can include green roofs and green wall systems (C2).	Enter sq. ft. 22849	0.6	13709.4
5	Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 sq. ft. per inch d.b.h. Trees must have a minimum diameter of 6 inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.	Enter inches d.b.h. 0	0	1.0	0.0
6	Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 sq. ft. per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.	Enter inches d.b.h. 0	0	0.1	0.0
7	Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 sq. ft. per plant.	Enter number of shrubs. 1601	19212	0.4	7684.8
8	Small Trees. Small trees shall be calculated at 90 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 102	9180	0.3	2754.0
9	Medium Trees. Medium trees shall be calculated at 230 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 16	3680	0.3	1104.0
10	Large Trees. Large trees shall be calculated at 360 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.	Enter number of trees. 63	22050	0.4	8820.0
B	**Green Roofs**			
1	Green Roof, two to four Inches of Growth Medium. Roof area planted with at least 2 inches of growth medium, but less than 4 inches of growth medium.	Enter sq. ft. 0	0.4	0.0

GREEN AND SUSTAINABILITY FACTOR WORKSHEET

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

6/24/2021

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

2	Green Roof, At Least 4 Inches of Growth Medium. Roof area planted with at least 4 inches of growth medium.	Enter sq. ft. 7533	0.7	5273.1
C	**Green Walls**			
1	Vegetated Wall. Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of 3 years' growth. A year-round irrigation and maintenance plan shall be provided.	Enter sq. ft. 0	0.2	0.0
2	Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.	Enter sq. ft. 0	0.7	0.0
D	**Landscape Bonuses**			
1	Food Cultivation. Landscaped areas for food cultivation.	Enter sq. ft. 0	0.2	0.0
2	Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.	Enter sq. ft. 75153	0.1	7515.3
3	Landscape Areas at Sidewalk Grade.	Enter sq. ft. 35390	0.1	3539.0
4	Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area. If using Rainwater Harvesting, enter total annual irrigation budget for development (if not utilyzing - enter '1' into field).	Enter total projected gallons harvested. 0 / Enter total gallons. 1	0.2	0.0
E	**Permeable Paving**			
1	Permeable Paving, Over 6 to 24 Inches of Soil or Gravel. Permeable pavement or pavers over at least 6 inches but not more than 24 inches of soil or gravel.	Enter sq. ft. 0	0.2	0.0
2	Permeable Paving, Over More than 24 Inches of Soil or Gravel. Permeable pavement or pavers over more than 24 inches of soil or gravel.	Enter sq. ft. 0	0.5	0.0
F	**Publicly Accessible Bicycle Parking**			
1	Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at 9 sq. ft. per bike locking space and shall be visible from sidewalk or public area.	Enter total bike spaces. 6	54	1.0	54.0
2	Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 sq. ft. per locker, and shall be visible from public areas and open for public use.	Enter total bike lockers. 0	0	1.0	0.0

Sheet Size: 36 x 48 — 0" 1" 2"

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First Issue

Revisions

1	ADR RESPONSE 1	02/01/2021
2	ADR REVISION 1	03/19/2021
3	ADR REVISION 2	06/24/2021

Key Plan and Orientation

PROJECT NORTH

1 | 0 | 3 | 2 | P

Sheet Status

NOT FOR CONSTRUCTION

STATE OF WASHINGTON · GARY COBURN · 46 885 EXP 03/10/2021 · LICENSED LANDSCAPE ARCHITECT

Sheet Title

LANDSCAPE GREEN FACTOR

Sheet Number

L4.002

Current Issue

ADMINISTRATIVE DESIGN REVIEW

Current Issue Date

02/01/2021