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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	606 106th Avenue NE - ONNI
LOCATION:	606 106th Avenue NE
FILE NUMBERS:	19-104024-LP & 19-104023-LD
PROPONENT:	ONNI Group, Brian Brodeur, (312) 477-2305

DESCRIPTION OF PROPOSAL:
Approval of a Master Development Plan and Design Review application to develop a single phased, three-tower, mixed-use project which includes 1 office tower and 2 residential towers within the DNTN-O1 land use district. Project includes development of a 30-foot-wide section of the Grand Connection and a 15,000 square foot Major Public Open Space. Additional improvements include outdoor plaza space, landscaping, lighting, and a through-block pedestrian connection.

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 after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision.

DATE ISSUED: 6/23/2022

APPEAL DATE: 7/7/2022

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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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:** June 23, 2022
Elizabeth Stead, Environmental Coordinator
Development Services Department

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	606 106th Avenue NE -ONNI
Proposal Address:	606 & 620 106th Avenue NE
Proposal Description:	Master Development Plan and Design Review approval of a single phased, three-tower mixed-use project which includes 1 office tower and 2 residential towers, within the DNTN-O1 land use district. Project also includes development of a 30-foot section of the Grand Connection and a 15,000 square foot Major Public Open Space.
File Number:	**19-104024-LP; 19-104023-LD**
Applicant:	Brian Brodeur, ONNI Group
Decisions Included:	Process II, Combined Master Development Plan Decision, Design Review Decision and SEPA Determination
Planner:	Laurie Tyler, Senior Planner
State Environmental Policy Act Threshold Determination:	Determination of Non-significance (DNS) *Elizabeth Stead* Elizabeth Stead, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Elizabeth Stead, Interim Co-Director Land Use Director Development Services Department By: *Elizabeth Stead* Elizabeth Stead, Land Use Director

Date of Application:	February 1, 2019
Notice of Application:	March 14, 2019
Public Meeting:	April 3, 2019
Decision:	June 23, 2022
Appeal Deadline	**July 7, 2022, 5 PM**
MDP/LD Expiration:	July 7, 2027 (5 years)

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

Table of Contents

Attachments

A. 2019 Comprehensive Plan Matrix and Downtown Design Guidelines
B. 2019 Administrative Departure Request Forms (5)
C. Vesting Request dated 4.20.22
D. Parking Studies (Hotel, Daycare, Fitness)
E. Certificate of Concurrency
F. Republic Services Approval Letter
G. SEPA Checklist (Attachments to Checklist located in Project File)
H. Project Drawings (Located in Project File)

I. Request/Proposal Description

A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA), Master Development Plan and Design Review approvals to demolish two existing buildings and construct a single phased 3-tower development with a shared podium, and 6 levels of below grade parking, totaling 3,383,156 square feet in Gross Floor Area (GFA). The proposal includes 2,479 parking stalls to be accommodated within the six levels of below grade parking.

Tower 1 is proposed to be 53 stories and includes a 257-room hotel, ground level active use spaces and 425 residential units. Tower 2 is proposed to be 54 stories and includes ground level active use space and 634 residential units. Tower 3 is proposed to be 45 stories and includes a 9,532 square foot daycare, ground level and upper-level active use space and 871,818 square feet of office space.

In addition to the proposed buildings, a 30-foot-wide section of the Grand Connection (NE 6th Street) is proposed along the southern property boundary, as well as a required through block pedestrian connection running east-west on the northern side of the development. A 15,000 square foot Major Public Open Space (MPOS) is also proposed at the south-west corner of the development.

The subject site is located at 606 & 620 106th Avenue NE, within the Downtown-Office-1 Land Use District and is approximately 174,914 square feet (4.01 acres) in size. The applicant has requested five (5) Administrative Departures as part of this application:

- Build-To Line
- Compact Parking Stalls
- Tree Pits vs. Planter Strips
- Weather Protection
- Reduction in Required 10% Open Space

Departure requests are discussed in detail in Section V. below.

B. Master Development Plan

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

Streetscape

The MDP site is bounded by 106th Avenue NE to the West and NE 6th Street (Grand Connection) to the South. The proposal incorporates required street frontage improvements on 106th Avenue NE and includes a design for the 30-foot-wide portion of the Grand Connection on NE 6th Street. The vehicular access point for the development will be located mid-block along 106th Avenue NE.

The applicant proposes an internal shared access driveway along the northern property boundary to be shared with the proposed Artise development north of the subject site. This shared access will provide a secondary access point for the development via 106th Avenue NE to access the below grade parking garage as well as the loading and refuse/recycling collection areas on the east side of the development. In addition, a second internal driveway/shared access roadway connection will be located on the east side of the development, which also crosses through the east side of the adjacent proposed Artise development, to provide a future access point to NE 8th Street. This will provide for a third vehicular connection for the project's loading and refuse/recycling collections areas, in addition to maintaining existing vehicular garage access points for the adjacent Symetra and Key Center towers to the east, which utilize the subject property for ingress/egress.

While there are only two official street frontages for the project, the two additional internal driveways/shared access roadways with the Artise development to the north will provide for enhanced vehicular connectivity into and out of the subject site, while maintaining vehicular access for the adjacent Symetra and Key Center towers east of the site. A public access easement will be required along both internal driveway/shared access roadways to provide public access into and out of the subject site. Refer to Transportation section below for additional discussion.

Through Block Pedestrian Connection/Outdoor Plaza

The MDP incorporates an east-west through block pedestrian connection along the northern property boundary, with two outdoor plaza spaces along the connection to provide activation of the connection. This through block will allow for a connection between the existing Symetra and Key Center tower open space areas east of the subject site, to provide a full connection through the superblock, between 108th Avenue NE to 106th Avenue NE.

The Land Use Code indicates a north-south through block pedestrian connection along the east side of the development. However, with the existing vehicular garage entrances for both Symetra and Key Center and the proposed loading for the subject application along the eastern shared property line, it would not be safe to send pedestrians into this space to provide a proportionate share of the through block connection along this eastern edge. Given that an existing north-south pedestrian through block connection currently exists on the adjacent development to the east, which connects the Grand Connection (NE 6th Street) up to NE 8th street, requiring a secondary north-south connection on the subject site through a heavily vehicular area would not be advantageous. Therefore, one is not provided on the subject site.

The project will incorporate publicly accessible outdoor plaza space for the proposed towers to exceed trigger height. A minimum 10% of the site is required to be dedicated as outdoor public plaza; however, the applicant has requested a Departure to reduce the 10% requirement to 9.75 %, given the amount of publicly accessible open spaces already required on the site for the Major Public Open Space and Grand Connection.

C. Design Review – Site Design

Streetscape

The 106th Avenue NE streetscape includes a minimum 5-foot-wide planter strip that varies in width, allowing for areas with an increase in planter width to accommodate additional soil volume, vegetation, and bench seating. An Administrative Departure has been requested to provide 5-foot planter strips in lieu of the required 5-foot tree pits to provide an enhanced buffer between the adjacent vehicular lanes and the pedestrian realm, which helps to reduce or eliminate pick-up and drop-offs within the vehicular lane.

Beyond the streetscape planter is a 15-foot-wide sidewalk. Bench seating as part of the streetscape planters is strategically placed so as not to impede the clear path of travel for the sidewalk. Sidewalk paving will be the standard 2'x2' scored concrete as required by the Transportation Department.

The main vehicular entrance to the development is at the mid-block and includes an on-site vehicular turnaround adjacent to the 106th Avenue NE frontage, to provide for quick pick-up and drop-offs to the development in lieu of this occurring within the right-of-way. An additional shared private roadway will be located at the north end of the subject site and shared with the adjacent developments north and east.

A Major Public Open Space (MPOS) is located at the southern end of the site and opens onto the 106th Avenue NE street frontage. Paving is proposed to remain the standard 2'x2' scored concrete for the width of the required sidewalk, with the paving design changing behind the sidewalk for the MPOS. An existing bus stop will be replaced in front of the proposed Tower 1, just north of the MPOS.

Outdoor Public Plaza Design

All three proposed towers will exceed the trigger for additional height in the DNTN O-1 Land Use District of 450'. Per LUC 20.25A.075, 10% of the site area (17,491 SF) must be designated and designed as outdoor public plaza space. The applicant will provide three separate public plaza spaces totaling just under the required 10% (17,069 SF in lieu of the required 17,491 SF). Therefore, an Administrative Departure has been requested for the 422 SF reduction in public plaza size. Refer to section VI below for additional departure discussion.

Along with a Major Public Open Space (MPOS) and a 30-foot-wide section of the Grand Connection, the three public plaza spaces provided will further expand on these larger required open spaces, in addition to providing a separate public plaza space on the north side of the development, which will expand upon the required east-west through block pedestrian connection. Refer to Section IV.C For additional discussion regarding the Outdoor Public Plaza design.

Grand Connection

A 60-foot wide Grand Connection (GC) corridor is identified adjacent to and within the subject site along the southern property boundary. This project will design and install a 30-foot-wide section of the corridor as required by the code, within and adjacent to the southern property boundary. The GC design responds to the circulation needs, function and materiality of not only the subject site, but also the larger corridor. The

Connection is wide enough to support the movement of both pedestrians and cyclists, with a minimum clear path of travel of at least 11-feet. Landscape and seating features along the length of the corridor allow for informal gatherings and activities along the route. The abundance of elevated canopies and shade trees offer weather protection along the southern edge. Materials such as paving, and corridor furnishings will comply with the City's recently adopted Grand Connection Guidelines and will include elements of the preferred Grand Connection Gold color to further tie into the greater corridor/connection throughout Downtown.

The proposal was submitted prior to the adoption of the Grand Connection and Major Public Open Space Design Guidelines. Therefore, some of the project drawings and documentation may refer to the Pedestrian Corridor. However, because the Grand Connection guidelines were in process during this project review, the City worked with the applicant throughout the Design Review process to ensure that their proposal would meet the proposed Grand Connection Guidelines. The Grand Connection and Major Public Open Space Design Guidelines (LUC 20.25A.175) were adopted in June 2021 and this proposal has met the guidelines and standards in this recently adopted section of the LUC.

The applicant has provided a design that will ensure textures, materials and products will be consistent between the subject site and the entirety of the corridor running through Downtown. Opportunities for public art, both free-standing or embedded within the paving will continue to be explored to support the overriding narratives and themes of the newly adopted Grand Connection. Refer to Section IV.D for additional discussion regarding the Grand Connection.

Grand Connection – Looking West

Major Public Open Space (MPOS)

A required 15,000 square foot Major Public Open Space is required at the south-west corner of the site which ties into the adjacent Compass Plaza, located on the Galleria site to the south. The overall design intent of this space is to provide a large

welcoming and open public space for the Downtown core, but one that is also complimentary to and activated by the adjacent proposed podium of towers 1 and 2. A variety of seating types, terraces and decks promote people watching and gathering, allowing for activation at all times of the day. A water feature imbedded into the special paving within the center allows for children's play during the warm summer months, while also helping to break up the expansiveness of the space. The plaza is large enough to support a range of programming, activities, and events, including food and art festivals, farmer's markets, acoustic summer concerts as well as everyday social gatherings. Large shade trees and a large canopy at the plazas' east perimeter adjacent to the "stramp", which is a combined stair and ADA ramp, will provide rain and sun protection.

It should be noted that the existing "Bell Gate" art piece, located at the southwest corner of the site, will be relocated to the north end of the site as part of the combined northern through-block connection and public plaza space, allowing for continued engagement with this special art piece in the downtown. The City and applicant are working to ensure Bell Gate remains on site post construction for enjoyment by all. Refer to Section IV.E For additional discussion regarding the MPOS.

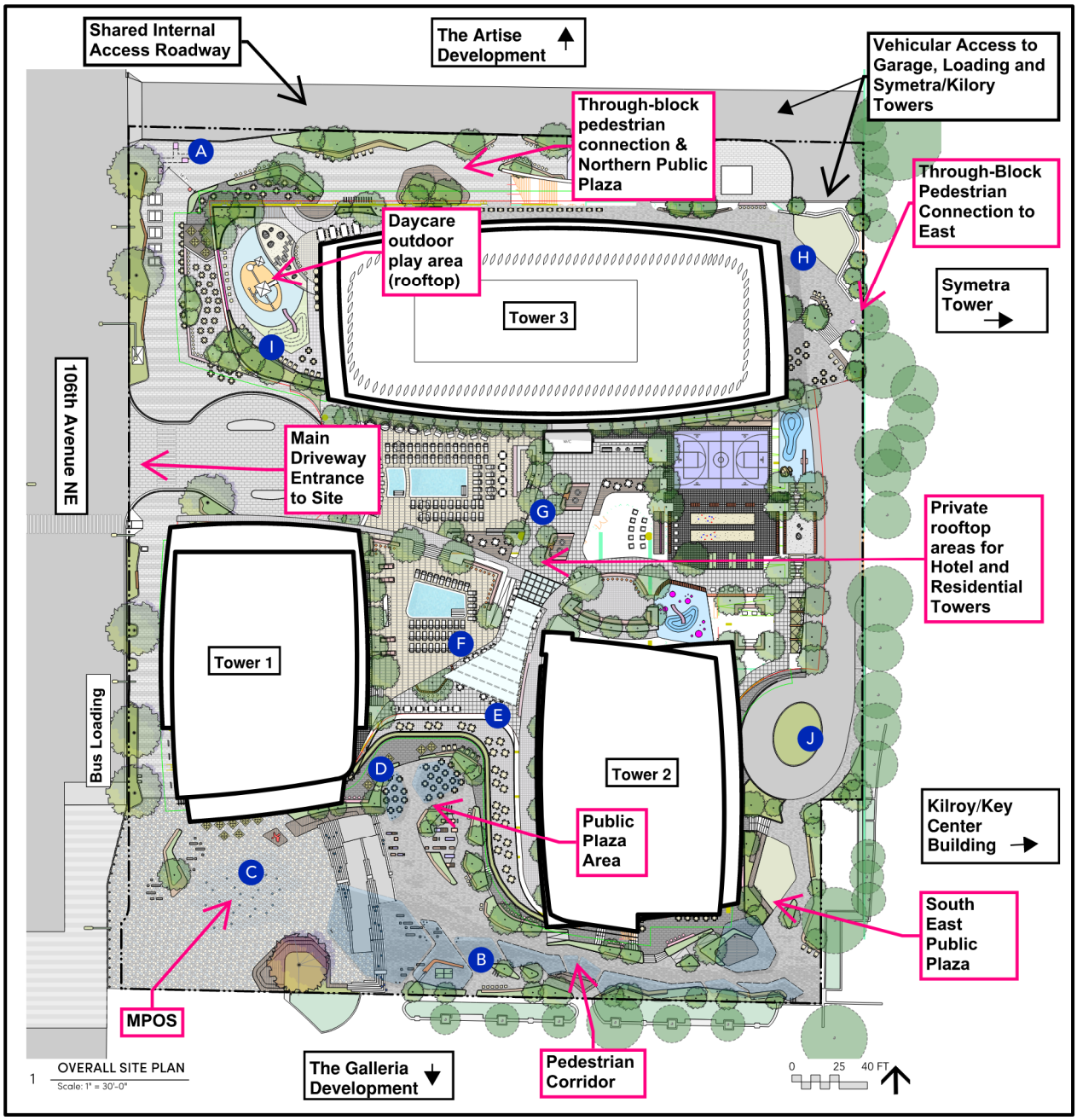
Major Public Open Space – Looking Southeast

Through Block Pedestrian Connection

An east-west through-block pedestrian connection is required along the north side of the development, which will connect 106th Avenue NE (west) up to 108th Avenue NE (east) though the adjacent Symetra public plaza area. The applicant has designed a through block connection that provides additional plaza space as part of the connection helping to further activate the connection. An outdoor plaza located at level four will provide the connection to Symetra, east of the site. This plaza will provide landscaped area, flexible seating, lighting, and an open lawn area. A grand staircase will take users down to level one, to the public art plaza, which includes a

half-court basketball court, landscaping, lighting, seating areas and public art. Refer to Section IV.I below for additional discussion regarding the through-block pedestrian connection.

Overall Site Plan



D. Building Design

Tower Designs

All three towers are designed to the maximum allowable height of 600 feet. The tower locations are sited to maximize spatial separation and sun exposure. The two

residential towers are located on the south half of the site, opening onto the new Major Public Open Space and Grand Connection. The office tower is proposed on the north end of the site, with the main entrance lobby via the driveway off 106th Avenue NE.

All three towers share a common language of curves to maintain design continuity across the site, while each tower design is individual as building forms are terraced, stacked, and detailed in a manner to produce a site-specific base, middle and top of each tower.

The larger, gentle glazed curves of the Tower 3 structure announce office, while the more intricate stacking of volumes of Towers 1 and 2 are more representative of residential unit types of the different floorplate configurations. The lower volume of Tower 1 is more streamlined in its articulation, signifying a less articulated hotel use floor plan. The residential programs at the upper portion of Tower 1 and the full height of Tower 2 include balconies and outdoor spaces to announce the residential use within the structure and balance the clean façade of the office tower and hotel use.

Exterior lighting is proposed for the podium levels of the development, as well as the rooftops. All exterior lighting is required to be dimmable/adjustable to prevent light pollution from impacting adjacent towers, including residential towers nearby. **Refer to Section XIV for Conditions of Approval regarding Exterior Building Lighting and Rooftop Lighting.**

Podium Design

The podium design includes white ribbons tracing the contours of the curved floorplans. Stacked and terraced at various levels, these design moves provide for a dramatic backdrop to the Grand Connection and plaza spaces to the north and south. On 106th Avenue NE, the accent ribbons flow inwards gesturing the auto drop off and entrances into buildings. The podium massing steps back as the podium grows upward to allow for terraces and deck spaces, and a visual connection to the street level and plazas adjacent. Storefront windows directly adjacent to 106th Avenue NE and the Grand Connection/MPOS shall be clear glass to allow for continuous visual access into these spaces. **Refer to Section XIV for Condition of Approval regarding Street Level Glazing.**

Color and Materials

The color/material palette is natural and muted, utilizing silver, gray, bone white and bronze with starker white elements as accents. Bronze glass curtainwall is used to identify the commercial components of the project and is primarily used on the podium levels. The upper levels utilize a tinted glass as a contrast and a way to further differentiate the uses and stacked volumes of the towers. Primary materials are curtain wall and window walls featuring glass and metal spandrel. The spandrels will be bronze, and column covers are white precast. The signature swooping canopies will be made of glass and metal which are also white.

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 provide any sign permit approvals of the preliminary master sign program. The applicant will be required to submit this package to the City for formal sign code review prior to any occupancy permits for the tower or active use spaces. **Refer to Section XIV for Condition of Approval regarding Project Sign Design Package.**

E. Process

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

F. Vesting

The applicant has chosen to submit the MDP and Design Review applications to be reviewed together as a single-phased project. No project phasing is proposed under the MDP, as the project is anticipated to be constructed as a single phase. Per LUC 20.30V.190, requests for extended vesting for an MDP may be granted up to 10 years from the date of MDP issuance, and a Design Review decision may receive extended vesting from the date of issuance of the MDP.

In the case of the subject application, the MDP and Design Review were reviewed together as a single phased development, so there is no requirement for extended vesting applicable to the MDP. However, given the significant scale and complexity of the project and the length of time it will take to construct, the applicant has requested extended vesting for this joint MDP/Design Review approval for 5 years, which can be granted under this approval. The applicant has submitted a construction permitting/phasing plan which outlines how the development will be constructed over a period of years. This development will vest to the land use code upon submittal (not issuance) of a complete below grade building permit for the below grade garage.

Although the plans and site design submitted by the applicant at the MDP and Design Review stage generally conform to the applicable building code requirements, the project utilizes a Total Building Performance (TBP) approach where the separate towers on a shared podium are treated as a single building for purposes of compliance with the Energy Code. City approval of a project using the TBP approach is dependent on all aspects of the approved design being constructed in a sequence that ensures continuous compliance with the Building and Energy Codes. Under the TBP approach, as proposed by the applicant, should any portion of the multi-tower "building" not be constructed, the other portions of the "building" would not be complaint with the Energy Code, and any changes made to the overall design or construction phasing must maintain conformance with the Building and Energy codes.

If the applicant does not submit building permits in time according to the vesting plan/estimated timeline schedule (ETS) or allows a building permit to expire, then the project would lose building code vesting which may require modifications to this approval, either processed as a Land Use Exemption (LUX) or a new MDP/Design Review. Any LUX application to modify the approved Design Review under LUC 20.30F.175 or any modification to the MDP approval under LUC 20.30V.160 shall be subject to review by the City's Building Division in order to ensure compliance with the Building and Energy Codes. **Refer to Section XIV for Conditions of Approval regarding Vested Status of the Master Development Plan/Design Review, the specific requirements related to Modifications to the MDP and Design Review Modifications, as well as the Condition of Approval addressing Building Code Vesting and Energy Code Compliance.**

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

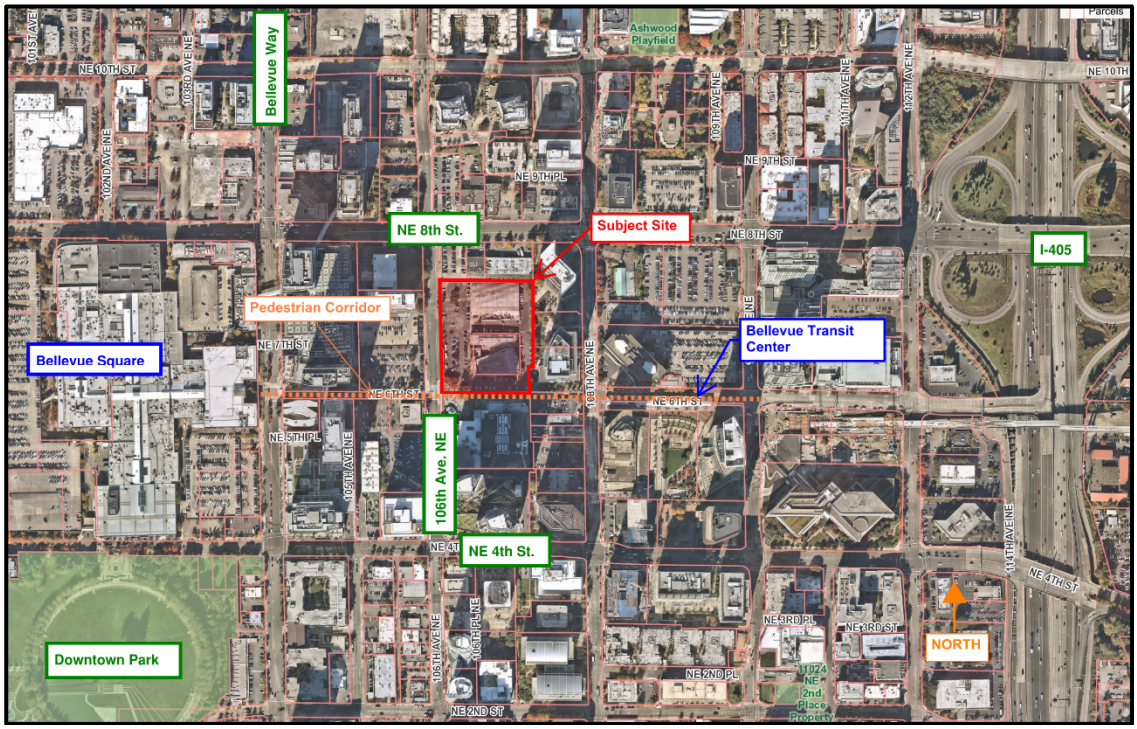
A. Site Description

The subject site is located on the east side of 106th Avenue NE, on the block between NE 4th Street and NE 8th Street, in the Downtown subarea. The project site currently has direct access to 106th Avenue NE only. With the proposed development, future access would also eventually be provided up to NE 8th Street through the adjacent

development to the north, located on the corner of 106th Avenue NE and NE 8th Street (The Artise), currently under construction. The site is located directly adjacent to the Grand Connection (NE 6th Street) and a required Major Public Open Space on the south side of the site. The site is comprised of two parcels, which when combined, total approximately 174,914 square feet. A boundary line adjustment application (#19-104027-LW) was recently approved and recorded which combined both parcels into one parcel (King County Recording No. 20210315900014) for purposes of this project.

It should be noted that there is a small piece of land on the southwest corner of the adjacent Kilroy property (east) which is currently parking stalls. The adjacent property owner has acknowledged in writing (email) that post construction, they would not be able to utilize these parking stalls; however, the applicant is in discussions with the adjacent property owner to purchase this property. If they should succeed in purchasing the property to add to this development, then an amendment to this approval, processed as a Land Use Exemption, as well as a Boundary Line Adjustment application would be required to add this small piece of land to the subject development.

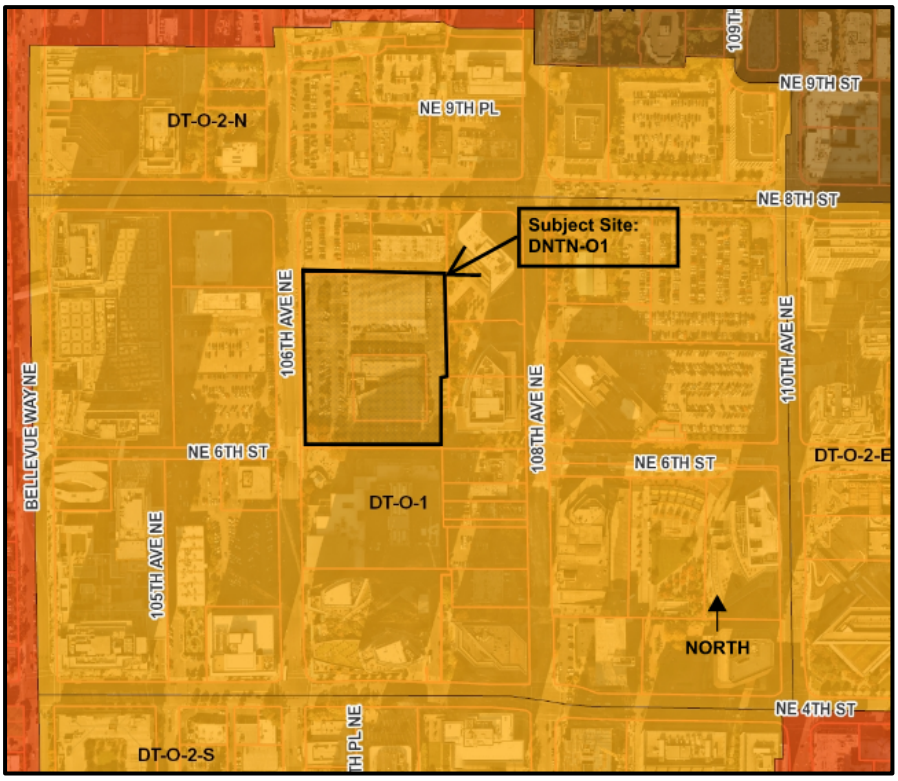
Vicinity Map



B. Site Zoning

The site is located within the Downtown – Office District 1 (DNTN- O-1) land use district, which is located within the Eastside Center neighborhood in the Downtown Core. The site is located within the Downtown Subarea per the Comprehensive Plan. The proposed office and commercial/retail uses are permitted outright.

Zoning Map



C. Site Context

The site fronts 106th Avenue NE and includes a 30-foot-wide portion of the Grand Connection (NE 6th Street) and a 15,000 square foot Major Public Open Space. Per the Land Use Code's Design Guidelines Building/Sidewalk Relationships, 106th Avenue NE is designated as a type "B" streetscape right-of-way and the Grand Connection is designated as a type "A" streetscape right-of-way. Refer to Section IV.B below for additional discussion regarding right-of-way design guidelines.

Specific uses on the surrounding properties are as follows:

North: DNTN-O1: Retail uses with surface parking.
East: DNTN-O1: Two office towers with ground floor retail (Symetra and Key Center)
West: DNTN-O1: One office tower with surface parking (Paccar)
South: DNTN-O1: Mixed use building with retail and office and Major Public Open Space (Bellevue Connection & Compass Plaza)

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

A. General Provisions of the Land Use Code

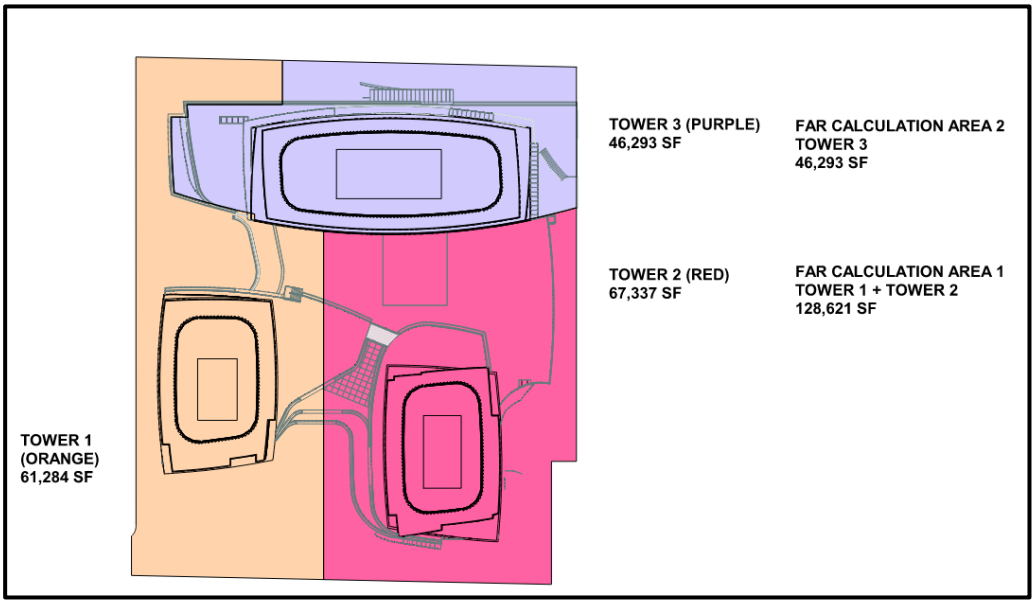
1. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The office, residential, hotel, child day care center and commercial/retail uses proposed for this project are permitted within the DNTN-O1

land use district.

2. **Calculation Areas**
The proposed project includes both residential and non-residential uses, which have different FAR maximums. To ensure that the development will not exceed maximum FAR for either use, calculation areas have been created to document the FAR for both residential and non-residential uses. By establishing calculation areas, the site is split into two land areas to determine FAR for residential and non-residential uses within the overall project limit. Calculation areas also break down certain dimensional zoning requirements specific to each tower, including building height, trigger for additional building height and floorplate maximums. Site wide requirements such as parking, lot coverage, FAR amenities and green and sustainability factor are still reviewed site-wide and not per calculation area.

Calculation Area Diagram



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

Table 1: Master Development Plan Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit LUC 20.25A.020	174,914 SF		
Land Use District per LUC 20.25A.010	DNTN-01		
Building Type per LUC 20.25A.060 Footnote (2)	Residential Y☒ N☐ (if more than 50% of GFA is devoted to residential uses) Towers 1 & 2 Non-Residential Y☒ N☐ Tower 3 Office, Residential, Hotel, Miscellaneous Retail, Public Daycare		
Calculation Areas	Calculation Area 1: 128,621 SF (Residential/Hotel – Towers 1 & 2) Calculation Area 2: 46,293 SF (Non-Residential-Office – Towers 3)		
DIMENSIONAL REQUIREMENTS APPLICABLE TO MDP (LUC 20.25A.060)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. *IF* Building Exceeds 100 ft. LUC 20.25A.060.A.4	20' setback required from interior property lines (North and East)	Tower 2: 43'-9" and 65'-9" Tower 3: 40'-3" and 44'-3"	Tower setback above 80' exceeds 20'. Meets requirement. Refer to Sheet 1.26.
Maximum Lot Coverage by Structure	100%	64.6 % 113,142 SF	Meets requirement.
Maximum Building Height/ Maximum Building Height with Mechanical Equipment **Measured from average finish grade**	600'/600' No part of the building may exceed 600 feet, including mechanical equipment.	Tower 1: 600' Tower 2: 600' Tower 3: 600'	Meets requirement. No part of the buildings will exceed maximum tower height of 600' with mechanical. Refer to Design Review dimensional table in Section IV.A.3 for detailed explanation of each tower height.
Floor Area Ratio:	**Calculation Area 1 Residential** **Base/Max: 9.0/10.0** **Max Available: 128,621 x 10.0 = 1,286,210 SF**	**Calculation Area 1 (Residential):** GFA for FAR = 1,285,038 SF* = **9.9 FAR**	***No bonus FAR included. Meets maximum FAR permitted.**

	Calculation Area 2 Non-Residential Base/Max: 7.2/8.0 Max Available: 46,293 x 8.0 = 370,344 SF Total available FAR across the MDP/Site is 2,179,898 SF (Includes Bonus SF)	**Calculation Area 2 (Non-Residential):** GFA for FAR = 869,679 SF** = 18.79 **FAR** Bonus FAR Earned = 523,344 SF** Bonus FAR Utilized = 499,335 SF GFA for FAR with Bonus = 869,679 SF = **18.79 FAR** Unused Bonus FAR = 24,009 SF **Full Site:** GFA for FAR (with bonus) = 2,154,717 SF = **12.32 FAR** (2,154,717/174,914)	****523,344 SF Bonus FAR available from construction of Grand Connection/MPOS (417,728 SF) and FAR Transfer/Purchase (105,616 SF). All Bonus FAR is utilized in Calculation Area 2 (Non-Residential).** Meets requirement. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System.
Base Building Height Measured from Average Finish Grade	450’ (Footnote 21)	Tower 1: 450 FT L43 (598.60’) Measured from AFG: 148.60 Tower 2: 450 FT L44 (607.50’) Measured from AFG: 157.5 Tower 3: 450 FT L37 (605.36’) Measured from AFG: 155.36	Meets requirement. Project is on Grand Connection (Footnote 21). Base & Trigger Height are the same (450 FT).
Building Trigger for Additional Height	450’ (Footnote 20)	Tower 1: 450 FT L43 (598.60’) Measured from AFG: 148.60 Tower 2: 450 FT L44 (607.50’) Measured from AFG: 157.5 Tower 3: 450 FT L37 (605.36’) Measured from AFG: 155.36	Meets requirement. Project is on Grand Connection(Footnote 20). Base & Trigger Height are the same (450’ FT).

FAR Exemptions (LUC 20.25A.070.C)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
1. Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	Active Uses meeting 'A' Rights-of-Way up to 1.0 FAR	Calculation Area 1: 26,446 SF .20 FAR Calculation Area 2: 11,882 SF .25 FAR	Active uses located on first floor of development. Refer to Sheet 1.21
2. Exemption for Upper-Level Active Uses **Measured in GFA for FAR**	Active Uses meeting 'A' Rights-of-Way up to 0.5 FAR	Calculation Area 1: 1,817 SF .01 FAR Calculation Area 2: 19,120 SF 0.41 FAR	Upper-level active uses meet criteria in LUC 20.25A.170.D. Refer to Sheet 1.21

STREET FRONTAGE (LUC 20.25A.090)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Sidewalk Width measured from back of curb, planter strip or planting pit, sidewalk width: **LUC 20.25A.090**	106th Avenue NE: 20'-0" overall width, 5'-0" tree pits, 15'-0" minimum sidewalk width NE 6th Street: Major Pedestrian Corridor	106th Avenue NE: 20'-0" overall width, 5'-0" planter strip, 15'-0" minimum sidewalk clear path of travel. NE 6th Street: 11'-0" clear path of travel and 2'-0" clear from seating areas. Meets Garden Hillclimb design guidelines.	Meets requirements. Administrative Departure requested to allow 5'-0" wide planter strip in lieu of tree pits. Refer to Section V. below for additional discussion.

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

The MDP is not proposed to be phased and will be constructed as a single-site development with one project limit. Therefore, FAR and amenities are considered based on the entire site and are not broken down by phase.

Calculation Area 1 (Towers 1 & 2) = 128,621
GFA for FAR (Without Bonus): 1,285,038 SF = 9.9 FAR

Calculation Area 2 (Tower 3) = 46,293
GFA for FAR (With Bonus): 869,679 SF = 18.79 FAR

As all towers will exceed base building height and base FAR, the applicant will be required to provide FAR bonus amenities per the East Side Center requirements in

LUC 20.25A.070.D.4. Refer to Section IV.B for a detailed explanation of the project FAR and the amenities that will be provided for this project.

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

A. General Provisions of the Land Use Code

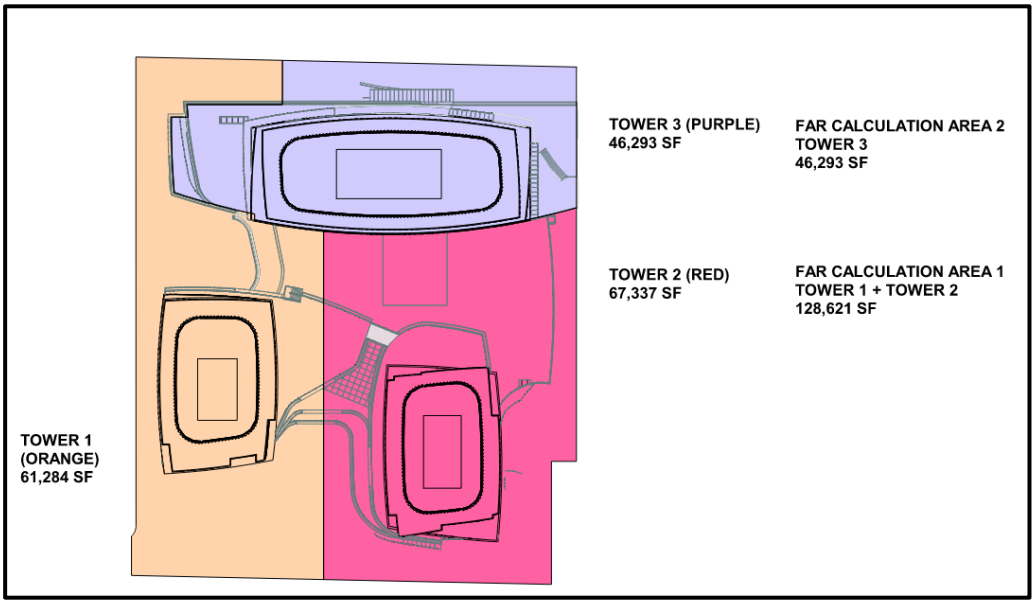
1. Use

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

2. Calculation Areas

The proposed project includes both residential and non-residential uses, which have different FAR maximums. To ensure that the development will not exceed maximum FAR for either use, calculation areas have been created to document the FAR for both residential and non-residential. By establishing calculation areas, the site is split into two land areas to determine FAR for residential and non-residential uses within the overall project limit. Calculation areas also break down certain dimensional zoning requirements specific to each tower, including building height, trigger for additional building height and floorplate maximums. Site wide requirements such as parking, lot coverage, FAR amenities and green and sustainability factor are still reviewed site-wide and not per calculation area.

Calculation Area Diagram



3. Dimensional Requirements

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

Table 2: Design Review Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Downtown (DT) - Project Limit LUC 20.25A.020	174,914 SF		
Land Use District per LUC 20.25A.010	Downtown-Office-1 (DNTN-O-1)		
Building Type per LUC 20.25A.060 Footnote (2)	Residential Y☒ N☐ (if more than 50% of GFA is devoted to residential uses) Towers 1 & 2 Non-Residential Y☒ N☐ Tower 3 Office, Residential, Hotel, Miscellaneous Retail, Public Daycare		
Calculation Areas	Calculation Area 1: 128,621 SF (Residential/Hotel – Towers 1 & 2) Calculation Area 2: 46,293 SF (Non-Residential – Tower 3)		
SITE WIDE DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4) **Refer to table in LUC for additional footnotes**			
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 line (North & East)	Tower 2: 43’-9” and 65’-9” Tower 3: 40’-3” and 44’-3”	Tower setback above 80’ exceeds 20’. Meets requirement. Refer to Sheet 1.26.
Tower Separation above 80 ft. where Building Exceeds 100 ft. (multiple tower project only)	60’ separation required.	Tower 1 to Tower 3: 65.7’ Tower 1 to Tower 2: 92.5’ Tower 2 to Tower 3: 114.7’	Meets requirement. Refer to Sheet 1.16
Maximum Lot Coverage by Structure	100% 174,914 SF	64.6 % 113,142 SF	Meets requirement. Note: Underground buildings (parking garage) are not considered structures for the purpose of calculating lot coverage. Refer to sheet 1.26 for building footprint shown as dashed line.

STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Sidewalk Width measured from back of curb, planter strip or planting pit, sidewalk width: **LUC 20.25A.090**	106th Avenue NE: 20'-0" overall width, 5'-0" tree pits, 15'-0" minimum sidewalk width NE 6th Street: Major Pedestrian Corridor	106th Avenue NE: 20'-0" overall width, 5'-0" planter strip, 15'-0" minimum sidewalk clear path of travel. NE 6th Street: 11'-0" clear path of travel and 2'-0" clear from seating areas. Meets Garden Hillclimb design guidelines.	Meets requirements. Administrative Departure requested to allow 5'-0" wide planter strip in lieu of tree pits. Refer to Section V. below for additional discussion.
Landscaping - Street Tree Caliper & Species **LUC 20.25A.110** **LUC 20.25A.110.A – Plate B**	106th Avenue NE: Elm: Ulmus Americana 'Jefferson' – Large NE 6th Street: Replacement of Existing Red Oak Tree Tree's must be 2.5" caliper in size when planted. Large tree spacing is 30 feet. Tree's must be at least 3 feet from face of curb.	106th Avenue NE: Elm: Ulmus Americana 'Jefferson' - Large NE 6th Street: Quercus rubra 10" caliper. Refer to Section F below for additional discussion.	Meets requirements. **Refer to Section XIV for Conditions of Approval regarding Street Trees and Right of Way/Streetscape Landscaping, Final Landscape and Irrigation Plans, Streetscape Irrigation, Landscape Installation Assurance Device, Landscape Maintenance Device, and Maintenance Agreement with the City of Bellevue.** **Refer to Section XIV for Condition of Approval regarding Red Oak Tree Replacement.**
PARKING (LUC 20.25A.080)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Vehicular Parking Based on: 733,776 NSF Office 36,629 NSF Retail 1059 Residential Units 257 Hotel 9,332 SF Daycare (52 students) 10,200 NSF Fitness	Office Parking: Min. 2/1000 NSF: 1,468 stalls Max. 2.7/1000 NSF: 1,981 stalls Residential: Min 0/unit: 0 stalls Max 2.0/unit: 2,118 stalls Visitor Stalls: 1/20 units: 53 stalls	Office Parking: 1,468 spaces Residential: 750 spaces 0.71/unit Visitor Stalls: 53 stalls	Administrative Departures requested for compact parking stalls (61% provided – maximum permitted = 65% in downtown).

	Retail in a Mixed Development: Min. 0/1000 NSF: 0 stalls Max. 3.3/1000 NSF: 120 stalls Hotel: .55/Suite based on parking analysis dated 5/10/21 Public Daycare: .25/Student based on parking analysis dated 5/10/21 Fitness: 2.87/1,000 NSF based on parking analysis dated 3/29/2021 Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a Departure*	Retail/Commercial: 24 stalls 0.66/1,000 NSF Hotel: 142 spaces .55/Suite Public Daycare: 13 spaces .25/student Fitness: 29 spaces Total Stalls Provided: 2,479 Compact Stalls: 1,517 stalls 61%	
Bicycle Parking	One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf. = 73 spaces One space per every 10 dwelling units for residential uses = 106 spaces Provided on-site in a secure location. Covered Spaces. At least 50 percent of required parking shall be covered.	Office = 733,776 NSF 115 Stalls Residential = 1059 Units 173 Stalls	Meets requirements. Bike parking located on level L0.

REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Refuse & Recycling LUC 20.20.725 & 20.25A.160 GSF Office = 871,818 Residential Units = 1,059 GSF Retail = 36,629 **Loading Area 20.20.590.K.4**	<u>Office:</u> 2 SF/1,000 GSF = 1,744 SF <u>Residential:</u> 1.5 SF/unit @ 1,059 units = 1,588 SF <u>Retail:</u> 5 SF/1000 SF = 183 SF Total Min. Area Required: 3,515 SF One 10 FT x 55 FT dedicated loading space	<u>Office (L2):</u> 1,763 SF <u>Residential (L2):</u> 2,457 SF <u>Retail:</u> 598 SF Total Area Provided: 4,818 SF 12 Loading Spaces Provided at L2, including one 10'x55' provided at L1.	Meets requirements. Republic Services approval letter provided as Attachment E.

ADDITIONAL DIMENSIONAL REQUIREMENTS SPECIFIC TO EACH CALCULATION AREA/TOWER Calculation Area 1 = Towers 1 & 2 Calculation Area 2 = Tower 3					
Item	**Permitted/ Required**	**Tower 1 (Residential)**	**Tower 2 (Residential)**	**Tower 3 (Non-residential)**	**Code Section/Comments/ Conditions**
Maximum Floor Plate Above 40 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F Residential: 22,000 GSF/F	Tower 1: 19,449 SF 40' is at level L4 measured from AFG	Tower 2: 17,911 SF 40' is at level L4 measured from AFG	Tower 3: 23,669 SF 40' is at level L5 measured from AFG	Meets requirements. Refer to Sheets 2.04, 2.05, 2.06.
Maximum Floor Plat Above 80 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F Residential: 13,500 GSF/F	Tower 1: 13,195 SF 80' is at level L6 measured from AFG	Tower 2: 13,298 SF 80' is at level L7 measured from AFG	Tower 3: 23,669 SF 80' is at level L8 measured from AFG	Meets requirements. Refer to Sheets 2.04, 2.05, 2.06.
Floor Plate Reduction above Trigger Height (450')	15% above trigger height for non-residential and 10% above trigger height for	Tower 1: 11,820 above trigger height	Tower 2: 11,944 above trigger height	Tower 3: 20,189 above trigger height	Meets requirements. Refer to Sheets 2.04, 2.05, 2.06.

LUC 20.25A.075.A.2	residential. Trigger Height= 450' Non-Residential 15% = 20,400 SF Residential 10% = 12,150 SF				
Building Height Measured from Average Finish Grade Definition – DT-Building Height	600'/600' No part of the building may exceed 600 feet, including mechanical equipment.	Tower 1: 600' AFG: 148.60 576.98' (roof) + 23.02' (mechanical) = 600'	Tower 2: 600' AFG: 157.50 577.00' (roof) + 23' (mechanical) = 600'	Tower 3: 600' AFG: 155.36 560.22' (roof) + 39.78' (mechanical) = 600'	Meets requirement. Towers will not exceed maximum tower height of 600' with mechanical. Refer to Sheets 5.02 – 5.05 for elevation drawings.
Base Building Height as Measured from Average Finish Grade	Base Building Ht.: 450' (Footnote 21)	Tower 1: 450 FT L43 (598.60') Measured from AFG: 148.60	Tower 2: 450 FT L44 (607.50') Measured from AFG: 157.5	Tower 3: 450 FT L37 (605.36') Measured from AFG: 155.36	Meets requirement. Project is on Major Pedestrian Corridor (Footnote 21). Base & Trigger Height are the same (450 FT).
Building Trigger for Additional Height	450' (Footnote 20) Measured from Average Finished Grade (AFG)	Tower 1: 450 FT L43 (598.60') Measured from AFG: 148.60	Tower 2: 450 FT L44 (607.50') Measured from AFG: 157.5	Tower 3: 450 FT L37 (605.36') Measured from AFG: 155.36	Meets requirement. Project is on Major Pedestrian Corridor (Footnote 20). Base & Trigger Height are the same (450' FT).

FAR EXEMPTIONS (LUC 20.25A.070.C)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
1. Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	Active Uses meeting 'A' Rights-of-Way up to 1.0 FAR	Calculation Area 1: 26,446 SF .20 FAR Calculation Area 2: 11,882 SF .25 FAR	Active uses located on first floor of development. Refer to Sheet 1.21.

2. Exemption for Upper-Level Active Uses **Measured in GFA for FAR**	Active Uses meeting 'A' Rights-of-Way up to 0.5 FAR	Calculation Area 1: 1,817 SF .01 FAR Calculation Area 2: 19,120 SF .41 FAR	Upper-level active uses meet criteria in LUC 20.25A.170.D. Refer to Sheet 1.21.
FLOOR AREA RATIO (FAR) CALCULATION			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/Conditions**
Floor Area Ratio (FAR)	**<u>Calculation Area 1 Residential</u>** **Base/Max: 9.0/10.0** **Max Available: 128,621 x 10.0 = 1,286,210 SF** **<u>Calculation Area 2 Non-Residential</u>** **Base/Max: 7.2/8.0** **Max Available: 46,293 x 8.0 = 370,344 SF** Total available FAR across the MDP/Site is 2,179,898 SF (Includes Bonus SF)	**<u>Calculation Area 1 (Residential, Towers 1 & 2):</u>** GFA for FAR = 1,285,038 SF***** = **9.9 FAR** **<u>Calculation Area 2 (Non-Residential, Tower 3):</u>** GFA for FAR Before Bonus = 370,344 SF = 8.0 FAR Bonus FAR Earned = 523,344 SF****** Bonus FAR Utilized = 499,335 SF GFA for FAR with Bonus = 869,679 SF = **18.79 FAR** Unused Bonus FAR = 24,009 SF **<u>Full Site:</u>** GFA for FAR (with bonus) = 2,154,717 SF = **12.32 FAR** (2,154,717/174,914)	***No bonus FAR included. Meets maximum FAR permitted.** ****523,344 SF Bonus FAR available from construction of Major Pedestrian Corridor and a Major Public Open Space (417,728 SF) and additional FAR Purchase (105,616 SF). Bonus FAR is only utilized in Calculation Area 2 (Non-Residential) for the office tower.** Meets requirement. Refer to Section IV.B below for discussion regarding FAR & Amenity Bonus System.

4. Child Day Care Center

The proposal includes an approximately 9,332 square foot public day care center on level 4 of tower 3 (office) for use of both the tenants of the development and the public. As such, the daycare must comply with the child day care center requirements of LUC 20.20.170.D which include an on-site vehicle turn-around and passenger load/unload area. The applicant has indicated that the on-site vehicle

turn-around and loading area will be located within the garage on level P0 with access to the day care via garage elevators, as well as the parking stalls specific to the daycare use. Refer to Sheet 1.15A for diagram. Therefore, this level of the garage will be publicly accessible to the patrons of the public day care center within the project, and the applicant will be required to meet all requirements of the Land Use Code when applying for the tenant improvement permit. **Refer to Section XIV for Condition of Approval regarding Public Day Care Center.**

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

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. The FAR for the entire MDP may exceed the maximum FAR with the use of Bonus FAR. In this case, each calculation area will achieve the maximum FAR before Bonus FAR is incorporated. Through the use of Bonus FAR earned through the construction of the Grand Connection and MPOS, and an FAR transfer/purchase, Calculation Area 2 (non-residential) will be allowed to exceed the maximum FAR of 8.0. In no case may a building/calculation area exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

1. FAR Exemptions and Special Dedications or Bonuses

a. FAR Exemption for Ground Level Active Use (LUC 20.25A.070.C.1.a):
Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for "Grand Connection/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.

For Calculation Area 1, the applicant is proposing 26,446 square feet of active uses within the first floor of the development, which is below the maximum allowable 1.0 FAR (128,621 SF). For Calculation Area 2, the applicant is proposing 11,882 square feet of active uses within the first floor of the development, which is below the maximum allowable 1.0 FAR (46,293 SF).

Overall, 38,328 square feet of active uses are proposed within the first floor of the development, which is below the maximum allowable 1.0 FAR (174,914 SF). Therefore, 38,328 square feet may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency.

b. FAR Exemption for Upper-Level Active Use (LUC 20.25A.070.c.1.b):
Each square foot of upper-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.D shall be eligible for an exemption from the calculation of maximum floor area up to 0.5 FAR, except where specifically provided by the terms of the Code.

For Calculation Area 1, the applicant is proposing 1,817 square feet of active

uses within the second floor of the development, which is below the maximum allowable 0.5 FAR (64,310 SF). For Calculation Area 2, the applicant is proposing 19,120 square feet of active uses within the second floor of the development, which is below the maximum allowable 0.5 FAR (23,146 SF).

Overall, applicant is proposing 20,937 square feet of upper-level active use spaces within the second floor of the development, which is below the maximum allowable 0.5 FAR (87,457 SF). Therefore, 20,937 square feet may be exempted from the overall gross floor area for FAR calculation. Exempt upper-level active uses must meet the definition of active use and must be physically and visually accessible from the ground level. The proposed upper-level active use(s) for the project will meet the design requirements of LUC 20.25A.170.D.

c. Bonus Floor Area Earned from Grand Connection and Major Public Open Space (MPOS) Construction (LUC 20.25A.070.F):

Grand Connection:
Those projects which are located on the Grand Connection in the Eastside Center neighborhood gain an additional bonus FAR through the design and construction of the connection. The applicant is proposing to construct an 11,108 square foot section of the Grand Connection which gains an additional 177,728 square feet of gross floor area as bonus amenity (11,108 sf of constructed corridor area @ 16:1 ratio). Therefore, per LUC 20.25A.070.F.1, 177,728 square feet may be added to the building to increase the maximum floor area ratio for the project above the maximum permitted by the LUC. The applicant has indicated that this bonus ratio should be applied to the non-residential calculation area 2 for the proposed office tower (tower 3), which gains an extra 3.83 FAR (177,728 divided by 46,293 SF) above the maximum FAR of 8.0. The design of the Grand Connection is required to follow the requirements of the Grand Connection Design Guidelines, which the proposal meets. Refer to section D below, for additional discussion regarding compliance with the Grand Connection Design Guidelines.

Major Public Open Space (MPOS):
In addition, the applicant is proposing to develop a 15,000 square foot Major Public Open Space (MPOS) which gains an additional 240,000 square feet of gross floor area as bonus amenity (15,000 sf of constructed MPOS @ 16:1 ratio). Therefore, per LUC 20.25A.070.F.1, 240,000 square feet may be added to the building to increase the maximum floor area ratio for the project above the maximum permitted by the LUC. The applicant has indicated that this bonus ratio should be applied to the non-residential calculation area 2 for the proposed office tower (tower 3), which gains an extra 5.18 FAR (240,000 divided by 46,293 SF) above the maximum FAR of 8.0. The design of the MPOS is required to follow the requirements of the Major Public Open Space Design Guidelines, which the proposal meets. Refer to section E below for additional discussion regarding compliance.

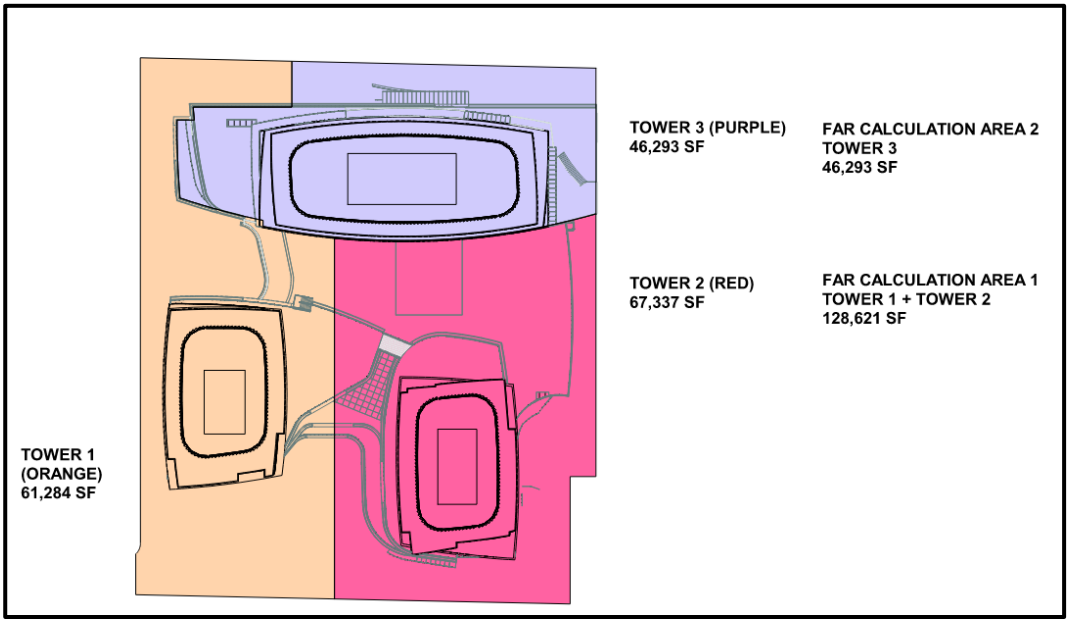
d. Previous FAR Transfer/Purchase
The applicant previously purchased FAR amenity points in the amount of

105,616 square feet from the adjacent development to the east, Key Center/Kilroy. This FAR transfer/purchase was recorded on September 24, 2009, and subsequently amended November 14, 2012, and again October 17, 2016. Refer to King County Recording #20121114001608 for details, which is included in the permit file. These FAR amenity points were achieved by the adjacent development through the construction of the Major Pedestrian Corridor, now referred to as the Grand Connection, and were unutilized by the adjacent development. Therefore, the applicant was able to purchase and transfer these unutilized FAR amenity points as Bonus FAR, which has been included in the subject development to achieve FAR above maximum permitted.

e. Total Bonus FAR earned from Grand Connection and MPOS construction and FAR purchase:
   Grand Connection/MPOS = 417,728 SF
   Previous FAR Transfer/Purchase = 105,616 SF
   Total BONUS FAR = 523,344 SF (2.99 FAR)

2. ***FAR Calculations***

Residential and Non-Residential uses in the DT-O-1 land use district have different base and maximum FAR's. Therefore, the applicant was required to provide a calculation area for the residential towers and a calculation area for the non-residential tower to determine FAR for each use. The calculation areas and their square footages are the following:



a. **Residential** FAR – Towers 1 & 2 (Calculation Area 1)

Base FAR: 9.0 FAR = 128,621 x 9.0 = 1,157,589 GFA for FAR

Max. FAR: 10.0 FAR = 128,621 x 10.0 = 1,286,210 GFA for FAR
Floor Area above Base FAR = 127,449 SF
Floor Area above Base Height (450') Divided by 2 = 197,884/2 = 98,942 SF

1,286,210 GFA for FAR divided by 128,621 SF = 10.0 FAR
Towers 1 and 2 will not use any of the BONUS FAR that will be earned through the construction of the Grand Connection and MPOS or FAR Transfer/Purchase (523,344 SF).
Actual FAR: 1,285,038 divided by 128,621 = 9.9 FAR
Unused FAR: 1,172 SF

b. **Non-Residential** FAR – Tower 3 (Calculation Area 2)

Base FAR: 7.2 FAR = 46,293 x 7.2 = 333,310 GFA for FAR
Max. FAR: 8.0 FAR = 46,293 x 8.0 = 370,344 GFA for FAR
Floor Area above Base FAR = 37,034 SF
Floor area above Base Height (450') Divided by 2) = 166,790/2 = 83,395 SF

370,344 GFA for FAR divided by 46,293 SF = 8.0 FAR
Tower 3 will use the majority of BONUS FAR that will be earned from the construction of the Grand Connection and MPOS, and the FAR Transfer/Purchase (523,344 SF).

FAR Available with Bonus FAR: 893,688 divided by 46,293 SF = 19.3 FAR
Actual FAR *with Bonus FAR*: 869,679 divided by 46,293 = 18.7 FAR

Total BONUS FAR Available: 523,344 SF
Total BONUS FAR Used: 499,335 SF
*Unused BONUS FAR: 24,009 SF**

**Note: Per LUC 20.25A.070.F, the project will have 24,009 square feet of Bonus FAR that may be transferred to any other property within the area designated by the code.*

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 calculation area. Therefore, the applicant must provide a minimum of 210,844 amenity points for the proposal. Refer to Sheet 2.03 in the plan set for a detailed breakdown of the FAR provided and the FAR Amenity Incentive Calculations.

Calculation Area 1 (Towers 1 & 2):
Floor Area above Base FAR: 127,449 GFA for FAR
Floor Area above Base Building Height of 450' divided by 2: 98,942 GFA for FAR
127,449 SF of FAR Amenity Required:

Calculation Area 2 (Tower 3):
Floor Area above Base: 37,034 GFA for FAR

Floor Area above Base Building Height of 450' divided by 2: 83,395 GFA for FAR
83,395 SF of FAR Amenity Required

TOTAL AMENITY POINTS REQUIRED: 210,844
(127,449 + 83,395)

TOTAL AMENITY POINTS EARNED: 576,479
(158,751 + 417,728)

The applicant intends to meet the amenity point requirements through the use of 1) construction of the Grand Connection and a 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 described in Section IV.C below. **Refer to Section XIV for Conditions of Approval regarding Outdoor Public Plaza Spaces and FAR Amenity Bonus and Project Approval Recording.**

FAR Amenities Provided

Amenity	Value/ Bonus Ratio	Provided	Amenity Pts. Earned	Comments
Construction of Grand Connection/MPOS	16:1	26,108 SF	417,728	Grand Connection (15,000 SF) and an MPOS (11,108 SF)
Outdoor Plaza	9.3:1	17,070	158,751	
TOTAL POINTS REQUIRED			**210,844**	
TOTAL POINTS EARNED			**576,479**	
Excess Points			<365,635> (576,479 – 210,844)	

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 XIV for Condition of Approval regarding FAR Amenity Bonus and Project Approval Recording.**

C. Tower Height/Outdoor Plaza Space (LUC 20.25A.075.A)
The proposal is requesting to exceed the trigger height of 450-feet to a maximum tower height of 600-feet for all three towers proposed. To exceed the trigger height, a project is subject to a floor plate reduction and a required outdoor plaza space.

Floor Plate Reduction: Floor plates above the trigger height (450') shall be reduced by 15% for non-residential towers and 10% for residential towers located in the DNTN-O-1 district. This reduction may be averaged among all floor plates above 80-feet, but no single floor plate shall exceed the maximum floor plate size above 80-feet. The proposal intends to meet this requirement through floorplate reduction above the trigger height for all 3 towers. No floorplate will exceed the maximum floorplate size specified by code. Refer to dimensional table above for details on floorplate reduction for each tower.

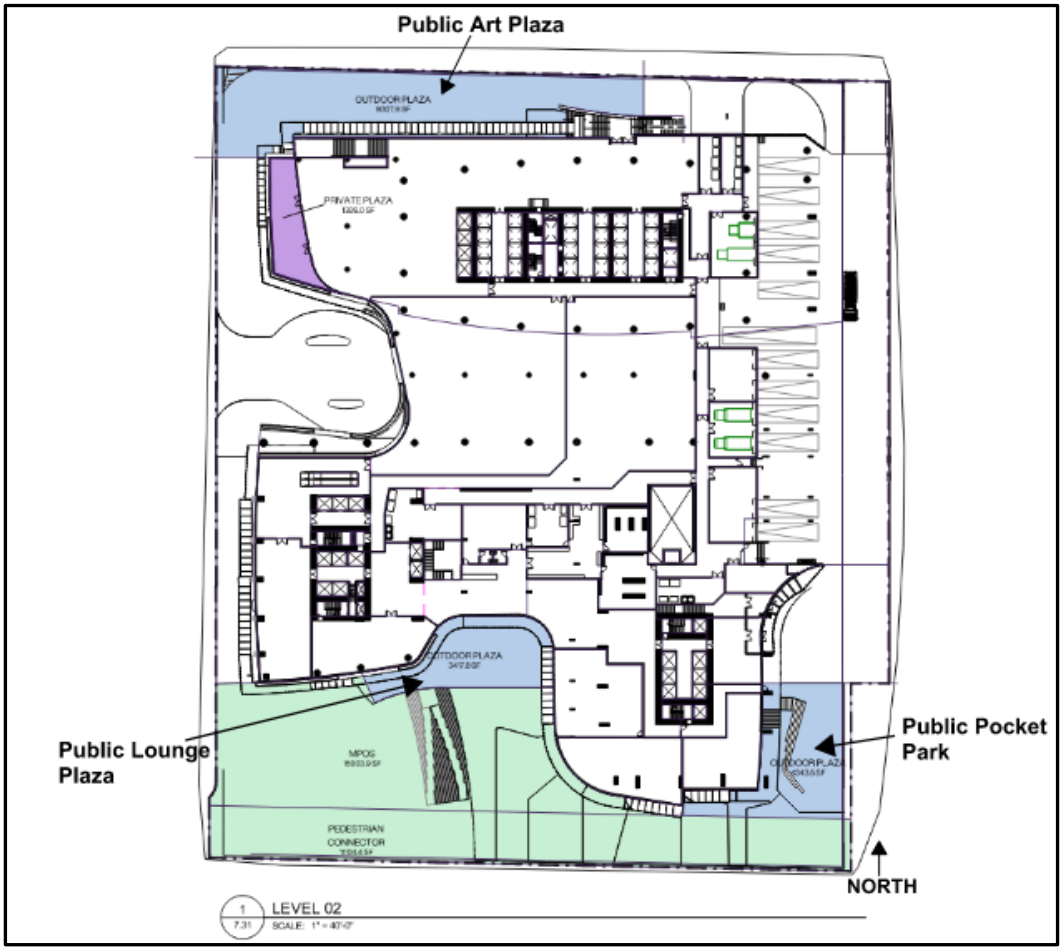
Outdoor Plaza Space: An outdoor plaza space in the amount of 10 percent of the site shall be provided for towers which exceed the trigger height. The plaza shall be provided within 30 inches of the adjacent sidewalk and shall comply with all requirements for outdoor plazas in the Amenity Incentive System of LUC 20.25A.070.D.2. The subject site is 174,914 square feet; therefore, a 17,491 square foot outdoor plaza is required for the project.

The development will provide three separate public plaza spaces as follows:

- Public Art Plaza (north-west corner of site): 9,307 SF
- Public Lounge Plaza (adjacent to MPOS/GC): 3,418 SF
- Public Pocket Park (adjacent to GC/Tower 2 lobby): 4,343 SF

These three public plaza spaces collectively total 17,069 SF, which is a 422 SF reduction from the code required 10% (17,791 SF) to exceed trigger height. The applicant has therefore requested an Administrative Departure to reduce the amount of public plaza space from 10% to 9.75%. Refer to section VI below for departure discussion.

Outdoor Plaza Space Site Plan



The proposed public lounge plaza and public pocket park spaces are well integrated into the greater Grand Connection and Major Public Open Space, as seamless extensions of these spaces. Both provide landscaping, seating opportunities and amenities to enhance the user's experience. The public lounge plaza is especially activated by the adjacent active uses within the podium area of towers 1 and 2, while the public pocket park is designed as a more passive and quieter environment, being closer to the tower 2 lobby entrance.

The public art plaza, which is on the north end of the development, further expands on the required east-west through block pedestrian connection. This plaza space will include landscaping to buffer from the adjacent vehicular drive lane, seating, public art (relocated Bell Gate Art) and a half-court basketball court. The exterior stairwell at the east end provides a pedestrian connection up to another plaza space at level 3, which intersects with the adjacent Symetra tower public open space and through block pedestrian connection.

The design of the outdoor plaza spaces meets the intent of LUC 20.25A.070.D.4 (2. Outdoor Plaza) and the guidelines of LUC 20.25A.160.E.2 for general open space design. To ensure that these outdoor plaza spaces remain open to the public, the

applicant is required to record a legal agreement, prior to occupancy, to ensure these are accessible 24 hours a day. **Refer to Section XIV for Condition of Approval regarding Outdoor Public Plaza Spaces.**

D. Grand Connection Design Guidelines (LUC 20.25A.175)

The Grand Connection (GC) serves as a focus for pedestrian use and includes features which are pedestrian activating. Each development abutting the GC is required to comply with the GC Guidelines and Standards. The subject site is located within the "Garden Hillclimb" section, which runs between 106th Avenue NE and 108th Avenue NE. This section of the connection is intended to have a garden like character, with the major flow of pedestrians concentrated adjacent to building edges and the center portion containing a garden-like setting, providing opportunities for intimate spaces and rest spots within the connection. This proposal will install a new thirty-foot (30') section of the GC along the southern property boundary of the site, that meets the character of the Garden Hillclimb design theme.

The design incorporates an unobstructed pedestrian path of travel that is a minimum 11-feet wide, which increases in width at certain locations as you navigate through the GC. This allows for a corridor that is wide enough to accommodate the movement of both pedestrians and cyclists, while also allowing for gatherings and activities along the route without conflict. The corridor also includes thoughtful connections to the podium of the adjacent tower 2, where ground level active uses are proposed, as well as the public outdoor plaza and required Major Public Open Space, north of the corridor. This section of GC is designed to provide spaces that will be engaging at all times of the day and different types of weather. The inclusion of glass canopies along the route as well as shade trees offer weather protection along the southern edge of the corridor, providing continuity at the site scale, but also for the larger pedestrian corridor scale.

Both public and semi-private seating elements adjacent to the podium structure, water fountains, bike racks, pedestrian scaled pathway lighting, opportunities for public art and embedded wayfinding in the paving surface are proposed along this section of the corridor. Active uses proposed for the south side of the podium and extending around the west side of the podium at the larger Major Public Open Space will provide for enhanced activation and interest for users of the GC.

The proposed design meets the design guidelines and standards as described in the Grand Connection and Major Public Open Spaces section of the LUC. To preserve the corridor as a publicly accessible pathway, the applicant is required to record a legal agreement, prior to occupancy, to ensure this new 30-foot section of the GC is accessible 24 hours a day. **Refer to Section XIV for Condition of Approval regarding Grand Connection Access Agreement.**

E. Major Public Open Spaces (MPOS) (LUC 20.25A.175)

Major Public Open Spaces (MPOS) serve as focal point for pedestrian activity within the Downtown core and are design elements which are fully integrated within the Grand Connection. Per this code section, a 15,000 square foot MPOS is required to be located at the intersection of the Grand Connection (NE 6th Street) and 106th Avenue NE, north of the southern property boundary. An MPOS shall be designed with numerous pedestrian amenities such that they serve as focal points, including

seating, lighting, special paving, plantings, vendors, artwork, and special recreation features, and be designed in coordination with the adjacent Grand Connection.

The applicant has proposed a 15,000 square foot MPOS at the corner of NE 6th and 106th Avenue NE, as an expansion of the existing adjacent southern MPOS located on the Galleria site to the south. This new MPOS will provide an expansive outdoor plaza area which includes an embedded water feature for use during the summer months. A "stramp" will provide a means to navigate the grade change moving west to east and includes an ADA ramp along with terraced "stairs" which include spaces to sit and gather. The MPOS will also include areas of landscaping, seating, freestanding glass canopies for weather protection, and will be activated by the active use spaces within the ground level of the proposed residential towers to the north. The expansive plaza space will also serve as a future gathering space for potential special events, such as outdoor markets or outdoor acoustic concerts during the summer months and will include an art piece. **Refer to Section XIV for Condition of Approval regarding Public Art.**

An existing art piece adjacent to 106th Avenue NE, titled "Bell Gate", is anticipated to be re-installed within the proposed northern public plaza area, behind the back of sidewalk, to provide continued engagement with art in the downtown core. In addition, an existing large Red Oak Tree is located within the area between the future MPOS and the existing Grand Connection, which will be replaced as part of the project. The future replacement Red Oak tree will include bench seating surrounding the new tree, providing an additional space to gather. Refer to Section F below for additional discussion regarding the replacement Red Oak tree.

The MPOS also ties into the adjacent Grand Connection (NE 6th Street) which is located along the southern side of the development, running east-west, with seamless seating elements, landscaping, and weather protection. The proposed paving pattern of the MPOS will be different than the Grand Connection to help differentiate the two areas, while continuity of design through seating, landscaping and weather protection will help to tie to the two spaces together for a seamless transition between the two spaces.

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

F. Tree Replacement/Soil Volume (LUC 20.25A.110.A.3)

The subject site contains a mature red oak tree along the southern property boundary, which straddles the property line into Compass Plaza to the south. The applicant looked for ways to retain this mature tree so that the new MPOS would have a larger specimen tree to provide shade. However, due to the construction of the below grade garage, this tree cannot be preserved. Therefore, the applicant will be required to replace this mature specimen tree with a new red oak (Quercus rubra) specimen tree that is larger (10" caliper) than a typical tree replacement size.
Refer to Section XIV for Condition of Approval regarding Red Oak Tree Replacement.

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

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

Refer to Sheet L8.1 in the project drawings for 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 0.36, 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, at Least 4 Inches of Growth Medium
- Food Cultivation
- Native or Drought Tolerant Landscaping
- Landscape Areas at Sidewalk Grade
- Bicycle Racks

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

Mechanical Equipment Screening

Mechanical equipment shall be installed so as not to detract from the appearance of the building or overall development. Exposed mechanical equipment shall be visually screened by a predominately solid, nonreflective visual barrier that equals or exceeds the height of the equipment and shall be screened from above.

The proposal consolidates mechanical equipment for each tower on each tower rooftop, which includes a mechanical penthouse structure. Mechanical penthouses and any other mechanical units on the rooftop will be screened by a metal fin blade screen around each rooftop to screen all mechanical equipment. Any equipment outside of the penthouse structure will receive a light-colored paint treatment to match the roof to further screen from above. **Refer to Section XIV for Condition of Approval regarding Mechanical Equipment.**

Exhaust Control

Exhaust equipment shall be located so as not to discharge onto a sidewalk, right of way, or area designated accessible to the public, including but not limited to a plaza or a through block connection. Mechanical equipment for each tower is located on each building rooftop; however, if the active use tenants within the first two floors of the towers require additional exhaust control, then it shall be deflected from public space

and located at least 16 feet above finished grade, the street, a public easement, or other area designated accessible to the public. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points. **Refer to Section XIV for Conditions of Approval regarding Garage Exhaust and Commercial Venting.**

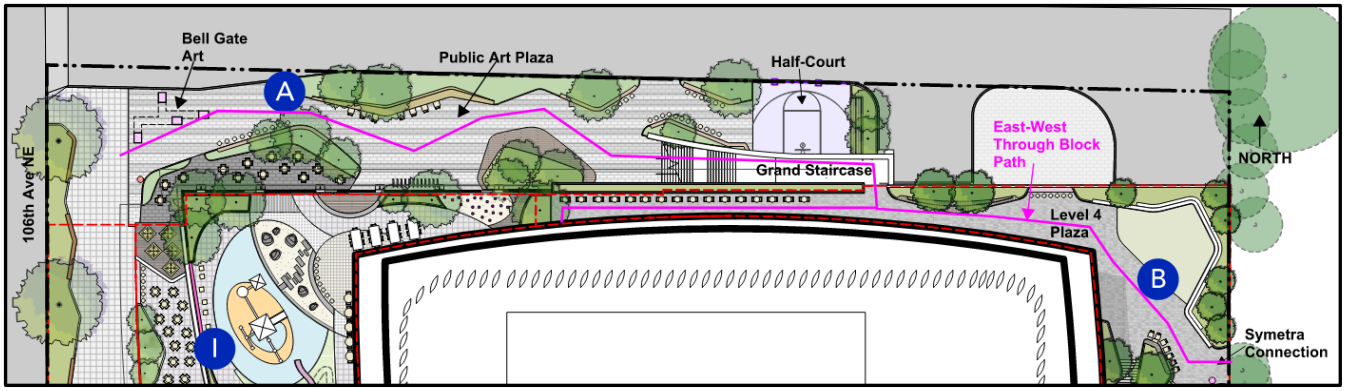
I. Through Block Pedestrian Connection (LUC 20.25A.160.D)

The project is required to provide an east-west through block pedestrian connection along the northern edge of the development, to tie into an existing connection to the east, on the Symetra property. Currently, a north-south through block pedestrian connection is located on the adjacent developments to the east, which provides a full connection between NE 8th Street and the Grand Connection. Although the Land Use Code identifies a proportionate share of this north-south through block pedestrian connection to be located on this site, it is not feasible due to the topographical change in grade, as well as the proposed vehicular driveway, loading bays and garage entrances for the subject site and adjacent developments to the east, which would be unsafe to direct pedestrians through. Therefore, this development will only be required to provide the east-west through block pedestrian connection.

The applicant has designed an expansive east-west through block pedestrian connection that will connect 106th Avenue NE up to the Symetra public plaza area, which connects beyond to 108th Avenue NE. At the connection with Symetra, an outdoor plaza at the fourth level is proposed which includes landscaping, flexible seating, and a small open lawn area. Users will have an option to take the grand staircase down to level one and continue to 106th Avenue NE or walk along the north side of tower 3 to access an elevator down to level 1, which provides full ADA access for the pedestrian connection.

At the base of the grand staircase, a half-court basketball court is proposed, along with landscaping, flexible seating, and art as part of the Public Art Plaza at the north end of the development. Here, the applicant intends to re-install the Bell Gate art piece behind the back of sidewalk within the plaza area, in lieu of placing it back at the MPOS and entrance to the Major Pedestrian Corridor. This art piece will provide engagement with users of both the outdoor plaza space, the through-block pedestrian connection as well as those traveling along the public sidewalk of 106th Avenue NE. Architecturally, the route is marked by sweeping signature canopies which unify the podium design expression at all sides of the site.

Through-Block Pedestrian Connection



The design of the through-block pedestrian connection 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. It complies with the Americans with Disabilities Act (ADA) to provide a fully accessible connection. Per LUC 20.25A.160.D.3.c and d, the through-block pedestrian connection is 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 XIV for Condition of Approval regarding Through-Block Pedestrian Connection.**

J. Pet Relief Areas

The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as office tenants that encourage workers to bring pets into work, City staff have begun requesting applicants to voluntarily provide for these spaces internal to their site, and along sidewalks. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects and meet specific standards if they choose to provide them. Property owners will be responsible for maintenance of plant materials within the streetscape. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. **Refer to Section XII.D for Condition of Approval regarding Pet Relief Areas.**

V. Design Guidelines

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

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

1. Context (LUC 20.25A.150)
   The proposal has met the intent of each item in the Context section of the design guidelines. More specifically, the proposal will include the following:

- The forms and proportions of the towers are complementary to adjacent buildings while introducing the next generation of density as foreseen in the downtown guidelines. A distinguished and refined vocabulary is introduced that does not detract from and is consistent with the existing surrounding context.
- The Grand Connection will become the primary public open space and be a City identifier for this project. An appropriate level of detail and quality of finish throughout the Grand Connection and transitioning to the 15,000 square foot MPOS will enhance the user's overall experience. An east-west midblock connector is added along the northern edge of the site, linking to the existing north-south midblock connector on the adjacent sites to the east. Attention to details and finishes along this connector, along with retail frontage, will encourage activation for overall greater pedestrian permeability.
- By virtue of site topography, the project podium nestles to the north and east of the site where the below grade levels of existing sites to the east are exposed. By stopping short of physically meeting those sites, a sunken lane allows service access that is convenient, shared between three projects and out of sight from public thoroughfares. Primary parking access is located near the northeastern corner, along a service lane shared with the future project to the north (Artise). There is additional parking access via the main central courtyard accessible from 106th Avenue NE, passing between the hotel and office lobbies.
- Architecturally, the project emphasizes two significant gateways along the Grand Connection. This first is to the southeast of the site, by the curved sweeping façade of the podium/tower defining this part of the Grand Connection which provides an expansive opening to the MPOS. The second is to the south-west by stepping the buildings back to accommodate the 15,000 square foot MPOS and defining this space via the undulating contours of the podium.
- Site conditions, with the MPOS and Grand Connection along the southern boundary, and the position of the existing adjacent towers to the east, naturally guided the massing of the three towers into a strategic 'checkerboard' arrangement that coincides with existing and future towers. This alternating of towers and spaces between ensures maximum views and solar access to all.

2. Site Organization (LUC 20.25A.160)
   The proposal has met the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will include the following:
   - Site servicing and parking are accessed from private lanes along the north and east edges of the site. A partially covered sunken lane on the east, screened by the tower podiums, satisfies the site servicing needs of the project as well as those of the adjacent towers to the east (Symetra/Key Center). All site servicing is located away from the public realm and public view along these lanes. By sharing private lanes with the towers to the east, as well as the future development to the north, the site area used for servicing is minimized for the site.
   - The primary building entrances have components that front onto major public streets and are visible, defined, and accessible. Given the densities

allowed and the single street front of the site, these entrances are elongated to also coincide with vehicle drop-of points on the internalized courtyard.

- The proposed through-block connector is logically placed as an extension of the existing through-block connecter on the adjacent development to the east (Symetra/Key Center) running north-south. This connector is located at the opposite end of the site from the Pedestrian Corridor, providing an additional pedestrian connection for the site. The existing through-block connector on the developments to the east provides the link between both of these pedestrian connections across the site, thus all pedestrian options throughout this superblock are logically and conveniently linked.
- The open spaces provided throughout the site include the Grand Connection, the through-block connection and the landscaped public podium, a hotel landscaped podium, a residential landscaped podium and the MPOS adjacent to Compass Plaza. A variety of programs, active uses and multiple levels create views to ensure active, safe spaces.

3. Streetscape and Public Realm (LUC 20.25A.170)
   The proposal has met the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will provide the following:
   - The pedestrian experience zone provides a sense of enclosure through continuous canopies. Visual interest on walls that define the pedestrian environment is provided through a mixture of materials and forms, as well as various architectural elements.
   - Continuous canopies provide weather protection along all pedestrian routes. Weather protection has been provided along the pedestrian corridor and MPOS at key nodes, gathering spaces and activity areas. The structures will vary in size and form, taking into consideration ground level programming and circulation.
   - The project hosts a variety of outdoor gathering spaces, both public and private. All are spatially well-defined, inviting, secure and easy to maintain. The most significant public outdoor space is the MPOS/GC along the south of the site which is itself large enough to provide a variety of subarea open spaces ranging from smaller, intimate seating areas to more active retail/restaurant spill out zones to flexible, large open programmable space.
   - A variety of seating types have been proposed in all public spaces, including formal benches and tables, movable seating and edges of planters, walls and stairs.
   - The project includes artistic elements within the finer architectural expression by careful and thoughtful detailing of facades, canopies, and lighting. The design intent of landscape elements, such as canopies, paving materials, lighting and furnishings, is to integrate art into their materiality and form as much as possible in a recognizable way unique to this site.
   - Light fixtures are integrated within architectural details with a mindful approach to avoid glare or intrusive tendencies. A holistic approach or overview of building and landscape lighting will be applied to create a composed overall illuminated project. Dimmable lighting will further allow for flexibility.

4. Building Design (LUC 20.25A.180)
   The proposal has met the intent of each item in the Building Design section of the

design guidelines. More specifically, the proposal will include the following:

- The design proposes the use of bold façade materials of depth, quality, and durability. The towers contribute an appropriate and refined addition to the skyline, with materials composed for both distant and close encounters. Whereas the podium materials are organized to provide variation in color, texture, scale and transparency at the pedestrian level.
- Various architectural methods and devices are applied to reduce the scale of the elevations such as: strong horizontal solid 'bands' around the podium to visually ground and distinguish the compositional base, a pleasing variation amongst and between the towers of different wall treatments (glass color, mullion/spandrel combinations) to present a series of thematic parts, where each part appears a smaller part of the whole. As well, the towers twist (are offset) and change in color to disrupt the verticality in an interesting and engaging manner.
- In general, all facades facing streets, parks and open spaces are of transparent windows, combined with minor solid portions being the bases of taller fins or other such binding architectural elements to give a varied and modular rhythm to the façade without unduly hampering clear, unobstructed views into and out from ground floor uses in these locations. These solid elements, as small and minor portion of the façade overall, allow framing and enhanced appreciation of the transparent elements throughout the pedestrian areas of the development.
- Exterior building façade lighting will be integrated to architectural details and highlight specific architectural features to heighten visual interest while also mitigating visual distraction to adjacent occupants.
- The buildings have been oriented to the extent possible to meet the energy goals of the project while minimizing view impacts to and from adjacent developments as well as maximizing sunlight access to the MPOS/Grand Connection.
- The shifting of volumes, changes in balcony shape, and smaller floor plate of the levels above 450' create visual interest and changes in shadow lines.

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

Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure, and protection on the sidewalk for the pedestrian. Per LUC 20.25A.170.B, 106th Avenue NE is designated as a "B" right-of-way, and the Grand Connection/High Street, also known as NE 6th Street, is designated as an "A" right-of-way. However, because the applicant has chosen to exempt the FAR for ground level active uses, the streetscape along 106th Avenue NE is required to be designed to an "A" right-of-way for those active uses which are to be exempted. (LUC 20.25A.070.C.1.a), along with meeting all of the 'A' rights-of-way requirements on NE 6th Street (Grand Connection).

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

- Transparency = 75%; and
- Weather Protection = 75%, 6 feet deep; and
- Points of Interest = Every 30 linear feet of the façade; and
- Vehicular Parking = no surface or vehicle access between the sidewalk and main pedestrian entrance; and
- 100% of the street wall abutting the build-to line shall incorporate active uses.

The applicant has met each of the design criteria for "A" rights-of-way on both 106th Avenue NE and the NE 6th Street Grand Connection, as shown on sheets 1.22 and 1.23 in Attachment G of this report, except for weather protection along NE 6th Street (Grand Connection). Although the building will provide weather protection as specified in the code, the building is not directly abutting the corridor, due to plaza spaces and landscaping elements. Therefore, the applicant has requested a departure to provide free-standing weather protection within the Grand Connection to ensure users are able to navigate and gather within the corridor under these canopies. Refer to Section VI below for detailed discussion regarding the request to depart from the 'A' Rights-of-Way Weather Protection.

VI. Administrative Departures (LUC 20.25A.030)

The applicant has requested Administrative Departures to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. The applicant proposed five Administrative Departures for the Master Development Plan and Design Review proposals. 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 B: Administrative Departure Request Forms for each of the applicant's Departure Requests.

1. **Compact Parking Departure:**
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 61 percent compact stalls which equates to approximately 1,517 compact stalls. **Refer to Section XIV for Condition of Approval regarding Compact Parking Stalls.**

Departure Decision Criteria:

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

Response: The inclusion of up to 61% compact parking stalls is in keeping with current high-density urban vehicle ownership trends. Modern city dwellers recognize the economies of smaller vehicles, both in costs and storage. In addition, the bulk of vehicles available through carshare programs, a growing alternative to vehicle ownership, are compact vehicles. As vehicle ownership motivators shift away towards economical, eco-friendliness and practicality, urban dwellers are less likely to require full size parking stalls.

Reducing the number of standard parking stalls advances the Comprehensive Plan by right sizing the parking to fit the anticipated needs of this project. Smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources. The design advances policies S-DT-1, S-DT-149 and S-DT-151. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment A to this report.

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

Response: The LUC allows for up to 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 61% compact parking stalls (approximately 1,517 stalls), to maximize efficiency in the garage floorplates.

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

Response: The project is requesting 61% compact stalls (approximately 1,517 stalls), which is permitted by the land use code (20.25A.080.F.2), so long as a Departure Request is provided to document the amount of compact parking stalls.

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

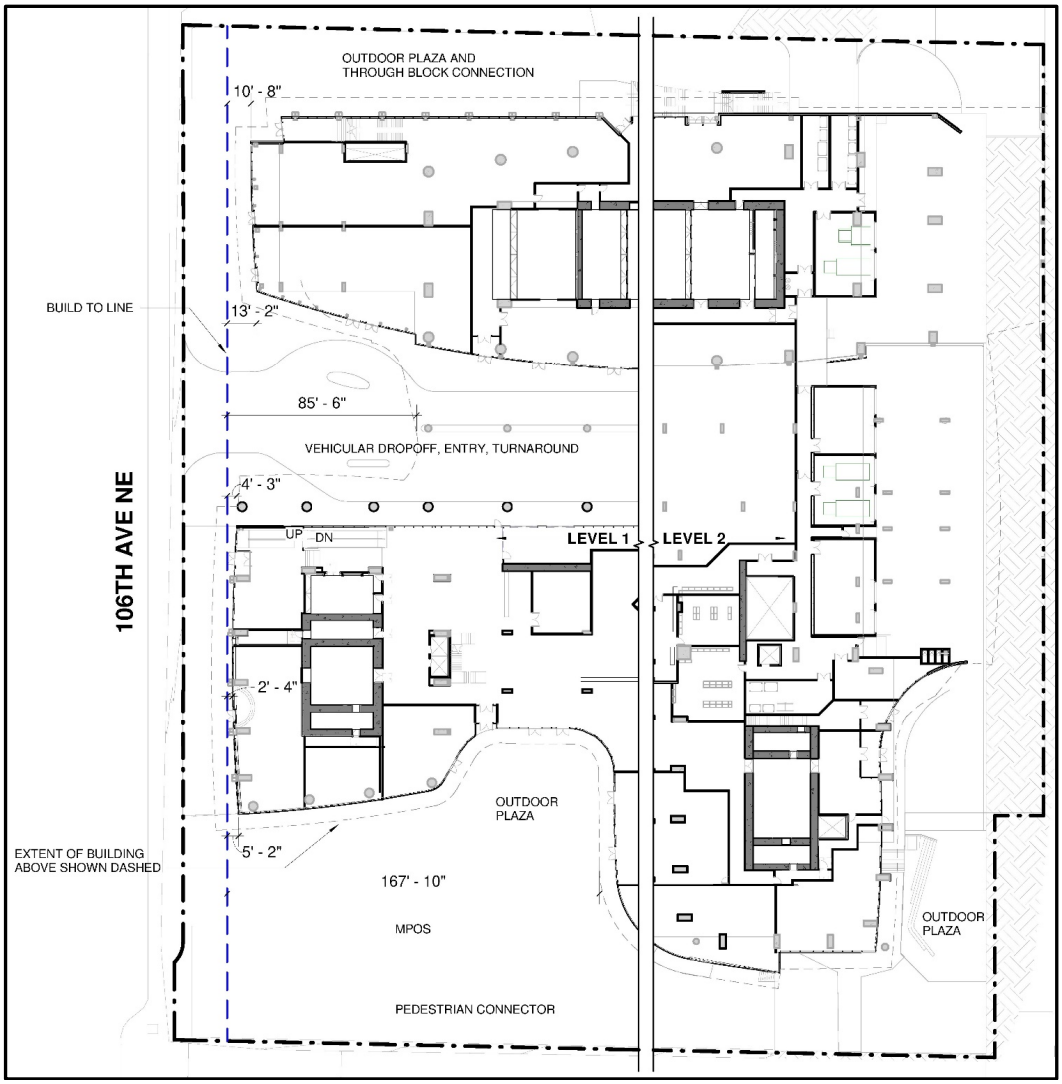
The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section.

Response: The departure criteria for 61% compact parking stalls, as listed above, have been met.

2. Build to Line Departure:

The applicant requests an Administrative Departure from LUC 20.25A.060.A for street frontage on 106th Avenue NE. This Code section requires buildings to be constructed to the "build-to" line which is the back of sidewalk on a street frontage. The proposal is requesting to depart from this section of the code to accommodate the following:

- A pedestrian plaza at the north end of the development, and
- A driveway entry with turnaround at mid-block, and
- A 15,000 square foot Major Public Open Space at the south end of the site, and
- To allow for a curved podium which is pulled back from the back of sidewalk on both Tower 1 and Tower 3. Refer to graphic below for details.



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 resulting design, while not fully code compliant, supports a variety of pedestrian friendly goals established by the Comprehensive Plan as well as overall urban design practices. The plaza to the north serves as a through-block pedestrian connection. The turnaround for vehicular traffic will provide a safe, on-site pick-up and drop-off in lieu of using 106th Avenue NE. It also serves as a separation between the functions of the podium and towers and reinforces the character of the residential towers as separate from but not indifferent to the office tower. At the south side, the MPOS is accentuated with hardscaping and structures to support a variety of activities and scales of gathering. The base of Towers 1 and 3 are pulled back to provide additional sidewalk space, as well as opportunities to enhance the pedestrian realm with outdoor seating adjacent to the active use spaces

within each building. The design supports comprehensive plan policies S-DT-103, S-DT-104, UD-50, UD-58 and UD-59.

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

Response: LUC 20.25A.160 recognizes the importance of the city's Comprehensive Plan and notes that plazas and open spaces, sidewalk seating areas and on-site loading are important to provide an overall enhanced streetscape and pedestrian environment. LUC 20.25A.060.A.1 specifically calls out an exemption to the build-to line to provide these publicly accessible plaza spaces and areas behind the back of sidewalk, that further engage with the active uses within the structure.

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

Response: The modification to the build-to line is the minimum necessary to achieve the required plaza spaces, including a 15,000 square foot MPOS, as well as the on-site loading and enhanced streetscape seating areas. The streetscape experience is improved along 106th Avenue NE with the addition of these publicly accessible outdoor spaces and on-site loading.

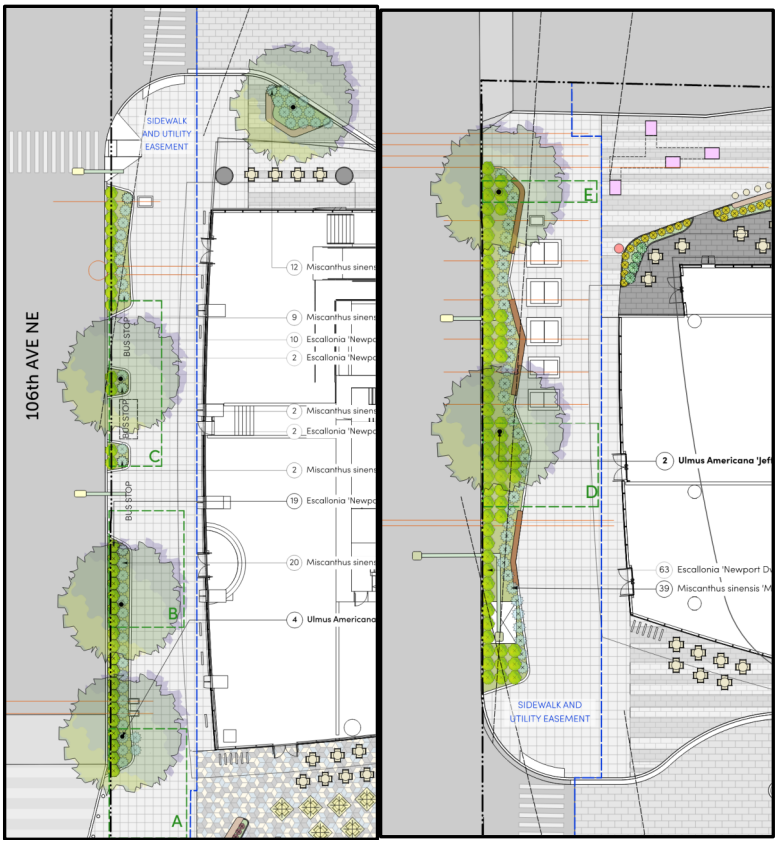
d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

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.060.A.1 provides for flexibility with the required build-to line to support pedestrian engagement at the street level, with the inclusion of plaza spaces, enhanced streetscape areas behind the build-to line and on-site loading activities. This project takes advantage of this to ensure a development that will be more engaging at the pedestrian realm, further supporting 106th Avenue NE as the "entertainment avenue".

3. Planter Strips in lieu of Tree Pits Departure:

The applicant requests an Administrative Departure from LUC 20.25A.090 as applicable to the 106th Avenue NE frontage of the project site. This code section requires an overall 20' sidewalk which includes a 6" curb and 5' tree pits that are spaced 30' apart to accommodate large street trees. The project proposes to deviate from this standard by providing 5' wide planter strips that will include street trees that are spaced more than 30' apart. This design deviation supports a new narrower cross section for 106th Avenue NE and will function as a visual and physical barrier between the vehicular and pedestrian realm, to minimize jaywalking, vehicles stopping in an active travel lane to pick-up/drop-off, and future conflicts with a required bus stop in front of the development. All pick-up/drop-off activities can be supported within the on-site vehicle turnaround, behind the back of sidewalk.



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 design will help foster a safe and welcoming pedestrian experience along 106th Avenue NE. The planter strip is a minimum 5-feet wide but varies in width to allow for a more interesting and interactive pedestrian experience with the inclusion of bench seating elements along the edge of the planter strip. This helps to create a linear public space, activated by the adjacent building, and uses, which supports the vision in the Comprehensive Plan as 106th Avenue NE as the "Entertainment Avenue" signature street in Downtown. The design advances Comprehensive Plan Policies S-DT-39, S-DT-39.1, S-DT-40.

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

Response: The resulting design will be more consistent with the purpose and intent of the Land Use Code by providing a pedestrian environment that is well landscaped, welcoming, and activated, resulting in a linear public space which supports a safe and engaging pedestrian realm. This design supports LUC 20.25A.170, Streetscape and Public Realm, and more specifically, section A.4, by providing additional places for stopping and viewing.

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

Response: The modification is the minimum necessary to achieve the intent of the Comprehensive Plan and Land Use Code by providing an enhanced pedestrian environment while at the same time, preventing unsafe pick-up/drop-off in front of the development and/or conflicts with the required bus stop in front of the development.

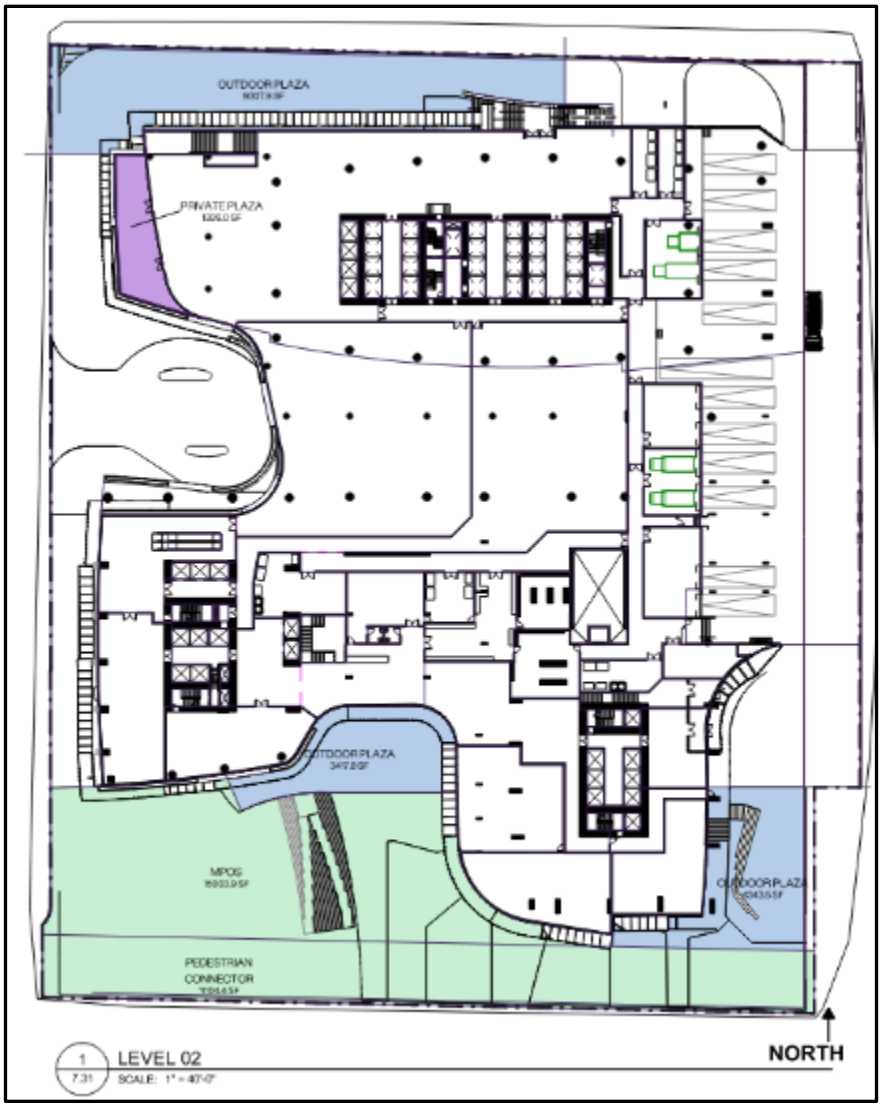
d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

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.090.B states that "the Director may approve a Departure for the location or size of tree pits and planter strips if the applicant is unable to meet the requirements due to utility placement or other obstructions that are out of the applicant's control". The proposed departure meets this standard because it proposes tree locations that still meet the code required 30-foot spacing, along with minimum width of a streetscape planter, in order to accommodate the prevention of curbside loading, and conflicts with the required bus stop in front of the development, as the overall width of 106th Avenue NE has a narrow cross section.

4. Reduction in 10% Open Space Departure:

The applicant has requested an Administrative Departure to modify the requirements of LUC 20.25A.075.A.3 which requires buildings that exceed the trigger for additional height to provide outdoor plaza space in the amount of 10 percent of the site, provided that the outdoor plaza space shall not be less than 3,000 SF in size and shall be provided within 30 inches of the adjacent sidewalk. As this development is providing a substantial portion of required open space due to the MPOS and Major Pedestrian Corridor (26,108 SF), the applicant has proposed 3 separate outdoor public plaza spaces that are greater than 3,000 SF, and when combined are just below the 10% requirement (17,069 SF – 9.75% in lieu of 17,491 SF).



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 and Land Use Code envision Downtown as the functional and symbolic heart of the city. Therefore, it is beneficial to provide as much open space as possible, which is why there are incentives to encourage this i.e., exceeding the trigger for additional tower height. Specific types of open space are required in the Downtown, such as the Grand Connection and Major Public Open space, both of which apply to the subject site. These two required open spaces are substantial in size and reduce opportunities for a compliant 10% public plaza space on site. Strict application of the Land Use Code does not recognize the other substantial public opens spaces that are required for this project, which is why a modification of the 10% requirement is requested. While slightly reduced (9.75% in lieu of 10%), the project still upholds Comprehensive Plan policies S-DT-103, S-DT-

104, S-DT-106, S-DT-107, and UD-48.

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

Response: The resulting design will contribute to the overall objectives of the Land Use code in that within the bounds of this high-density site with a single vehicular street frontage, large amounts of open space of different types will collectively provide an environment consistent with the purpose and intent of the code. The project is required to provide an MPOS and a 30-foot-wide section of the Grand Connection, which totals 26,108 SF. The three proposed public plaza spaces are the following:

- Public Art Plaza (north-west corner of site): 9,307 SF
- Public Lounge Plaza (adjacent to MPOS/GC): 3,418 SF
- Public Pocket Park (adjacent to GC/Tower 2 lobby): 4,343 SF

These three public plaza spaces collectively total 17,069 SF, which is a 422 SF reduction from the code compliant 10% (17,791 SF). Beyond these three public plaza spaces, the development provides an additional plaza space along the east-west through block pedestrian connection. Therefore, the development will provide plaza space which exceeds 43,177 SF (25%).

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

Response: The modification is the minimum necessary to achieve this particular outcome i.e., 9.75% in lieu of 10% required on site. An additional plaza space along the required east-west through block pedestrian connection provides the equivalent public amenity space but is not fully compliant with the code standard to be within 30 inches of the public sidewalk, and therefore cannot be counted toward the 10% requirement.

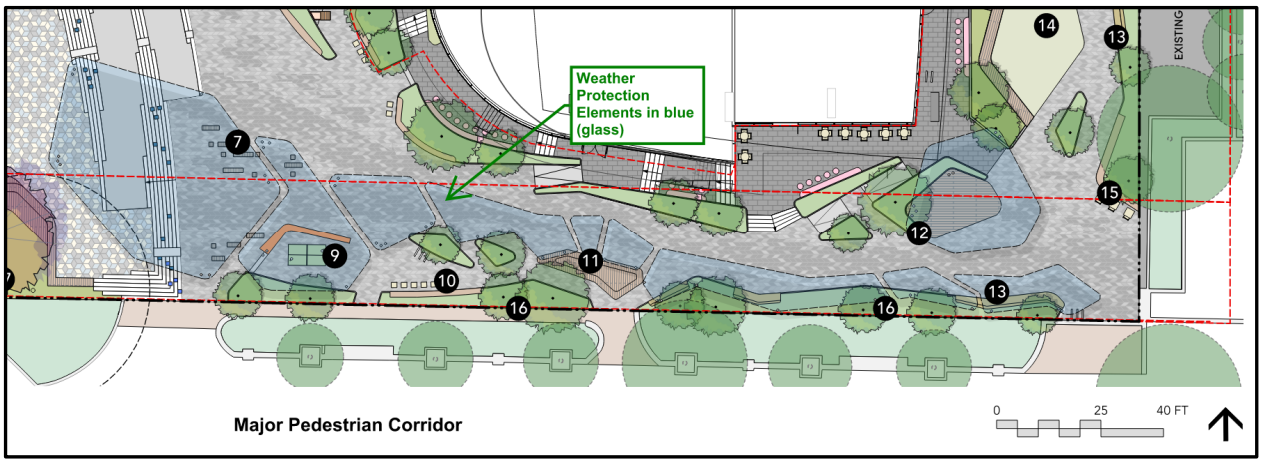
d. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; or

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: As permitted in LUC 20.25A.075.A.3.a, the Director may approve a modification to the 10% requirement through an Administrative Departure, pursuant to LUC 20.25A030.D.

5. **‘A’ Rights-of-Way Weather Protection Departure**

The applicant has requested an administrative departure to modify the requirements of LUC 20.25A.170. B.1.b.ii, which requires weather protection along 75% of the building frontage that is 6’ deep on the Grand Connection (NE 6th Street). Although the proposed building frontage adjacent to the Grand Connection will have weather protection to meet the land use code standards, this building frontage is pushed back away from main path of travel of the Grand Connection and would therefore not provide weather protection for users of the Connection. In lieu of this, the project proposes to provide free-standing weather protection, 12’ tall along the Grand Connection walkway.



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 weather protection and other elements that promote an attractive and functional pedestrian environment. The design of the free-standing canopies in the Grand Connection results in a space that is welcoming and inviting to pedestrians on the GC and allows for an enhanced experience of pedestrian’s use of the adjacent active use spaces within the tower podium levels. The design advances policies LU-35, UD-4, UD-12, UD-24, UD-34 and UD-60. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment A to this report.

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

Response: The proposed free-standing canopy design advances the purpose and intent of the code by meeting the dimensional requirements for canopy coverage in a location that provides meaningful weather protection to pedestrians on the heavily used Grand Connection, while also achieving a coordinated design with the adjacent building design and overall pedestrian corridor pathway.

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

Response: The departure is requested to allow the weather protection to be free-standing in lieu of attached to the adjacent building structures. The structures will vary in size and form, taking into consideration ground level programming and circulation. This results in connected weather protection for pedestrians within the Grand Connection and is the minimum necessary to accommodate the design as proposed.

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 design meets the criteria for the departure, as listed above. There are no specific additional departure requirements in the LUC for weather protection.

***Finding*:** After review of the five (5) submitted Departure Requests and the review of these requests against the Departure Decision Criteria as discussed above, the departures for Compact Parking Stalls, Build-to Line, Planter Strips in Lieu of Tree Pits, Reduction in 10% Open Space and Weather Protection are approved as part of this Design Review approval.

VII. Public Notice and Public Comment

Application Date:	February 1, 2019
Notice of Application (500 feet):	March14, 2019
Public Meeting:	April 3, 2019
Minimum Comment Period:	March 28, 2019

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on March 14, 2019, with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. A public meeting was held at City Hall on April 3, 2019 and was attended by approximately 21 members of the public who had various concerns regarding impacts to the downtown if this development should proceed, such as negative traffic impacts on city surface streets and the magnitude of scale of the development. Four (4) written comments were received regarding the proposal, and therefore, there are four (4) parties of record besides the applicant.

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

1. Department of Ecology provided comments regarding dewatering of perched groundwater during excavation of the project, in addition to the potential for ground water contamination that may impact property development.

   Response: The applicant was provided a copy of this comment letter to ensure that prior to and during construction, if any of the issues mentioned in the comment letter are found, they will be able to take the appropriate measures and work with the Department of Ecology to remedy them through the required state permitting.

2. King County Metro provided comments regarding the existing bus stop and bus layover locations along 106th Avenue NE, directly in front of the project, and a need to ensure that access to the subject site provides minimal impact to these transit stops/layovers and operations.

   Response: Through careful design, the existing bus stop will remain along 106th Avenue NE. However, the city has worked with King County Metro to relocate the bus layover space as part of a holistic look at bus layover space within the downtown, so this will no longer be adjacent to the project.

3. A neighboring resident expressed concerns that the project will be detrimental to property values and the character of Downtown Bellevue, and that there will be severe impacts to the quality of life for Downtown residents for three-plus years, which Downtown will not recover from even after the project is constructed. This resident called for the project to be rejected in its entirety.

   Response: The project, as conditioned, meets the decision criteria in the LUC, including complying with applicable design guidelines and codes and being compatible with and responsive to the existing or intended character, appearance, quality of development and physical characteristics of the subject property and immediate vicinity.

4. Concerns were also expressed regarding the extensive addition of parking. The commented believed that would result in a large influx of vehicles in the area and noted that it is already extremely difficult to move during peak traffic periods due to gridlock. The commenter also expressed reservations that the developer's claim that lobbies are public space is not accurate and the provision of those spaces should not allow for additional height for the project.

   Response: This project is providing a total of 2,479 parking stalls for all uses within the site. This total includes the minimum parking ratio required by the land use code for the office development. The residential development portion is not required to provide any parking stalls per the Land Use Code, but the applicant intends to provide 750 stalls, along with 53 residential visitor stalls and approximately 208 stalls for the remaining uses on site. Those proposed parking numbers are less than the maximum allowed by the Land Use Code and are consistent with code requirements. This applicant has chosen to provide a lower amount of parking stalls than possible if using maximum allowed by LUC due to the urban location in the Downtown core, along with the proximity of public transit options. In addition, the project design has been updated to relocate the hotel lobby further within the podium level, and not adjacent to the sidewalk realm on 106th Avenue NE. This development will now provide active use spaces along the ground level behind the back of sidewalk which is allowed to be exempted space from the overall FAR calculation for the development. It should be noted that the only way to achieve the maximum permitted building height of 600' is to provide outdoor public plaza space, not interior active use/hotel lobby space.

VIII. 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 XIV for Conditions of Approval regarding Construction Hours and Use of Best Available Noise Abatement Technology.**

2. Interior Noise: Bellevue City Code, 9.18, prohibits the approval of new residential structures where the exterior noise level exceeds Ldn (day-night average sound level) of 65 dBA anywhere along the site boundary, unless the construction can achieve *interior* noise levels of 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. *Prior to the issuance of any building permit*, the applicant must submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing a street frontage. Before any occupancy permits are issued, the noise levels must be measured inside a random sample of the residential units and the report revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report must include recommendations to modify the construction to meet the interior noise thresholds. **Refer to Conditions of Approval regarding Noise Levels and Interior Noise Levels in Section XIV of this report.**

3. 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 prior to the issuance of any Certificate of Occupancy. **Refer to Section XIV for Condition of Approval regarding Garage Exhaust.**

B. Transportation

The project will consist of three towers on a shared podium. The project is located on two parcels in downtown Bellevue on the east side of 106th Avenue NE, between NE 8th Street and NE 6th Street. There are two existing buildings on the parcels that will be demolished with this project. The north building is 27,900SF of retail and the south

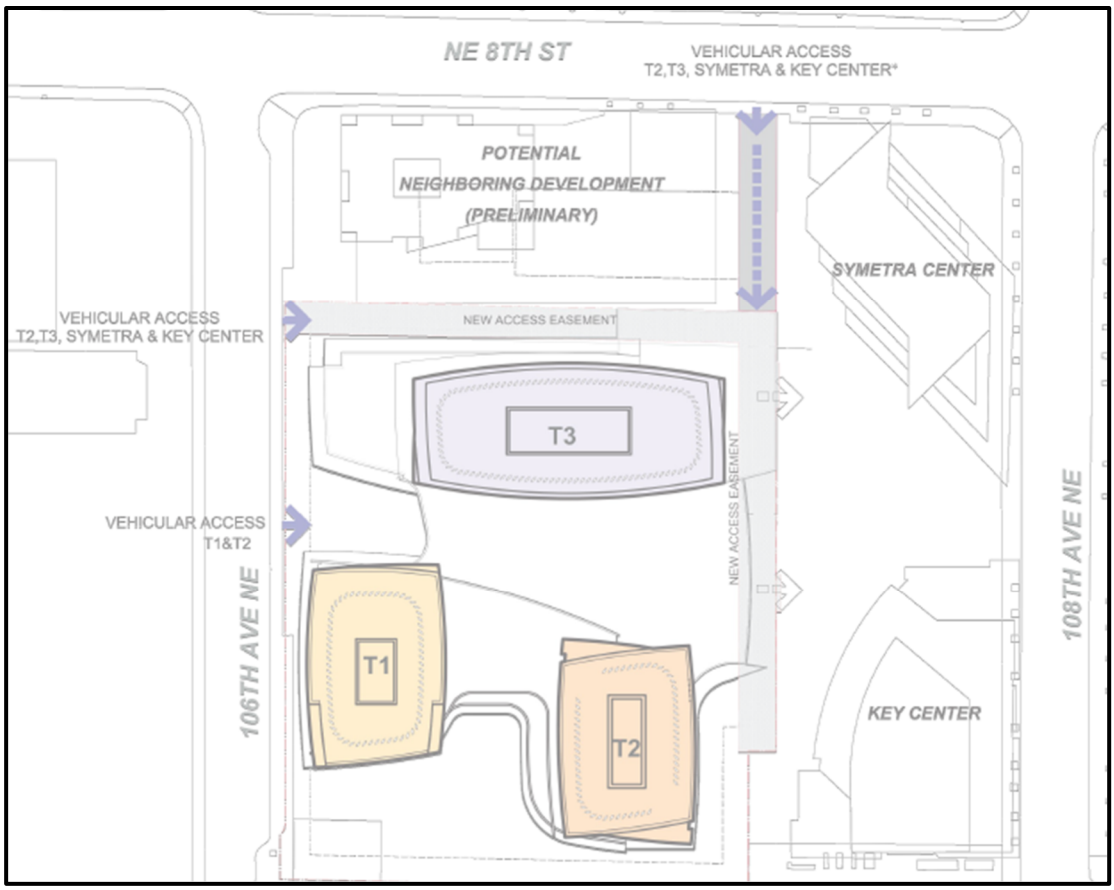
building is a 40,245 SF church. There is also a surface parking lot, and a single access point onto 106th Avenue NE, which will also be removed with this project.

There is an existing access easement through the project site that provides the adjacent Symetra and Key Center towers located east of the site, access to 106th Avenue NE. Symetra and Key Center have garage entrances that open to the project site's existing surface parking lot. This access route is also how large vehicle loading and refuse pick-up occur for these two adjacent towers. These access rights are required to be maintained, including during construction, via a new route through this development, and an updated easement with the adjacent properties.

Multimodal Site Access

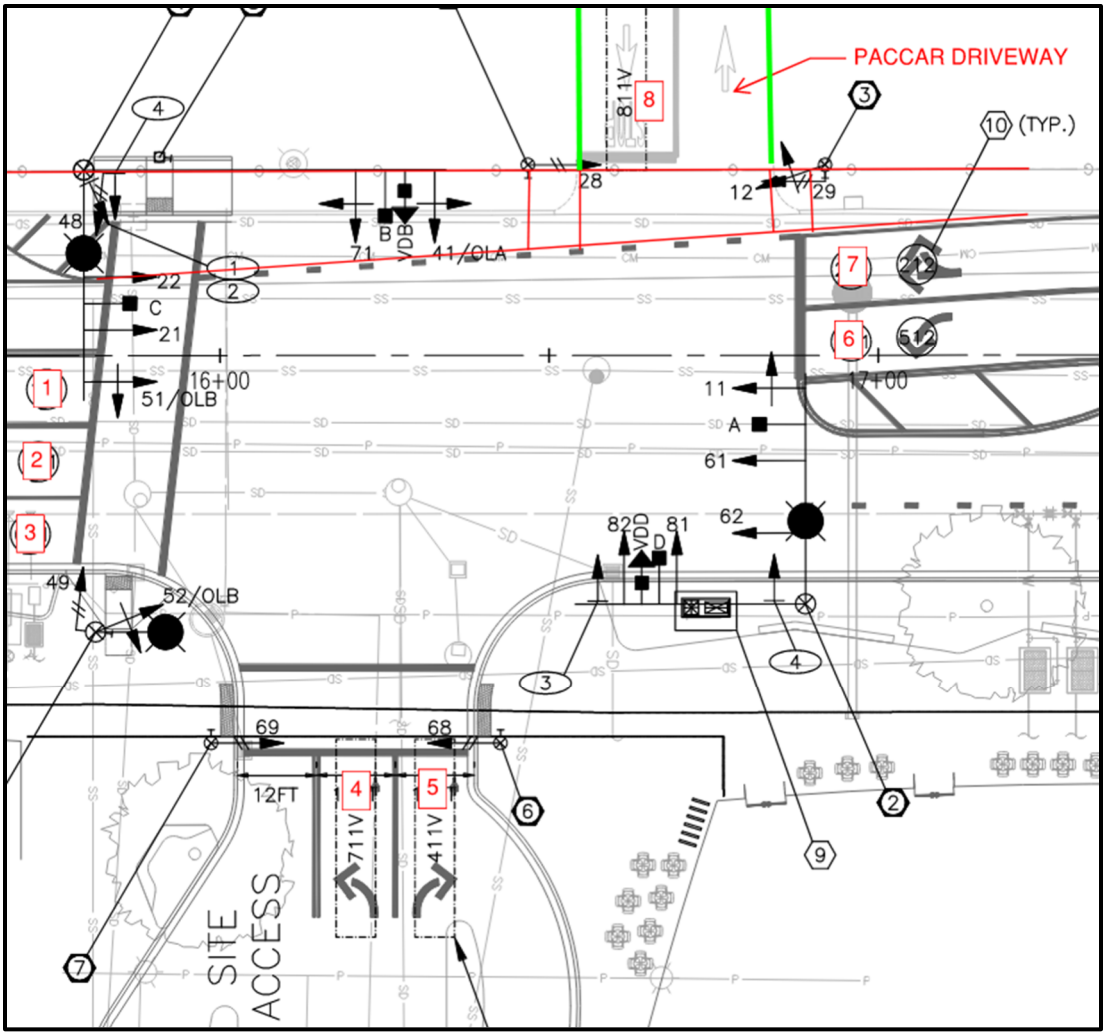
Vehicle and Loading Access: Access to the current retail and church buildings is provided by a single access location to 106th Avenue NE. This existing driveway will be removed.

Future access to the site will be provided by three surface driveways: two from 106th Avenue NE and one from NE 8th Street. The north access on 106th Avenue NE and the driveway to NE 8th Street are shared driveways with the property to the north. Both access points are restricted to right-in and right-out vehicle movements. Easements are required prior to any building permit issuance for the north access to 106th Avenue NE and access to NE 8th Street.



The main access to the ONNI development is in the middle of the site, with access on 106th Avenue NE. The project will be installing a full signal for this access with the west leg of the intersection being an offset to the PACCAR driveway on the west side of the street. The signalized access will include a crosswalk on the south side of the intersection for pedestrians to cross 106th Avenue NE. There will be left turns allowed into and out of this main signalized access of the ONNI development. There will also be left turns allowed into and out of the PACCAR driveway. Due to the offset location and geometrics of the existing PACCAR driveway, the City will be restricting right turns on red out of the PACCAR driveway. The City may also require additional turn restrictions based upon the final signal phasing. The City contacted PACCAR to provide comments. No concerns were communicated to the City from PACCAR staff.

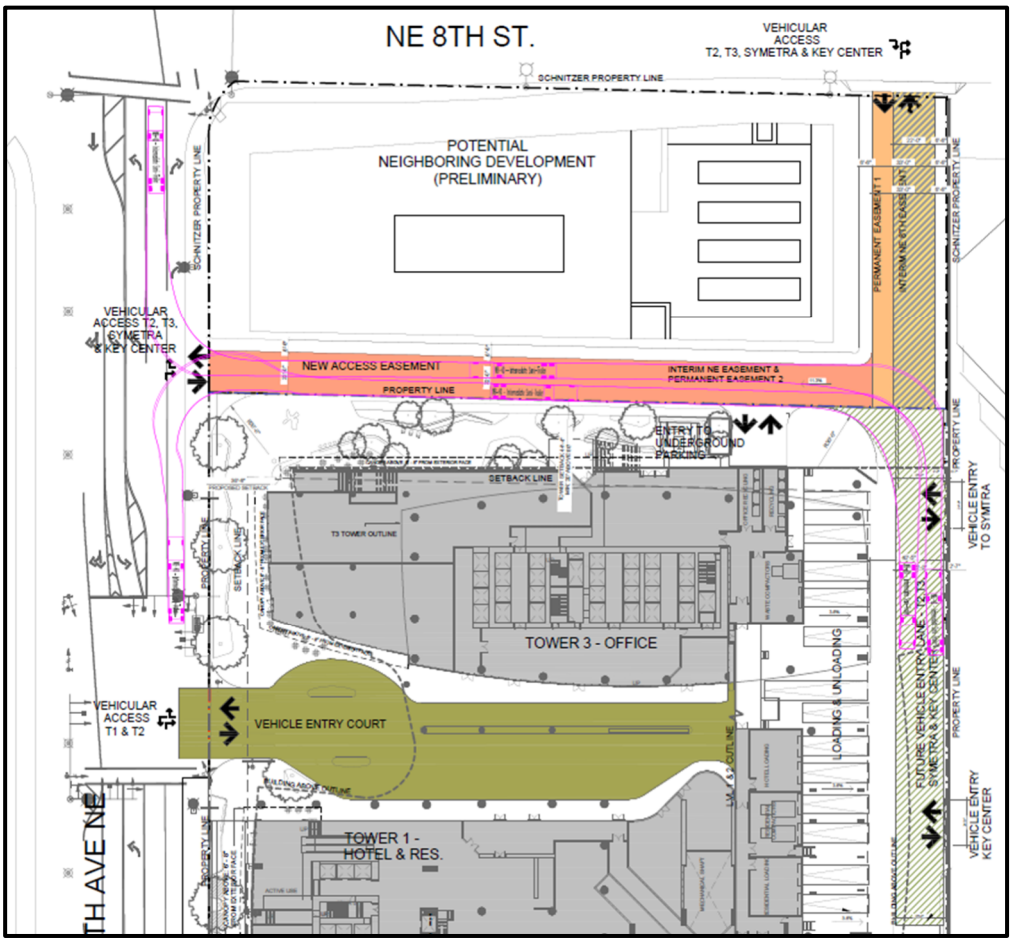
The project will be widening 106th Avenue NE to facilitate a future 56-foot, 5-lane section along the property frontage up to NE 8th. North of the NE 6th Street intersection this pavement widening will accommodate two northbound travel lanes. The property to the north of the site is currently under construction and will be completing the same street widening up to the NE 8th Street intersection. A concept of the new signalized intersection with both the ONNI and Paccar driveways and two northbound travel lanes is shown below. Additional channelization and improvements on the west side of 106th Avenue NE will be required to facilitate the addition of the signal.



There are significant loading needs on a project of this size. In addition to accommodating the loading needs of the project, there is also a need to accommodate loading and access needs from the two adjacent towers, as the Symetra and Key Center Towers both have an existing access easement through the project site. This access route is especially important as it is used for large vehicle and refuse trucks to gain access to the building's loading docks. To allow for the new proposed development, the current access easement for Symetra and Key Center is to be modified with the construction of this project. The applicant has provided confirmation from these two property owners that they will accept modified access to their garages with the completion of this project. The modified access easement will be required to be recorded before construction starts on the project.

The project is conditioned to maintain the access and loading capabilities of both towers from 106th Avenue NE for the duration of construction, which will take multiple years. The applicant has shown in the figure below that they can maintain access for vehicles as large as a WB-40 semi-truck with trailer to Symetra and Key Center. A new easement for this route is required prior to any clear and grade or building permit issuance. A plan that addresses construction access to Symetra and Key Center will be required prior to any clear and grade permit issuance. There does not appear to be

a viable way to accommodate large trucks, deliveries, and refuse pick up from 108th Avenue NE for these two towers, which is why access must be maintained during construction or an alternative method of deliveries and refuse pickup proposed for review by the City.



The project has also planned to accommodate their loading and back of house needs from the same drive aisle that will serve the adjacent Symetra and Key Center. Thirteen loading stalls are proposed for this development. Twelve of the loading stalls can accommodate an SU-30 and one stall is able to accommodate a WB-40 semi-truck and trailer.

Not all loading demands are freight and garbage. A multi-tower development with office, restaurant, retail, fitness center, hotel, daycare, and residential will result in drop-off, pick-up, private shuttles, and rideshare demands. The project is addressing this demand through the inclusion of a designated daycare drop-off area on Level 0. A 150-foot-long pullout on level 1 will accommodate other drop-off, pick-up, and ride share demands. **Refer to Section XIV for Conditions of Approval regarding Vehicular Access Restrictions and Provisions for Loading.**

***Pedestrian and Bicycle Access*:**
North Property Line: The project has a shared driveway with the adjacent property north of the site. This is also the location of a required midblock pedestrian connection. The

applicant will install a pedestrian sidewalk on the south side of the drive aisle that connects to the existing north-south midblock pedestrian connection built by Symetra and Key Center. There is a difference of grade between the two sites so the pedestrian connection will include a staircase and an elevator to address those who are not able to navigate stairs.

East Property Line: There is an existing north-south pedestrian connection on the Symetra and Key Center properties on the shared property line. The project will be connecting to this existing pedestrian walkway from the Grand Connection (south) and the proposed east-west through block pedestrian connection (north).

South Property Line (NE 6th Street): This project is one of four properties that make up the Grand Connection between 106th Avenue NE and 108th Avenue NE. There is no vehicular traffic allowed, except for emergency vehicles in some parts of the corridor including this site. There is a 30-foot wide Grand Connection easement required with a minimum 11-foot-wide non-motorized path for pedestrians and bicycles on this route.

West Project Frontage: The project will extend the concrete raised intersection for the length of the required plaza and provide road widening for a future 56-foot-wide section. The project will also provide a minimum 15-foot-wide sidewalk separated from the road by a minimum 5-foot-wide planter. The signalized main access to the project site will include a crosswalk across 106th Avenue NE for pedestrians on the south side of the intersection.

The 106th Avenue NE frontage and Grand Connection will provide ADA compliant facilities per the 2011 PROWAG.

Transit Service Access:
King County Metro and Sound Transit both operate service in the immediate vicinity of the site. There is one transit stop adjacent to the site on 106th Avenue NE. The project is required to demolish and rebuilt the stop integrated with the site. A bus pad, meeting KC standards, is required with benches at the back of the sidewalk. The project is conditioned to maintain the amount of seating provided at the current bus stop and provide overhead weather protection for this seating. An indemnification and maintenance agreement for this seating will be required. A surface easement will be required for the area behind the sidewalk where these benches are located. The Grand Connection on the south side of the project site and other pedestrian facilities will provide access to the Bellevue Transit Center and the East Link light rail station approximately one-quarter mile east of the site

Sight Distance for Vehicles and Pedestrians
Sight distance requirements for vehicles and pedestrians were evaluated at the proposed driveway approaches and new signalized intersection and shown to meet the City's standards. Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.

Street Lighting
Street lighting photometric analysis is required adjacent to the proposed site along 106th Avenue NE. New streetlight poles and replacement of existing luminaires with new poles and LED fixtures are required to meet the City's current standards.

The Grand Connection will also be required to meet minimum COB MPP photometrics for the minimum 11-foot-wide non-motorized path.

Transportation Infrastructure

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

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

This includes widening 106th Avenue NE for the future 5-lane section, installation of new concrete curb, installation of a 5-foot-wide planter strip, installation of a minimum 15-foot-wide concrete sidewalk, installation of a full signal at the main access on 106th Avenue NE, installation of a driveway that meets City standards, and installation of a transit stop with seating under weather protection at the back of the public sidewalk.

The signal will require additional improvements on the west side of 106th Avenue NE for ADA compliance and to meet City standards. For the length of the public plaza along 106th Avenue NE this includes a concrete valley gutter, a detectable edge treatment, bollards, and extending the concrete raised intersection.

Right of way dedication is required to the back of the curb based upon the future 5-lane section, sidewalk and utility easement is required from the back of the curb to the back of the land use required sidewalk, and a surface easement is required to encompass transit stop seating behind the sidewalk.

On the south side of the project, there will be a 30-foot wide Grand Connection with a minimum 11-foot-wide clear path for non-motorized modes of travel. A minimum 2-foot clearance is required from the top of the walking surface to the top of any garage of structure to allow for future maintenance and reconstruction.

Refer to Section XIV for Conditions of Approval regarding Transportation Infrastructure Improvements & Civil Engineering Plans, Building and Site Plans – Transportation, and Street Frontage Improvements.

Transportation Management Program

To reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of each approved development shall, prior to any

initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. **Refer to Section XIV Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program.**

Easements and Right of Way

Right-of-Way: 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. The applicant shall provide right of way dedication for the future 5-lane section on 106th Avenue NE to the back of the curb. The dedication is required based upon this 5-lane section, not the existing curb extension at the NE 6th Street intersection.

Easements: The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks located outside the city right of way fronting this site. Transformers and utility vaults to serve the building that are in this area shall be placed below grade. A limited depth sidewalk easement with 2-foot vertical clearance below may be used for the required transit stop seating behind the land use required sidewalk dimension.

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes, signal loops, and/or below-grade vaults between the building and sidewalk within the landscape area on the Onni 606 106th frontage. A signal equipment easement is required for loops serving the west leg of the signalized intersection on the PACCAR property, or if this cannot be obtained an alternative form of vehicle detection will be required.

A Grand Connection easement is required for the south 30-feet of the project's property. This easement will delineate the required 11-foot accessible pedestrian path and the applicant's responsibilities for maintenance of the area.

Access easements between ONNI and the property north of the site are required for the north driveway to 106th Avenue NE and the driveway to NE 8th Street as described earlier.

A revised access easement to replace the existing easement is required for Symetra and Key Center access to 106th Avenue NE for vehicles and loading. The easement must be of a sufficient design to accommodate the loading needs of these two towers, including refuse vehicles and a WB-40.

Refer to Section XIV for Conditions of Approval regarding Dedication of Easements and Right-of-Way and Existing Easements.

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 XIV for Conditions of Approval regarding Right of Way Use Permit.

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 XIV for Conditions of Approval regarding Holiday Construction & Traffic Restrictions.**

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. Soil nail indemnification is required prior to the issuance of the shoring permit for the project. **Refer to Section XIV for Conditions of Approval regarding Below Grade Right-of-Way Hold Harmless and Indemnity Agreement and Above Grade Right-of-Way Hold Harmless and Indemnity Agreement.**

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Near this project 106th Avenue NE has been classified as "Overlay Required."

Any overlay through a pedestrian crossing obligates the project to reconstruct both ramps serving that crossing to be ADA compliant. If the ramps are already compliant no further work is required. **Refer to Section XIV for Conditions of Approval regarding Pavement Restoration.**

C. Utilities

Water
The site currently has 3 existing water meters. The existing 3" water meter must be reused or removed. The existing 2" water meter is planned to be reused for irrigation of the plaza. The existing 1 ½" water meter is planned to be reused for the major public open space. There are 6 new planned water meters (3- 4", 2- 3", 1- 2") for the towers and irrigated areas. All water meters connections will be off the 8" cast iron water main in 106th Ave NE.

Sewer
The existing development has sewer connections off the existing 8" concrete main in 106th Ave NE. Two new sewer connections are proposed, and the existing connections will be removed back to the sewer main. One connection will add a new 60" manhole on the existing 18" sewer main with a 15" tower connection. The other connection will connect to an existing sewer manhole on the 18" sewer main with a 12" main from the towers. All sewer connections will come off the existing 18" sewer main in 106th Ave NE.

Surface Water
The proposed development triggers all nine minimum requirements. The site does not propose any on-site BMP's as a majority of the site is impervious surface. Water quality is required and will be provided via water quality manholes and catch basins. Flow control is triggered for the site, but the site is located in the "no detention zone". The site stormwater runoff will connect to the existing drainage system in 106th Ave NE.

Refer to Section XIV 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 XIV for Condition of Approval regarding Fire Review.**

F. Building
As discussed above, the plans and site design submitted by the applicant at the MDP and Design Review stage generally conform to the applicable building code requirements. However, the project utilizes the Total Building Performance (TBP) approach, and the proposed separate towers on a shared podium are treated, under

the TBP approach, as a single building for purposes of compliance with the Energy Code. City approval of a project using the TBP approach is dependent on all aspects of the approved design being constructed in a sequence that ensures continuous compliance with the Building and Energy Codes. As currently proposed, if any portion of the multi-tower "building" is not constructed, then the other portions of the "building" would not be complaint with the Energy Code.

WSEC Section C407.2 requires all permit applications relating to the TBP design to be submitted at the same time, but BCC 23.05.090(H) sets a time limit on applications which would not allow the project to utilize the project vesting allowed in BCC 23.05.090(F)(3). In order to allow this project to utilize the extended code vesting permitted in BCC 23.05.090(F)(3) and to ensure continuous compliance with the Building and Energy Codes, a Predevelopment Services (DC) Application will be required to be submitted as a condition of this Design Review and MDP approval and as the mechanism to allow the extended code vesting in BCC 23.05.090(F)(3). This DC Application may be limited to Building Review services only and shall include a contingency plan to verify that the project will be compliant with Building and Energy Codes in the event that the approved Design Review and/or MDP is modified subsequent to this land use approval. The DC Application must also include a phasing plan for the project that includes proposed permitting and construction timelines.

In addition to the DC Application noted above, which shall remain open until the final inspection is approved on the final permit for the entire project, any LUX application to modify the approved Design Review under LUC 20.30F.175 or any modification to the MDP approval under LUC 20.30V.160 shall be subject to review by the City's Building Division in order to ensure compliance with the Building and Energy Codes. **Refer to Section XIV for Condition of Approval regarding Vested Status of the Master Development Plan/Design Review, the specific requirements related to Modifications to the MDP and Design Review Modifications, as well as the Condition of Approval addressing Building Code Vesting and Energy Code Compliance.**

IX. State Environmental Policy Act (SEPA)

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

Adverse impacts which are less than significant are subject to City Codes or Standards, which are intended to mitigate those impacts. In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, will normally constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and regulations do not correspond, or where

unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

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

A. Land Use

Construction Vehicle Pollution: To mitigation 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 XIV for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**

B. Storm Drainage, Water, Sewer

Adequate storm drainage, water and wastewater services can be provided to the subject site. Refer to Section VII above for detailed discussion.

C. Transportation

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

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. This project proposes to add a maximum net increase of 960,000 GSF of office, 22,000 GSF of restaurant, 20,000 GSF of retail, 25,000 GSF of fitness center, 8,000 GSF of daycare, a 265-room hotel, and 1,050 residential units in MMA 3. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation. The final development proposal shows slightly modified statistics which are still within the assumed level of development for this analysis.

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 XIV 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.

This project is expected to generate approximately 1,356 new p.m. peak hour trips. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips.

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

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

Short-Term Operational Impacts and Mitigation
A traffic impact analysis (TIA) dated November 20, 2020, was prepared for this project by Transpo. The project trips were calculated, and concurrency was determined to complete the TIA.

The analysis reviewed the operations of two existing intersections and two new intersections where new streets are to be constructed:

1. Bellevue Way NE/NE 8th Street
2. 106th Avenue NE/NE 8th Street
3. 106th Avenue/NE 4th Street
4. 108th Avenue NE/NE 8th Street
5. 106th Avenue NE/NE 6th Street
6. Lincoln DW/NE 8th Street

All intersections remained at LOS E or better with the proposed transportation infrastructure improvements.

To improve vehicular operations, the project will be constructing a new traffic signal for the main access into and out of the ONNI development on 106th Avenue NE. A second access onto 106th Avenue NE and a third access point to NE 8th Street will be shared with the adjacent development to the north. No additional traffic control will be required at these driveways.

To improve pedestrian connectivity and as part of the project's required frontage improvements, the project will construct a 15-foot-wide sidewalk on the arterial frontage of 106th Avenue NE, separated from the road by a minimum 5-foot-wide planter strip. The project will construct half of the Grand Connection along their south property line. This is a non-motorized path that runs between 106th Avenue NE and 108th Avenue NE. The Grand Connection requires a minimum 11-foot clear width for non-motorized modes of travel within a minimum 30-foot surface easement for public access. The project will also continue the NE 6th Street and 106th Avenue NE raised concrete intersection north for the length of the required plaza. This will provide a pedestrian friendly area during events where the street is closed to through traffic.

X. Changes to Proposal Due to Staff Review

A. Site Design

1. Modification to the proposed access points, by including a secondary access point via 106th Avenue NE, which will be a shared access drive along the northern property boundary, shared with the adjacent development north (Artise) in addition to the existing developments east of the site (Symetra/Key Center).
2. Refinement of both the Grand Connection and Major Public Open Space. Applicant provided revisions based on recently adopted Grand Connection design guidelines, which include a signature color (gold) for elements along the corridor as well as embedded wayfinding in the paving system.
3. Addition of pet relief areas throughout the development (excluding streetscape planter strips).
4. Modification to the paving design along the public sidewalk area of 106th Avenue NE and in front of the Major Public Open Space.
5. Modification to the paving design within the Major Public Open Space, Grand Connection, and northern public plaza/through block pedestrian connection.
6. Replacement of the existing mature Red Oak tree within the Major Public Open Space with a new specimen tree and required soil volume to support the future growth of that specimen tree.

B. Building Design

1. Refinement of the podium design, specifically for the hotel elevation at the base of tower 1. Provided a better grounding of the façade to the pedestrian level and differentiation between the hotel and residential tower facades within tower 1.
2. Requested articulation of two blank facades at the pedestrian level on the north and east elevations.
3. Reduction in upper-level active use space above the vehicular entrance, which did not meet the guidelines for upper-level active use space.
4. Relocation of the hotel lobby to not front 106th Avenue NE to allow for more active use spaces along this frontage.
5. Modification to the enclosed podium between towers 1 and 2 to meet the maximum

permitted floorplate between 40' and 80' due to topographical change through the site. This required the podium to be open and exterior in lieu of enclosed.

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

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

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

   - **Urban Design Policy UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.**
     Finding: The project will create three new 600-foot towers; one office and two residential, as a single-phase of development within the core of Downtown. The street level of Towers 1 and 3 will create an active retail and restaurant experience accessible from 106th Avenue NE, in addition to constructing the Major Public Open Space and Grand Connection along the southern property boundary, which enhances the heart of the Downtown core. New outdoor public plaza spaces proposed within the site will have generously landscaped and activating open space for the public. Along the northern property boundary, a new east-west through block pedestrian connection will expand connectivity between adjacent developments, as well as provide additional expanded outdoor public spaces to be enjoyed by all.

   - **Urban Design Policy UD-21: Explore opportunities to enhance pedestrian and mobility connections between buildings and developments.**
     Finding: The project creates new pedestrian connections that help to diversify and enrich the pedestrian experience through downtown Bellevue's large super blocks. A new east-west pedestrian connection is proposed along the northern property boundary, providing for a full connection between 106th Avenue NE and up to 108th Avenue NE, through the adjacent Symetra property. This east-west pedestrian connection will also connect to an existing north-south pedestrian connection on the adjacent Symetra/Key Center properties, east of the site. In addition, the development will also construct a large section of the Grand Connection, which helps to complete the Garden Hillclimb section of the Grand Connection between 106th Avenue NE and 108th Avenue NE. Overall, these new pedestrian connections help to break up the super block and allow for accessible connections to the east and west, further connecting the development to the adjacent developments and up to the Bellevue Transit Center, east of the development.

   - **Downtown Subarea Policy S-DT-45: Continue to develop the Grand Connection vision as a major unifying feature for Downtown Bellevue through public and private-sector investments.**

Downtown Subarea Policy S-DT-45.1: Implement design components and wayfinding along the Grand Connection to create intuitive multi-modal connection for users of all abilities.
Downtown Subarea Policy S-DT-81: Develop the Grand Connection as a unifying feature for Downtown Bellevue by citing buildings and encouraging uses that activate the corridor, and by incorporating design components that ensure accessibility.
Finding: The project will design a large portion of the Grand Connection adjacent to the project along its southern property boundary. This section of the corridor will connect to existing sections of the "Garden Hillclimb" both south and east of the site, including a new corridor section currently under construction south-east of the site. This will provide a more completed connection between 106th Avenue NE and 108th Avenue NE. The design of the corridor will be an active public space that helps to unify downtown Bellevue and reinforce the Grand Connection guidelines and standards. Elements include publicly accessible seating areas, overhead weather protection, embedded wayfinding elements, improved site lighting, an ADA accessible pathway and an expanded Major Public Open Space from what exists today on the adjacent development south of the site.

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

2. **The Master Development Plan complies with the applicable requirements of the Bellevue City Code.**
Finding: The tables and information in Section III of this report summarize the applicable requirements and analyze the proposed MDP for consistency with the applicable requirements. The proposed MDP complies will all Land Use Code requirements, including but not limited to building height, tower setbacks, floor area ratio, sidewalks, landscaping, parking, loading and trash and recycling.

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

4. **The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying land use district.**
Finding: As this project is intended to be a single-phase, the project as a whole will

provide connectivity with surrounding features and uses across the site and with neighboring sites, due to its location within the downtown core. The project's design takes advantage of its location adjacent to the Grand Connection (NE 6th Street) and a Major Public Open Space on the southern portion of the site, that will serve as the heart of the downtown core. In addition, a new east-west through block pedestrian connection along the northern property boundary will intersect with a required north-south through block pedestrian connection along the east side of the development. These through block pedestrian connections, along with development of the Grand Connection and Major Public Open Space will help to enhance connections throughout this super block in Downtown.

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

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

1. The proposal is consistent with the Comprehensive Plan.

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

- **Downtown Subarea Policy S-DT-1: Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.**
  Finding: The project proposes three towers; two residential and one office. Tower 1 will include a hotel use at the lower-level floors. Also included in the development are active use spaces, such as retail, restaurant and other ground level activating uses, in addition to a public daycare and fitness center. Therefore, this project provides a variety of land uses within mixed-use building complex in the core of Downtown.

- ***Downtown Subarea Policy S-DT-4: The highest intensity development shall be located in the core of downtown, with diminishing intensities towards the edges of Downtown.***
  Finding: The project site is located within the DNTN-O1 land use district, which is the core of Downtown. This land use district provides the highest density and achievable tower heights, up to 600 feet, and therefore results in higher density development where most appropriate in the core of Downtown.

- ***Urban Design and the Arts Policy UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.***
  Finding: The project is located on the Grand Connection, as well as a Major Public Open Space, both of which provide publicly accessible spaces to navigate through the core of Downtown as well as informal gathering spaces for residents and visitors to the city. Beyond these two required large public spaces, this development will provide four other publicly accessible outdoor plaza spaces which function as additional gathering spaces, one of which is also a required through-block pedestrian connection. Overall, this development provides a variety of both public

and semi-public spaces for enjoyment by all.

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

2. **The proposal complies with the applicable requirements of this Code.**
Finding: The tables and information in Section's III, IV and V of this report summarize the applicable requirements and analyze the proposed project for consistency with the applicable requirements. The proposal complies with all Land Use Code requirements including but not limited to building height, lot coverage, floor area ratio, sidewalks, parking, loading, and trash and recycling. Five Administrative Departures have been requested, which include Compact Parking Stalls, Build-To Line, Planter Strips in Lieu of Tree Pits, Reduction in 10% Open Space and Weather Protection. All five Departures will be approved in this Design Review decision. Refer to Section V above for detailed discussion regarding each requested Departure. In addition, refer to Attachment B for Administrative Departure Request Forms.

3. **The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**
Finding: The purpose of the Downtown Land Use Code is to develop the Downtown as an aesthetically attractive area of intense use, through the encouragement of cultural, entertainment, residential and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure. Through application of the Land Use Code, the applicant has addressed the intent of the Downtown Land Use Code by developing a project that meets all applicable design guidelines and criteria as discussed in Section's III, IV and V – including the criteria for all requested administrative departures.

4. **The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.**
Finding: The proposed project is compatible with and responds to the existing and intended character of development within the core of Downtown. As this development is zoned DNTN-O1, it is anticipated to be developed as a high-density development, with floor area ratios and tower heights that are greater than any other zone within the downtown subarea. The surrounding development is also zoned DNTN-O1 and is developed similarly. However, this project offsets the high-density scale of development by providing a required Major Public Open Space and construction of a large section of the Grand Connection along its southern property boundary. This provides publicly accessible open space and ways to navigate through the core of Downtown. The development also provides additional public plaza and open spaces around the development to further promote public access and connectivity between adjacent developments. These outdoor public plaza spaces, along with the required through-block pedestrian connection, Major Public Open Space and Grand Connection designs will not only increase public outdoor space but also physical connections within and through the superblock, further promoting Downtown livability.

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

XIII. Decision

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

XIV. Conditions of Approval

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

A. GENERAL CONDITIONS:

1. Compliance with Bellevue City Codes and Ordinances

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

Clearing and Grading Code - BCC 23.76	Savina Uzunow,	425-452-7860
Bellevue Development Standards	Ryan Miller,	425-452-7915
Transportation Code - BCC 14.60	Ryan Miller,	425-452-7915
Trans. Improvement Program - BCC.22.16	Ryan Miller,	425-452-7915
Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia,	425-452-6988
Bellevue Utilities Code - BCC Title 24	Mohamed Sambou,	425-452-4853
Construction Codes - BCC Title 23	Behrooz Khorrami,	425-452-6143
Code - BCC Title 20	Laurie Tyler,	425-452-2728
Sign Code - BCC Title 22B	Laurie Tyler,	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler,	425-452-2728
Uniform Fire Code - BCC 23.11	Derek Landis,	425-452-4112
Parks Department	Tom Kuykendall,	425-452-7924

2. CONSTRUCTION HOURS

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

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

3. MODIFICATION TO THE MASTER DEVELOPMENT PLAN

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

An amendment to a previously approved MDP is treated as a new application. Minor modifications may be permitted pursuant to the criteria in LUC 20.30V.160.B. Any modification of the MDP must be reviewed for consistency with the conceptual site and building design as stated in this report. Conditions of Approval run for the life of the project. Any subsequent modifications, once approved by either of the processes stated above, shall be recorded with the King County Recorder's Office or its successor agency.

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

Any proposed modification to the MDP approval under LUC 20.30V.160 shall be subject to review by the City's Building Division in order to ensure compliance with the Building and Energy Codes.

AUTHORITY: Land Use Code 20.30V.160, 180 and 190; WSEC Section C407.2, BCC 23.05.090(H), BCC 23.05.090(F)(3)
REVIEWER: Laurie Tyler, Land Use; Behrooz Khorrami, Building Division

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.

Any LUX application to modify the approved Design Review under LUC 20.30F.175 shall be subject to review by the City's Building Division in order to ensure compliance with the Building and Energy Codes.

AUTHORITY: LUC 20.30F.175; WSEC Section C407.2, BCC 23.05.090(H), BCC 23.05.090(F)(3)
REVIEWERS: Laurie Tyler, Land Use; Behrooz Khorrami, Building Division

5. VESTED STATUS OF THE MASTER DEVELOPMENT PLAN/DESIGN REVIEW APPLICATION

The vested status of the MDP and Design Review applications as described in the vesting letter, dated April, 20, 2022, shall be for a period of 5 years from the date of this final decision, as defined in LUC 20.40.500.B.2. Should the construction permitting schedule be modified, rendering the development out of compliance with the current building code, then the design approved under these applications may need to be modified, per the conditions of approval for Modification to the Master Development Plan and Design Review Modifications.

AUTHORITY: Land Use Code 20.40.500.B.2
REVIEWER: Laurie Tyler, Land Use

6. BUILDING CODE VESTING AND ENERGY CODE COMPLIANCE

City approval of the construction of this project, which uses the TBP approach for Energy Code compliance, is dependent on all aspects of the approved design being constructed in a sequence that ensures continuous compliance with the Building and Energy Codes. As currently proposed, if any portion of the multi-tower "building" is not constructed, then the other portions of the "building" would not be complaint with the Energy Code.

WSEC Section C407.2 requires all permit applications relating to the TBP design to be submitted at the same time, but BCC 23.05.090(H) sets a time limit on applications which would not allow the project to utilize the project vesting allowed in BCC 23.05.090(F)(3). In order to allow this project to utilize the extended code vesting permitted in BCC 23.05.090(F)(3) and to ensure continuous compliance with the Building and Energy Codes, a Predevelopment Services (DC) Application will be required as the mechanism to allow the extended code vesting in BCC 23.05.090(F)(3).

This DC Application may be limited to Building Review services only and shall include a contingency plan to verify that the project will be compliant with Building and Energy Codes in the event that the approved Design Review and/or MDP is modified subsequent to this land use approval. The DC Application must also include a phasing plan for the project that includes proposed permitting and construction timelines.

In order to maintain compliance with the Energy Code and with BCC 23.05.090 throughout construction, the following Condition of Approval is imposed on the project.

- The applicant or any successor-in-interest will apply for the DC Application noted above. Any changes made to the project design, contingency plan, or phasing plan, shall be submitted for review as part of the DC Application in addition to any other permits that would need to be reviewed in connection with the proposed changes. The DC will remain open until the final inspection is approved on the final permit for the entire project.
- As noted in the above Conditions of Approval, any modifications made to the approved MDP or Design Review by the applicant or any successor-in-interest, through a LUX or other means, are required to be reviewed by Building Division review staff. Approval of MDP or Design Review

modifications will be dependent on verification that the change is compliant with Building and Energy Codes.

Building approval of the MDP and Design Review for this project is dependent on compliance with all of the foregoing Conditions and is contingent on all aspects of the project being constructed in a sequence that ensures compliance with the Building and Energy Codes. Any changes made to the overall design or construction phasing are required to be in accordance with the required contingency plan and must maintain conformance with the Building and Energy Codes.

AUTHORITY: WSEC Section C407.2, BCC 23.05.090(H), BCC 23.05.090(F)(3)
REVIEWER: Behrooz Khorrami, Building Division

7. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

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

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

8. AIR POLLUTION FROM CONSTRUCTION VEHICLES AND EQUIPMENT

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

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

9. PET RELIEF AREAS

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

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

10. ROOFTOP LIGHTING

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

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

11. PUBLIC DAY CARE CENTER

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

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

12. RED OAK TREE REPLACEMENT

As this development will remove the existing mature Red Oak tree within the Grand Connection/MPOS, the applicant shall install a replacement tree in its location, that is equivalent to a 10” caliper Quercus rubra. Prior to purchase and installation, the applicant will work with the City of Bellevue to ensure the quality of the replacement tree meets Parks Environmental Best Management Practices standards, and that the procurement of the tree is conducted and secured at least 1-2 years in advance to select a tree with exceptional form and branch structure, and with time to conduct any recommended root pruning prior to transplanting. Soil volume for this replacement oak tree shall also be reviewed and approved, prior to issuance of the Clearing and Grading Permit application. Because of the importance of such a large signature tree in this location, the applicant shall provide soil volume that is significantly greater than the usual requirement and may require installation of soil cells beyond the provided open soil area. Final design of the plaza oak tree shall be submitted with landscape plans for review and approval.

AUTHORITY: Comprehensive Plan Policy S-DT-110; Grand Connection and Major Public Open Space Design Guidelines
REVIEWER: Laurie Tyler, Land Use
Merryn Hearn, Park’s Development

13. 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 moratorium accordingly.

AUTHORITY: Bellevue City Code 14.30.060
REVIEWER: Mazen Wallaia, Right of Way Department

14. VEHICULAR ACCESS RESTRICTIONS

The shared north driveway access to 106th Avenue NE is 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.

Access onto NE 8th Street on the adjacent project to the north is 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: Ryan Miller, Transportation

15. PROVISIONS FOR LOADING

The property owner shall provide an off-street loading space which can access a public street designed to accommodate refuse vehicles and deliveries up to a WB-40. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading on 106th Avenue NE will not be permitted.

The property owner shall maintain access to the Symetra and Key Center properties. As this access is also used for loading, the property owner will need to maintain access for refuse and WB-40 vehicles to both properties through the Onni property from 106th Avenue NE. Such access must be maintained for the duration of construction with a plan being required to be submitted to the City for review prior to issuance of any clear and grade permit or building permits, including any early work permits. As this development will cause the existing easement and access route to change, a revised easement for access to Symetra and Key Center is required to be recorded prior to any clear and grade or building permits.

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Ryan Miller, Transportation

16. FIRE REVIEW

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.

17. UTILITIES CONCEPTUAL APROVAL

Utility Department approval of the design review application is based on the final conceptual design submitted with this application. Final utility design and construction approval is not given under this permit. Small changes to the site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Water meter permits (UC) will be required for the new and upgraded meters. A Utility Developer Extension Agreement (UE) permit will be required for the water quality facilities.

AUTHORITY: Bellevue City Code 24.02, 24.04, 24.06
REVIEWER: Mohamed Sambou, Utilities Department

B. PRIOR TO CLEARING AND GRADING PERMIT:

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

18. FINAL LANDSCAPE AND IRRIGATION PLANS

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

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

19. 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.

d. Plant selection for installation in the ROW must be of a stature that will not cause sight-distance or encroachment issues when reaching maturity and must be placed so that it should not require hedging or shearing to maintain size.

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

20. SOIL VOLUME

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

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

21. STREETSCAPE IRRIGATION (RIGHT-OF-WAY AND SITE)

a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.

b. No drip irrigation will be allowed within any City right-of-way.

c. Schedule 40 irrigation pipe is required.

d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.

e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.

f. Parks Department Contacts:
- Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
- Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

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

22. 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 Department

23. TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS & CIVIL ENGINEERING PLANS

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.

Transportation Infrastructure Improvements on 108th Avenue NE, NE 8th Street, 9th Place, and the new connector road to NE 8th Street include the following:

1. 106th Avenue NE

a. Provide pavement widening of 106th Avenue NE for the future 5-lane section.
b. Install new concrete curb and gutter
c. Install a minimum 5-foot-wide planter strip with the following:
    i. A bus pad per KC Metro standards.
    ii. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
    iii. Soil preparation and root barrier
    iv. Street trees, ground cover, and landscaping
d. Install a minimum 15-foot-wide concrete sidewalk

i. All new and existing utilities lids within the sidewalk must have non-slip lids installed
ii. Install seating at the back of the sidewalk for the transit stop. The amount of seating shall match that of the current transit shelter which is to be removed by the project. The seating shall be located under weather protection and within a surface sidewalk easement.

e. Street lighting that meets Bellevue's standards at the time of GD permit review.
   i. Installation of poles, arms, and LED fixtures meeting current City standards is required.
   ii. A combined street tree and streetlight plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).

f. Convey property rights to the City, prior to grading permit issuance.
   1. Provide Right of Way dedication to the back edge of the curb on 106th Avenue NE. The dedication for the length of the project is based upon the future 5-lane section and not the existing curb bulb at NE 6th Street.
   2. Provide public sidewalk and utility easement for the planter and sidewalk width required per the land use code. This shall be based upon the 5-lane section and not the existing curb bulb at NE 6th Street.
   3. Provide a surface sidewalk easement for the transit stop benches at the back of the sidewalk against the building.

g. Intersection of NE 6th Street and the Plaza
   i. Continue the concrete raised intersection for the length of the public plaza and as needed to coordinate with the PACCAR driveway.
   ii. Construct valley gutter, a 2-foot-wide detectable edge tile, and bollards for the length of the raised street along the plaza.

h. North Driveway
   i. The driveway shall be designed to meet COB standards and be wide enough to allow for vehicles to enter and exit without conflicting movements. The design should also address the loading demands needed for the project, Symetra, and Key Center.

i. Main Signalized Driveway
   i. Install a full signal that meets City standards. Reconstruct the west of the street to be ADA compliant. This includes a new concrete driveway approach with ramps, truncated domes, pedestrian push buttons, and ped heads. The curb line will be pushed out in the location of the PACCAR driveway to accommodate the new signal infrastructure.
   ii. Provide a PTZ and quad camera for the new signal

iii. Provide additional signal infrastructure as needed based upon review of the final signal phasing during the review of the GD permit.
iv. The project shall provide an easement to the City for the loops located on private property for the east leg of the intersection.
v. The project shall provide an easement for loop located on the west side of the intersection. If an easement cannot be acquired for west leg a Wavetronix microwave detection will be required in lieu of loops or an alternative method that is acceptable to the City.

2. Symetra and Key Center Vehicle and Loading Access

a. The ONNI 606 106th project and/or property owner shall maintain access to the Symetra and Key Center properties for the duration of project construction. A plan is required to be submitted to the City for review prior to any GD permit issuance, including any early work permits. As this access is also used for loading, deliveries, and refuse pick-up the project and/or property owner will need to show that these large vehicles are able to access both properties.
b. The Onni 606 106th project and/or property owner shall provide permanent access to the Symetra and Key Center properties upon completion of the project. The new access route through the new development shall accommodate the loading, deliveries, and refuse pick-up the Symetra and Key Center Towers, including a WB-40.
c. A new access easement with Symetra and Key Center is required to be recorded prior to any GD permit issuance, including any early work. The project will need to show that the easement is of sufficient width to accommodate the loading needs of the towers, including refuse vehicles and a WB-40.

3. Signal and Fiber

a. Conduit and junction boxes are required along the length of 106th Avenue NE The City will take on the cost of the fiber and the fiber installation. The applicant shall install the conduit and junction boxes.

4. Structures Extending into the Sidewalk and Utility Easement

a. No structure may extend into the Right of Way
b. Underground Parking Garages
    i. Underground garages and building structures may extend under the sidewalk and planter within the sidewalk and utility easement and multi-use easement if the vertical clearance requirements are met.
        1. On 106th Avenue NE a minimum 10 feet of vertical clearance is required. This is 10 feet of clear dirt between the top of the structure to the top of sidewalk grade. This is required in the easement area between the curb and the back of the sidewalk.
        2. On the south grand connection 2 feet of vertical clearance is required. This is a minimum 2 feet of clear dirt between the top of the structure to the top of the grand connection

surface.

c. Balconies, Weather Protection, and Building Extending Over the Sidewalk and Utility Easement.
    i. No balcony or any part of the building may extend over the public sidewalk and planter within a 60-foot vertical zone upon the sidewalk and utility easement or multi-use easement.
    ii. The only exception is removable weather protection. This may extend over the sidewalk into the sidewalk and utility easement or multi-use easement.
        1. Weather protection must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
        2. Weather protection must meet Transportation's vertical clearance requirements.
        3. Weather protection shall be located at least 9 feet above the sidewalk grade and designed/constructed to be removable.

5. The Americans with Disabilities Act (ADA)

a. ADA requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations. All new and existing junction boxes shall have non-slip lids installed. All new and existing junction boxes shall have foundry applied non-slip lids within the public sidewalk.

ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from

standards must be justified on a Design Justification Form to be filed with the Transportation Department.

6. No soil nailing or shoring is allowed under a street right of way or sidewalk/utility easement or multi-use easement without an indemnification agreement that protects the city.

7. 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.

8. 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.

9. A dedicated channelization and signage plan is required.

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:	Ryan Miller, Transportation

24. DEDICATION OF EASEMENTS AND RIGHT OF WAY

The following right of way dedication and easements are required to be recorded prior to issuance of any building permit, including the shoring permit:

The applicant shall dedicate right of way free and clear of any encumbrances for the future 5-lane section on 106th Avenue NE to the back of the curb. The dedication is required based upon this 5-lane section, not the curb extension at the NE 6th Street crossing.

Sidewalk and utility easements shall be provided to the City as needed to encompass the full width of the land use required planter and sidewalk. Transformers and utility vaults to serve the building located in this easement shall be placed below grade. A limited depth sidewalk easement with 2-foot vertical clearance below may be used for the required transit stop seating behind the land use required sidewalk dimension.

A Grand Connection easement shall be provided to the City for the south 30-foot of the project's property that includes a 11-foot-wide delineated accessible path and the applicant's maintenance responsibilities.

An access easement between ONNI 606 106th and the property to the north is required for the north driveway to 106th Avenue NE and the driveway to NE 8th Street.

A revised access easement to replace the existing easement is required for to provide revised access and loading access to the Symetra and Key Center properties east of the site.

A signal equipment easement shall be provided to the City for loops on the ONNI 606 106th site.

A signal equipment easement shall be provided to the City for loops on the PACCAR property or if this cannot be obtained an alternative form of vehicle detection will be required.

AUTHORITY: BCC 14.60.100
REVIEWER: Ryan Miller, Transportation

25. 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: Ryan Miller, Transportation

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 <u>Building Permit application:</u>

26. EXTERIOR BUILDING LIGHTING

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

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

27. GARAGE EXHAUST

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

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145

REVIEWER: Laurie Tyler, Land Use

28. COMMERCIAL VENTING

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

AUTHORITY: Land Use Code 20.20.525 and Bellevue City Code 9.10.030.B
REVIEWER: Laurie Tyler, Land Use

29. 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 61% of the total number of stalls as approved per the Administrative Departure.

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Laurie Tyler, Land Use

30. STREET LEVEL GLAZING

To ensure visibility from the sidewalk into the active use spaces on 106th Avenue NE and the Grand Connection (NE 6th Street), identified in the Building/Sidewalk Design Guidelines, clear (non-tinted, non-reflective) window glass shall be used. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

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

31. MECHANICAL EQUIPMENT

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

AUTHORITY: Land Use Code 20.20.650, 20.25A.130
REVIEWER: Laurie Tyler, Land Use

32. NOISE LEVELS

Noise levels in sleeping areas shall not exceed 40 dBA. The applicant shall measure the noise levels in a random sample of the rooms and submit the findings to the City. If the maximum threshold is exceeded, additional noise mitigation will be required to meet the threshold prior to the issuance of any Occupancy Permit.

AUTHORITY: Bellevue City Code 9.18 & Land Use Code 20.30F.145
REVIEWER: Laurie Tyler, Development Services Department

33. TRANSPORTATION IMPACT FEE

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

AUTHORITY: BCC 22.16
REVIEWER: Ryan Miller, Transportation

34. 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: Ryan Miller, Transportation

35. EXISTING EASEMENTS

Any 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 or revised.

The property owner shall maintain access to the Symetra and Key Center properties. As this access is also used for loading the property owner will need to show that trash vehicles and a WB-40 can access both properties through the ONNI 606 106th property. Such access must be maintained for the duration of construction with a plan being required to be submitted to the City for review prior to issuance of any clear and grade permit or building permits, including any early work permits. As this development will cause the existing easement and access route to change, a new easement for access to Symetra and Key Center is required to be recorded through the new ONNI 606 106th development prior to the issuance of any clear and grade permits.

AUTHORITY: BCC 14.60.100
REVIEWER: Ryan Miller, Transportation

36. 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: Ryan Miller, Transportation

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

37. PUBLIC ART
Prior to temporary certificate of occupancy, the final design of the public art to be installed within the public plaza adjacent to the Grand Connection, shall be reviewed and approved by land use, prior to installation.

AUTHORITY: LUC 20.25A.070.D.4 – Outdoor Plaza; Pedestrian Corridor Design Guidelines
REVIEWER: Laurie Tyler, Land Use

38. FAR AMENITY BONUS AND PROJECT APPROVAL RECORDING (MDP & LD)
The applicant shall record a copy of the following project documents for both the MDP and Design Review (separately) with the King County Recorder's Office:

- FAR Amenity Bonus Point Calculations.
- A corresponding black and white site plan/floor plan diagram of all FAR amenity bonus areas, such as outdoor plazas and active use spaces, and their associated square footages.
- Black and white floor plans that identify all bonus FAR square footage earned from the construction of the Grand Connection and MPOS.
- A copy of the approved Conditions of Approval for the project.

AUTHORITY: LUC 20.25A.070.E
REVIEWER: Laurie Tyler, Land Use

39. THROUGH-BLOCK PEDESTRIAN CONNECTION
A through-block pedestrian connection is required, running east-west, on the north side of the development. This connection shall be open to the public 24 hours a day. A legal agreement shall be executed and recorded with King County Recorder's Office, providing that such property is subject to a nonexclusive right of pedestrian use and access by the public. Directional signage shall be installed from all points of access and identify circulation routes for all users.

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

40. GRAND CONNECTION ACCESS EASEMENT

Applicant shall record a legal agreement establishing 24-hour public access within the 30-foot section of the Grand Connection as part of this development.

AUTHORITY: LUC 20.25A.175.A
REVIEWER: Laurie Tyler, Land Use Division
Molly Johnson, Transportation

41. MAJOR PUBLIC OPEN SPACE (MPOS) ACCESS AGREEMENT

Applicant shall record a legal agreement establishing 24-hour public access within the MPOS as part of this development.

AUTHORITY: LUC 20.25A.090.C.2.D.iii
REVIEWER: Laurie Tyler, Land Use Division
Molly Johnson, Transportation

42. INTERIOR NOISE LEVEL REPORT

Interior noise levels inside residential units shall not to exceed 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. The project acoustical engineer shall document noise levels inside a random sample of the rooms and submit his/her findings to the City for review. If the noise levels exceed the required maximums, the City will require additional noise mitigation as necessary to achieve the maximum allowable levels prior to the issuance of any Occupancy Permit.

AUTHORITY: Bellevue City Code 9.18.045
REVIEWER: Laurie Tyler, Land Use Division

43. OUTDOOR PUBLIC PLAZA SPACES

The landscape plans shall include a final detailed design of the Outdoor Plaza Spaces required for the project to exceed trigger height (9.75%) and to receive FAR amenity bonus points for construction of an Outdoor Plaza. In addition, a public access easement shall be recorded to ensure the plaza is open to the public at all times.

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

44. LANDSCAPE INSTALLATION ASSURANCE DEVICE

All site landscaping shall be 100% complete per the plan approved by the City prior to TCO. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) an executed surety device (Assignment of Savings, Letter of Credit, or Bond) dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation and inspection approval.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use

45. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

The applicant shall file with the Development Services Department an executed landscape maintenance assurance device (Assignment of Savings, Letter of Credit, or Bond) for a one-year period equivalent to 20% of the cost of labor and materials for all of the required landscaping. The assurance device will be released upon inspection by Land Use at the end of the one-year period.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use

46. MAINTENANCE AGREEMENT WITH THE CITY OF BELLEVUE

After one-year, the landscape shall be inspected by Land Use and the Parks Department. Prior to the release of the Landscape Maintenance Assurance Device, the applicant and the City of Bellevue shall enter into an agreement to determine future maintenance responsibilities for the streetscape and streetscape plantings.

AUTHORITY: Land Use Code 20.20.520.K and 20.40.490
REVIEWER: Laurie Tyler, Land Use

47. PROJECT SIGN DESIGN PACKAGE

There are no implied approvals of proposed signage within this Master Development Plan and Design Review approval. The applicant shall submit a complete sign design package for the development for City review and approval prior to the issuance of any occupancy permits for the building, tenant improvement permits for the commercial spaces, or sign permits. The design package shall include the conceptual design of all building signage. The signs shall be consistent with the Bellevue City Code Section 22B.10 and the designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

The sign package plans, elevations, and/or sketches shall include but are not limited to:

1. Location
2. Illumination
3. Color and Materials
4. Design

Design review of individual signs and compliance with the approved sign design package AND Bellevue Sign Code will occur through review of each sign permit application.

AUTHORITY: Bellevue City Code 22B.10
REVIEWER: Laurie Tyler, Land Use

48. 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 Sections; and Transportation Department Design Manual Standard Drawings.
REVIEWER: Ryan Miller, Transportation

49. PAVEMENT RESTORATION

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be completed. 106th Avenue NE is a grind and overlay street.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Ryan Miller, Transportation

50. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM

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

AUTHORITY: BCC 14.60.070, 14.60.080
REVIEWER: Ryan Miller, Transportation

51. 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: Ryan Miller, Transportation

Attachment A

2019 Comprehensive Plan Matrix

smartsheet

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
1	**606 & 620 106th Ave NE, Bellevue WA: Comprehensive Plan - Volumes 1 and 2**	
2	**Permit # 19 104023 LD**	
3	**Provide a written response to each applicable Comprehensive Plan Policy.**	
4	**Refer to Comprehensive Plan for complete wording and requirements at:**	
5	https://planning.bellevuewa.gov/planning/comprehensive-plan/	
6		
7	**VOLUME I – HOUSING (HO) AND URBAN DESIGN (UD) POLICIES**	
8	**Comprehensive Plan Policies**	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
9	**Housing (HO) Policies**	
10	**HO-2: Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.**	This project supports the development of community by providing residential, retail and service opportunities to create a vibrant, mixed-use community. These efforts are enriched by landscaped open space throughout the development and adjacent active uses. Pedestrian connectivity to the larger community is provided by the NE 6th St. Pedestrian Corridor, linking the development to downtown and the transportation node to the east. Improvements to this connection will improve the pedestrian connectivity for the surrounding community. The existing Compass Plaza will be enlarged and improved, creating a node and gathering space for the community. The project proposes over 1000 residential units along with over 250 hotel units … providing sufficient residential momentum to establish and secure a true community.
11	**HO-13: Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.**	The development enhances the overall intent of the Entertainment Avenue of 106th Ave NE by virtue of its active uses, hotel and entertainment opportunities. The adjacent Compass Plaza will be effectively doubled in size with the development of the new MPOS, enhancing this node's presence in the community. The Pedestrian Connector is enhanced by this MPOS and the improvements to the Pedestrian Connector along NE 6th St. The pedestrian connections through the site will enhance the network of public open spaces throughout Bellevue. The development provides 1040 residential units with mixed unit sizes from studio to 3 bedroom apartments. The development provides indoor and outdoor amenities for the residential units . This maximizes the housing opportunities for different age categories and family sizes which provides vitality to the commercial use and increases the foot traffic for the local shops creating much vibrant neighborhood.
12		
13	**Urban Design & the Arts (UD) Policies**	
14	**UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.**	The site enjoys a particularly favorable setting … effectively establishing a new highly-urban community heart to Downtown Bellevue as envisioned in the LUC. This enviable setting has prompted an appropriately-inspired architectural response: tall glass towers of exotic bronze/blue coloration in elegantly varied yet similar forms atop a curvilinear podium that speaks to the native topography where all parts collectively celebrate a very special Major Public Open Space in the southwest corner of the site. These features are unique to and fully compatible with the new vision for Downtown Bellevue and will contribute to Bellevue being an inspiring place to live, work, and play. Distinctive, high-quality architectural design and active street uses creating a lively pedestrian realm, making it a welcoming public gathering space, are key to this project.

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
15	**UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."**	Trees will play a large role in the user experience for the site. Where possible, high value existing trees will be preserved, protected and featured in the landscape. Tree species along 106th Ave and the Pedestrian Corridor will align with the LUC guidelines for species and sizes, aiming to provide a prominent canopy cover that will allow dappled sunlight through to the various public spaces. On the upper levels, planter design will ensure adequate depth for healthy, robust trees that will contribute to the podium edges and provide a buffer against the adjacent towers. The multi-level landscaped spaces will reinforce the image of the City in the Park, providing views of greenery from multiple perspectives.
16	**UD-3. Foster and value the preservation of open space as a dominant element of the city's character**	This project offers a significant improvement to the public open space areas existing onsite. Creating a series of spaces and outdoor plazas that enhance the public realm experience for pedestrians.
17	**UD-4. Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.**	Through the use of way-finding, integrated seating, directional feature paving, and native planting this project focuses on the elevating the pedestrian experience to create a places where public interaction and engagement is facilitated by the opportunities offered in the public realm design. The lighting and layout of the spaces have been carefully considered to not only allow to ease and transparency of movement and interaction but also with mindful consideration of CPTED principals reducing the risks of security issues.
18	**UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.**	Building envelopes are textured and varied in treatment, giving them a unique identity in the skyline. Change in floor plate area (step backs) create variation in the elevations of the tower forms. Office and Residential towers have distinct tower forms and identity. Tower forms express the changes of uses, creating distinct volumes and articulation, providing visual interest against the sky. The podium in general has curved walls that are reminiscent of the original topography of this locale whereby this lower level of the design concept is an abstraction of the native ground itself. This curving condition in plan naturally results in rooflines of the podium being interesting and distinctive. Many of these lower rooflines are in fact edges of outdoor activity areas and have planters incorporated with railings. These planter 'bands' are occasionally repeated in lower stories below that may not actually be rooflines, but contribute to a topographical 'stepping' or terracing effect. LUC 20.25A.140 A., G., H. LUC 20.25A.150
19	**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.**	Landscaped podium level provides an attractive rooftop condition for surrounding buildings' views. Loading, drop-off areas and parking are provided on site, within the parking garage, and do not impact streets or views. An additional pedestrian link along the north property line is proposed for a future mid-block connection. Two vehicular access points to site with maximum separation (from 106th Ave NE & from NW 8th Ave) minimizes congestion. LUC 20.25A.150 20.30F Design Review LUC 20.25A.160.E
20	**UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.**	Plaza located off the Pedestrian Connector helps to maintain safety and views into and from the site, increasing actual and perceived safety. The terraced landscaping along the Pedestrian Connector is a thoughtful design, creating points of interest and opening the connector to the sky. The MPOS and Pedestrian Connector will be ADA compliant, ensuring all pedestrians with different levels of mobility can enjoy these large public spaces. Linking to existing pedestrian midblock connections & adding a further midblock connection promotes pedestrian traffic. The site has a significant slope. The lower west side of the site is connected to the south-east higher elevation and adjacent public spaces by a series of stairs and ramps.
21	**UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.**	The MPOS and podium space provides a great opportunity for the inclusion of public art, further activating the Pedestrian Connector and the plaza itself. The Landscape Plans propose a variety of parks, plazas and possible public art locations. One of the design drivers of the public realm is to promote a collaborative and historical landscape, one that celebrates the history of Bellevue while providing a canvas for local arts and culture to be expressed and displayed.
22	**UD-20.1. Support and encourage the development of the Grand Connection as a cultural corridor by designing and creating spaces for performance, installation, and temporary-based art and cultural installations.**	The overall architectural concept very much recognizes and celebrates the Grand Connection both as a path extending beyond the site and as a site-specific Major Public Open Space along that larger pathway. By organizing residential towers to overlook this connection, a residential-community ambience supports a 24/7 cultural environment. The revised landscape concept for the MPOS, Pedestrian Corridor and adjacent public plaza maintains the original design intention of flexible programming of public spaces, accessible terraces and activated plaza and retail frontages. Additional amenities include: a variety of seating types, community urban agriculture, games areas, a food truck area, amphitheatre seating overlooking the MPOS, stage areas for performances and exhibits, and expanded weather protection over the length of the pedestrian corridor.)

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
23	**UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.**	Pedestrian connections are prioritized, with vehicular access located away from the pedestrian connection and the MPOS. Linkages to existing secondary mid-block connectors are provided by providing additional mid-block connection. The pedestrian connection encourages travel through the site to the Bellevue Transit Center to the east. Site conditions are such that an existing N-S through-block connector is in place along the west side of the neighboring sites of Key & Symmetra Centers … in other words, along the east of this subject site. Rather than duplicate an extant N-S through-block connector, this development elects to add to the practicality and usefulness of that existing connector by adding (or stubbing) an additional E-W through-block connector along the north of the site, tying into the Symmetra connector just above its midpoint. The general terrain of the superblock has a vertical fall of as much as 20' from east-to-west, and given that the existing N-S connector is along the built-up western edge of those existing neighboring developments, the new E-W connector of this site accommodates the vertical difference by a feature stair midway along the northern lot line (supported by a dedicated 24/7 ADA-compliant elevator option). From the perspective of the superblock, this E-W connector is ideally positioned to enhance overall pedestrian permeability, adding thoughtfully to the existing and well-placed through-block connectors.
24	**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 site design and architecture are carefully considered to provide design excellence for the Bellevue community. High quality materials and interesting design, in both building and landscape design, enrich the public realm. LUC 20.25A.150 A
25	**UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.**	The towers' iconic design and height will become a reference point for the community. The MPOS adjacent to Compass Plaza will create a larger public plaza, which will serve as a community node.
26	**UD-25: Ensure that site and building design relates and connects from site to site.**	The slope of the site and the changing grades of the adjacent sites are addressed by the stepped levels of the podium, and street frontages appropriate for the neighboring condition. Active uses in the podium face onto the public realm of the NE 6th St. and the Pedestrian Connector. These active uses relate to the site conditions of the adjacent site across the NE 6th St. Grand Connection.
27	**UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.**	Considered landscape design of all public and open spaces, along with the careful selection of building materials create different conditions and areas of interest. Undulating forms of the ground plane and at the pedestrian realm create opportunities for discovery and auditory separation from the street. Soft landscaping, contrasting with the hardscape of the plaza and of building elements creates tactile interest. A cohesive palette of materials within the landscape will create an intuitive hierarchy of function and materiality for the various open spaces. This will be expressed in typologies unique to the site for paving, walls, furnishings, signage, public art and plant material. LUC 20.25A.160.E
28	**UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.**	Active uses fronting the MPOS generates pedestrian activity, keeping open spaces active and in use. Restaurant fronting the MPOS with semi-public outdoor seating with southwestern exposure activates and invites the public. Additional high-quality, inviting public space is provided in the lower podium at the north of the site. Public spaces are designed to be fluid and flexible, programmed for a diversified range of events and uses, ensuring activated and vibrant public spaces at all times of the year LUC 20.25A.160.E
29	**UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.**	The landscape design of the MPOS, Grand Connection and other public spaces integrates art into the public spaces. LUC 20.25A.160.E
30	**UD-29: Integrate rooftop mechanical equipment screening with building architecture.**	Rooftop mechanical equipment will be screened using materials consistent with the tower envelope, in consideration of visually integrating with the towers. Screening will be consistent with design intent and materials of building. Screening will be as high, or, higher than equipment it screens. LUC 20.25A.130

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
31	**UD-31: Utilize greenroofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.**	Landscaped deck and green roof on the podium roof minimize visual impact of the new development for surrounding buildings. Terraced landscaping, softscape landscaping and planted screening will soften the visual impact of the development at the pedestrian realm. The integration of landscaping into the urban design of the public realm reinforces the City in a Park character of Bellevue. The park-like spaces on multiple levels reinforces the 'City in a Park' character from multiple vantage points. LUC 20.25A.140
32	**UD-32: Provide design treatments for blank walls that are visible from the public right of way.**	Blank walls along public rights of way will be interrupted by active uses and, where blank walls occur, these will be treated in a combination of planted screening, high-quality finishes and green wall.
33	**UD-33: Encourage public and private development to incorporate access to sunlight.**	The siting and form of development are considerate of public and private realm access to sunlight: The public plaza faces south-west and the neighboring plaza, increasing the access to sunlight for overall open space. The building siting on the site encourages the movement of light across the site on the podium level. The restaurant patio faces south, providing access to sunlight and encouraging use. LUC 20.25A.150 B., LUC 20.25A.150.E
34	**UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.**	Glass canopies will be utilized at the lower levels to provide weather protection along the public realm. Expanded public realms facing south along the MPOS and pedestrian corridor provide access to sunlight. There are opportunities in the MPOS to create tall canopy structures for weather protection for stages, performances, amphitheaters and social hubs. The E-W through-block connector along the north of the site has continuous weather protection along the length of the facing building facades. Since the plaza of the Symmetra Center to which this pathway connects does not have weather protection over rather large areas, no free-standing weather protection is provided beyond the attached canopy of T3 in this area for reasons of architectural integrity (since such an extension would be academic given that no weather protection exists across the property line). LUC 20.25A.150.E
35	**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.**	A dramatic, undulating canopy provides weather protection as well as clear indication of building entries. All entries to be accessible. Canopies and building material changes highlight entry points. Landscaping further reinforces the clarity of building entries. Within the parking garage, clear lighting, wayfinding signage and paint guide users to the entry they require. LUC 20.25A.150.D
36	**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.**	Most parking is located below grade. Due to the slope of the site, a small portion of parking accessed at grade. At-grade parking is screened by active uses, including commercial & hotel lobbies. The parking and mechanical space at grade is located where active uses are undesirable, i.e. facing service easements and blank walls of the neighboring site. Loading at grade faces an existing service area for the neighboring site. Lighting design is integrated into landscape and building design. LUC 20.25A.150 A
37	**UD-37: Use site design, water efficient landscaping and stormwater management practices to reduce the environmental impact of impervious surfaces.**	Rainwater infiltration will be integrated into the landscape design wherever possible, taking advantage of the grade changes to channel surface flow into planters, rain gardens and permeable surfaces. Plant material will be selected for hardiness, adaptability, and drought tolerance to minimize the long term need of automatic irrigation. High-efficient drip irrigation systems will be promoted for the site if required.
38	**UD-38. Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.**	The open space design integrates planting where ever possible achieving and exceeding the public open space plaza requirements stated in the Land Use Code. Spaces that are not considered part of the plaza open spaces calculations have a similar character ensuring that all open space on the site has significant planting and landscape areas. Where planting areas are not possible the hardscape surfaces will strive to use permeable paving options where appropriate. LUC 20.25A.070.D.2

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
39	**UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.**	Excessive glare from roof materials is reduced with the landscaped podium. Lighting will be appropriately designed for public outdoor areas while considering its impact on the residential development. Lighting design will use the “Dark Skies Compliant” approach, minimizing visible glare of the light source by encouraging the use of embedded light fixtures and luminaires. Regarding the glazing of the office tower (T3) to minimize glare into residential areas (T1 & T2), there many nuances in the technical selection of tints and or coatings to optimize a balance between reflectivity and solar heat gain since these are inversely-related. Glare from the towers will be a recognized and important factor in the final selection. LUC 20.25A.150
40	**UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.**	Variety and breaks in the tower form help to disrupt the acceleration of wind around and down the buildings. The effect of channeling is reduced by staggering building forms and generous separation of towers. Curved building forms help to mitigate both the downdraft effect and the acceleration of wind around corners of the building. The stepping of the building form and the podium throughout the project help to mitigate downdraft effects on the ground plane.
41	**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.**	The landscape design will work collaboratively with Civil Engineers to incorporate rain gardens and subsurface overflow storage wherever possible. LUC 20.25A.150
42	**UD-42: Use low impact development principles early in the site design and development process.**	Low impact development principles will be part of the overall landscape site management strategy, helping to guide design approaches from conceptual ideas to installation details. Specifically: Site grading: while matching grades and prevailing slope of the adjacent sites, on-site grading will focus on minimizing walls as much as possible and instead “sculpting” the ground plane with berms as much as possible. Permeable landscapes: landscape beds, permeable surfaces and possible rain gardens/ bio-filtration swales will be used to receive and absorb surface water flow as much as possible. Infiltration techniques will be explored to allow tree roots better access to rain water; the use of structural soil and tree soil cells will help mitigate against soil compaction and allow a greater volume of water to be absorbed by trees. Rainwater re-use techniques will be explored to allow re-direction into planting beds, and/or possible re-use for drip-irrigation. Regional materiality / local suppliers: landscape materials (pavers, furnishings, plants, soil, gravels, stones) will be sourced locally as much as possible to reduce carbon footprint of sourcing and transport as well as to ensure durable and hardy materials that are prevalent in the area.
43		
44	**DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS**	
45	**UD-44: Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.**	The building form along the MPOS responds to existing conditions of the neighboring site by stepping the building outwards and creating a pedestrian-scaled promenade experience. Architectural and landscape design is integrated throughout the site, which is itself integrated with the future development of the MPOS plaza at 106th Ave. NE and NE 6th St. LUC 20.30F Design Review
46	**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.**	Site has two public faces: south along the MPOS & Grand Connector & west along 106th Ave NE. Residential towers are situated such that lobbies are extensions of Grand Connector. Hotel and office lobbies face 106th Ave NE, remainder of 106th Ave NE frontage is active use. North and east faces are ‘engaged’ with neighboring developments (existing and/or proposed).
47	**UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.**	The development relation to the Grand Connector is paramount. All residences have main lobbies directly accessing the Grand Connector, with the main pedestrian route to the Bellevue Transit Center one block eastward. Office users are provided with mid-block connectors linked to the Grand Connector.
48	**UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.**	Ample green spaces limit reflectivity and visual impact to the neighborhood and help mitigate urban heat island effect. The locations of public space and access through the block will minimize impact on residents, improving urban design. LUC 20.25A.150 A., LUC 20.25A.150 B.

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
49	**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.**	Site portion of the MPOS to be coordinated with larger vision of MPOS/Grand Connection (Balmori, City of Bellevue). All frontages of development facing the MPOS to be active & pedestrian-oriented, including outdoor seating of the hotel restaurant taking advantage of southwestern exposure. The continuation and widening of the plaza and NE 6th Street Pedestrian Connection improves mid-block connection and connection to the transit hub. LUC 20.25A.150 A., LUC 20.25A.150 B., LUC 20.25A.150.E.
50	**UD-49: Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.**	The project will incorporate signage and landscaping to support wayfinding and support the architectural design. Integrated design creates a cohesive project.
51	**UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.**	Building is sited along the sidewalk to maintain a consistent streetwall and the clear public realm along 106th Ave NE. The buildings are sited back from the sidewalk, where appropriate, to create the MPOS or the public access into the site between building uses.
52		
53	**SIGNS and WAYFINDING**	
54	**UD-51: Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.**	Signage design will be incorporated into the architectural design of the buildings, for example, into building canopies. Signage will be designed to be compatible in scale and style with community. LUC 20.25A.160.D
55		
56	**VEGETATION and LANDSCAPING**	
57	**UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.**	Landscape beds, mounds and planters will play a large role in the user experience for the site. A regional plant palette will be used to reflect an iconic Pacific Northwest thematic in a naturalized urban setting, with accent grasses and perennials to provide year-round colour and texture as a backdrop to the many public spaces on site. Vegetation will be augmented by iconic Pacific Northwest landscape elements such as gravels, river rock, stone, boulders and wood, integrated into the built form, furnishings, paving materials and public art.
58		
59	**PUBLIC SPACE**	
60	**UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.**	Several public spaces are connected throughout the site, as well as to neighboring public spaces. The MPOS is a plaza space, complimenting and adding to Compass Plaza. Smaller connected plaza spaces are connected along the Pedestrian Connection.The public podium is a raised park-like space and will incorporate a variety of experiences, connecting to the neighboring site. Various types of seating, resting and smaller gathering spaces will be incorporated throughout to support a variety of activity. LUC 20.25A.160.E
61	**UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.**	The MPOS is located on the south end of the site to maximize sunlight access. Building siting considers the sunlight access throughout the podium areas. The form and access to and from the public spaces takes into consideration perceived and actual security. All public spaces will be designed as welcoming, inviting, activated and accessible spaces, with elements such as seating and lighting to foster a strong sense of security. LUC 20.25A.150.E LUC 20.25A.160.E
62	**UD-60: Incorporate weather protected areas into major public places.**	Large glass canopies provide weather protection along the intersection of the project and the outdoor public realm. Opportunities will be explored to incorporate covered areas in public spaces that are programmed as major event spaces or gathering nodes. LUC 20.25A.160.E

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
63	**UD-61: Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.**	Outdoor spaces are layered in sequence from public to private spaces to provide buffers from the public spaces at grade. Private residences are located above the public realm, providing a physical separation while maintaining visual access to the MPOS.
64		
65	**SIDEWALKS, WALKWAYS, and TRAILS**	
66	**UD-64. Use appropriate street tree species and provide adequate rooting space to limit damage to sidewalk and street infrastructure.**	The street trees we are using on 106th ave are the species requested by city staff Ulmus Americana 'Jefferson'. The required soil volume noted of 1500 CU ft is provided in the form of a 4' deep minimum 5' wide landscape strip with soil cells extending under the paving.
67	**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 key components of the site's public open space system, comprised of various outdoor public plazas, the MPOS, the Pedestrian Corridor, and 106th Ave streetscape, have the following landscape elements proposed in the design: - site furnishings: seating (both fixed and moveable); - lighting: to create safe and welcoming public spaces at all times of the day) - landscape beds: undulating beds with lush vegetation and shade trees will create a park-like experience for many of the public spaces - street trees: large city-approved species, with structural soil or soil cells to promote healthy root growth and large trees - plant strips: along 106th Ave to buffer against traffic - trash receptacles: to combine with recycling units - public art: proposed for all ground-level public open spaces, including a significant feature canopy structure running the length of the Pedestrian Corridor running along the majority of the south property line. - accessibility: the vast majority of the public open spaces are less than 5% slope (with the exception of portions of the Pedestrian Corridor that abut the property to the south, which has surface grades up to 6%) - newspaper boxes: will be integrated throughout the ground level site - pedestrian circulation: all the above have been integrated without compromising pedestrian circulation.
68		
69	**STREET CORRIDORS**	
70	**UD-73: Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)**	The MPOS, located at the southwest corner of the site and at the intersection between 106th Ave NE and the designated Grand Connection pedestrian corridor (a portion of which extends along 6th Ave, will function as a large and vibrant public plaza, neighbouring the existing Compass Plaza to the south, and ultimately, joining with it to create a much larger, refurbished, and redefined major public open space for large events, festivals, markets etc. At the southeast corner of the site, a "gateway plaza" is proposed, with signage, public art, feature seating and landscape beds to the mark the intersection between the east-west Grand Connection, the north-south connector to the adjacent north property, and the proposed public plaza and site entry to the Vulcan property to the south. Two other major entries to the site exist at the northwest and northeast corners of the site, connected by a linear public corridor and public plaza, ensure easy circulation and physical permeability throughout the site.
71	**UD-74: Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key intersections. (See Map UD-1)**	Large canopies and the public plaza announce the Pedestrian Connector and highlight street-level entries into actives uses. The public plaza and connector provides an opportunity to incorporate public art. LUC 20.25A.150.D
72	**UD-76. Work closely and cooperatively with regional transit providers in the planning and design of transit facilities to ensure that the design of the facilities reflects the general character of Bellevue and the surrounding neighborhoods.**	This development proposal is the result of close and cooperative work with regional transit providers in the planning and design of transit facilities. One immediate outcome of this cooperation has been the relocation/removal of transit stops and/or laybys along 106th Ave NE in the vicinity of the site … recognizing the desire to reduce any stoppages of traffic flow along this strategic and busy route.
73		
74	**VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)**	
75	**Comprehensive Plan Policies**	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
76	**DOWNTOWN (SD-T) POLICIES**	

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
77	**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.**	Providing retail space and opportunities for businesses, restaurants, and services increases the livability of downtown. These opportunities provide for greater access to services to meet the needs of residents and visitors. Livability is further reinforced with a safe and active pedestrian realm. The variety of outdoor open spaces provides for different activities and uses. The landscaped open spaces contribute to the need for access to nature, increasing the livability of the community.
78	**POLICY S-DT-2. Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.**	A variety of land uses, including residential, office commercial, retail commercial, and hotel (with associated spas & convention facilities) is encompassed in this development proposal.
79	**POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.**	The perception of downtown as aesthetically attractive needs to be considered from multiple scales and perspectives. The experience and attractiveness of the human-realm ground-plane, as well as the views from beyond the immediate area are equally considered. The design team is working together to achieve a beautiful and cohesive design that contributes to an aesthetically attractive community. High-quality, resilient materials will be used in both the building and landscape, helping to ensure the long-term viability of the public spaces and maintaining the long-term attractiveness of this project.
80	**POLICY S-DT-8. Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation (see Figure A).**	This development proposal provides up to 972,986 sf (DT-FLOOR PLATE AREA) / 872,293 sf (FAR AREA) of office space.
81	**POLICY S-DT-26. Encourage residential uses to occur in mixed-use structures or complexes**	This development proposal provides up to 1,040 residential units plus 257 hotel suites as part of this mixed-use structure.
82	**S-DT-45. Continue to develop and implement the Grand Connection vision as a major unifying feature for Downtown Bellevue through public- and private-sector investments.**	This development proposal inherently develops and implements the Grand Connection vision through private-sector investment since there is a symbiotic relationship in place between the two: the development proposal benefits from the success of the Grand Connection … and vice versa. Extensive dialog has occurred between the Owner / Design Team and the City of Bellevue Planning Department / Balmori Associates to maximize the immediate as well as long-term utility and appeal of this portion of the Grand Connection (i.e. fitting with existing; planning for future improvement of the southern neighbor). Immediate and ultimate scenarios have been investigated and the current proposed design skillfully addresses this temporal necessity. It has always been understood that this prime section of the Grand Connection (i.e. Compass Plaza) will contribute to, and by virtue of overall timing, set the bar for the remainder to fulfill the larger unifying role of the Grand Connection in the future of the City of Bellevue.
83	**S-DT-81. Develop the Grand Connection as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that activate the corridor, and by incorporating design components that ensure accessibility.**	This development proposal continues to develop and implement the Grand Connection vision. Buildings are sited and uses encouraged to activate the corridor, and accessibility has been fundamentally ensured. Specifically the residential towers (T1 & T2) are intentionally located nearest the corridor to promote a community character to the public environment. All movement along that portion of the corridor coincident within site is fully ADA-compliant.
84	**S-DT-106. Encourage new residential development to include open space and recreation amenities targeted to growing Downtown population.**	The residential portion of this development proposal incorporates substantial and well-appointed open space and recreational amenities. Given that much of the residential growth in the Downtown population in this area will be resident within this development, the open space and recreational needs of that population are thus met.
85	**S-DT-107. Create connections along public sidewalks and through -block connections that link key parks and open spaces and include dispersed recreation opportunities and urban plazas where appropriate.**	Given the existing N-S through-block connector along the east of the site passes through comparatively large open spaces, by providing a midway E-W through-block connector attached to this, overall connections between open spaces of this superblock are improved. In addition, the new E-W connector includes dispersed recreational opportunities (active and semi-active) as well as hosting appropriate mini-plazas at the upper and lower levels of the route.
86	**POLICY S-DT-110. Continue to preserve significant older trees within the Downtown Subarea**	To date, a single existing tree (straddling the property line in the area of Compass Plaza) has been identified as significant and that tree is to be retained and incorporated.
87	**S-DT-148. Minimize drive-alone trips in Downtown and take steps to increase the proportion of Downtown non-drivealone commute trips to target levels in Table TR-1 in the Transportation Element, by coordinating with the Bellevue Transportation Management Association, transit agencies, building managers, employers and the general public to provide incentives, subsidies, and promotional materials that encourage the use of transit, carpooling, vanpooling, bicycling, walking and alternative work schedules by Downtown employees and residents.**	By including a major residential component, the development proposal inherently minimizes drive-alone trips in Downtown. By virtue of a central location adjacent to the Grand Connection, many residents will walk to employment, shopping, and recreational destinations in Downtown. The Owner will encourage future occupants of the office component to use alternate transportation methods through coordination with the Bellevue Transportation Management Association, transit agencies, building managers, employers and the general public to provide incentives, subsidies, and promotional materials that encourage the use of transit, carpooling, vanpooling, bicycling, walking and alternative work schedules by Downtown employees and residents.
88	**S-DT-157.4 Integrate on-site loading space and/or create designated curbside loading space through development review.**	All loading is accommodated on-site in a dedicated 'hidden' lane along the east side of the site.

	2019 COMPREHENSIVE PLAN POLICIES	Written Narrative
89	**S-DT-162. Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.**	Two through-block pedestrian connections are provided: one being along the south of the site and otherwise known as the Grand Connection (comprising a Pedestrian Connection component and a significant MPOS) as well as a minor one along the north of the site that links and adds to the existing N-S through-block connector presently in place along the Key and Symmetra Centers. Both of these connectors are ADA-compliant, and create a well-connected and accessible pedestrian network.
90	**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.**	The uses proposed in this mixed-use project are complimentary to the surrounding downtown uses and will have positive impact the quality of life for the surrounding community. High-density mixed-use residential developments close to transit hubs help to diminish automobile dependency by providing services within walking distance and transit options nearby. The project proposes considerable offices and hotel uses, which are supported by the surrounding uses, helping to mitigate travelling through the surrounding neighborhoods. The nearby transit hub also plays an important role in providing options to this development. The towers are positioned to maintain views through the site for Bellevue residents.
91	**S-DT-41. Prioritize vehicular flow in the design and management of auto priority streets**	Vehicular access to the site is limited on the auto priority street of NE 106th. All Passenger & Guest Loading Zones, Porte Cocheres, and Taxi Stands are accommodated on an internalized Drive Court and do not occur on public streets or rights-of-way.
92		
93		
94		
95		
96		
97		

Attachment A

Downtown Design Guidelines

smartsheet

	LUC Guideline	Written Narrative
1	**606 & 620 106th Ave NE, Bellevue WA: Downtown Design Guidelines**	
2	**Permit # 19 104023 LD**	
3	**Provide a written response to each Standard/Guideline.**	
4	**Refer to Land Use Code (LUC) for complete wording and requirements at:**	
5	http://www.codepublishing.com/WA/Bellevue/#!/LUC/BellevueLUCNT.html	
6		
7	LUC 20.25A.150 - CONTEXT	
8	LUC Guideline	Narrative regarding how each applicable standard and/or guideline has been met
9	Relationship to Height and Form of Other Development – LUC 20.25A.150.A	
10	*2. Guidelines*	
11	*a. Architectural elements enhance area's overall character*	The architectural design of the project seeks to enhance the character of Downtown Bellevue by providing a signature and iconic group of buildings, adding to the skyline in a manner appropriate to this key location of the site in the new urban center.
12	*b. Locate building away from lower intensity land us districts*	The bulk and heights of the towers are consistent with the Downtown Guidelines, seeking to establish the planned new vision of Bellevue as a Regional Center.
13	*c. Minimize off-site impacts*	The project seeks to locate street and building lighting and other building improvements to minimize any off-site impacts.
14	*d. Incorporate architectural elements proportionate to size of building*	Architectural elements incorporated into the design such as canopies, soffit bands, ornamental column covers, and rooftop screens are scaled and detailed appropriately and proportionately for their location.
15	*e. Use forms, proportions, etc. that are suggested by and complement adjacent buildings.*	The forms and proportions of the towers are complimentary to adjacent buildings in that, while introducing the next generation of density as foreseen in the Downtown Guidelines, a distinguished and refined vocabulary is introduced that does not detract from and is consistent with the existing context.
16		
17	Relationship to Publicly Accessible Open Spaces – LUC 20.25A.150.B	
18	*2. Guidelines*	
19	*a. Preserve & maximize solar access*	This project enjoys a simple solar advantage: a Major Public Open Space of the Grand Connection is positioned along and defined by the southern edge of the site. By enlarging and refining this existing Compass Plaza (a known and cherished public space), the design anticipates and celebrates this very special condition of a sun-lit public open space as part of the site. Furthermore, two upper (private) outdoor levels are positioned to enjoy maximum solar access within this new-generation density of the downtown vision.
20	*b. Enhance user's experience of adjacent public open space*	The Grand Connection will undoubtedly become the 'primary public open space' in the City identity and this project, by defining the greater portion of one of the major nodes of that concept, will become part of that larger identity. Accordingly an appropriate level of detail and quality of finish throughout the MPOS will enhance the user's experience. In addition an E-W through-block connector is added along the north edge of the site, linking to the existing N-S through-block connector on adjacent sites. Attention to finishes and appointments along this through-block connector, along with retail frontage, will encourage use for overall greater pedestrian permeability. Extensive planting in both private and public areas enhances the sense of openess, as does the curvilinear forms of the towers.
21	*c. Promote use and accessibility of publicly accessible open spaces through site and building design.*	The MPOS is devoted to promoting use and accessibility for pedestrian movement along the Grand Connection in this key location of Downtown. From the major public transit node one block eastward, Compass Plaza is the first MPOS to all points west by foot traffic. Through careful and inspired design, the requisite vertical difference across the length of the site is accommodated by way of a broad and generous stramp. Eventual development of the site adjacent to the south will see the MPOS enlarged even more ... and that enlargement has been anticipated in this project as per early studies with City of Bellevue and Balmori Associates input. The through-block connector across the north of the site incorporates 24/7 elevator access as well as a signature outdoor stair linking two attractive landscaped areas.
22		
23	Relationship to Transportation Elements – LUC 20.25A.150.C	
24	*2. Guidelines*	
25	*a. Create logical connections*	The project is in a prime location in downtown Bellevue, close to the existing Bellevue Transit Center and the soon-to-be-complete LINK lightrail extension. The Pedestrian Corridor of the Grand Connection passes along the south of the site and opens to a Major Public Open Space, the enlarged Compass Plaza, at the southwest corner. Long-term bicycle storage access from this MPOS will encourage bicycle ridership by residents and office workers. This plaza will be a logical and welcome pause to pedestrian traffic negotiating the rising ground eastward in the direction of the Transit Center as will a mid-level secondary plaza at the level of the Hotel Lobby with its south-facing Restaurant. The northern through-block connector, linking to the existing through-block connector of Symmetra and Key Centers, increases options for pedestrian movement in the area and, by virtue of quality design of landscape and materials, offers an appealing option as well. These wide pedestrian routes with generous and attractive landscaped areas provide easy connection to adjacent properties.
26	*b. Coordinate service and parking access*	By virtue of the site topography, the project podium nestles to the north and east of the site where the below grade levels of existing sites to the east are exposed. By stopping short of physically meeting those sites, a 'sunken' lane allows service access that is convenient, shared between three projects, and out of sight from public thoroughfares. Primary parking access is located near the northeastern corner, along a service lane shared with the (future) project to the north. There is additional parking access via the main Central Courtyard, passing between the Hotel and Office lobbies.
27		
28	Emphasize Gateways – LUC 20.25A.150.D	

	LUC Guideline	Written Narrative
29	***2. Guideline***	
30	*a. Use architectural & landscape elements to emphasize gateways*	Architecturally, the project emphasizes two significant non-vehicular gateways along the Grand Connection: 1.) to the southeast of the site by the curved, sweeping façade of the podium/tower defining this part of the Pedestrian Corridor, providing an expansive 'opening up' to the MPOS and 2.) to the southwest by stepping well back (accommodating a 15,000sf MPOS) and defining that space via the undulating 'contours' of the podium. In the ultimate build-out scenario envisioned in the Downtown Design Guidelines, the open space itself will announce and emphasize these non-vehicular gateways of the project. Further, vehicular access to the site is provided by way of the Central Court, a large and unmistakable indentation of the podium on 106th near the midpoint of the western site massing, providing a suitable and obvious gateway for vehicular traffic to the Office Tower, the Hotel Lobby, underground parking, uber drop-off, etc. as well as pedestrians en route to those locations. Whereas the MPOS/Pedestrian Connector 'gateways' are understated architecturally by stepping back and away to provide 'breathing space' for the public open areas, this Central Court on 106th provides the signature gateway to the project users. High quality architectural appointments and a feature podium treatment provide further emphasis to this special gateway.
31		
32	**Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E**	
33	***2. Guidelines***	
34	*a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view*	Tower placement and massing were considered early in the process. Site conditions, with the MPOS and Grand Connection passing along the southern limit and the position of existing adjacent neighbors on the east, naturally guided the massing of three towers (T1-2-3) into a strategic 'chequerboard' arrangement that coincides with existing and future neighbors. This alternating of towers and spaces between ensures maximum views and solar access to all. T1 is positioned along the west of the site at about the 1/3 point of that frontage from the south. Oriented n/s, T1 flanks and defines the enlarged MPOS. T2 is positioned along the southeast of the site to match the existing neighbor (Key Center) and, also oriented n/s, defines the Pedestrian Connector along its south. T3 is oriented e/w and positioned towards the northeast corner of the site where the existing neighbor (Symmetra Center) with its angular form fortuitously steps eastward. Locating T3 here allows future development on the neighboring site to the north to position its tower in a continuation of the chequerboard ... that is: on the northwest corner (the optimal location of that site). In a broader context then, this organization of T1-2-3 is most suitable to capitalize on the southern MPOS/Grand Connection, providing maximum view corridors and sunlight access for project users as well as neighbors, while achieving the density envisioned in the Downtown Design Guidelines.
35	*b. Maximize sunlight and sky view in adjacent developments/streetscape*	As mentioned above, the 'chequerboard' strategy for locating T1-2-3 within the site also allows neighbors, both existing and future, to have maximum sunlight and sky views. This strategy recognizes the existing and likely future massing of adjacent sites.
36	*c. Minimize size of shadows & length of time cast on pedestrians*	Given the project site is in the dense urban core of downtown Bellevue, solar access at street level is challenging considering the densities envisioned for this and adjacent sites. Nonetheless, this site enjoys a simple solar advantage: the MPOS and Pedestrian Connector are along the southern edge and thus size and duration of shadows from project massing is minimal along this high-profile pedestrian route. For other pedestrian routes, the larger chequerboard massing strategy allows minimal shadowing within the density envisioned. Worth noting, the project site is separated from NE 8th Street by another development parcel and this minimizes the project shadowing of that street.
37		
38	**LUC 20.25A.160 - SITE ORGANIZATION**	
39	**On-Site Circulation – LUC 20.25A.160.B**	
40	***2. Guidelines***	
41	*a. Site Circulation for Servicing & Parking*	i. Conflicts between pedestrian, bicycles, and vehicles will be minimized. Primary pedestrian circulation is by virtue of the MPOS/Pedestrian Connector as well as the northern through-block connector are entirely separated from vehicular circulation. Bicycle circulation is carefully separated within the MPOS/Pedestrian Connector and a separate bicycle entrance into the bike storage facility is provided from the MPOS. Entrances to the various towers are from generous pedestrian sidewalks that interlink with the Pedestrian Connector and/or city sidewalk along 106th Ave.Given the nature of the MPOS/Pedestrian Connector as a multi-use shared facility for both bicycles and pedestrians, we have provided a 12' clear designated portion of the corridor for bike use, supported by bike runnels at stair locations. This provides another east-west bike connector in addition to the one currently used along the adjacent site to the south. Likewise, pedestrians have multiple circulation options along the Pedestrian Connector depending on the intensity of bicycle traffic. ii. Site servicing and parking are accessed from private lanes along the north and east edges of the site. A partially-covered 'sunken' lane on the east, screened by the podiums of the site and existing neighbors eastward, satisfies the site servicing needs of the project as well as those of Symmetra and Key Centers. iii. All site servicing (loading, servicing, utilities, vehicle parking) are located away from the public realm and public view along these lanes. iv. By sharing private lanes with Symmetra and Key Centers, as well as the future development to the north, the site area used for servicing is minimized. v. Given the limited street frontage inherent to the site, it has not been possible to provide through-lane service access within the site limits. However, overall service access to the site will have two access points (one from 106th Ave NE and one from NE 8th St). This access solution will be shared by all developments, existing and proposed, for this superblock. vi. Above-ground mechanical and site servicing equipment are located away from the public sidewalk, through-block connections, and open spaces.

	LUC Guideline	Written Narrative
42	*b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands*	i. Passenger and guest loading areas will take place on private property as in: T1 and T3 share a large central 'courtyard' area with provision for this loading activity while T2 has a dedicated cul-de-sac turnaround. Service loading functions will take place on private property, facing the sunken lane along the east and thus screened from public view. All loading areas are covered. ii. The public right-of-way along 106th Ave is not compromised by any loading and where vehicular traffic crosses this R.O.W.(to the central courtyard) standard and normal curb cuts are in place. iii. Passenger and guest loading, as well as taxi/uber stands, are provided on private property either as drop-off lanes alongside primary onsite vehicle circulation in the central courtyard (T1 & T3) or from a dedicated cul-de-sac (T2) where there is clear delineation between pedestrian/vehicular rights-of-way. All such passenger and guest loading is separated from the main pedestrian and/or bicycle routes, thus minimizing potential conflicts. Pedestrian traffic in and around passenger/guest loading is local in nature. The project site locates a single curb cut and vehicular entry off 106th Ave to a central courtyard, thus minimizing potential conflicts with other modes of transportation as well as promoting street wall continuity. iv. Walkways are provided such that pedestrian access from the public sidewalk to all building entries do not require pedestrians to walk in a driveway or otherwise come into conflict with vehicles. v. No pull-through drives are included in this development. All vehicular connections to active city streets are as two-way traffic from internal streets; no one-way connections to city streets are anticipated. vi. Long-term parking will not be allowed in passenger and guest loading areas; signage to this effect will reinforce this requirement. vii. Private bus activity is anticipated and an appropriately-sized off-street passenger loading area will be provided in front of the Hotel Entrance of the central courtyard. viii. Passenger loading functions for the hotel are accommodated on private property, off-street, and this provision will not be exercised.
43	*c. Pedestrian & Cycling Connections*	i. The primary pedestrian and cycling connection of the project site have been prioritized during site planning. This connection is the MPOS/Pedestrian Connector (part of the Grand Connection). This major public amenity provides direct, logical, safe, and continuous routes for pedestrians and cyclists. ii. Pedestrian connections through the site are consistent with the Americans with Disabilities Act, or an alternative route is provided. Through the MPOS and Pedestrian Connector, this is accomplished via ADA-compliant ramps. Through the E-W through-block connector along the north, ADA-compliance is achieved by a dedicated 24/7 elevator as per LUC 20.25A.160.C (see next). iii. The public realm including pedestrian and bicycle connections includes landscaping, pedestrian-scaled lighting, and other amenities enhancing the use of connections during every season. iv. Bicycle parking has direct and visible access to the MPOS, public street, and transit.
44		
45	**Building Entrances – LUC 20.25A.160.C**	
46	***2. Guidelines***	
47	*a. Ensure primary building entrance front onto major public streets & are visible, defined & accessible.*	The primary building entrances have components that front onto major public streets and are visible, defined, and accessible. Given the densities allowed and the single streetfront of the site, these entrances are elongated to also coincide with vehicle drop-off points on the internalized Courtyard.
48		
49	**Through-Block Connections – LUC 20.25A.160.C**	
50	***3. Standards***	
51	*a. Location*	The proposed development includes a through-block connection along the north lot line that is wholly-contained on the site and will be completely built as part of the development, adding to the pedestrian permeability of this superblock. This connector 'attaches' to the existing north-south connector on Symetra Center Plaza and runs westward. Able-bodied users may take the exterior stair along the edge of the podium while disabled users can access an elevator in the secondary bank (also serving the Daycare) on L4 with options to exit via the Office Lobby on L1 (during business hours) or via a dedicated exit to the exterior on the north. Calibre landscaping and architectural appointments will provide interest and diversity for pedestrians using this connector, as will the option to enter the Active Use retail spaces alongside.
52	*b. Proportionate Share*	The through-block connection is located on the project site, and will be constructed as part of the development.
53	*c. Hours*	The connector will allow 24-hour use. Access through the T3 (Office) lobby will be provided during business hours.
54	*d. Legal Agreement*	A legal agreement providing nonexclusive right of pedestrian use and access by the public will be provided.
55	*e. Signage*	Signage identifying the through-block connector will conform to the requirements of LUC 20.25A.160.D
56		
57	***4. Guidelines***	
58	*a. Form logical routes*	The proposed through-block connector is logically placed with regard to and as an extension of the existing through-block connector of the Symetra/Key Centers. It is located at the opposite end of the site from the NE 6th St. Grand Connection, providing an additional connection. The existing through-block connection of Symetra/Key Centers provides the link between both these pedestrian connections across the site, thus all open space pedestrian options through this superblock are logically and conveniently linked.
59	*b. Offer diversity in activities & pedestrian amenities*	The through-block connection will provide access to Active Uses (Retail) on L2 of the Office Building during business hours, providing a pedestrian destination and amenity along the connection. Additional landscape elements, including seating areas, and other points of interest will be positioned along the connection. The Pedestrian Connector and MPOS have been designed and programmed for the pedestrian scale, with various seating and gathering spaces, pocket plazas, and activities throughout ensuring a highly activated and welcoming linear public corridor. These public spaces, in turn, support the active building uses within the building along the various commercial/retail "terraces" adjacent to the Pedestrian Connector.

	LUC Guideline	Written Narrative
60	*c. Incorporate design elements to identify through-block pedestrian connection as public space*	Directional and wayfinding signage will help to identify that the pedestrian connection is a public space. Continuous paving patterns, lighting language, and landscape treatment from the sidewalk along 106th Ave. NE through the pedestrian connection help to identify it as a continuous public space. A wide staircase, free from obstructions, communicates the public nature of the route. Landscape elements are human-scaled and accessed directly from the pedestrian walkway, further signaling public space.
61	*d. Accentuate & enhance access to through-block pedestrian connection*	The through-block connection links with existing through-block connection (Symetra Center) and thereby to the Grand Connector (NE 6th St), creating a network of public pedestrian connections and providing multiple points of entry. The through-block connection also connects with and through the office building and the Active Use (Retail).
62	*e. Identify the connection as public space*	Directional and wayfinding signage will be provided at entry points and throughout the pedestrian connection, identifying it as a public space.
63	*f. Provide pedestrian-scaled lighting*	Lighting design is coordinated with landscape design for compatibility. The lighting will be human-scaled, some can be incorporated into landscape elements as design features. Lighting for safety and visibility is incorporated throughout the site. Landscape lighting aims to create a safe, welcoming and intuitive wayfinding experience at night, with a focus on illuminating key circulation routes, stairs and ramps, and key landscape elements that contribute to the overall pedestrian experience such as public art, seating, planter walls and specimen trees.
64	*g. Provide high-quality design & materials*	Design and materials are carefully considered from qualitative aspects. The high standard of material utilized for the towers is maintained along all pedestrian ways. High-caliber contemporary glazing and storefront systems with visually-substantive metal mullioning will line the pedestrian through-block connections. These material standards will be maintained and reinforced throughout by the landscape material component of these connections.
65	*h. Provide landscape to define/animate the space*	Landscape design elements define zones for walking, resting, sitting, and gathering. Landscape design also provides wayfinding guidance and connect with the neighboring pedestrian connection. Weather protection at key locations ensures activation along the public corridor, and public art, both integrated and iconic, help reinforce the site's overall artistic intent and thematics.
66	*i. Incorporate trees & landscaping to provide enclosure & soften*	Trees, planting and other softscape landscape elements are utilized to highlight zones, create sense of enclosure for specific zones and soften edges.
67	*j. Use artistic elements & water features*	Artistic elements, such as iconic and integrated public art, have been interwoven into the landscape material's palettes to create an inspired pedestrian experience unique to our site. Likewise, an interactive water-play feature in the main MPOS plaza provides a playful element in the most visible and most expansive portion of the site's public realm. Lighting design within these public spaces will further enhance the site's artistry and thematics.
68	*k. Provide ADA access*	As this midblock connector contends with a significant vertical difference (2-storeys) from end-to-end, ADA access is ensured by a shuttle elevator 24/7. During business hours, users of this shuttle can pass via the T3 (Office Lobby) to the exterior or, after hours, via a corridor to the lower level of the connector on the north face of the building.
69	*l. Provide weather protection*	Continuous weather protection is provided by signature canopies attached to the building facade and/or free-standing (over the exterior stairway). Weather protection has been provided along the Pedestrian Connector and MPOS at key nodes, gathering spaces and activity areas. The structures will vary in size and form, taking into consideration ground-level programming and circulation. Scale, dimensions and materiality will be determined during detailed design.
70	*m. Develop as walkway or a combination walkway & vehicular lane*	Where the pedestrian connection is located along a vehicle driveway of the neighboring site at its lower level, the pedestrian portion is paved with a unique paving pattern differing from the vehicle path. This paving is continuous along the pedestrian connection.
71	*n. Incorporate decorative lighting/seating areas*	Lighting elements are incorporated for safety, as well as integrated decorative elements in the landscape and on the building.
72	*o. Be visible from surrounding spaces & uses*	The pedestrian connection is located along active uses with ample vision glass. Gathering areas adjacent the main pathway of the pedestrian connection are visually connected and without obstructions. Office and residential buildings provide overlook to the pedestrian connection.
73		
74	**Open Space – LUC 20.25A.160.E**	
75	***2. Guidelines***	
76	*a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space*	Multiple types of open spaces are provided throughout the project site. Elements of the natural environment within these open spaces, such as grass, trees, shrubs, etc. are plentiful albeit manmade. The open spaces provided throughout the site include the through-block connection and landscaped public podium, a hotel landscaped podium, a residential landscaped podium and the 15,000 SF MPOS adjacent to the neighboring Compass Plaza. A variety of programs, active uses and multiple levels create views to ensure active, safe spaces. Weather protection, spaces for gathering and public art is incorporated into the landscape design. Noteworthy is the inclusion of extensive wall-mounted planters that, following the curvilinear forms of the podium, extend the sense of 'parkland' beyond the literal boundaries of the public/private open spaces.
77	*b. Orient gathering places & walkways toward parks & open space*	Plazas, open spaces and other public destinations are located adjacent to public pedestrian connections. Gathering spaces are connected to these public spaces. All are oriented towards public space for access, visibility, and safety.
78	*c. Include elements that engage the natural environment*	Vegetation, trees, and soft edges encourage users to experience the public open spaces. Native plants and trees help to attract and provide habitat for birds. The pedestrian connections are sheltered from traffic, providing opportunities to sit in park-like environments.
79	*d. Locate building to take advantage of adjacent open spaces*	Buildings are oriented to the street, the MPOS, and Pedestrian Connector, taking into consideration a human scale and stepping building walls to create a feeling of openness. Active uses are accessed from pedestrian connections. Uses such as restaurants and cafés open onto public open space and take advantage of plaza seating.
80	*e. Create attractive views & focal points*	Key locations for focal points such as public art, or architectural feature canopies are carefully considered throughout the site. The sloped site and resulting tiered outdoor spaces (the Garden Hillclimb) provide opportunities for resting points and vistas through the site and beyond.
81	*f. Use open space to provide through-block pedestrian connections*	The through-block connection at the north end of the site and the NE 6th St. Grand Connection at the south of the site are part of and animate the open space they occupy.
82	*g. Encourage year-round use*	Feature canopies, weather projection along the buildings, and a variety of programmed spaces encourage year-round use. This includes the MPOS plaza, plazas for dining, raised stage, and restaurant patios.

	LUC Guideline	Written Narrative
83	*h. Define and animate the edges of public open space*	The edges of publicly-accessible open spaces are lined with active uses and provide direct connections to spaces within. All active uses provide visual connection to the exterior by use of transparent glazing systems. A single exception to this transparency occurs in the MPOS where the stramp change of grade is accommodated. At this location a solid wall topped by planting defines the change of grade (with bicycle storage behind). Along this diminishing solid wall wooden seating elements (see Landscape) are provided. These same wooden seating elements form the other end of the stramp (where it merges with the planter element surrounding the existing and retained 'heritage' tree at the property line w/ Compass Plaza) providing a logical and related whole.
84	*i. Provide ADA access*	All public open space provides ADA access on a 24/7 basis. In the case of the Grand Connection, ADA compliancy is achieved via exterior ramps as part of the MPOS/Pedestrian Connector landscaping and, in the case of the midblock connector along the north, ADA compliancy is achieved via a dedicated shuttle elevator.
85	*j. Provide weather protection*	Continuous weather protection has been proposed along the entire length of the Pedestrian Corridor, as well as at some additional strategic locations adjacent to the P.C. for potential events, public gatherings, and cultural exhibits. The design intent for these structures is to be tall and spacious enough to allow for programming flexibility below, with structural posts/columns spaced out in manner that maximizes circulation for pedestrian and bicycle traffic. Final locations, structure design, materiality and lighting will be further coordinated by the design/applicant team during detailed design. In addition, the abundant amount of proposed tree canopy throughout the MPOS, Pedestrian Corridor, and adjacent public plazas, will also provide weather and sun protection, helping to create a welcoming and comfortable public realm for all users at various times of the year.
86	*k. Use artistic elements & water features*	The open spaces of the project site anticipate the inclusion of public art via the requisites of that process. In addition various architectural appointments such as canopies, ornamental columns, and wall-mounted planters contribute to a sense of artistry for the project overall. Artistic elements, such as iconic and integrated public art, have been interwoven into the landscape materials palettes to create an inspired pedestrian experience unique to our site. Likewise, an interactive water-play feature in the main MPOS plaza provides a playful element in the most visible and most expansive portion of the site's public realm. Lighting design within these public spaces will further enhance the site's artistry and thematics.
87	*l. Use high quality, function, & environmentally sustainable design element*	All design elements, furnishings, and lighting are high in quality, functionality, durability, and sustainability.
88	*m. Maximize safety and comfort*	Considering the dense urban location, the open spaces of the project will be visible from many aspects, such as 106th Ave along the west and especially from overlooking towers. This inherent surveillance contributes to the safety of the spaces. Sunlight exposure, maximized through tower placement, provides maximum natural lighting to open spaces. 24/7 ADA-compliant access via exterior ramps (Grand Connection) and/or shuttle elevators (though block connector) as well as continuous weather protection in the form of canopies, attached or free-standing, contribute to the safety and comfort of the project site open spaces.
89	*n. Provide electrical hookups & areas for staging events*	Electrical hookups to support events in the MPOS and all public spaces will be provided to ensure flexible programming.
90	*o. Avoid vehicular activities in open space*	No vehicular activities (other then event support vehicles) are programmed for the MPOS and/or the Pedestrian Connector, the primary public open space of the project. No vehicular activities are programmed for the open space associated with the through-block connector along the north. Other open spaces of the project do not have street frontage and by nature will not support vehicular activity.
91	*p. Employ decorative lighting*	Decorative lighting is incorporated into the design.
92		
93	**LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM**	
94	**Streetscapes – LUC 20.25A.170.A**	
95	**1. Define the Pedestrian Environment**	
96	*Guidelines*	
97	*i. Provide sense of enclosure & comfortable/continuous street edge*	The 'pedestrian experience zone' provides a sense of enclosure through continuous canopies. Continuous walkways and sidewalks provide access between all parts of the project site at ground level and are scaled for the pedestrian within Frontage, Through, and Buffer zones as identified in LUC20.25A.1.170.A.b.i-vii & the accompanying diagram therein. A sense of enclosure is formed primarily within Frontage zone by Weather Protection overhead but also by Signage and Architectural Points-of-Interest within this zone.
98	*ii. Provide transparent windows*	All glazing at street levels is transparent.
99	*iii. Create visual interest on walls*	Visual interest on walls that define the pedestrian environments is provided through a mixture of materials and forms, as well as various architectural elements/appointments.
100	*iv. Provide varied pedestrian experience on facades*	By modifying and changing emphasis of materials, forms, and architectural elements on the various defining walls, a varied pedestrian experience is achieved.
101	*v. Provide weather protection.*	Continuous canopies provide weather protection along all pedestrian routes. Weather protection has been provided along the Pedestrian Connector and MPOS at key nodes, gathering spaces and activity areas. The structures will vary in size and form, taking into consideration ground-level programming and circulation. Scale, dimensions and materiality will comply with the requirements of LUC20.25A.1.170.A.2.b.i-xi.
102	*vi. Signs & lighting should complement pedestrian scale*	Way-finding signage and decorative lighting are designed to complement the pedestrian scale.
103	*vii. Building edges shall maintain visual & physical connections to the sidewalk*	The project has building edges at ground level that maintain a strong connection to sidewalks, throughblock connectors, and the MPOS/Pedestrian Corridor through significant transparency and location of entrances. See Sheet 1.22 for quantification of the 'A' Category R.O.W. in this regard.
104		
105	**2. Protect Pedestrians from the Elements**	
106	***Guidelines***	
107	*i. Provide weather protection*	Weather protection in the form of canopies will protect pedestrians from wind, rain, and sun. Canopies made from translucent glass will also allow some daylight penetration. Weather protection has been provided along the Pedestrian Connector and MPOS at key nodes, gathering spaces and activity areas. The structures will vary in size and form, taking into consideration ground-level programming and circulation, and will comply with the guidelines of this section of the LUC. New trees within the landscaped areas of the site will provide additional shade during the summer.
108	*ii. Weather protection shall be integral component of façade*	Weather protection in the form of canopies will be fully-integrated into the façade structure, complementing and enhancing the overall aesthetic.

	LUC Guideline	Written Narrative
109	*iii. Weather protection shall be in proportion to building & sidewalk*	Canopies provided for weather protection will meet the dimensional requirements of min. 6' width, no higher than 12', no lower than 8', for at least 75% continuous coverage. Within these criteria, weather protection is proportionate to the building & sidewalk at that point and will not conflict with street trees, light fixtures, or street furniture.
110	*iv. Weather protection shall provide sense of enclosure for pedestrians*	Weather protection will provide a sense of enclosure to the Frontage Zone of the pedestrian environment by forming a sheltered area along the building face and that area immediately adjacent: the Frontage Zone as per LUC20.25A.1.170.A.b.i-vii & the accompanying diagram therein.
111	*v. Use durable materials*	Weather protection canopies will be constructed of opaque safety glass and steel / metal framing members.
112	*vi. Awnings & marquees coordinated with building design*	No awnings are proposed for this project. All marquees (referred to as canopies) have been coordinated with the building design in that the curvilinear and contour-based 'topographic flow' of the larger masses is continued in the canopy expression as a slight but distinctive 'uplift' in various places that is less than 25% of the overall length of all canopies.
113	*vii. Minimum height of awnings & marquees*	Canopies will be no less than 8' above finished grade for the requisite 75% of 'A' R.O.W. frontages.
114	*viii. Maximum height of awnings & marquees*	Canopies will be no higher than 12' above finished grade other than carefully-chosen locations above and beyond the requisite 75% of LUC20.25A.1.170.A.2.b.vii above.
115	*ix. Pavement below weather protection to provide drainage*	Sidewalks and/or pavement below weather protection shall be constructed to provide drainage.
116	*x. Weather protection to have horizontal orientation*	Canopies and weather protection structures will have a horizontal orientation for the requisite 75% of 'A' R.O.W. frontages; the remainder of weather protection will have a slight upward tilt for aesthetic effect (see WEATHER PROTECTION GUIDELINE COMPLIANCE SHEET 1.23).
117	*xi. Weather protection to follow pattern of storefronts*	Weather protection will follow the pattern of street-level active uses.
118		
119	**3. Create a Variety of Outdoor Spaces**	
120	*Guidelines*	
121	*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;*	This large project hosts a variety of outdoor gathering spaces, both public and private. All are spatially well-defined, inviting, secure, and easy to maintain. The most significant public Outdoor Space is the MPOS/Pedestrian Connector along the south of the site which is itself large enough to provide a variety of subarea open spaces ranging from smaller, intimate seating areas to more active retail/restaurant spill-out zones to flexible, large open programmable space. In addition the public Outdoor Spaces of the through-block connector along the north, at both lower and upper levels, provide areas for quiet sitting and/or group activities including a sports 'half-court' thoughtfully-located for boisterous activity. Extensive private Outdoor Spaces, located on the podium rooftops, are suitably programmed for the high-profile occupancies of hotel, office, and residential tenants.
122	*ii. All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;*	All public Outdoor Spaces are designed with pedestrians in mind, being human-scaled and anticipating single and/or group usage. Spaces for special events (particularly in the MPOS area where major gatherings can be accommodated) as well as impromptu activities are provided. More passive uses are possible throughout these Outdoor Spaces.
123	iii. Provide courtyards, squares, and plazas to enhance adjacent ground floor uses;	The MPOS/Pedestrian Connector feature prominently in enhancing adjacent ground floor uses: these adjacent Active Uses being keyed to the various levels and terraces as this segment of the Grand Connection negotiates the grade changes across the site. This grade change prompts the MPOS/Pedestrian Connector to become a sequence of plazas, each with a slightly different character to provide a slightly different enhancement to the Active Uses of the ground floors adjacent. Along the north, the Outdoor Spaces enhance the adjacent Active Uses by providing places to sit and gather within view of the interior spaces.
124	*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;*	A key component of the Design Rationale is the undulating podium and curvilinear tower masses giving spatial definition to the Outdoor Spaces, particularly of the MPOS/Pedestrian Connector. Along this portion of the Grand Connection, Active Uses are oriented to the Outdoor Space both literally and programmatically with restaurants and retail tenants. These tenants will support and encourage programming within the space to increase overall vitality.
125	*v. Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;*	Vegetation has been incorporated into planter layout, furnishings, and grade changes to help define open spaces, offer visual buffers adjacent to the street and buildings, and provide colour, texture and form year round.
126	vi. vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;	Both the MPOS, as well as the various public plazas along the through-block connectors, have been programmed and design for a range of activities and uses, including: farmer's markets, festivals, community events, art displays, outdoor games, passive use and people-watching, among others.
127	vii. vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and	Canopy structures have been provided at key nodes and activity areas throughout the MPOS and through-block connectors to ensure activation at all times of the day and in all types of weather. These high-use and highly-visible spaces are typically furnished with seating, artistic elements, signage and lighting elements.
128	*viii. viii. Provide pedestrian walkways and courtyards in residential or office development areas.*	The design proposes two public pedestrian walkways within the residential and office development areas: those of the MPOS/Pedestrian Connector (as part of the overall landscape concept for that significant public space) and the through-block connector across the north of the site. Within the elaborate and extensive landscaping of the MPOS/PC, pedestrian walkways link various subareas that could be considered courtyards in the sense they are defined, semi-enclosed public spaces. The through-block connector also features such subareas albeit to a lesser extent. At the upper level of the through-block connector, an elevated plaza adjacent to the Office Interior Amenity Space could be considered a public courtyard by this same logic.
129		
130	**4. Provide Places for Stopping and Viewing**	
131	*Guidelines*	
132	*i. Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;*	A variety of seating types have been proposed in all public spaces, including: formal benches and tables, movable seating, and edges of planters, walls and stairs.
133	*ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;*	Proposed seating locations are focused on retail frontage, programmed spaces, outdoor patios and potential food vendor locations.
134	*iii. Provide seating adjacent to sidewalks and pedestrian walkways;*	Abundant seating types have been provided adjacent to sidewalks, pedestrian walkways and plazas.
135	iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;	Viewing opportunities have been provided and will be encouraged in the design of public open spaces.
136	*v. Create a sense of separation from vehicular traffic; and*	Planter buffers have been provided along 106th Ave.
137	vi. Provide comfortable and inviting places where people can stop to sit, rest and visit.	Comfortable and inviting places where people can gather, engage and socialize are provided throughout the site's public open space network.

	LUC Guideline	Written Narrative
138		
139	**5. Integrate Artistic Elements**	
140	*Guidelines*	
141	*i. Use art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;*	The project plans to strategically place art along the MPOS/Pedestrian Connector, throughout the public spaces at street level including through-block connections, and along streetscapes to help direct pedestrians along circulation routes and to create moments of interest. Specific 'set-piece' artworks will occupy key locations to provide a conceptual framework organizing the project open spaces. These locations will be studied further as artists and artworks are selected. Finer artistic elements within the general architectural expression such as doorway surrounds and ornamental column covers will contribute to this conceptual framework along streetscapes, pedestrian through-block connectors, and other secondary open spaces.
142	*ii. Use art to mark entryways, corners, gateways and view termini;*	The project plans to locate artworks to mark entryways, corners, gateways, and view termini as part of the conceptual framework mentioned above. It is by marking these locations that the pattern of open spaces is further defined.
143	iii. Integrate art into building elements, including but not limited to: façades, canopies, lighting, etc.;	The project includes artistic elements within the finer architectural expression by careful and thoughtful detailing of facades, canopies, and lighting. The design intent of landscape elements, such as canopies, paving materials, lighting and furnishings, is to integrate art into their materiality and form as much as possible in a recognizable way unique to this site.
144	iv. Designate a location for the artwork that activates the public realm and is in scale with its location; and	Current proposed locations for public art have been selected for high visibility, at key nodes of the public realm, and in areas programmed for high-use and activation.
145	*v. Use materials and methods that will withstand public use and weathering if sited outdoors.*	Landscape materials will be selected for their durability, long-term aesthetics, and functionality.
146		
147	**6. Orient Lighting toward Sidewalks & Public Spaces**	
148	*Guidelines*	
149	*i. Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;*	Pedestrian walkways, and public open spaces involve illuminated planter bases, integrated lighting at steps, and highlighting landscape features so create points of visual interest and softly illuminated environments. Lighting is generally localized to the element being illuminated.
150	*ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character;*	The general lighting strategy involves highlighting of objects and surfaces while minimizing the visual impact of the luminaires themselves. Lighting recedes into the background without being glary or intrusive to surrounding properties.
151	*iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape;*	Light fixtures are integrated within architectural details with a mindful approach to avoid glare or intrusive tendencies. A holistic approach or overview of building and landscape lighting will be applied to create a composed overall illuminated project. Dimmable lighting will further allow the Client user flexibility.
152	*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;*	Lighting at landscaped areas are generally localized, softly illuminated spaces to create comfortable safe havens to congregate and navigate through.
153	v. Use lighting to highlight landscape areas;	Tree uplighting at the walkways and plazas create visual interest and provides vertical illumination. Areas of low-level foliage will rely on spill light from adjacent sources of light (i.e. step and path lighting, feature architectural canopies, building interior lights, etc.)
154	vi. Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;	The general lighting approach is to integrate lighting into architectural and landscape features concealing fixtures within architectural details. Exposed fixtures will be minimal in appearance so that it recedes into the architecture and background.
155	vii. Install foot lighting that illuminates walkways and stairs;	LED step lighting is incorporated at pedestrian paths, ramps and steps.
156	*viii. Use energy-efficient lighting, such as LED;*	All luminaires proposed for the project are specification grade LED sources.
157	*ix. Direct bollard lighting downward toward walking surfaces;*	Illuminated bollards selected will utilize full cut-off optics to concentrate lighting onto the ground.
158	x. Provide festive lighting along signature streets on buildings and trees; and	Festive lighting will be integrated into signature project elements such as the Pedestrian Connector Canopies, Plaza Water Feature.
159	xi. Decorative lighting may be used in open spaces to make the area more welcoming.	Decorative lighting will be utilized but informed by and integrated into decorative architectural features.
160		
161	**7. Orient Hanging and Blade Signs to Pedestrians**	
162	*Guidelines*	
163	*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;*	All signage has been carefully designed to not overwhelm the architectural elements of the buildings, canopies, and surrounding open space areas. No signage will overhang the canopies.
164	*ii. Sign lighting should be integrated into the façade of the building;*	Where applicable, the signage will be internally illuminated and will ultimately compliment the architectural facade of the building.
165	iii. Signs should be constructed of high-quality materials and finishes;	The signage and architectural team will work together to decide on finishes, materials, and illumination options that will withstand all natural elements.
166	*iv. Signs should be attached to the building in a durable fashion; and*	Signage will be attached by industrial grade fasteners and will be coordinated with the structure itself to ensure that they blend in and are hidden from street view. Signage team will ensure that the fasteners are able to withstand all natural elements
167	v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.	Where applicable, signage will conform with design standards that meet with the city's expectations, including providing three dimensional letters as opposed to single dimensional letters.
168		
169	**8. Build Compatible Parking Structures**	
170	*Standards & Guidelines*	
171	*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:*	The project provides that a minimum of 20' of all first and second floors measured from the façade inward are habitable for commercial activity.
172	*(1) 114th Ave NE;*	Not Applicable.
173	(2) Through-block pedestrian connections;	Not Applicable.

	LUC Guideline	Written Narrative
174	*(3) Main Street between 112th Ave NE and 114th Ave NE;*	Not Applicable.
175	*(4) NE 2nd Street between 112th Ave NE and 114th Ave NE;*	Not Applicable.
176	*(5) NE 4th Street between 112th Ave NE and 114th Ave NE; and*	Not Applicable.
177	*(6) NE 6th Street between 112th Ave NE and 114th Ave NE;*	Not Applicable.
178	*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;*	Not Applicable.
179	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;	The project provides that, on all streetscapes, openings are glazed when adjacent to rights-of-way or adjacent to through-block pedestrian connections above the second floor.
180	iv. Openings shall be provided adjacent to interior property lines to avoid blank walls and shall be glazed to function as windows;	Where possible, openings are provided along interior property lines and glazed to function as windows. The single exception occurs east of the through-block connector exterior stair to the east lot line. This is the location of two major vehicular access points: to the service lane along the east and to a ramp to lower parking levels. Just above these vehicular entries are mechanical plant and/or waste recycling rooms not ideally suited for glazing. Wall areas here will be treated with decorative finishes and/or formliner textures to maintain the building aesthetics and to enhance the pedestrian experience (albeit this is not an area where pedestrian traffic is encouraged).
181	*v. Parking garage floors shall be horizontal to accommodate adaptive reuse;*	The project provides that parking garage floors are horizontal.
182	*vi. Stairways, elevators, and parking entries and exits shall occur at mid-block;*	Given the unique streetscapes of this site, the only frontage with offsite vehicular street traffic is 106th Ave NE to the west. Since there is no bounding city street along the north and the south is bounded by the MPOS/Pedestrian Connector, all stairways, elevators, and parking entries and exits occur at midblock by definition.
183	*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;*	Given the large scale of this site and its allowed density, the anticipated vehicular traffic volume suggests that locating all auto exit/entry to a single control point is in itself a potential conflict. Therefore two such control points are shown: a main entry to the Central Court serving the Hotel and Offices (and underground parking beyond) as well as a second entry to underground parking accessed from a shared lane along the north of the site. Furthermore, since both these control points are along 106th Ave NE (a street already carrying heavy traffic loads) a third control point by shared lane to NE 8th St is planned.
184	*viii. Design shall include vertical expression of building structure that provides continuity with the surrounding development;*	In general, the project design includes pronounced vertical expression of building structure providing continuity with the surrounding development. In regard to parking structure in particular, with the exception of that area described in item iv.) above, no part of the parking structure is visible from the public realm. The area of exception will be treated with decorative finishes that maintain the overall vertical expression.
185	*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;*	All parking structure floors are concealed and not visible to the public through façade treatments and materiality while providing openings consistent with residential and nonresidential buildings.
186	*x. Parking garages and structured parking should be designed to be compatible with the urban streetscape;*	All project parking is located below grade. Access to project parking as described in vii.) above is carefully and thoughtfully designed to be compatible with the urban streetscape adjacent.
187	*xi. Sill heights and parapets shall be sufficient to screen view of automobiles;*	All project parking being located below grade, this requirement does not apply insofar as Building Compatible Parking Structures is concerned.ll project parking being located below grade, this requirement does not apply.
188	xii. Rhythm and spacing of openings should reflect a typical commercial or residential development; and	All project parking being located below grade, this requirement does not apply insofar as Building Compatible Parking Structures is concerned.
189	*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.*	All project parking being located below grade, this requirement does not apply since this parking structure will be mechanically ventilated.
190		
191	**Right-of-Way (ROW) Designations – LUC 20.25A.170.B**	
192	1. Pedestrian Corridor/High Streets – "A" ROW (NE 6th St)	Whereas only NE 6th St is demarcated "A" R.O.W. in LUC 20.25A.170, this project intends to exempt Ground Level areas along 106th Ave NE from FAR measures, thereby requiring that frontage to be designed to "A" R.O.W. standards. By this logic, the project has two frontages in this "A" R.O.W. category. These frontages are identified and quantified on Sheet 1.22 (being separated into three sections for the purposes of quantification, two of which are along 106th Ave NE).
193	*Standards & Guidelines*	
194	i. Transparency: 75 percent minimum;	The design proposes a minimum transparency of 75% on the ground level to encourage visibility to the active uses in the building.
195	*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;*	The design proposes weather protection along all "A" R.O.W. frontages that meet the total length requirement of 75%, are at least 6' deep, and are between 8' and 12' above finished grade. See Sheet 1.22.
196	*iii. Points of Interest. Every 30 linear feet of the façade, maximum;*	The design provides points of interest at least every 30 linear feet of facade. Points of interest include architectural elements, landscape, seating, and interesting paving elements.
197	*iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and*	Vehicular access will happen at 106th Avenue midblock, and from an access from NE 8th St, neither of which are at the main pedestrian entrances.
198	*v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.*	With the exception Tower 1 Residential Lobby / Fire Fighter access (required by code), the design proposes that active uses are incorporated for 100% of the street wall.
199	***Response:***	
200		

	LUC Guideline	Written Narrative
201	**2. Commercial Streets – "B" ROW (106th St)**	While frontages facing 106th Ave NE are designated "B" R.O.W. on LUC Figure 20.25A.170.B., the Active Uses fronting this R.O.W. are to be exempted from FAR and therefore meet "A" R.O.W. Standards & Guidelines, as per CoB Revision Request Letter #2 Land Use Item 9.
202	*Standards & Guidelines*	See 2. Commercial Streets - "B" ROW comment above.
203	i. Transparency: 75 percent minimum;	See 2. Commercial Streets - "B" ROW comment above.
204	*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;*	See 2. Commercial Streets - "B" ROW comment above.
205	iii. Points of Interest: Every 60 linear feet of the façade, maximum;	See 2. Commercial Streets - "B" ROW comment above.
206	*iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and*	See 2. Commercial Streets - "B" ROW comment above.
207	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.	See 2. Commercial Streets - "B" ROW comment above.
208	***Response:***	
209		
210	**Upper-Level Active Uses – LUC 20.25A.170.D**	
211	*Standards*	The design proposes a single Upper-Level Active Use: that space along the northern edge of the site along which the through-block connector passes. All other Active Uses are Ground Level.
212	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.	The design proposes several access points to the active use on the second level. The main access occurs off of 106th Avenue from a set of stairs inside a vestibule on the northwest corner of the site. Within 150' of this main access, shuttle elevators and an additional set of exterior stairs on the north side of site provide secondary access points.
213	*b. Each tenant space shall have an exterior entrance.*	The design proposes 2 exterior entrances for the active use.
214	*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.*	Active uses below the upper level active use will comply with the Pedestrian Corridor/High Streets "A" Rights of Way guidelines.
215	*d. Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.*	The design proposes clear glass will be used for all active uses and will not be impaired by window coverings or tints.
216	***Response:***	
217		
218	*Guidelines*	
219	*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.*	The design proposes all upper-level active uses are contained within and are part of the expression of the podium level throughout the site, and thereby will read as part of the ground level and distinct from the architectural treatment of the towers above.
220	*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.*	The design proposes that all upper-level active uses are visible along the length of the adjacent through-block connector by use of clear, transparent glass. This glass also provided visual access from the sidewalk at grade.
221	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.	Lighting and signage proposed will be visible and engage pedestrians from the sidewalk. Lighting integrated to the podium-level horizontal architectural building façade expression draws visual interest and awareness to upper-level tenants without being glary or intrusive.
222		
223	**LUC 20.25A.180 - BUILDING DESIGN**	
224	**Overall Building Design – LUC 20.25A.180.B**	
225	**1. Encourage High-Quality Materials**	
226	*Guidelines*	
227	i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;	The design proposes the use of bold façade materials of depth, quality, and durability. These materials are composed for both distant and close encounters: where the towers contribute an appropriate and refined addition to the Bellevue skyline while these materials are organized to provide variation in color, texture, scale, and transparency at the pedestrian scale.
228	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;	The design proposes façade materials organized to have substance and mass while avoiding the appearance of surface appliques. There will be no inappropriate materials (stone, concrete, etc.) appearing as surface-only veneers.
229	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	The design proposes exterior materials mostly of glass and metal in the higher levels of the towers with articulated accent bands of architectural concrete along the podium providing a visual grounding to the composition. Whereas this palette is imminently suitable for this location, it does not necessarily feature natural materials other than finished concrete at the distant scale. That being said, the same high standard of finish materials will be utilized throughout the interior design process and these will feature an abundance of natural materials. Given the requisite transparency of all "A" R.O.W. frontages, the primary frontage type of the entire project, these interior (natural) materials will be highly visible as part of the pedestrian environment.
230	iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.	The design proposes a refined composition of compatible cladding materials to achieve a subtle yet harmonized variety throughout the project at all levels of encounter. Window and storefront trim will be well-defined and contribute to the overall aesthetic quality. Indicative of this, entries to commercial retail units feature special architectural trim surrounding the doors (see Sheet 3.11: Architectural Elements).
231		
232	**2. Provide Interesting Building Massing**	
233	*Guidelines*	

	LUC Guideline	Written Narrative
234	*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;*	The building contains a clearly defined base, middle and top. Differences in materials, articulation and setbacks help to break down the massing and scale of the proposal. Much attention has been devoted to the pedestrian-scale to achieve attractive, engaging and contemporary architectural design. On the pedestrian plane, the large podium is broken down by the active use entries and "tree form" precast columns. The facade along 6th St. facing the pedestrian corridor contains occupiable terraces meant for visual interest and to creative an active appearance on the higher levels of the street wall. The pedestrian space is capped by a signature canopy to provide a sense of enclosure and weather protection.
235	*ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;*	The aesthetic relationship of the vertical and horizontal are balanced and entwined to provide a human scale at all levels of engagement while also forming a coherent visual experience to the pedestrian. 'Tree-form' precast columns and glazed storefronts create visual interest for the pedestrian, as well as a wavy canopy creating weather protection for the user.
236	*iii. Reduce the scale of elevations both horizontally and vertically;*	Various architectural methods and devices are applied to reduce the scale of the elevations such as: strong horizontal solid 'bands' around the podium to visually ground and distinguish the compositional base, a pleasing variation amongst and between the towers of different wall treatments (glass color, mullion/spandrel combinations) to present a series of thematic parts, where each part appears a smaller part of the whole. As well, the towers twist (are offset) and change in color to disrupt the verticality in an interesting and engaging manner.
237	iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and	The setbacks and change in architectural articulation create a tripartite façade division. Further to this, there are more intricate details (such as a flaring canopy and tree-form columns) on the lower pedestrian oriented levels to separate them from the middle and top floors.
238	*v. Design should feature vertical articulation of windows, columns, and bays.*	Architectural columns spanning the height of the podium and curtain wall articulation are examples of vertical articulation featured on the podium levels.
239		
240	**Connected Floor Plates – LUC 20.25A.180.C**	
241	***Guidelines***	
242	*a. From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and*	This development proposes a connected floor plate only between the two southern (residential) towers. These rise as distinct and separate buildings above the connected floor, while all three towers read separately and distinctly above the podium in general. The allowable heights of these towers (600') ensures they read distinctly and separately.
243	*b. The connection should appear to be distinct from the adjacent masses.*	Given that the connecting floor plate is a single storey within a sixty storey composition, it has been treated to emphasize its inclusion as part of the horizontal 'base' of the tripartite theme and so emphasize and accentuate the facades framing the MPOS and public realm along the Grand Connection portion of the site. Thus, its distinction is less from the adjacent masses than from the other tripartite elements
244		
245	**Building Base (Podium) – LUC 20.25A.180.D**	
246	**2. Articulate Building Base**	
247	*Guidelines*	
248	*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;*	The design proposes a 4 storey street wall along 6th St. and 3 storeys along the north end of 106th Ave which is comparable to the (likely) 3 storey podium on the adjacent site to the north. Finer elements such as sweeping canopies and signature ribbon spandrels add to the visual interest of the base of the towers. Precast tree-form columns further punctuate the glass storefronts without hindering the visual access to the active uses. All these elements work together to engage pedestrians on approach and alongside the building base. These features are compatible with and relate to neighboring buildings.
249	*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*	The design proposes high-quality, durable materials with an appropriate variety in texture (visual and tactile), and thought-ful details to achieve visual interest and longevity for the façade.
250	*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.*	As per the Design Rationale (see Sheet 1.07), building profiles are curvilinear. Derived from the topographical 'flow' of the area, this feature is fundamentally compatible with the groundplane character of the area and enhances the streetscape in a natural way. The curves are organized to place emphasis on key features such as doorways and entryways while maintaining a uniformity of design. Additionally, various locations have a higher resolution of detail, such as enhanced framing and articulation around entrance ways. The 'main' project entry, both vehicular and pedestrian, at the Center Court access from midblock on 106th Ave is a significant indent in this groundplane flow diagram and self-evidently announces the entry. Equally the MPOS/Pedestrian Connector is articulated by the curvilinearity of the podium, describing and enhancing that important streetscape without impeding or diminishing it. The sweeping canopies reinforce this curvilinear expression with slight upward curves of their own as they adapt to grade changes along the various frontages.
251		
252	**3. Provide Clear, Unobstructed views/ground floor uses**	
253	*Guidelines*	
254	i. Transparent windows should be provided on façades facing streets, parks, and open spaces;	In general all facades facing streets, parks, and open spaces are of transparent windows, combined with minor solid portions being the bases of taller fins or other such binding architectural elements to give a varied and modular rhythm to the façade without unduly hampering clear, unobstructed views into and out from ground floor uses in these locations. These solid elements, a small and minor portion of the façade overall, allow framing and enhanced appreciation of the transparent elements throughout the pedestrian areas of the development.
255	ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;	The glazing is maximized on the street side and the internal planning of the layouts allow for service spaces to be placed away from the windows. No Active Uses will have views into and out from the ground floor obstructed by window coverings, internal furnishings, or walls.
256	*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.*	All Active Uses are a minimum of 20' deep, with no interior wall closer.
257		
258	**4. Design Inviting Retail & Commercial Entries**	
259	*Guidelines*	

	LUC Guideline	Written Narrative
260	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;	Doors are proposed to be glazed and over height so that pedestrians can see the activity within the building.
261	ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;	We are proposing taller over height doors with distinctive door hardware to create visual interest. We are also providing a deeper steel frame to set the entries apart from the windows.
262	iii. Building lighting should emphasize entrances;	Building lighting will be proposed to highlight door entries
263	iv. Provide transom, side lights, or other combinations of transparency to create visual interest;	The placement of glazing members is key to the design intent. Architectural composition of the paneling inherent in storefront and/or curtain wall assemblies will maximize transparency of the retail and commercial facades, including the use of transparent transoms, side lights and so on.
264	*v. Provide double or multiple door entries; and*	Larger active uses contain multiple door entries.
265	*vi. Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.*	We are proposing taller over-height doors and distinctive door hardware to denote entries into the active uses on the ground level. These doors may include single, double and rotating doors.
266		
267	**5. Encourage Retail Corner Entries**	
268	*Guidelines*	
269	i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;	The purpose of the corner plaza is to reinforce pedestrian interaction and activity. While our building does not contain entries at 45 degree angles, all that are provided are glazed, framed and free of visual obstructions.
270	ii. Locate primary building entrance at the corner;	As the development is large and mixed use, there are building entries located throughout the ground level for different uses. Many entrances are located near the corners and the stair up to the active use on Tower 3 is located at the end/corner of the unit.
271	iii. Use weather protection, special paving, and lighting, to emphasize corner entry;	Weather protection is used throughout the podium and lighting will be used to emphasize all building entries.
272	*iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and*	All entries will be framed in steel, over height and glazed to emphasize them.
273	v. Use doors with areas of transparency and adjacent windows.	All doors will be glazed.
274		
275	**6. Encourage Inviting Ground Floor Retail & Commercial Windows**	
276	*Guidelines*	
277	*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;*	Glazing on the ground levels will be maximized so that pedestrians can see both in and out of the retail and commercial uses.
278	*ii. Use clear window glazing;*	Clear glazing will be used for the active uses on the ground levels.
279	*iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;*	Sliding doors/rolling shutters can be accommodated if a tenant requires them. Presently, we are only providing door access and windows for the storefronts on the ground levels.
280	*iv. Install transom windows or other glazing combinations that promote visual interest.*	Taller doors and a variety of door types (single, double and rotating) are proposed to create visual interest.
281		
282	**7. Provide Multiple Entrances**	
283	*Guideline*	
284	*Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.*	Pedestrian entrances are provided throughout the development. Larger retail/commercial activities contain multiple entries.
285		
286	**8. Integrate Building Lighting.**	
287	Guideline	
288	*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;*	Exterior building facade lighting will be integrated to architectural details and highlight specific architectural features to heighten visual interest while also mitigating visual distraction to adjacent occupants.
289	*ii. Lighting should not cast glare into residential units or onto adjacent development or streets;*	Lighting of landscaped features or the building façade and building grounds will be mindful to not create discomfort or visual nuisance to neighboring properties, residents or community. Further, all exterior lighting will be dimmable, and luminaires can be specified with louvers, glare shields or other accessories as required.
290	*iii. Use accent lighting for architectural features;*	Integrated light fixtures for uplighting canopies (see DETAILS - CANOPY SHEET 3.10). Integrated light fixtures for uplighting hotel column covers (see DETAILS - ARCH. ELEMENTS SHEET 3.11)
291	*iv. Provide pedestrian-oriented lighting features;*	Pedestrian-oriented lighting features are incorporated into the design of the public realm to ensure a safe and visually intuitive experience at all times of the day. Key pathways, stairs, walls and ramps are illuminated for safe movement, augmented by accent lighting for trees, perimeter planters, custom furnishings and focal points (public art).
292	*v. Integrate lighting within the landscape; and*	Lighting design and fixtures will be integrated into landscape elements, such as planters, trees, walls, furnishings and paving. This will ensure a safe and welcoming experience for all types of abilities and ages.
293	*vi. Provide dimmable exterior lighting.*	All exterior lighting whether lighting is integrated in the architecture and building facade or landscaping will be specified dimmable.
294		
295	**Middle (Tower) – LUC 20.25A.180.E**	
296	**1. Tower Placement**	
297	*b. Guidelines*	

	LUC Guideline	Written Narrative
298	*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.*	Towers are placed, to the extent possible on this high-density site, away from parks, open space, and neighboring properties thus reducing visual and physical impacts of the towers. Towers have been placed to provide a minimum of 60' between towers within the site and 80 - 100' to adjacent towers off of the site.
299	*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.*	Towers have been placed to provide a minimum of 60' between towers within the site and 80 - 100' to adjacent towers off of the site. Towers are placed to allow maximum sunlight and skyviews to the MPOS at the southwest and the Pedestrian Connector along the south of the site.
300	***Response:***	
301		
302	**2. Maximize Energy Efficiency**	
303	*b. Guidelines*	
304	*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;*	The buildings have been oriented to the extent possible to meet the energy goals of the project while minimizing view impacts to and from adjacent developments as well as maximizing sunlight access to the MPOS/Pedestrian Corridor.
305	*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;*	The south and south west side of the building contain deeper balcony/slab bands to help with solar shading and improve energy performance.
306	*iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and*	Operable windows are proposed for residential uses.
307	*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.*	Towers vary in shape and color to create variety and visual interest in the skyline.
308		
309	**3. Design Tower to Provide Visual Interest & Articulation**	
310	*b. Guidelines*	
311	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	The overall concept for the towers involves the twisting of volumes. Each tower responds to this concept uniquely. Tower 1 contains a twist in the balconies, Tower 2 flips the ends of the tower to create the twist effect and Tower 3, without balconies, contains a shift in the tower mass.
312	*ii. Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.*	Towers are articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity. Curtain wall will be used for the office building. All towers wil be using low-e glazing. Balcony railing will be minimal in profile.
313	***Response:***	
314		
315	**4. Promote Visually Interesting Upper Floor Residential Windows**	
316	*b. Guidelines*	
317	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;	Residential windows will be in harmony with adjacent developments. Spacing will be smaller in scale than office buildings and will be regularly spaced.
318	*ii. Windows should be residential in character;*	Residential windows will be residential-scaled and contain operable vents, sliding glass doors, and glazed swing doors. These are in contrast to the larger-scaled windows of the office building.
319	*iii. Windows should be operable; and*	Residential windows will contain operable vents.
320	iv. Windows should have trim round framed openings and be recessed from the building façade, not flush.	The residential tower is in glass, so will contain conventional details for glazing and openings.
321		
322	**Top – LUC 20.25A.180.F**	
323	**1. Create Attractive Building Silhouettes & Rooflines**	
324	*b. Guidelines*	
325	i. Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;	The shifting volumes of the towers contribute to a dynamic skyline while maintaining the design concept.
326	*ii. Include towers or similar vertical architectural expressions of important building functions such as entries;*	Important building functions are expressed architecturally by being located adjacent to pronounced and obvious 'recesses' in the building facades … accomplishing the desired effect of instinctive announcement. Given the towers are rather large, it is by the additional articulation of these recesses that attention is drawn to the entries.
327	*iii. Vary roof line heights; and*	While the three towers do not vary much in height, they twist and vary in shape to create variation and visual interest in the skyline.
328	*iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.*	The shifting of volumes, changes in balcony shape, and smaller floor plate of the levels above 450' create visual interest and changes in shadow lines.
329		
330	**2. Foster Attractive Rooftops**	
331	*b. Guidelines*	
332	*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;*	Closely-spaced metal fins on the rooftop provide screening for the mechanical equipment as well as an architectural element integrated with the overall building design.

	LUC Guideline	Written Narrative
333	ii. Provide rooftop terraces, gardens, and open spaces;	The podium roof contains open spaces and amenities for office, hotel and residential users. As the tower rooftops contain mechanical equipment, window washing equipment and screen, it will not be occupiable.
334	iii. Incorporate green roofs that reduce stormwater runoff;	Green roofs which provide amenities for the occupants and stormwater runoff reduction are proposed.
335	*iv. Consolidate and screen mechanical units; and*	All mechanical equipment on roofs will be consolidated and screened.
336	v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.	The podium rooftop will be contain outdoor amenities for residential, hotel and office users. Our design will be sensitive to noise and light impacts of neighbouring developments. As the tower rooftops contain mechanical equipment, window washing equipment and screen, it will not be occupiable.
337		
338		
339		
340		
341		
342		
343		

Attachment B

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-111104-DC

Project Name: 606 & 620 106th Ave NE

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.

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.

Proposed design is requesting a departure from LUC 20.25.A.080.F.2 which indicates the preferred method of complying with the compact car ratio is through Administrative Departure. This design seeks approval for 1,517 compact spaces out of a total of 2,479 parking spaces and 12 loading spaces. 1,517 / 2,479 = 60.89% Compact Spaces.
The dimensions of the compact spaces are 7'-6" wide with a minimum aisle width of 36'-9" Single Loaded and 51'-6" Double Loaded. Please see Sheet 2.01 and enlarged parking plans for compliance.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

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

In keeping with the goals of the Comprehensive Plan to have Downtown Bellevue become the functional and symbolic heart of the Eastside by encouraging diverse mixed-use neighborhoods, the inclusion of 60% of parking provided to be to compact stall dimensions is in keeping with current high-density urban vehicle ownership trends. Modern city dwellers recognize the economies of smaller vehicles, both in costs and storage. Indicative of this, the bulk of vehicles available in various 'carshare' programs ... a modern and growing alternative to vehicle ownership … are compact vehicles. As vehicle ownership motivators shift away from status-related factors and more towards economy, eco-friendliness, and practicality, 'downtown dwellers' are less and less likely to require full-size parking. (Policy S-DT-1 and Policy S-DT-149)

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

The inclusion of this ratio of compact parking stalls will better achieve a diverse, mixed-use neighborhood as described in ULC 20.25A.030.D.1 by providing an expected and desirable alternative to full-size vehicle standards for the majority of the younger, contemporary urbanity anticipated to reside and/or work in this development.

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

The proposed parking layout is primarily below grade, in support of Policy UD-36. LUC 20.25.A.080.F.2 allows up to 65% of required parking stalls to be for compact stalls. For a project of our scale that would amount to about 1,619 compact stalls. Though the section does not explicitly state the maximum without departure, the reference to LUC 20.20.590K.9 implies that 50% would be said maximum. In our proposal we are seeking approval for 1,517 compact stalls, an additional 10% above base-line.

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).

iv. Administrative Departure Criteria includes a maximum allowance of 65% compact parking spaces of all parking spaces. The proposed project is requesting 60.89% compact parking spaces of the below-grade stalls.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-111104-DC

Project Name: 606 & 620 106th Ave NE

Administrative Departure requested for LUC 20.25A.080.F.2

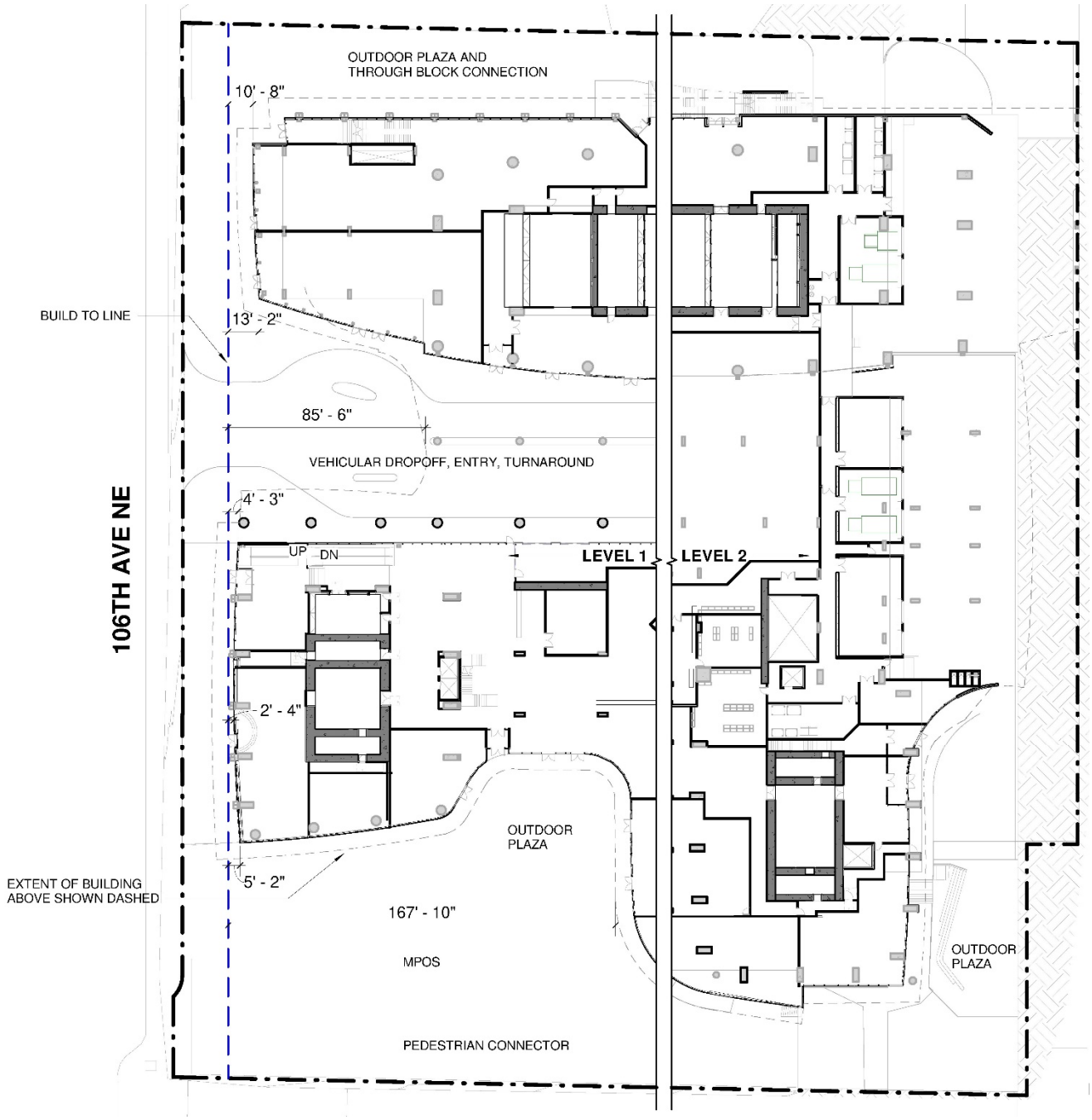
Provide written responses using this form (in Word format) to 1) describe the Departure requested and 2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D. Provide a *separate* Administrative Departure Request Form for each Departure requested.

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.

Proposed design is requesting a departure from LUC 20.25.A.060.A which indicates the form of the building should reach the build-to line (interior edge of sidewalk) except where a plaza, building modulation or other ground-level open space is proposed. Both Tower 1 & Tower 3 have a curvilinear form at the podium facing 106th Ave . Additional, Along 106th Ave NE ,we are proposing (from North to South) a pedestrian plaza, drive entry with turn around to avoid on-street drop-offs. and a 15,000 sf MPOS. Please refer to Sheets 1.14, 1.21, 1.26, and 7.31 for compliance.



Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

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

This departure supports a variety of pedestrian friendly goals established by the Comprehensive Plan for Downtown Bellevue as well as Urban Design. The pedestrian plaza to the north serves as a mid-block connector through the upper level plaza which will be accessible to the public. The turnaround for vehicular traffic will provide a safe on-site drop off in support of car-sharing. It also serves as a distinction and formal separation between the functions of the podium and towers, form of the podium reinforces the character of the residential towers as separate but not indifferent to the office tower. At the south side of the site, is our 15,000 SF MPOS which has been accentuated with hardscaping and structures to support a variety of activities and scales of gathering in the plaza. Each space has its own way of supporting 106th as the entertainment avenue and takes the opportunity to demonstrate the character of the development through landscape design. (Policy S-DT-103, S-DT-104, UD-44, UD-50, UD-50.1, UD-58)

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

LUC 20.25.A.060.A appears to recognize the importance of the City of Bellevue's Comprehensive Plan and notes plazas and open spaces specifically as an exemption to this requirement. We want to make sure that we provide plazas of a variety of scales and functions along 106th Ave to improve our street level experience. The location of the MPOS adjacent to the Grand Connection provides additional visual importance, making it more spacious and leveraging its unique visual identity as a feature of the plaza.

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

We want to make sure that we provide plazas of a variety of scales and functions along 106th Ave to improve our street level experience. A plaza is a great way to indicate to the general public that there is a midblock connector and effective hill-climb to connect our site to our neighbor across the alley. Sweeping the form in to the site announces to vehicles approaching where an appropriate drop off point would be, as well as indicating to pedestrians the distinction between "live" and "work" functionalities of our mixed use project. The location of the MPOS adjacent to the Grand Connection provides additional visual importance, making it more spacious and leveraging its unique visual identity as a feature of the plaza.

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).

iv. LUC 20.25.A.060.A indicates a flexibility to provide landscaping and outdoor activity in the middle of the Downtown Zone. This project wants to take advantage of that to make our development more liveable and allow the comprehensive design to come to life, making the key statements of Bellevue more memorable.

Hence, and in addition to the curvilinear form of the Tower 3 podium at 106th Ave. , the facade has been set back further to allow for more outdoor seating and enhanced landscaping design at this area along 106th Ave. where it connects with the northern "through block" connector at the North West corner.

Tower 1 podium has a curvilinear form as well at 106 Ave. However, the vertical facade features (points of interest) are aligned with the build to line at the narrowest point where the building's curved from meets the build to line (tangent) .

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 18-11104-DC

Project Name: 606 & 620 106th Ave NE

Administrative Departure requested for LUC 20.25A.075.A.3

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.

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.

This project is requesting a departure per LUC 20.25A.075.2.3.a, noting that the Director can approve a modification to the 10% requirement for Outdoor Plaza Space as long as certain criteria are met.

In order to exceed the trigger for additional height, this departure requests the Director approve a modification to the 10 % requirement for Outdoor Plaza Space on the basis that this particular site is required to provide substantial additional public open spaces in excess of the Outdoor Plaza Space:

Total Site Area: 174,914 sf (17,491 sf Required without Departure)
Site Required Open Spaces:
Major Public Open Space ("MPOS"): 15,004 sf
Pedestrian Corridor: 11,104 sf
Sub Total = 16,108 sf

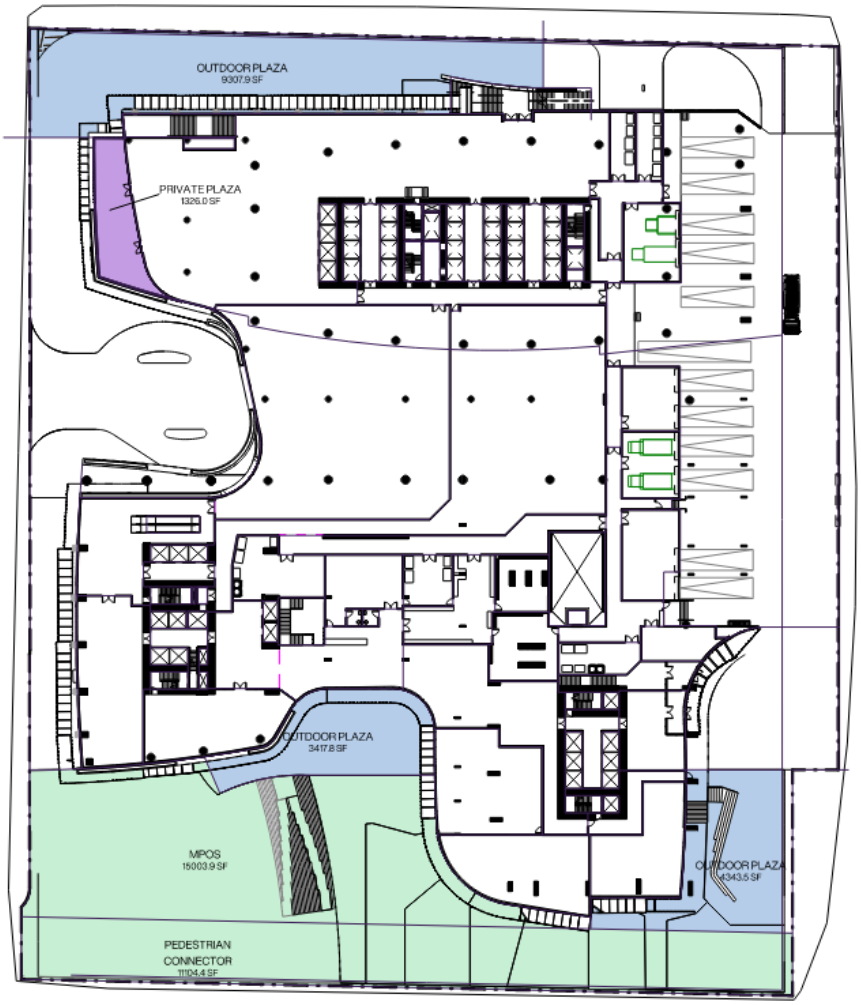
Proposed Open Spaces:
Public Art Plaza (north-west corner of site): 9,307 sf
Public Lounge Plaza (adjacent to restaurant): 3,418 sf
Public Pocket Park (adjacent to Tower 2 lobby): 4,343 sf
Relevant Sub Total = 17,069 sf

Grand Total = 43,178 sf

Area Schedule (Outdoor Area)	
Name	Area
MPOS	15,003.9 SF
OUTDOOR PLAZA	17,069.3 SF
PEDESTRIAN CONNECTOR	11,104.4 SF
PRIVATE PLAZA	49,394.9 SF
Grand total: 11	92,572.4 SF

OUTDOOR AMENITY LEGEND

- ENCLOSED PLAZA
- MPOS
- OUTDOOR PLAZA
- PEDESTRIAN CONNECTOR
- PRIVATE PLAZA



1 / 7.31 LEVEL 02
SCALE: 1" = 40'-0"

Excerpt from 7.31 of ADR Set

As per LUC 20.25A.075.A.E, the applicant confirms that the following criteria are met:

- *The outdoor plaza is not less than 3,000sf in size;*
- *The outdoor plaza is functional and is not made up of isolated unusable fragments;*
- *The outdoor plaza meets the design criteria for outdoor plazas in the floor area ratio and Amenity Incentive System; and*
- *The size of the plaza is roughly proportional to the additional height requested.*

*This project requests a departure from the **10% requirement to accept our 9.75% proposed open space** given the site requirement for a through-block connector that overcomes a large vertical differential between 106th and 108th as well as a spacious addition of our MPOS to connect our Outdoor Plazas to the Pedestrian Connector.*

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.2:

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

In keeping with the goals of the Comprehensive Plan and LUC that Downtown Bellevue becomes the functional and symbolic heart of the Eastside, it is beneficial to provide as much open space as possible and various incentives encourage this. Whereas quite specific types of open space are required in the calculation of the Outdoor Plaza Space Requirement, differing and overruling requirements on this site for other types of open space (such as the MPOS and Pedestrian Corridor) are substantial and reduce the opportunities for compliant open spaces meeting the specific Outdoor Plaza Space definitions. A strict application of the LUC does not recognize other substantial public open spaces and a modification of the 10 percent requirement is therefore sought. This project upholding policies S-DT-103, S-DT-104, UD-44, UD-50, UD-50.1, UD-58 to get the most out of the spaces envisioned in Bellevue's Comprehensive Plan.

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

The resulting design will contribute to the overall objectives of the LUC in that, within the bounds of this high density site with a single street frontage, large amounts of open space of different types collectively provide an environment consistent with the purpose and intent of the LUC and furthermore it is a site-specific technicality (i.e. the shortage of street frontage & public sidewalks) that prevent an otherwise suitable public open space (see Through-Block Connection Public Plaza below) on the site to be classified as Open Plaza Space.

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

*This modification is the minimum necessary to achieve this particular outcome: i.e. that the requirement **for 9.75% of the site area (17,069 sf / 174,914 sf) be recognized as acceptable Outdoor Plaza Space** under strict compliance with the definition of Outdoor Plaza Space, acknowledging that substantial additional areas provide an equivalent public amenity as an outdoor plaza but that are not fully-compliant*

(i.e. that said plaza be within 30" of a public sidewalk).

We would also like to note the following required spaces that are contributing to an expansive outdoor environment, balanced with the outdoor spaces as proposed:
Site Required Open Spaces:
Major Public Open Space ("MPOS"): 15,000 sf
Pedestrian Corridor: 11,104 sf
Sub Total = 16,104 sf

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).

As anticipated in LUC 20.25A.075.A.3.a, the Director may approve a modification to the 10 percent requirement for outdoor plaza space through an Administrative Departure pursuant to LUC 20.25A.030.D.2.

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:18 129939

Project Name: 606 & 620 106th Ave NE

Administrative Departure requested for LUC: 20.25A.090.A.1 Plate A & 20.25A.090.B

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

The proposed free-standing weather protection canopies departure at the MPOS and Pedestrian Corridor is intended to provide additional sheltered areas for pedestrians traversing through 6th Avenue NE, also known as the Pedestrian Corridor. The minimum height shall be 12'-0", as per building code requirements, and the structural posts shall be clear from the 11'-0" right-of-way for the pedestrian corridor as per requirements. The canopy's design and materiality shall be consistent with the overall proposed thematics of the both the Grand Connection, as well as the site's specific design elements. Final design, geometry, materiality, and structural requirements shall be carried out by the Consultant Team during detailed design. Moreover, the location of these canopies shown on the landscape plans reflect the proposed programming along the Pedestrian Corridor; final location of structural columns and canopies will be determined by the Consultant Team during detailed design and will follow clearance and circulation as per previous City of Bellevue comments/requirements.

Written Responses to the Departure Decision Criteria in LUC 20.25A.170.A.2:

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

As per LUC 20.25A.170.A.2.a, the intent of the freestanding canopies is to provide protection from wind, sun, and rain, while allowing light to filter through the occupants along the pedestrian corridor.

As Per LU-35. The freestanding canopies will adopt and maintain policies, codes and land use patterns

that promote walking in order to increase public health.

As Per UD-4. The freestanding canopies will create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.

As Per UD-12. The freestanding canopies will enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.

As Per UD-24. The freestanding canopies will encourage the creation of iconic visual reference points in the community through innovative site and building designs.

As Per UD-34. The freestanding canopies will provide both weather protection and access to sunlight in pedestrian areas using architectural elements.

As Per UD-60. The freestanding canopies will incorporate weather protected areas into major public places.

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

The design intent of freestanding canopies along the Pedestrian Corridor will align with both the architecture form and character of the building's façade, as well as the Grand Connection Design Guidelines.

As per LUC 20.25A.170.A.2.b, the design of the weather protection canopy shall be an integral component to the building façade, shall be in proportion to the building, pedestrian corridor, and shall not impact proposed trees, light fixtures, and other street furniture.

As per LUC 20.25A.170.B.1, this portion of the Pedestrian Corridor falls within the "Grand Connection/High Streets" or "A" Rights-of-Way designation. This designation is emphasized to connect the design relationship between the first level of the structure and the horizontal space between the structure and the curb line. As a full pedestrianized corridor, the design intent is to provide an abundant weather protection canopy towards the property line to the south.

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

This departure allows a continuous weather protection canopy along all pedestrian routes, specifically in the Pedestrian Corridor and MPOS at key nodes, gathering spaces and activity areas. The structures will vary in size and form, taking into consideration ground-level programming and circulation. Scale, dimensions, and materiality shall comply with the requirements of LUC20.25A.1.170.A.2.b.i-xi.

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).

As anticipated in the LUC 20.25A.170, the Director may approve a modification to the landscaping and the overhead weather protection canopy.

The final design of the overhead weather protection shall ensure that utilities and landscaping elements are coordinated as the project proceeds to detail design.

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:18 129939

Project Name: 606 & 620 106th Ave NE

Administrative Departure requested for LUC: 20.25A.090.A.1 Plate A & 20.25A.090.B

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

The strict application of the Land Use Code would include tree pits only for street trees on 106th Ave. NE. However, 106th Ave NE has a relatively narrow cross-section for a downtown Street and does not include a parking lane. Optimal vehicular circulation on this street requires that travel lanes not be obstructed by standing or stopping vehicles.

The Downtown Comprehensive Plan includes a set of policies specifically addressing Curbside Uses. Due to the relatively small percentage of right-of-way and curbside areas in Downtown Bellevue, the management and protection of Downtown streets for all intended purposes is a paramount goal of the Comprehensive Plan.

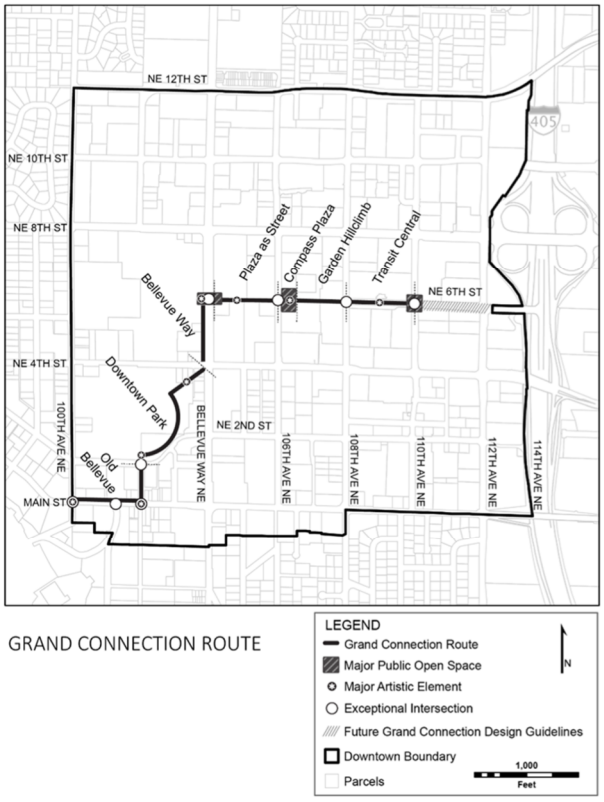
This departure proposes a continuous trench of planter with a minimum of 5'0" planting width in lieu of the required tree pit as per Table 20.25A.090.A.1 Plate A. The intent of the proposed continuous planter is to function as a visual and physical barrier between the pedestrian and vehicular traffic along 106th Avenue NE, thereby minimizing 'jaywalking' and/or vehicles stopping along the curb.

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***

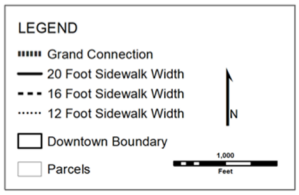
The Code would ordinarily require a series of street trees, spaced on center, and allowing for a permeable curbside environment. This solution normally facilitates curbside vehicular stopping and drop-off on 106th Avenue NE; however, curbside stopping and drop-off on 106th Avenue NE needs to be avoided to ensure appropriate traffic flow. Instead, this departure is proposing a continuous landscaping strip along 106th Ave. NE, which will reduce the likelihood of curbside use of this portion of the street for drop-off or loading. In addition, the project has incorporated off-street drop-off and loading locations within the project site. The proposed landscape buffer strip will contribute to the quality of the pedestrian environment and experience along this portion of 106th Ave. NE, in furtherance of Comprehensive Plan policies.

As such, the proposed departure will promote the following Downtown Comprehensive Plan policies:



GRAND CONNECTION ROUTE

DOWNTOWN SIDEWALK DIMENSIONS



The proposed departure will help to foster a safe and welcoming pedestrian experience along 106th Ave NE. The aforementioned landscape strip will provide a visual and physical buffer to vehicular traffic along 106th Ave, with gaps in planting provided only for transit stops. The landscape strip also provides a back drop for public seating to help activate the street frontage. These items will create a unified linear public space, activated by the adjacent building uses and landscape elements proposed.

S-DT-39. Design and manage the Downtown streets to provide mobility and to promote a safe, attractive environment. S-DT-39.1 Blend engineering standards, traffic operations techniques and urban design components to enhance mobility and foster livability on Downtown streets.

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.

Downtown Curbside Uses: "Through development review or repurposing curbside parking, pick-up / drop-off space may be designated."

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

The resulting design will contribute to the overall objectives of the Land Use Code in that, within the bounds of this high density site with a single street frontage, the pedestrian environment will continue to be well-landscaped and developed, while at the same time managing the use of the adjoining street right-of-way for curbside uses. Incorporation of on-site areas for drop-off and loading will reduce pressure on the right-of-way and preserve it for optimal vehicle, transit, and bicycle circulation.
Similar to S-DT-35 response above, the proposed landscape elements along 106th Ave NE, will create a more activated, welcoming and unified linear public space that is more appropriate for an "entertainment-focused street", or "Signature Street". This includes seating, planting, and street trees that create a unique palette of materials, textures and forms that are unique to this site's public realm.

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

The street-side landscape strip proposed under this departure is the minimum necessary to achieve the intended results: enhance the pedestrian environment while at the same time protecting the use of the right-of-way for circulation. The project has accepted the burden of accommodating off-street drop-off and loading areas within the project site.

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).

As anticipated in LUC 20.25A.030.D.1.a, the Director may approve a modification to the landscaping and street tree requirements of LUC 20.25A.110.

There are no known utilities or other obstructions out of applicant's control.

Attachment C

April 20, 2022

Ms. Laurie Tyler
Senior Planner
City of Bellevue
Post Office Box 90012
Bellevue, WA 98009-9012

RE: 606 106th NE Ave
Application #: 19-104023-LD

Subject: Vesting Dates

Dear Ms. Tyler,

Per The City of Bellevue land use code, we understand that we must submit the Garage permit within two years of receiving the ADR approval. With submission of our ADR/MDP package on 9/17/2021, we expect approval no later than 5/1/2022.

Based on the above noted anticipated ADR approval date, and assuming no adverse changes in market conditions, our ideal permit timeline is as follows:

Permit	Submittal Date	Issue Date	Pull Date
Right of Way (TN)	Dec 2021	Jul 2022	Jul 2022
Demo (BE)	Dec 2021	Aug 2022	Aug 2022
Clearing and Grading (GD-1)	Dec 2021	Nov 2022	Nov 2022
Clearing and Grading (GD-2)	Jul 2022	May 2023	May 2023
Utilities Early Hydrant (UE-1)	Apr 2022	Mar 2023	Mar 2023
Utilities (UE-2)	Jul 2022	May 2023	May 2023
Shoring (BV)	Dec 2021	Nov 2022	Nov 2022
Garage / Foundation (BB)	Feb 2023	Jan 2024	Jan 2024
Podium (BB)	Jan 2024	Jan 2025	Feb 2025
Tower 2 (BB)	Jan 2024	Feb 2025	Aug 2025
Tower 1 (BB)	Jan 2024	Feb 2025	Jan 2027
Tower 3 (BB)	Jan 2024	Feb 2025	Nov 2027

Based on the above, we anticipate the Certificates of Occupancy to be issued as follows:

Scope	Construction Duration	CO Date
Garage / Foundation (BB)	Jan 2024 – Nov 2026	Oct 2027
Podium (BB)	Feb 2025 – Oct 2027	Oct 2027
Tower 2 (BB)	Aug 2025 – Oct 2027	Oct 2027
Tower 1 (BB)	Jan 2027 – Feb 2029	Feb 2029
Tower 3 (BB)	Nov 2027 – Apr 2030	Apr 2030

As of now, we plan to follow the Podium permit with Tower 2, Tower 1, and Tower 3.

The above-mentioned schedule is based upon current market conditions and certain assumptions that we have regarding the development and business climate. Obviously, experience tells us that there may be unforeseen economic setbacks caused by the pandemic or other unforeseen events. Any such setback would result in a change to this schedule, which would potentially result in expiration of the phased building permit. If the building permit were to expire, then the typical 2-year ADR approval would also expire, necessitating a full reapproval process. For this reason, we are requesting extended vesting for the MDP and ADR. Thus, the additional extended vesting period would maintain the ADR/MDP land use entitlements in force through completion of the initial phase construction and allow building permit applications for Tower 1 and Tower 3 to be submitted beyond the normal 2-year vesting period, if necessary.

Given the on-going partnership with the City to evolve and refine this project to approval, the time it has taken, and the costs incurred to date, ownership requests a longer ADR/MDP vesting period of five years, consistent with the extended vesting period approved for the Cloudvue project next door.

We have attached a graphic depiction of the potential phasing plan described above. We appreciate your attention to this request.

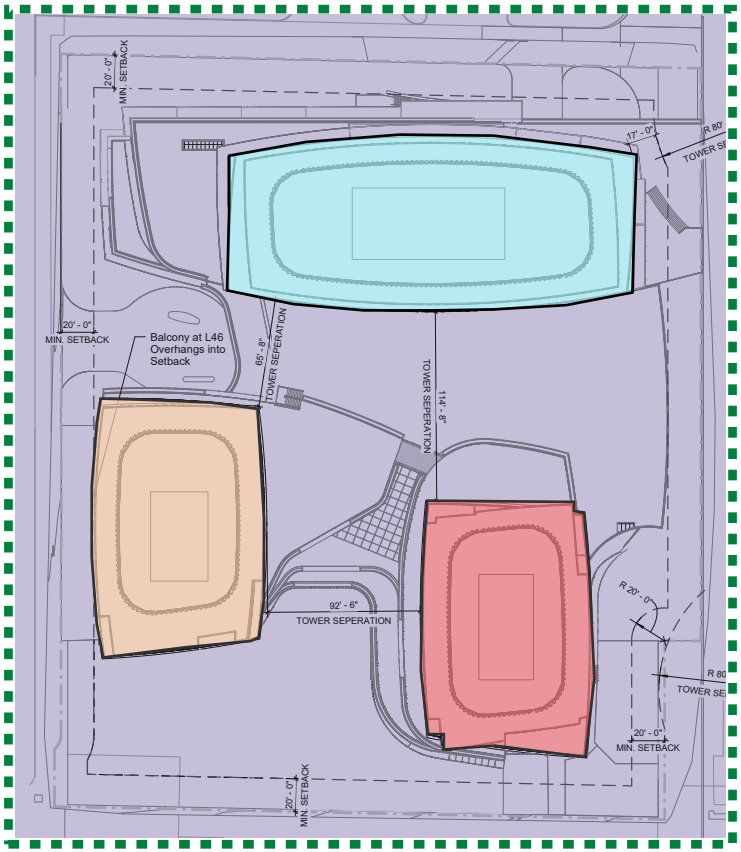
Sincerely,
Onni Group

Brian H Brodeur

Brian Brodeur
Vice President of Development Illinois & Washington

606 106th NE Ave - Vesting

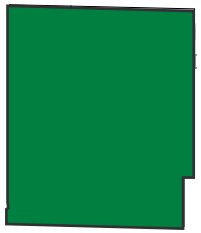
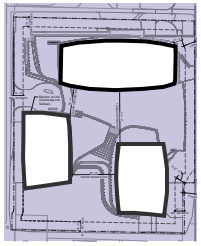
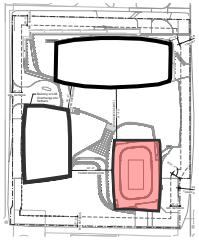
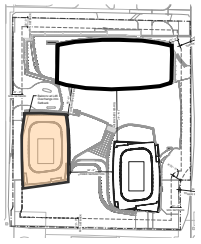
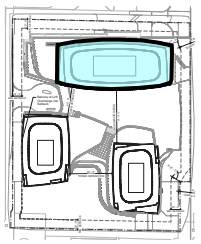
Application: 19-104023-LD



Key:

- Garage/Foundation
- Podium
- Tower 2 (residential)
- Tower 1 (hotel + residential)
- Tower 3 (office)

Phasing

Garage/Foundation	Podium	Tower 2 (residential)	Tower 1 (hotel + residential)	Tower 3 (office)
 Sep 2027	 Sep 2027	 Sep 2027	 Jan 2029	 Mar 2030

transpogroup
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	May 10, 2021	**TG:**	1.18034.00
To:	Laurie Tyler – City of Bellevue		
From:	Mike Swenson PE, PTOE & Kassi Leingang PE – Transpo Group		
cc:	Brian Brodeur – Onni Group		
Subject:	606-620 106th Avenue NE – Daycare and Hotel Parking Analysis		

This memorandum summarizes the parking analysis completed for the hotel and daycare uses within the proposed 606 & 620 106th Ave NE mixed-use development. This memorandum defines the parking demand for the daycare and hotel uses as neither uses are included in the City of Bellevue Land Use Code. The resulting recommended parking demand rates for these uses are:

- **Hotel:** 0.55 vehicles per occupied room resulting in a peak demand of 141 vehicles for the proposed 257 rooms conservatively assuming 100 percent occupancy
- **Daycare:** 0.24 vehicles per student resulting in a peak demand of 12 vehicles for the proposed 52 student daycare

Project Description

The proposed mixed-use development is located southwest of the 106th Avenue NE/NE 8th Street intersection. The mixed-use development plans to include residential units, office, retail, restaurant, fitness center, 52 student day care, and a 257-room hotel. Access to the on-site parking is proposed via 2 driveways located along 106th Avenue NE and 1 driveway along NE 8th Street.

Parking Demand

The hotel and daycare uses are unspecified uses in the code and rely on local and national data as summarized below.[1]

Hotel Parking Demand

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.

[1] Note that the fitness center is also an unspecified use per code, however, the demand for the fitness center use was evaluated under a separate cover: *606-620 106th Avenue NE – Fitness Center Parking Analysis* (Transpo Group, March 2021).

[2] *Parking Demand Study Bellevue Hilton Garden Inn Hotel* (TENW, October 2014). See 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 257 room hotel, this results in a parking demand of up to 141 vehicles conservatively assuming 100 percent occupancy.

Daycare Parking Demand

The proposed daycare is anticipated to include up to 52 students with 9 staff.[3] The demand for the daycare was reviewed based on both national data by using ITE data as well as local data.

ITE Parking Demand

The daycare use was estimated based on ITE *Parking Generation* (5th Edition) Day Care Center (Land Use #565) for both the number of students and the number of employees and is summarized in Table 2 below.

Table 2. Daycare Use – ITE Parking Demand Estimates

	Independent Variables (ITE)	
Dependent Variable	**Students**	**Employees**
Size	52 students	9 employees
Rate[1]	0.24 vehicles / student	1.22 vehicles / employee
Demand	**12 vehicles**	**11 vehicles**

Note: sf = square-feet
1. ITE *Parking Generation*, 5th Edition.

Table 2 shows that the parking demand is estimated to be 12 or fewer vehicles based on the two variables.

Local Parking Studies and Programmatic Demand Estimates

As an alternative to the ITE rates, a second methodology was also reviewed to confirm the initial ITE estimates. Data from two existing daycares were utilized to estimate the parking demand for the proposed projects. The two sites utilized for this analysis are located in Lake Forest Park and Bothell. The data compiled from these two facilities focused primarily on the student activity. Additional programmatic information is presented based on the anticipated staff loading. Both daycares are discussed below.

The Lake Forest Park Daycare has an enrollment of approximately 200 students. The daycare was observed at 5 minute intervals between the AM (7-9 a.m.) and PM (4-6 p.m.) peak periods, when the greatest turnover occurs at the daycare for three days. The detailed parking demand data for the Lake Forest Park Daycare observations are included in Attachment **B**. The student parking demand peaked during the morning and afternoon periods with a student parking demand of 14 vehicles. Based on the student enrollment of 200 students, this results in a student peak parking demand of 0.07 vehicle per student.

The Bothell Daycare has an enrollment of approximately 67 students. The pick-up and drop-off times were noted for three days. The detailed pick-up and drop-off times for the Bothell daycare are included in Attachment B. The student parking demand peaked during the morning and afternoon periods with a parking demand of 10 vehicles. Based on the student enrollment of 67 students, this results in a student peak parking demand of 0.15 vehicle per student.

Based on the two observed daycares, an average parking demand rate of 0.11 vehicles per student was determined, resulting in a peak student parking demand of 6 vehicles for the proposed daycare of 52 students. Based on both observed daycares, a distribution pattern of the numbers of vehicles was estimated between 7:00 and 9:00 a.m. as well as between 4:00 and 6:00 p.m. The parking

[3] The 9 staff assumes 1 staff member per 8 children as well as 2 administrative staff members.

demand morning and afternoon student parking was estimated based on the distribution and the estimated parking demand of up to 6 vehicles for the proposed daycare and is shown in Figure 1.

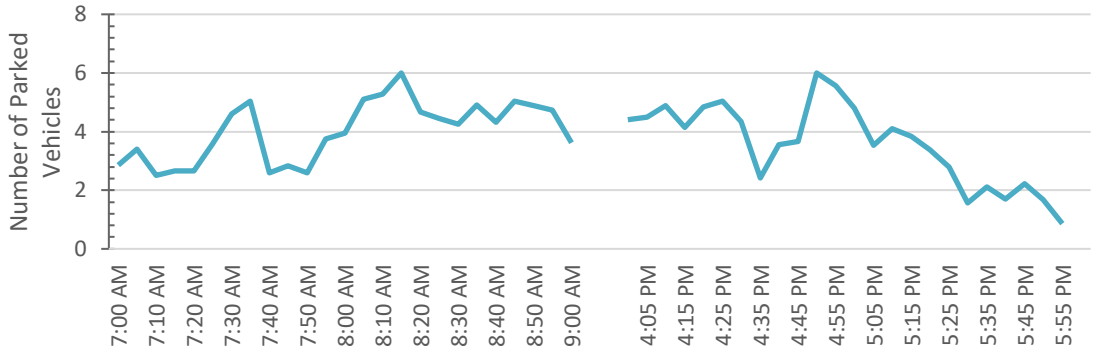


Figure 1 – *Estimated Student Parking Demand*

Figure 1 shows that student parking demands varies throughout the day but tends to peak in correlation to prior to work start times with the peak parking demand of 6 vehicles occurring in the AM peak period at approximately 8:15 a.m. and during the PM peak period at approximately 4:50 p.m.

The proposed daycare staff parking demand was estimated based on the anticipated staff schedule. The daycare is anticipated to have 9 staff members who would have staggered start times, but would likely all be present during the core hours of 9:30 a.m. to 3:30 p.m.

The overall daycare parking demand including both the staff and students is shown in Figure 2. Note that between 9:00 a.m. and 3:30 p.m., 2 vehicles (approximately 25 percent of the estimated parking demand) were included as it is assumed that although minimal, some student pick-up and drop-off activity would occur during this time.

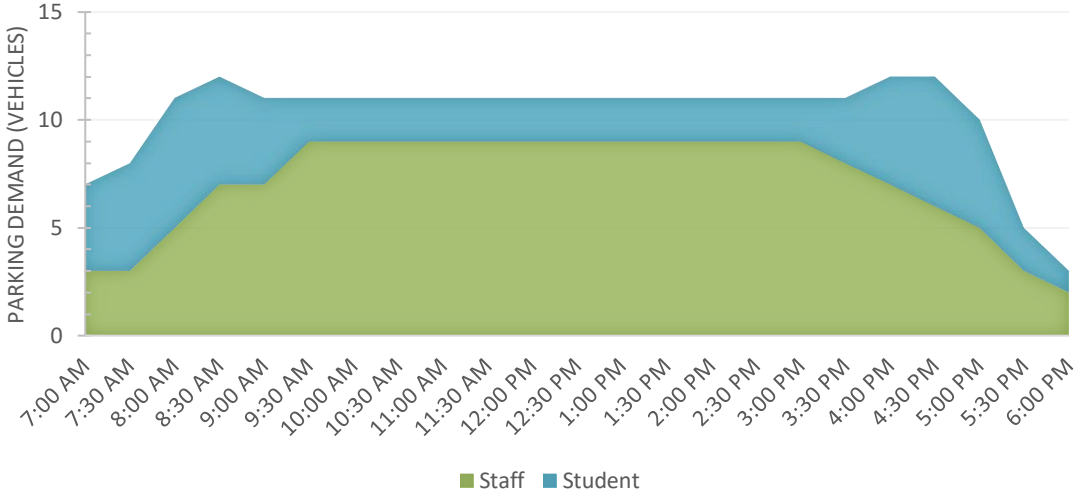


Figure 2 – *Cumulative Parking Demand for Proposed Daycare*

As shown in Figure 2, the peak parking demand is anticipated to occur during the AM and PM peak periods at 8:30 a.m. and from 4:00 to 4:30 p.m. with a parking demand of 12 vehicles.

Daycare Rate Comparison

The parking demand estimated for the daycare is summarized in Table 3 below for the different methodologies. Both national database and local data approaches result in a peak demand of 12 or

fewer vehicles for the proposed daycare. Given this, the ITE identified **parking demand rate of 0.24 vehicles per student** is recommended for the proposed daycare use, resulting in a peak demand of 12 vehicles.

Table 3. Parking Demand Comparison for Daycare

	Dependent Variable	
	Students	**Employees**
Size	52 students	9 employees
ITE[1]		
Rate	0.24 vehicles/student	1.22 vehicles/employee
Peak Demand	**12 vehicles**	**11 vehicles**
Local Studies		
Demand[2]	6 vehicles[4]	9 vehicles
Peak Cumulative Demand[3]	**12 vehicles**	

1. ITE *Parking Generation*, 5th Edition for LU 565.
2. The individual demands of the students and employees do not occur at the same time which is why the cumulative parking demand is less than the combination of the individual student and employee demands.
3. Cumulative peak parking demand of the daycare occurs at 4:30 p.m. Note that the induvial peaks for the
4. Based on average parking demand rate from observations over three days at the Lake Forest Park and Bothell daycares.

Summary

The recommended parking demand rates and resulting parking demand for the unspecified hotel and daycare uses are:

- **Hotel:** 0.55 vehicles per occupied room resulting in a peak demand of 141 vehicles for the proposed 257 rooms conservatively assuming 100 percent occupancy
- **Daycare:** 0.24 vehicles per student resulting in a peak demand of 12 vehicles for the proposed 52 student daycare

Attachment A**:**
TENW Hotel Demand 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**

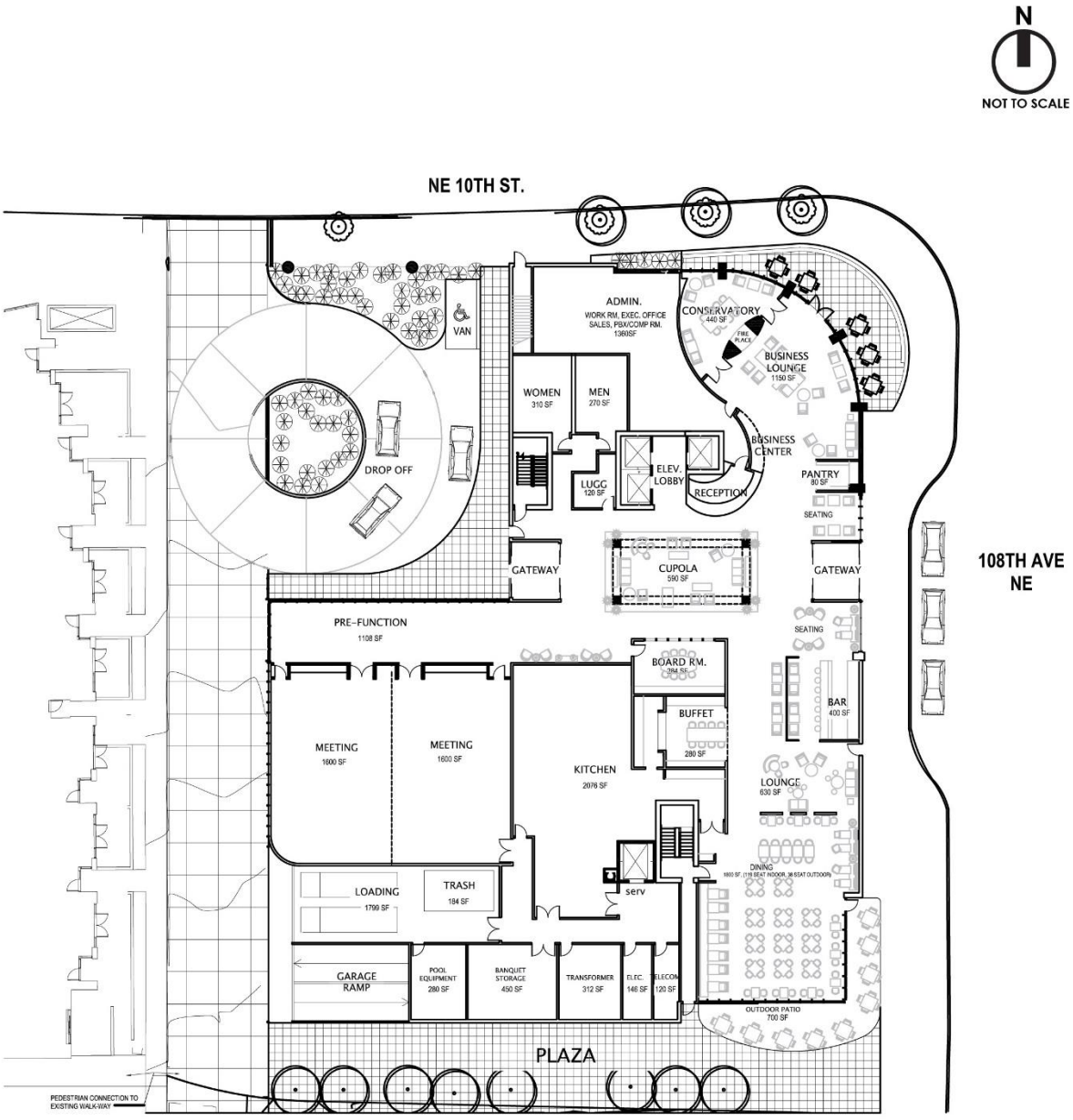
[1] Based on a peak parking demand of 0.55 vehicles per occupied hotel room applied to 260 rooms assuming 100% occupancy.

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**:**
Daycare Observations

Lake Forest Park Observations - Tuesday AM

	Total	IN	OUT	Parking Demand
7:00 - 7:05	8	6	2	3
7:05 - 7:10	6	3	3	7
7:10 - 7:15	8	4	4	7
7:15 - 7:20	6	2	4	7
7:20 - 7:25	6	2	4	5
7:25 - 7:30	9	6	3	3
7:30 - 7:35	6	4	2	6
7:35 - 7:40	8	1	7	8
7:40 - 7:45	6	4	2	2
7:45 - 7:50	7	4	3	4
7:50 - 7:55	5	3	2	5
7:55 - 8:00	6	3	3	6
8:00 - 8:05	10	5	5	6
8:05 - 8:10	7	4	3	6
8:10 - 8:15	6	5	1	7
8:15 - 8:20	12	4	8	11
8:20 - 8:25	10	6	4	7
8:25 - 8:30	3	1	2	9
8:30 - 8:35	12	9	3	8
8:35 - 8:40	20	9	11	14
8:40 - 8:45	12	7	5	12
8:45 - 8:50	10	7	3	14
8:50 - 8:55	11	5	6	18
8:55 - 9:00	22	9	13	14

Note - students only - no staff demand included

Lake Forest Park Observations - Tuesday PM

	Total	IN	OUT	Parking Demand
4:00 - 4:05	11	5	6	6
4:05 - 4:10	11	7	4	5
4:10 - 4:15	6	1	5	8
4:15 - 4:20	7	3	4	4
4:20 - 4:25	5	4	1	3
4:25 - 4:30	7	4	3	6
4:30 - 4:35	8	3	5	7
4:35 - 4:40	9	7	2	5
4:40 - 4:45	8	3	5	10
4:45 - 4:50	11	6	5	8
4:50 - 4:55	6	3	3	9
4:55 - 5:00	15	8	7	9
5:00 - 5:05	8	4	4	10
5:05 - 5:10	5	4	1	10
5:10 - 5:15	19	9	10	13
5:15 - 5:20	15	9	6	12
5:20 - 5:25	12	5	7	15
5:25 - 5:30	11	0	11	13
5:30 - 5:35	11	7	4	2
5:35 - 5:40	5	3	2	5
5:40 - 5:45	10	5	5	6
5:45 - 5:50	7	3	4	6
5:50 - 5:55	5	1	4	5
5:55 - 6:00	6	3	3	2

Note - students only - no staff demand included

Lake Forest Park Observations - Wednesday AM

	Total	IN	OUT	Parking Demand
7:00 - 7:05	3	1	2	2
7:05 - 7:10	4	4	0	1
7:10 - 7:15	5	3	2	5
7:15 - 7:20	8	4	4	6
7:20 - 7:25	7	3	4	6
7:25 - 7:30	6	4	2	5
7:30 - 7:35	7	3	4	7
7:35 - 7:40	9	2	7	6
7:40 - 7:45	8	6	2	1
7:45 - 7:50	7	4	3	5
7:50 - 7:55	5	2	3	6
7:55 - 8:00	6	4	2	5
8:00 - 8:05	9	5	4	7
8:05 - 8:10	7	4	3	8
8:10 - 8:15	18	11	7	9
8:15 - 8:20	10	6	4	13
8:20 - 8:25	14	6	8	15
8:25 - 8:30	9	6	3	13
8:30 - 8:35	14	6	8	16
8:35 - 8:40	14	5	9	13
8:40 - 8:45	9	6	3	9
8:45 - 8:50	14	6	8	12
8:50 - 8:55	12	6	6	10
8:55 - 9:00	16	8	8	10

Note - students only - no staff demand included

Lake Forest Park Observations - Wednesday PM

	Total	IN	OUT	Parking Demand
4:00 - 4:05	4	2	2	5
4:05 - 4:10	7	6	1	5
4:10 - 4:15	2	0	2	10
4:15 - 4:20	6	3	3	8
4:20 - 4:25	5	3	2	8
4:25 - 4:30	6	3	3	9
4:30 - 4:35	8	4	4	9
4:35 - 4:40	8	6	2	9
4:40 - 4:45	18	10	8	13
4:45 - 4:50	12	7	5	15
4:50 - 4:55	13	5	8	17
4:55 - 5:00	12	5	7	13
5:00 - 5:05	13	5	8	11
5:05 - 5:10	5	4	1	8
5:10 - 5:15	7	3	4	11
5:15 - 5:20	9	5	4	10
5:20 - 5:25	15	10	5	11
5:25 - 5:30	21	7	14	16
5:30 - 5:35	9	4	5	9
5:35 - 5:40	9	4	5	8
5:40 - 5:45	18	10	8	7
5:45 - 5:50	7	2	5	9
5:50 - 5:55	4	1	3	6
5:55 - 6:00	8	3	5	4

Note - students only - no staff demand included

Lake Forest Park Observations - Thursday AM

	Total	IN	OUT	Parking Demand
7:00 - 7:05	4	3	1	2
7:05 - 7:10	4	2	2	4
7:10 - 7:15	8	4	4	4
7:15 - 7:20	5	2	3	4
7:20 - 7:25	5	3	2	3
7:25 - 7:30	9	4	5	4
7:30 - 7:35	5	3	2	3
7:35 - 7:40	7	2	5	4
7:40 - 7:45	4	3	1	1
7:45 - 7:50	7	3	4	3
7:50 - 7:55	4	4	0	2
7:55 - 8:00	9	4	5	6
8:00 - 8:05	11	7	4	5
8:05 - 8:10	12	7	5	8
8:10 - 8:15	8	3	5	10
8:15 - 8:20	10	4	6	8
8:20 - 8:25	7	4	3	6
8:25 - 8:30	4	4	0	7
8:30 - 8:35	16	8	8	11
8:35 - 8:40	7	6	1	11
8:40 - 8:45	19	8	11	16
8:45 - 8:50	9	5	4	12
8:50 - 8:55	12	8	4	13
8:55 - 9:00	19	9	10	17

Note - students only - no staff demand included

Lake Forest Park Observations - Thursday PM

	Total	IN	OUT	Parking Demand
4:00 - 4:05	1	0	1	10
4:05 - 4:10	7	2	5	9
4:10 - 4:15	7	5	2	6
4:15 - 4:20	4	2	2	9
4:20 - 4:25	7	3	4	9
4:25 - 4:30	6	2	4	8
4:30 - 4:35	8	6	2	6
4:35 - 4:40	9	6	3	10
4:40 - 4:45	17	7	10	13
4:45 - 4:50	2	1	1	10
4:50 - 4:55	10	5	5	10
4:55 - 5:00	11	4	7	10
5:00 - 5:05	9	6	3	7
5:05 - 5:10	13	8	5	10
5:10 - 5:15	11	5	6	13
5:15 - 5:20	8	4	4	12
5:20 - 5:25	20	7	13	12
5:25 - 5:30	4	3	1	6
5:30 - 5:35	12	7	5	8
5:35 - 5:40	13	2	11	10
5:40 - 5:45	6	5	1	1
5:45 - 5:50	3	0	3	5
5:50 - 5:55	4	2	2	2
5:55 - 6:00	5	3	2	2

Note - students only - no staff demand included

Bothell Daycare Sign In/ Sign Out Times

Tuesday, August 29, 2017		Wednesday, August 30, 2017		Thursday, August 31, 2017	
Sign In	**Sign Out**	**Sign In**	**Sign Out**	**Sign In**	**Sign Out**
7:00 AM	12:30 PM	7:00 AM	11:10 AM	6:30 AM	1:00 PM
7:00 AM	2:00 PM	7:00 AM	12:50 PM	7:00 AM	2:15 PM
7:00 AM	3:20 PM	7:00 AM	3:00 PM	7:00 AM	2:30 PM
7:05 AM	3:25 PM	7:00 AM	3:10 PM	7:00 AM	2:35 PM
7:10 AM	3:30 PM	7:00 AM	3:35 PM	7:00 AM	3:00 PM
7:30 AM	3:30 PM	7:15 AM	3:40 PM	7:00 AM	3:00 PM
7:30 AM	3:30 PM	7:15 AM	3:45 PM	7:15 AM	3:00 PM
7:30 AM	3:30 PM	7:15 AM	4:00 PM	7:15 AM	3:00 PM
7:30 AM	3:30 PM	7:20 AM	4:00 PM	7:30 AM	3:00 PM
7:30 AM	3:30 PM	7:25 AM	4:05 PM	7:30 AM	3:00 PM
7:30 AM	3:30 PM	7:25 AM	4:10 PM	7:30 AM	3:00 PM
7:40 AM	3:30 PM	7:30 AM	4:10 PM	7:30 AM	3:00 PM
7:50 AM	3:30 PM	7:30 AM	4:15 PM	7:35 AM	3:10 PM
7:50 AM	3:35 PM	7:30 AM	4:15 PM	7:35 AM	3:15 PM
8:00 AM	3:50 PM	7:35 AM	4:15 PM	7:35 AM	3:15 PM
8:00 AM	3:50 PM	7:35 AM	4:15 PM	7:40 AM	3:30 PM
8:10 AM	4:00 PM	7:40 AM	4:15 PM	7:40 AM	3:40 PM
8:10 AM	4:00 PM	7:45 AM	4:15 PM	7:42 AM	3:45 PM
8:10 AM	4:00 PM	7:45 AM	4:15 PM	7:45 AM	3:55 PM
8:10 AM	4:00 PM	7:45 AM	4:25 PM	7:50 AM	3:55 PM
8:10 AM	4:05 PM	8:00 AM	4:30 PM	7:55 AM	3:55 PM
8:15 AM	4:10 PM	8:00 AM	4:30 PM	7:55 AM	4:10 PM
8:15 AM	4:10 PM	8:00 AM	4:35 PM	8:00 AM	4:20 PM
8:15 AM	4:10 PM	8:00 AM	4:40 PM	8:05 AM	4:20 PM
8:15 AM	4:19 PM	8:00 AM	4:50 PM	8:05 AM	4:25 PM
8:20 AM	4:25 PM	8:00 AM	5:00 PM	8:10 AM	4:30 PM
8:20 AM	4:30 PM	8:05 AM	5:00 PM	8:10 AM	4:30 PM
8:20 AM	4:30 PM	8:10 AM	5:00 PM	8:15 AM	4:30 PM
8:25 AM	4:30 PM	8:15 AM	5:00 PM	8:15 AM	4:30 PM
8:30 AM	4:30 PM	8:15 AM	5:05 PM	8:15 AM	4:35 PM
8:30 AM	4:30 PM	8:18 AM	5:08 PM	8:20 AM	4:55 PM
8:30 AM	4:45 PM	8:20 AM	5:10 PM	8:30 AM	4:55 PM
8:30 AM	4:50 PM	8:40 AM	5:10 PM	8:30 AM	5:00 PM
8:30 AM	4:50 PM	8:40 AM	5:10 PM	8:45 AM	5:00 PM
8:30 AM	5:00 PM	8:40 AM	5:10 PM	8:50 AM	5:05 PM
8:45 AM	5:00 PM	8:45 AM	5:15 PM	8:50 AM	5:10 PM
8:45 AM	5:00 PM	8:55 AM	5:15 PM	8:50 AM	5:10 PM
8:50 AM	5:00 PM	9:00 AM	5:15 PM	9:10 AM	5:20 PM
9:00 AM	5:00 PM	9:10 AM	5:15 PM	9:22 AM	5:25 PM
9:00 AM	5:25 PM	9:10 AM	5:30 PM	9:27 AM	5:50 PM
9:11 AM	5:25 PM	9:10 AM	5:30 PM	9:30 AM	5:50 PM
9:25 AM	5:30 PM	9:15 AM	5:30 PM	9:30 AM	6:00 PM
9:30 AM	5:30 PM	9:25 AM		9:30 AM	
9:40 AM	5:30 PM	9:30 AM		9:35 AM	
10:00 AM	5:45 PM	9:30 AM		10:45 AM	
10:25 AM		9:30 AM			
		9:35 AM			
		10:55 AM			

Bothell Daycare Student Parking Estimates

AM Peak Period				PM Peak Period			
Time	**8/29/2017**	**8/30/2017**	**8/31/2017**	**Time**	**8/29/2017**	**8/30/2017**	**8/31/2017**
7:00 AM	4	5	5	3:00 PM	0	1	8
7:05 AM	5	5	5	3:05 PM	0	2	9
7:10 AM	2	3	2	3:10 PM	0	1	3
7:15 AM	1	4	2	3:15 PM	1	1	3
7:20 AM	0	6	2	3:20 PM	2	0	2
7:25 AM	6	6	4	3:25 PM	11	0	1
7:30 AM	6	7	7	3:30 PM	10	0	1
7:35 AM	7	6	9	3:35 PM	9	1	2
7:40 AM	1	6	6	3:40 PM	0	2	2
7:45 AM	3	4	4	3:45 PM	2	2	2
7:50 AM	2	3	4	3:50 PM	2	1	4
7:55 AM	4	6	4	3:55 PM	6	2	3
8:00 AM	2	7	5	4:00 PM	5	3	3
8:05 AM	7	8	5	4:05 PM	8	5	1
8:10 AM	9	4	7	4:10 PM	4	10	1
8:15 AM	12	4	6	4:15 PM	3	9	3
8:20 AM	8	3	4	4:20 PM	1	8	3
8:25 AM	10	1	3	4:25 PM	6	3	7
8:30 AM	7	0	2	4:30 PM	6	4	6
8:35 AM	6	3	2	4:35 PM	5	3	5
8:40 AM	2	4	1	4:40 PM	0	1	1
8:45 AM	3	4	4	4:45 PM	2	1	0
8:50 AM	3	2	4	4:50 PM	2	1	2
8:55 AM	3	2	3	4:55 PM	7	5	4
9:00 AM	2	2	0	5:00 PM	5	5	5
9:05 AM	2	4	1	5:05 PM	5	5	3
9:10 AM	0	4	1	5:10 PM	0	5	1
9:15 AM	0	4	1	5:15 PM	0	4	1
9:20 AM	1	2	0	5:20 PM	0	4	1
9:25 AM	2	4	3	5:25 PM	0	0	1
9:30 AM	2	5	4	5:30 PM	0	0	0
9:35 AM	2	4	4	5:35 PM	0	0	0
9:40 AM	1	1	1	5:40 PM	1	0	0
9:45 AM	1	0	0	5:45 PM	1	0	2
9:50 AM	0	0	0	5:50 PM	1	0	2
9:55 AM	1	0	0	5:55 PM	0	0	3

Note - Parking estimated based on sign in/sign out times assuming over lap of 5 minutes before and after of noted time

Attachment D

transpogroup
WHAT TRANSPORTATION CAN BE.

MEMORANDUM

Date:	March 29, 2021	**TG:**	1.18034.00
To:	Laurie Tyler – City of Bellevue		
From:	Mike Swenson PE, PTOE & Kassi Leingang PE – Transpo Group		
cc:	Brian Brodeur – Onni Group		
Subject:	606-620 106th Avenue NE – Fitness Center Parking Analysis		

This memorandum summarizes the parking analysis completed for the fitness center use within the proposed 606 & 620 106th Ave NE mixed-use development. This memorandum defines the parking demand for the fitness center use as it is listed an "unspecified use" in the City of Bellevue Land Use Code.

Project Description

The proposed mixed-use development is located southwest of the 106th Avenue NE/NE 8th Street intersection. The mixed-use development plans to include office, retail, restaurant, day care, hotel, residential units, and an approximately 10,200 net square feet (nsf) fitness center. Access to the on-site parking is proposed via 2 driveways located along 106th Avenue NE and 1 driveway along NE 8th Street.

Parking Demand

The proposed fitness center use is an unspecified use per City of Bellevue Land Use Code for Downtown uses (20.25A.080), and as such, the parking demand was estimated and is used as a basis for the code required parking supply. The peak parking demand rate for the proposed fitness center was estimated based on the Institute of Transportation Engineers' (ITE) *Parking Generation* (4th Edition, 2010) for Fitness Center (LU # 492) 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, mix of complementary on-site uses, and general residential and commercial density within walking distance to the site, it is anticipated that the fitness center will likely not be a primary driving destination. Consistent with the trip generation analysis[1], 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 per 1,000 gfa.

As noted above, the fitness center as part of the proposed development is anticipated to be approximately 10,200 nsf. To estimate the peak demand associated with the fitness center, the rate per 1,000 gfa was converted to per 1,000 nsf consistent with the units of the proposed use (i.e. nsf) as well as consistent with City of Bellevue code calculations for parking. A factor of 82.5 percent[2] was applied to the conversion of gfa to nsf. Based on a rate of 2.37 per 1,000 gsf, the adjusted **parking demand rate per 1,000 sf of nsf equates to 2.87.** For the proposed 10,200 nsf fitness center, this results in a parking demand of up to 29 vehicles.

[1] *606 & 620 106th Ave NE Trip Generation Analysis & Model Run Request – 19-104023 LD* (Transpo Group, September 2020)

[2] Note the assumed 82.5 percent conversion factor of gsf to nsf is consistent with previous approved developments in Bellevue. It 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.

Attachment E

CERTIFICATE OF CONCURRENCY

Onni 606 106th

This certificate documents the Transportation Department Director's decision that the development project at 606 106th Avenue NE (File No. 19-104023 LD and 19-104024 LP) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 1356 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

June 23, 2022

Date

Certificate No. 151

Attachment F

1600 127th Ave NE, Bellevue WA 98005
o 425 452 4762 RepublicBellevue.com

To: Brian Brodeur
c/o Omni Group
200 N. LaSalle Street, Suite 300
Chicago, IL 60601

Let this notice service as approval for solid waste collection access for your proposed building site in the City of Bellevue.

Based upon our review of the site plans[1] you submitted on **March 20, 2021** for the property known as: **606 Bellevue at 606 106th Avenue NE, Bellevue WA** and proposed development at that location, we have determined the following:

Provided that there are no material changes to the site, site development, site conditions, site access or enclosure size, locations or conditions and the recommended height and service access is met, the proposal is adequate for safe and regular solid waste services aligned to the requirements of the City of Bellevue's current solid waste collection contract.[2]

This approval is provided with acknowledgement that if there are future material changes, further review may be required.

- Minimum ceiling clearance is 15 feet directly above compactor and truck in the attached documents is fully encompassing of all potential over height obstructions such as fire sprinkler systems, or piping and ducting.
- Compacting unit is on a reinforced concrete pad that is 36" in height to allow for lower overall ceiling clearance.

This approval is provided as informal assistance and is not intended to be viewed as professional design assistance or as a substitute for architectural, design or construction expertise and is intended only to provide practical input from a solid waste collection provider regarding the collecting and transport access for processing those materials from the site.

Thank you, if you have any questions please contact Republic Services.

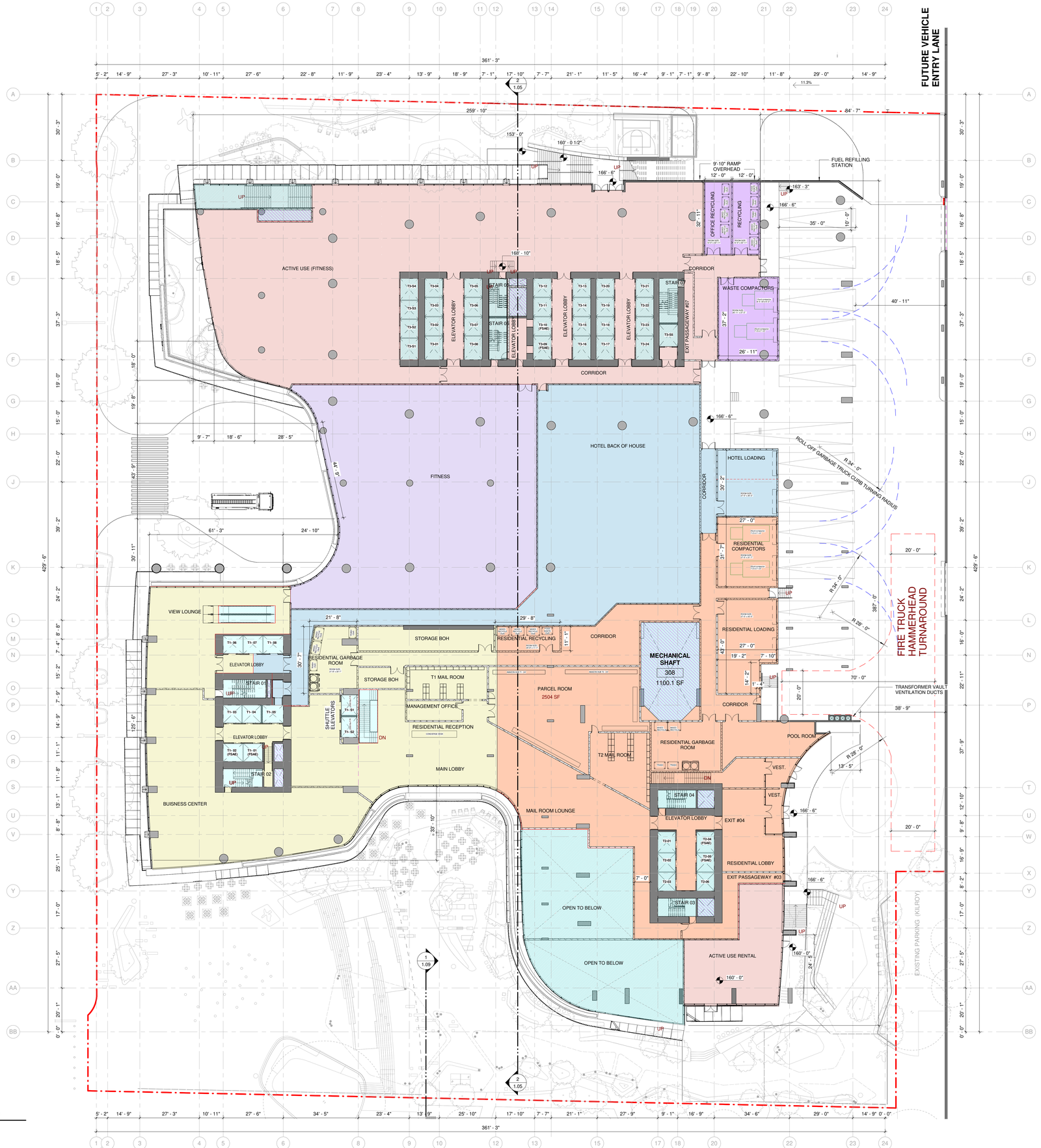
Sincerely,

John Gelzer, Republic Services
Operations Supervisor
JGelzer@republicservices.com

In partnership with the City of Bellevue
Development Services

[1] Attached as submitted for tracking reference

[2] This approval does not guarantee service if material changes in construction or by future owners and occupants occurs outside the scope of these plans as drafted. Please resubmit if substantive changes occur before construction completion and future occupancy occur.



1 / 4.10 OVERALL LEVEL 02
SCALE: 1/16" = 1'-0"

BellevueWA

IBI GROUP
ARCHITECTS (CANADA) INC.
700 - 1285 West Pender Street
Vancouver BC V6E 4B1 Canada
tel 604 683 8797 fax 604 683 0492
ibigroup.com

Enns Gauthier landscape architects

onni group

OVERALL LEVEL 2 PLAN

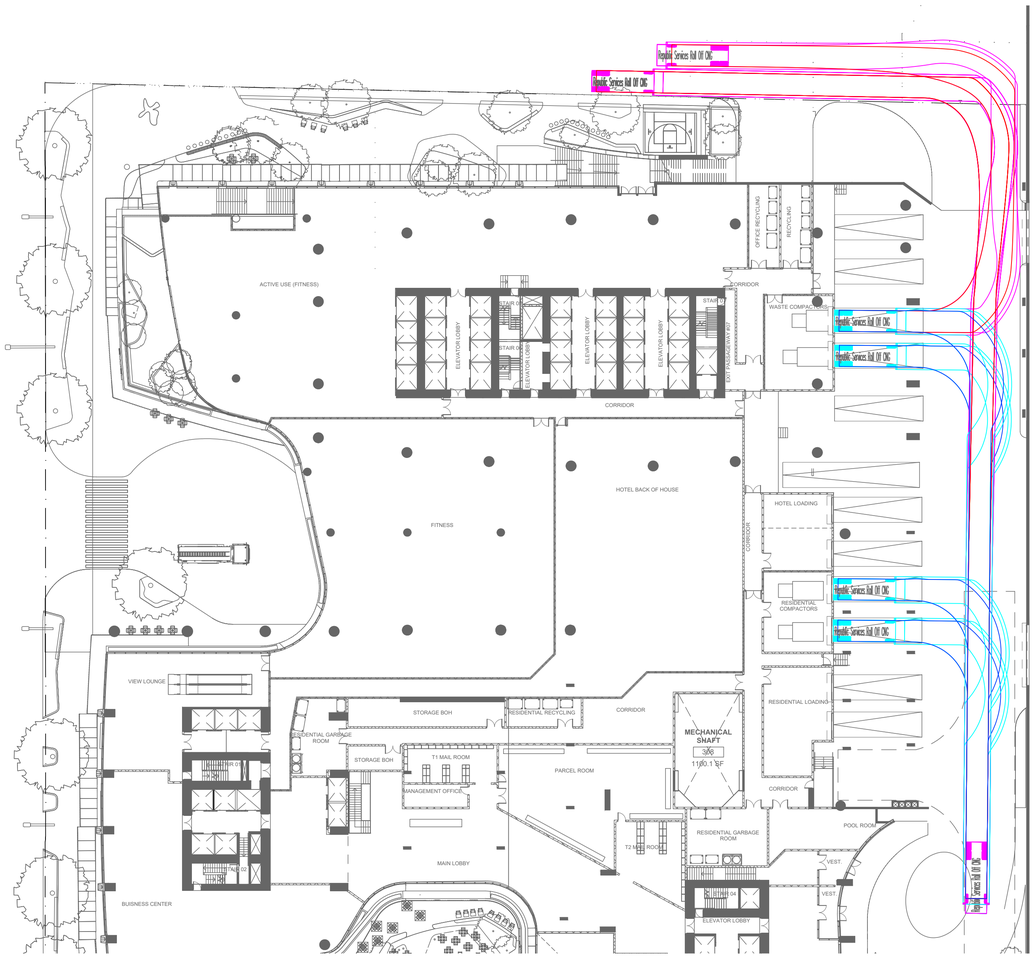
606 & 620_106TH AVE NE
BELLEVUE,WA/USA

2021-01-11 11:25:07 AM

Project No: 115615

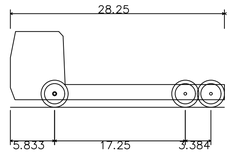
4.10

ARCH E - 36x48



SYMETRA CENTER

KEY CENTER



Republic Services Roll Off CNG

Overall Length	28.250ft
Overall Width	8.417ft
Overall Body Height	10.000ft
Min Body Ground Clearance	1.000ft
Track Width	8.417ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	33.917ft

N

0 15 30 60
Scale In Feet

onni group | kpff | transpogroup WHAT TRANSPORTATION CAN BE.

DRAWN BY | DESIGNED BY
CHECKED BY | APPROVED BY
DATE
JOB No. :

CALL TWO BUSINESS DAYS BEFORE YOU DIG 1-800-424-5555

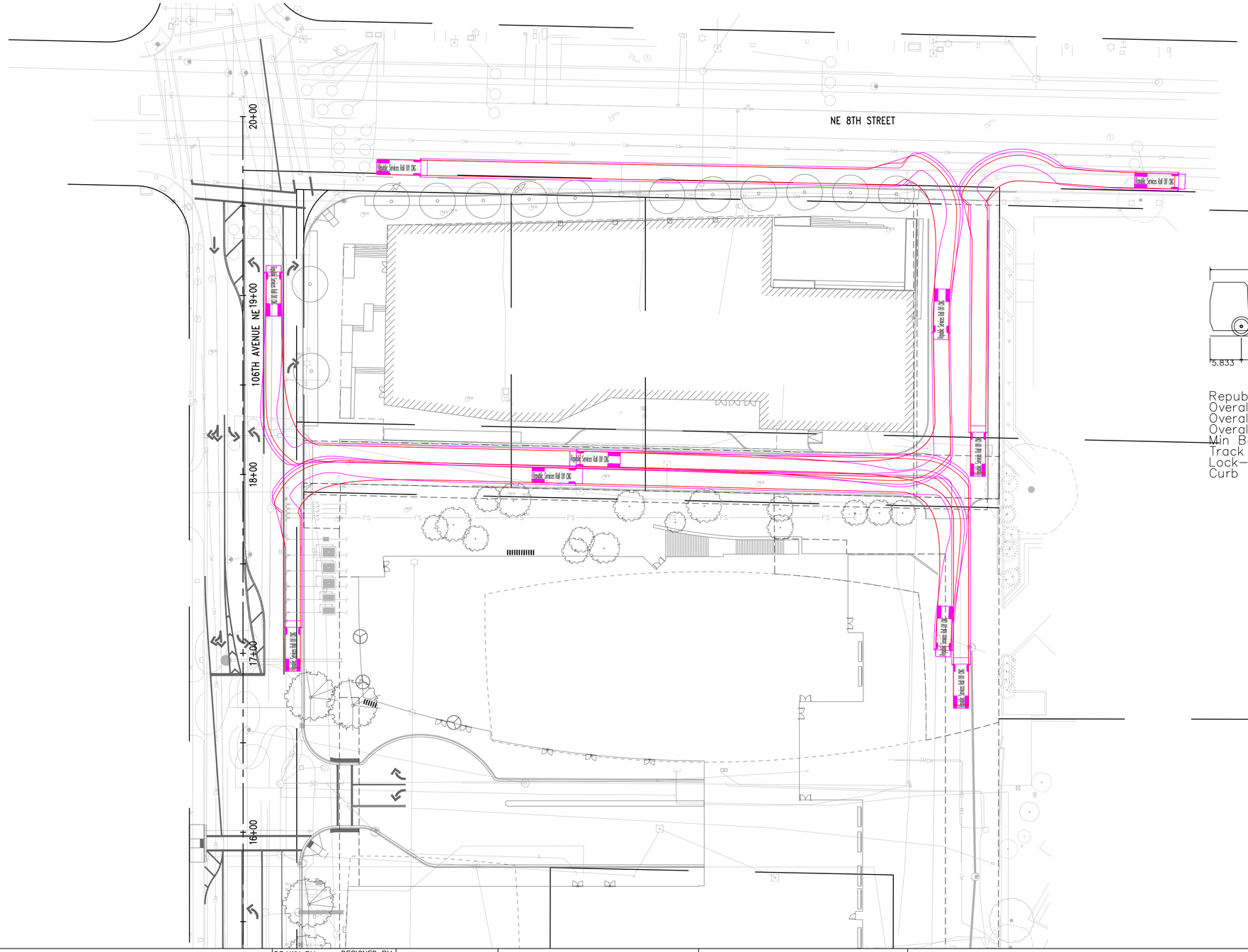
SCALE:

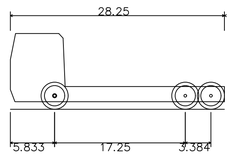
ADDRESS:
606 & 620 106TH AVE NE
BELLEVUE, WA 98004

606 & 620 ONNI BELLEVUE

L2 REFUSE VEHICLE TURNING TEMPLATES

SHEET
AT04





Republic Services Roll Off CNG

Overall Length	28.250ft
Overall Width	8.417ft
Overall Body Height	10.000ft
Min Body Ground Clearance	1.000ft
Track Width	8.417ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	33.917ft

N

0 15 30 60
Scale In Feet

onni group | kpff | transpogroup WHAT TRANSPORTATION CAN BE.

DRAWN BY | DESIGNED BY
CHECKED BY | APPROVED BY
DATE
JOB No. :

CALL TWO BUSINESS DAYS BEFORE YOU DIG 1-800-424-5555

SCALE:

ADDRESS:

606 & 620 106TH AVE NE
BELLEVUE, WA 98004

606 & 620 ONNI BELLEVUE

SHARED DRIVEWAY TURNING TEMPLATES

SHEET

AT19

Nabil Sallam

From: Gelzer, John <JGelzer@republicservices.com>
Sent: Thursday, April 15, 2021 4:08 PM
To: Nabil Sallam; Johnson, Carla; Jack McCullough; Vivian Tong; Brian Brodeur; Tyler, Laurie; Mike Swenson; Kassi Leingang; Joe O'Toole; Logan Walker; Joe O'Toole
Subject: 606 106th ave ne approval letter
Attachments: 115615 - Overall Level 2 Republic Services Turning Final.pdf; 606 Bellevue approval letter .docx

Approval letter is attached.
Thanks,

John Gelzer
Operations Supervisor

1600 127th ave ne
Bellevue, WA. 98005
e jgelzer@republicservices.com
c 253-243-4339
w RepublicServices.com

Attachment G

DEVELOPMENT SERVICES DEPARTMENT
450 110TH AVENUE NE
BELLEVUE, WA 98009-9012

SEPA Environmental Checklist

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

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

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

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

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

Refer to staff report for up to date/current proposal information.

LT
6/23/22

A. Background [help]

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

   606 & 620 – 106th Ave NE **Waiting for final address to be assigned.**

2. Name of applicant: [help]

   Onni Group

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

   ~~Brendan Reeves, Development Manager~~
   ~~200 – 1010 Seymour Street, Vancouver, BC V6B 3M6~~
   ~~C:(604) 362-5927~~
   ~~breeves@onni.com~~

   Brian Brodeur
   VP of Development Illinois and Washington
   ONNI GROUP
   200 N. LaSalle Street, Suite 300
   Chicago, IL 60601
   D: +1(312) 477-2305
   C: +1(312) 256-3013
   bbrodeur@onni.com
   ONNI.COM

4. Date checklist prepared: [help]
   January 29, 2019

5. Agency requesting checklist: [help]

   City of Bellevue Development Services Department

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

   Demolition for and construction of the proposed project is planned to commence in February 2020, with Office Occupancy planned to occur by March 2023, and Residential & Hotel Occupancy planned to occur by April 2024.

Refer to ETS with Building Reviewer for up to date information on construction schedule.

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

   No plans for future additions or expansions are known or anticipated.

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

   - 606 & 620 106th Ave NE Trip Generation Analysis & Model Run Request, TranspoGroup, January 2019
   - Geotechnical Investigation Report, Geopacific, November 2017
   - Phase I Environmental Site Assessment Report, Environmental Partners Inc., November 2017
   - GHG Emissions Worksheets, EA, January 2019
   - DRAFT Grand Connection-Compass Plaza Red Oak Tree Level 2 Basic Tree Risk and Impact Assessment, Urban Forestry Services Inc., November 2018

Refer to project file for up to date/current documents modified throughout review process.

LT 6/23/22

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

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

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

See Appendix A (A.10) for a complete list of anticipated permits.

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

The 606 & 620 - 106th Ave NE project is a new office and residential development located in downtown Bellevue. This 174,914 sf property in the City Center at the heart of Downtown Bellevue covers much of the superblock bounded by 106th Avenue NE, NE 8th Street, 108th Avenue NE, and NE 6th Street. The site is located in the Eastside Center District in Downtown Bellevue.

The proposed project includes the development of three 600'-tall towers atop a 40'-tall podium. To the north and east, the podium is interconnected with existing / proposed podiums of similar height. Two of the towers (T1 & T2) are residential - T1 having a hotel component; the other (T3) is commercial office. Below grade are six levels of below-grade parking. Along the east, a partially-covered yet open-air lane at original grade serves the loading/waste management needs of the proposed development, as well as those of the existing Symetra and Key Centers. This vehicular service lane is accessed from either 106th Ave NE or by extension from NE 8th Street. A third vehicle entry off 106th Ave NE serves the Hotel and Office Lobbies.

A total of 1289 residences, 317 hotel suites, and 896,000 sf of commercial office space is proposed. Private amenity areas, featuring two swimming pools, a daycare, and guest suites, are planned. A Food Court associated with the office tower will serve the general public via a new east/west midblock connector along the north of the project site.

The site is adjacent to the Bellevue Grand Connection. Compass Plaza, which is located on the south side of the Bellevue Grand Connection, will be enlarged and improved northeastward as part of this proposal. See Figures 1-5 in Appendix A.

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

The proposed project would be located on the east side of 106th Ave NE in downtown Bellevue. The project site address is 606 & 620 – 106th Avenue NE, Bellevue, WA 98004. Please refer to the plans on file with the City of Bellevue for a legal description of the project site. Please see Figures 1-3 in Appendix A for vincity maps and a site plan for the project.

B. Environmental Elements [help]

1. Earth [help]

a. General description of the site: [help] (select one): ☒Flat, ☐rolling, ☐hilly, ☐steep slopes, ☐mountainous, other: *Click here to enter text.*

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

The steepest slope on the site is approximately 6%, and is located on the southeast corner of the project site. Site topography is relatively flat and generally slopes down from the northeast to the southwest by approximately 4.5%.

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

Refer to Geotechnical Report in project file.

A Geotechnical Investigation Report (Geopacific, 2017) completed for this project (Appendix B to this Checklist) identified on-site soil conditions by conducting soil borings (test holes) at various locations onsite.

The general geology of the region is described as Vashon ice-contact deposits of the Fraser glaciation as well as very dense to hard pre-Fraser glaciation advance outwash of cobbley to gravely sand.

The soils encountered at the site consist of glacial deposits of dense to very dense sand to silty sand with varying amounts of gravel over outwash deposits of very dense sand to sandy cobble and gravel. Glacial deposits were found to be thicker

LT
6/23/22

to the west and shallower to the east, with depths ranging between 20 and 45 feet. Pre-glacial outwash consisting of clean sand to sandy cobble and gravel deposits was found to range between 20 and 65 feet in thickness. Pre-glacial outwash deposits are underlain by pre-glacial alluvial deposits consisting of dense silty sand to very stiff to hard sandy silt with interbedded silt layers. These deposits extended beyond the investigation depths at all test holes.

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

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

There are no known mapped faults beneath the site; therefore, the potential for surface rupture at the site is considered low. Soil and groundwater conditions indicate the potential for liquefaction and liquefaction-induced hazards is considered to be low.

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

Approximately 356,853 cubic yards of excavation would be required for the project overall. Minimal fill would be necessary, and would be expected to be sourced locally, if needed.

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

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

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

Approximately 98 percent of the site (approximately 171,311 sf) is covered with impervous surfaces under existing conditions and roughly 95 percent of the site (approximately 166,662 sf) would be covered with impervious surfaces after project construction.

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

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

2. Air [help]

Construction dust mitigation measures per Clear & Grade Code BCC 23.76

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

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

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

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

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

The worksheet estimates are based on building use and size. In total, the estimated lifespan emissions estimate for the project is approximately 2,992,382 MTCO2e.

The worksheet used to estimate the project emissions is contained in Appendix C of this Checklist. This emissions estimate does not take into account any sustainability measures that would be incorporated into the project.

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

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

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

No significant adverse emissions or air quality-related impacts are anticipated. The following measures could be implemented to further control emissions and/or dust during construction:
-Use of well-maintained equipment would reduce emissions from construction equipment and construction-related trucks, as would avoiding prolonged periods of vehicle idling.
-Use of electrically operated small tools in place of gas powered small tools, wherever feasible.
-Trucking building materials to and from the project site would be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.
-Demolition dust would be handled in accordance with PSCAA regulations and sprinklering during demolition.

3. Water [help]

a. Surface Water:

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

The nearest surface water body is Lake Washington, located approximately 0.8 mile to the west of the project site.

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

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

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

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

LT 6/23/22

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

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

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

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

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

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

b. Ground Water: **Refer to Utilities staff report section for up to date information.**

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

A Geotechnical Investigative Report (Geopacific, 2017) completed for this project (Appendix B to this Checklist) identified groundwater conditions on site. Groundwater was measured at depths ranging from 65 to 87 feet bgs in monitoring wells at the project site. Perched water was encountered within layers of the glacial till and pre-glacial outwash material typically at 30 ft to 40 ft below grade. In addition, discrete zones of discontinuous seepage are expected to be present throughout the glaciated soils. These zones produce moderate to heavy seepage until drained and light seepage thereafter.

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

Temporary dewatering by means of local sumps and pumps within the excavation is anticipated to be sufficient to remove perched groundwater seepage during excavation and construction of the building foundations and underground parking garages. Dewatering of groundwater would be discharged to the stormwater or sanitary sewer systems in accordance with local and state regulations.

LT 6/23/22

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

Waste material will not be discharged into the ground from septic tanks or other sources. The proposed buildings would connect to the City's sewer system and would discharge directly to that sewer system.

c. Water runoff (including stormwater):

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

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

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

Currently, stormwater runoff infrastructure consists of roof collection systems, catch basins, manholes, and storm drainage pipe. Stormwater runoff from the site flows away from buildings to a series of catch basins or is routed through roof drain piping to catch basins and is generally conveyed west to a plurality of storm drain laterals in 106th Ave NE. The existing public storm drain laterals within the project frontage are generally 12-inches in diameter, with one 24-inch lateral, and each routes to the existing 54-inch Meydenbauer storm drain trunk main system within 106th Ave NE.

Stormwater runoff conveyed to 106th Ave NE continues through the non-capacity constrained Meydenbauer storm drain trunk main along NE 2nd Street, Bellevue Way NE, and then Main Street until discharging directly to Meydenbauer Bay.

The proposed project will maintain existing drainage patterns and discharge locations. All building runoff will be conveyed through interior plumbing systems to the ground level collection and conveyance system. All site runoff will be collected in a series of area drains and catch basins that will convey runoff through onsite storm drain pipe to the right of way where they discharge into the public storm system within 106th Ave NE.

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

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

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

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

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

No significant adverse surface-, ground-, or runoff water, or drainage pattern impacts are anticipated. Stormwater from new impervious surfaces would be managed per the 2017 City of Bellevue Storm and Surface Water Engineering Standards.

4. Plants [help]

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

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

Red Oak Tree will no longer be retained, but will be replaced as part of this proposal.

Several existing on-site trees and vegetation would be removed as a result of the proposed project.

A draft Level 2 Basic Tree Risk and Impact Assessment report (Urban Forestry, 2018) has been prepared for this project to address potentially retaining a Red Oak Tree that is located on the property boundary between the Grand Connection and Compass Plaza (see Appendix D).

LT 6/23/22

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

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

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

A total of approximately +/-160 trees would be planted within the Bellevue Grand Connection area, along the NE 106th Avenue NE frontage, and in the plaza areas on the project site. Native and/or drought tolerant plantings will also be used in landscaped areas of the project site.

Non-infiltrating bioretention planters will also be used to manage stormwater runoff on this site.

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

No noxious weeds or invasive plant species were identified on site, and would be removed during construction and excavation activities associated with the proposed project if encountered.

5. Animals [help]

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

Examples include:

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

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

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

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

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

LT
6/23/22

fall, following food sources heading to breeding grounds, or travelling to overwintering sites.

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

The proposed project would provide on-site landscaping, which could provide limited habitat for urban wildlife.

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

No invasive animal species were identified on site. Invasive species known to be located in King County include European starling, house sparrow and eastern gray squirrel.

6. Energy and Natural Resources [help]

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

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

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

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

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

The proposed project is targeting a LEED Gold rating, and all building systems would conform to the current Bellevue Energy Code. **Subject to change.**

7. Environmental Health [help]

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

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

LT 6/23/22

Applicant required to work with Department of Ecology if any substances are found on the site during excavation/construction activities. Remediation activity/permits would then be required.

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

A Phase I Environmental Site Assessment Report completed for this project (Environmental Partners Inc., 2017 – see Appendix E for a Summary), which is on file with the City of Bellevue, identified the following recognized environmental conditions in connection with the project site:

- The possible presence of abandoned heating oil UST(s) on the subject property. Archived tax assessor information indicates the Belle Lanes bowling alley had an oil-burning furnace. There are no records of UST decommissioning or removal and it is possible that the UST was abandoned in place when the building was converted from oil heat. An abandoned UST could be encountered during redevelopment of the subject property.

- The known release of the dry-cleaning solvent PCE from the Former Thinker Toys Site. This facility is located at the northeast corner of the intersection of NE 8th Street and 106 th Avenue NE. The release at this facility has migrated down-gradient and impacted soil and groundwater beneath both the north-adjacent property and a portion of the subject property.

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

There are no existing or on-site hazards that would affect project development.

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

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

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

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

LT 6/23/22

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

In the event that a heating oil storage tank or contaminated soils are discovered during future redevelopment activities at the project site, the tanks and the contaminated soils should be removed and disposed of in accordance with local and state regulations.

b. Noise [help]

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

Traffic noise associated with adjacent streets can be relatively high at certain times of day. Traffic noise is not expected to adversely affect the proposed project.

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

Construction-related noise would occur as a result of on-site construction activities associated with the project. Construction noise would be short-term and would be the most noticeable noise generated. The proposed project would comply with provisions of Bellevue's Noise Controls (BCC, Chapter 9.18).

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

As noted, the project would comply with provisions of the City's Noise Controls; specifically construction hours would be limited to weekdays (non-holiday) from 7 AM to 6 PM and Saturdays from 9 AM to 6 PM (non-holiday). Sounds emanating from construction sites are prohitibed on Sundays and legal holidays.

8. Land and Shoreline Use [help]

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

The project site is located in the City Center at the heart of Downtown Bellevue and covers much of the superblock bounded by 106th Avenue NE, NE 8th Street, 108th Avenue NE, and NE 6th Street. The site has street level frontage to the south and west while bounded by other private properties within the superblock to the north and east. The project site currently

includes two existing commercial buildings with associated surface parking spaces.

Directly to the south of the site is the Bellevue Grand Connection. The project site is bounded by a one-story retail complex with surface parking to the north, 106th Avenue NE to the west, Symmetra to the east, and the Bellevue Connection to the south. Surrounding adjacent land uses also include several mid- to high-rise office and residential buildings and the Bellevue Transit Center, which is located further to the east across 108th Avenue NE.

The proposed project would result in an increase in on-site population associated with the proposed office, residential, and retail/active uses, which would result in increased activity levels on-site and within the immediate surrounding neighborhood.

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

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

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

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

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

The project site currently includes two one-to-two story commercial buildings and associated surface parking lots/spaces, all of which are planned to be removed as part of the project. See Figure 2 in Appendix A for more information.

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

All existing structures on the site would be demolished.

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

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

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

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

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

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

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

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

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

Subject to change.

Approximately 3,010 to 4,013 people could work in the office/hotel/retail spaces, although the occupancy allowed by the building code is higher. Employee estimates are based on the 2014 King County Buildable Lands Report, and assume approximately 300 to 400 sq. ft. per employee in the Bellevue Urban Center.

Approximately 3,132 people could reside in the residential portion of the project. Residential population estimates are based on the City of Bellevue's demographic data.

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

The completed project would not displace any people. There are no residences on the project site. The existing businesses/church that lease space in the existing buildings would relocate prior to the start of construction.

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

No impacts would occur and no measures are proposed.

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

The project site is located within the Downtown Subarea, one of 14 distinctive subareas within the City of Bellevue. The Downtown Subarea is intended to be a dense, mixed-use urban center and to serve as the continued location of cultural,

LT 6/23/22

commercial, entertainment, residential and regional uses. More specifically, the site is located within the Downtown Subarea's Eastside Center District; one of nine districts within Downtown. Each district is intended to be a distinct, mixed-use neighborhood with a unique identity.

The proposed project would promote increased mixed-use density (office, hotel, residential, and retail) on a site that is underutilized from a density perspective. As noted, the site is currently occupied by two one-to-two-story buildings and over half the site area is in surface parking. The project would provide residential and employment-generating uses onsite in a compact, mixed use pattern. This is consistent with regional goals to focus growth within urban centers. The proposed development would be consistent with the type and scale of existing and planned uses surrounding the site within the Downtown Subarea, and is consistent with the City's Land Use Code.

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

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

9. Housing [help]

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

1,059 units

Approximately ~~1,289~~ market rate housing units would be provided as part of the proposed project.

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

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

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

No housing impacts would occur and no measures are proposed.

10. Aesthetics [help]

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

LT 6/23/22

Project subject to Design Review and Design Standards in LUC 20.25A. Refer to staff report for details of current design and responses to downtown design review guidelines.

The approximate height of the three towers on the site would be 600 feet above the average finish grade.

Principal building materials for the towers and podium are anticipated to be mainly glass, vision or spandrel, with metal mullions and accents as well as some painted concrete bands along the podium. Please see the ADR plans on file with the City of Bellevue for more detailed information.

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

View protection not applicable in Downtown.

See Appendix A (B.10.b) for a detailed response to this question.

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

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

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

11. Light and Glare [help]

Project subject to Light and Glare requirements of LUC 20.20.522

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

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

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

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

LT 6/23/22

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

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

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

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

12. Recreation [help]

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

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

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

- Downtown Park, located approximately 2-3 blocks to the southwest;
- Bellevue Library Open Space, located approximately 1-2 blocks to the north; and
- Wildwood Park, located approximately 3-4 blocks to the southwest.

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

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

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

No significant adverse recreational impacts would occur. This project would redevelop and enlarge the Compass Plaza area along the Bellevue Grand Connection, which will include pathway improvements for pedestrians, landscaping and hardscape improvements, site furnishings, and other amenities. Retail-spill out zones will also be provided adjacent to the Bellevue Grand Connection. Open space plazas would also be located on site to provide additional connections in and

LT
6/23/22

through the site and area for pedestrians. The project would be landscaped with the intention to enrich and enliven the pedestrian experience for residents and office tenants, as well as the general public.

13. Historic and cultural preservation [help]

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

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

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

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

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

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

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

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

14. Transportation [help]

Refer to Transportation section of staff report for up to date information.

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

A Trip Generation Analysis (TranspoGroup, 2019) was completed for this project and is included as Appendix F to this checklist.

LT 6/23/22

The project site is located in downtown Bellevue on the west side of 106th Ave NE north of the Grand Connection (NE 6th Street) in downtown Bellevue.

Primary vehicular access to/from the site would be provided via two accesses along 106th Avenue NE and one access along NE 8th Street which are described below:
- Southern Access via 106th Avenue NE: Signalized access allowing for full access with the exception of restricting the southbound left-turn (inbound) movement.
- Northern Access via 106th Avenue NE: Side-street stop-controlled right-in/right-out restricted access.
- Access via NE 8th Street: Side-street stop-controlled right-in/right-out restricted access.

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

Yes, the site is currently served by public transit. The nearest transit stops are located along 106th Ave Ne and NE 8th Streets, as well as at the Bellevue Transit Center, which is located directly east of the project site across 108th Avenue NE. The transit stops provide access to many Sound Transit and King County Metro routes.

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

The completed project would contain approximately 2,318 parking spaces in the office/residential/retail complex. The project would eliminate approximately 225 existing surface parking spaces.

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

Modifications to the adjacent streets would include redevelopment of the east half of 106th Ave NE, which will include frontage improvements in accordance with City requirements.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]
No, the project will not occur in the immediate vicinity of water, rail or air transportation.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume

LT
6/23/22

would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

Full buildout of the project is estimated to generate 1,741 net new Peak Hour trips. Peak volumes are expected to occur between 7-9 AM and 4-6 PM. See Appendix F for further details.

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

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

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

The payment of transportation impact fees will be required at building permit issuance, which will help fund the City of Bellevue planned transportation improvements throughout the City. Office buildings 50,000 sq. ft. or greater are also required to implement a Transportation Management Program consistent with City code requirements to encourage use of non-SOV modes of transportation.

The proposed project also includes modifications to the adjacent streets that would include redevelopment of the west half of 106th Ave NE, which will include frontage improvements in accordance with City requirements.

15. Public Services [help]

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

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

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

While the increase in residents, employees, and visitors associated with the proposed project may result in incrementally greater demand for emergency services, it is anticipated that adequate service capacity is available within

LT 6/23/22

Downtown Bellevue to preclude the need for additional public facilities/services.

16. Utilities [help] **Refer to Utilities section of staff report for up to date information.**

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

All utilities are currently available at the site.

The existing utilities within 106th Ave NE will be protected during construction and will provide connections to the proposed buildings.

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

- *Water – New, multiple domestic water connections, irrigation, and fire service connections (Bellevue Utilities);*
- *Stormwater – New, multiple storm drain connections (Bellevue Utilities);*
- *Sewer – New, multiple side sewer connections to combined sewer System (Bellevue Utilities);*
- *Natural Gas – New gas service (Puget Sound Energy); and*
- *Electrical – New electrical feed (Puget Sound Energy).*

C. Signature [help]

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

Signature:_____

Name of signee: *Brendan Reeves*
Position and Agency/Organization: *Development Manager, Onni Group*
Date Submitted: *January 29, 2019*

LT
6/23/22