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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	305 Office Tower
LOCATION:	305 108th Avenue NE
FILE NUMBERS:	21-131993-LD
PROPONENT:	Freiheit Architecture, Dustin Thorlakson, (425) 827-2100
DESCRIPTION OF PROPOSAL: Approval of a Design Review application to construct a 12-story office building consisting of 205,855 square feet of office, 1,307 square feet of ground floor retail and 342 below-grade parking spaces.	

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: 9/22/2022

APPEAL DATE: 10/6/2022

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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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:** September 22, 2022
Elizabeth Stead, Environmental Coordinator
Development Services Department

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	305 Office Tower
Proposal Address:	305 108th Avenue NE
Proposal Description:	Design Review approval for a 12-story office building consisting of 205,855 square feet of office, 1,307 square feet of ground floor retail and 342 below-grade parking spaces.
File Numbers:	**21-131993-LD**
Applicant:	Freiheit Architecture – Dustin Thorlakson
Decisions Included:	Process II, Combined Design Review decision and SEPA Determination
Planner:	Laurie Tyler, Land Use 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, Co-Director Development Services Department *Elizabeth Stead*

Date of Application:	November 21, 2021
Notice of Application:	January 6, 2022
Public Meeting (1st):	January 13, 2022
Decision:	September 22, 2022
Appeal Deadline:	October 6, 2022

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.

ATTACHMENTS:

A. Comprehensive Plan Policy and Downtown Design Guidelines
B. Administrative Departures (5)
C. Republic Services Approval Letter
D. Concurrency Certificate
E. SEPA Checklist (Attachments in File)
F. Plans (Located in Project File)

I. REQUESTS/PROPOSAL DESCRIPTIONS

The applicant requests Design Review approval and a Threshold Determination under the State Environmental Policy Act (SEPA) for a 12-story office tower, with ground level active uses and 342 stalls in a 4-level below grade (underground) garage. The first floor includes approximately 1,307 square feet of active use space, as well as a main building lobby.

The applicant has requested five (5) Administrative Departures as part of this application:

- Build to Line
- 'B' Rights of Way
- Reduction in Parking
- Compact Parking Stalls
- Separation of Street Trees

Departure requests are discussed in detail in Section V of this report.

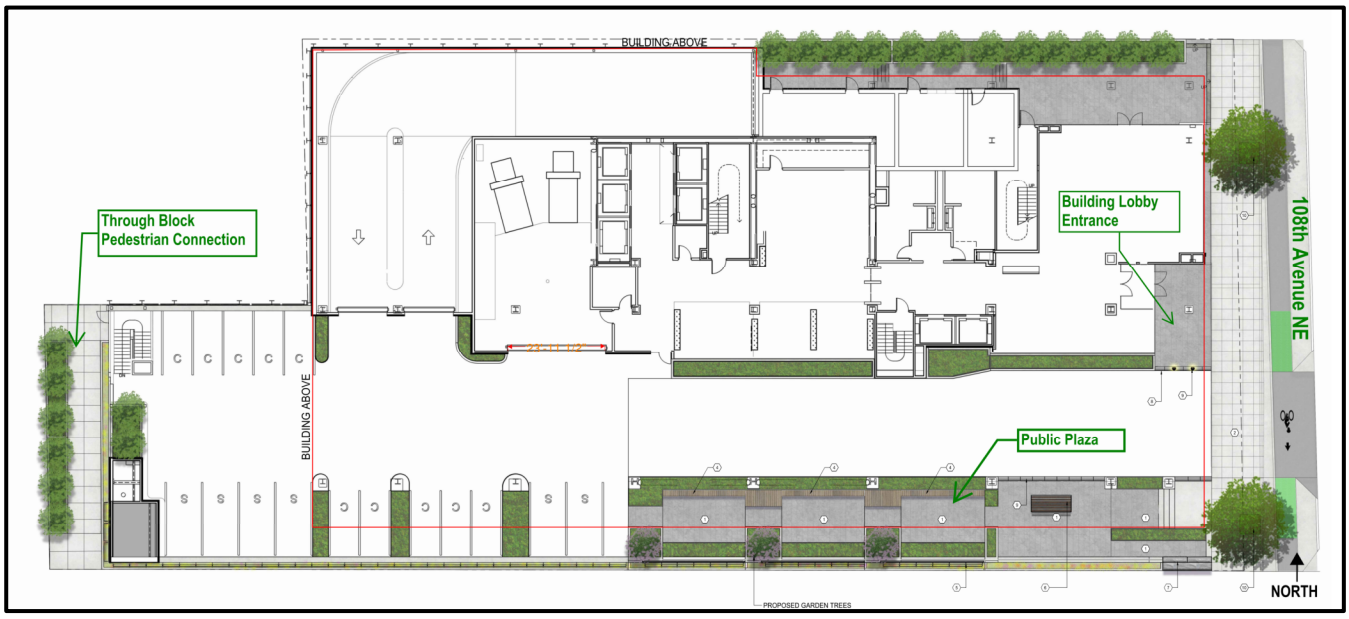
View from Southeast (108th Avenue NE)

A. Site Design

The site area totals 34,335 square feet, or (.78 acres). The proposed gross building floor area is 205,855 square feet. Primary access is provided from a right-in, right-out driveway on 108th Ave NE. This access will be used for vehicular access, as well as loading and delivery, access to the underground parking garage, an at-grade loading area, and a passenger load/unload drop-off loop. The proposed building's loading area, trash room, and garage entry/exit area are internal to the site and will be accessed from this single access drive. Visibility into the loading area will be limited with rolling screen doors that will remain closed when not in use.

The building lobby entrance is located along the 108th Avenue NE street frontage at the center of the building. Approximately 34% of the building frontage at street level has weather protection for pedestrians provided by an overhead canopy. An Administrative Departure has been requested to provide a reduced amount of weather protection. Refer to Section V. below for departure discussion. The building façade adjacent to the public sidewalk is transparent, allowing for visual connections between the exterior and spaces within. Street-frontage improvements along 108th Avenue NE will be comprised of a 7-foot-wide sidewalk, 5-foot-wide tree pits that will include two new street trees and a 6-inch curb at the street edge. The south end of the building includes 2,950 square foot open plaza including planting area, seating, and art. The development will link two dead-end through block connections created by the Civica towers to the south and Tower 333 to the north, with an eight-foot accessible path with adjacent landscape planting areas.

Site Plan



B. Building Design

The proposed site is in the Downtown Office 2 South (DNTN-O-2-S)) zone within the City Center South Neighborhood. The maximum building height allowed for a nonresidential building in DNTN-0-2-S is 345 feet (365 feet with mechanical equipment). The proposed

building height is 173 ft. 1 in. at the roof line with an additional 13 feet of mechanical equipment, for a combined total of 186 ft. 1in.

The building is designed with a unitized curtain wall system that will create a very taut and modern expression which will relate well to the surrounding tower environment. The project will use a much lighter material palette, in contrast to the adjacent 333 tower which is very dark. The main glass will be a low iron glazing that is color neutral. With a low-e coating, the glass will take on the colors and hues of its surroundings, allowing the tower to blend in with the surrounding built environment. The glass is complemented with ceramic frit spandrel panels and lighter colored curtain wall to create a more monolithic appearance in the daytime. The lightness and verticality of the tower is further accented using a white ceramic frit glass that is selectively applied to window panels that are in front of structural columns and at strategic

Figure 3 – East Elevation (108th Avenue NE)

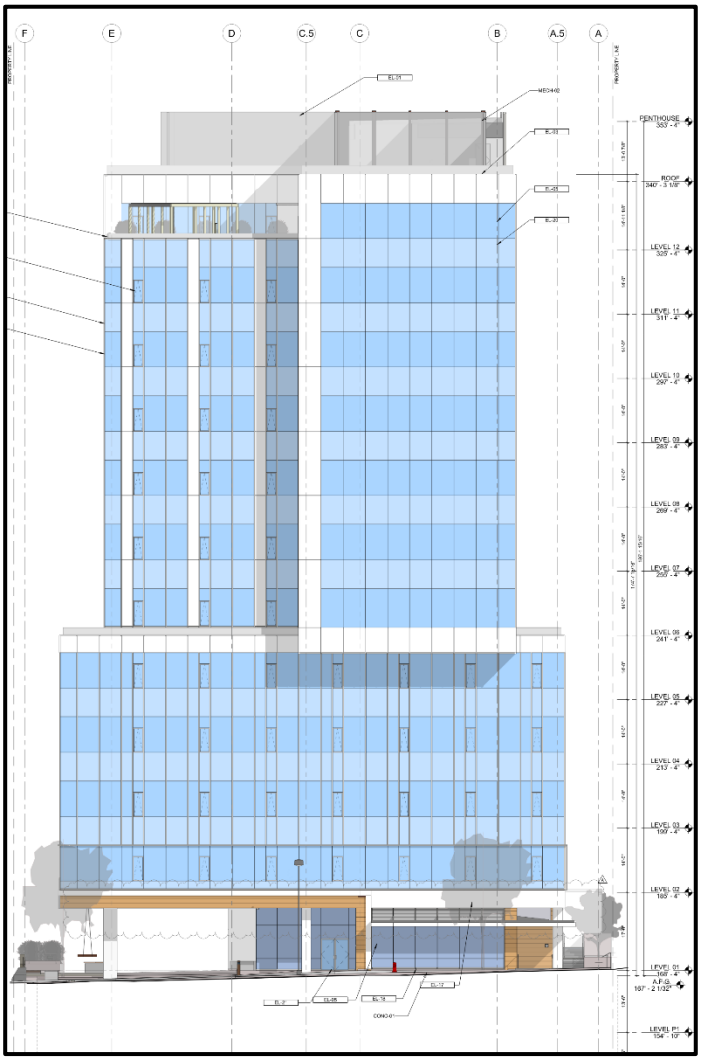


Figure 4 – West Elevation

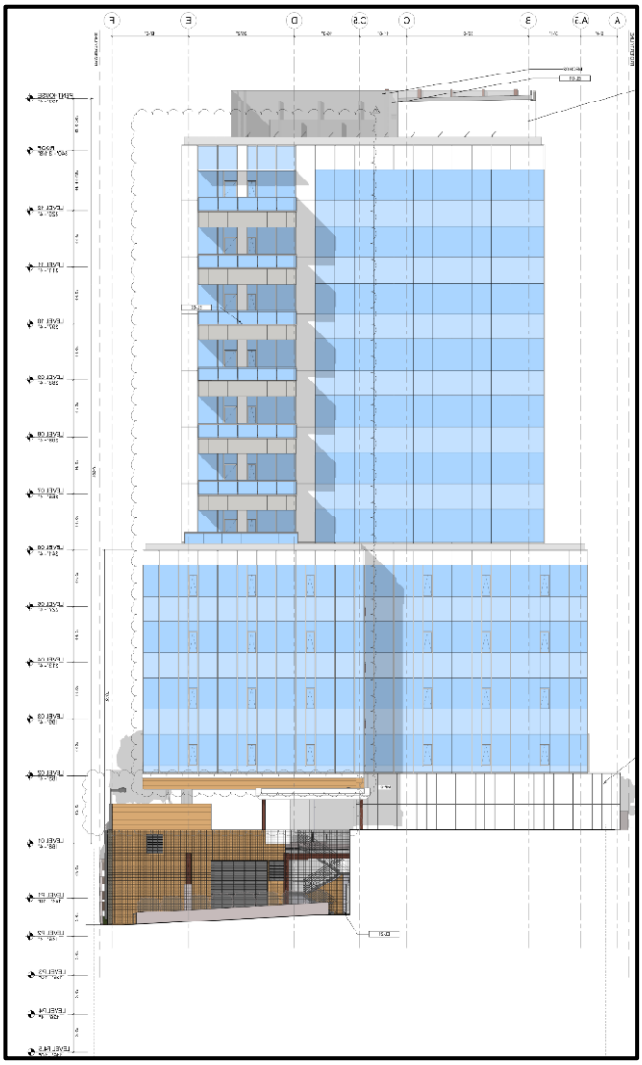


Figure 5 – North Elevation

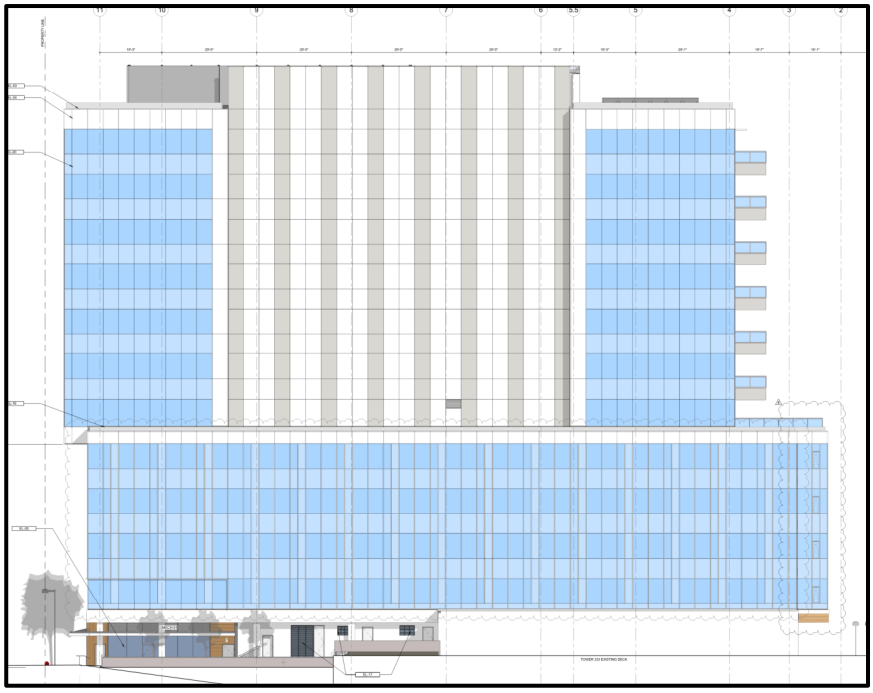
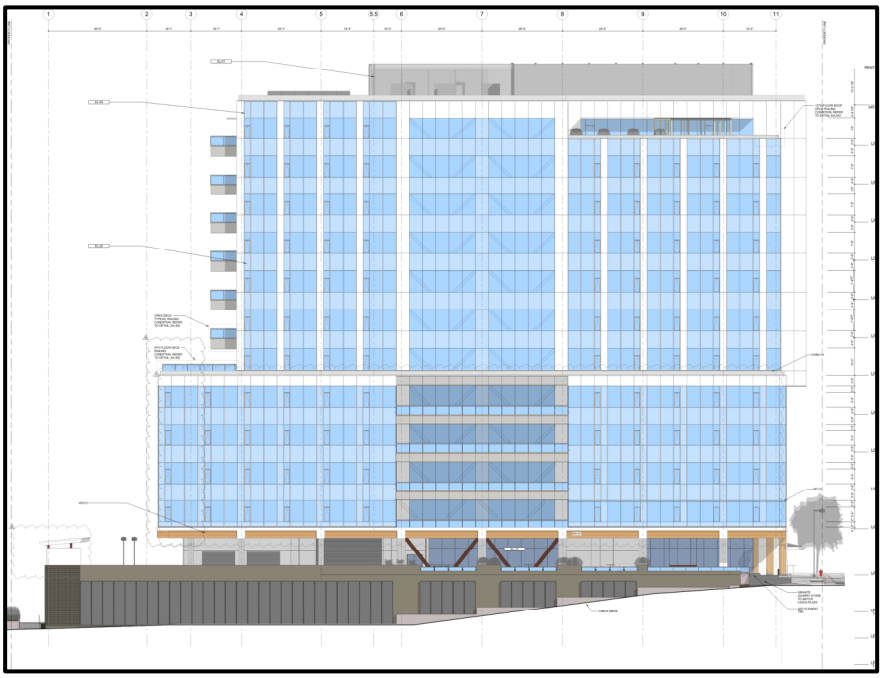


Figure 6 – South Elevation



corners to further reinforce massing transitions. At the pedestrian realm, structurally glazed curtain wall is introduced to reinforce a base that subtly changes expressions as it rises above the second floor. A rhythm of operable windows creates another subtle texture in the façade.

Proposed exterior lighting will be minimal and primarily at the ground level. To mitigate potential impacts to adjacent properties, all exterior building lighting shall include cut-off shields to prevent spill-over to adjacent sites, and any exterior building lighting on the tower shall be adjustable/dimmable. **Refer to Condition of Approval regarding Exterior Lighting in Section XI of this report.**

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 Condition of Approval regarding Project Sign Design Package in Section XI.D of this report.**

C. Process

Design Review is required by Land Use Code (LUC) 20.25A.030.A.1. In addition to Design Review, the project requires a threshold determination under the State Environmental Policy Act (SEPA) due to the project size. The 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 Design Review decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner. **Refer to Condition of Approval regarding Design Review Modifications in Section XI.A of this report.**

II. SITE DESCRIPTION, ZONING, & LAND USE CONTEXT

A. Site Description (Existing)

The 34,335 square foot - (0.78 acre) project site is located along the west side of 108th Avenue NE, approximately midway between NE 4th Street to the north and NE 2nd Street to the south. The site slopes slightly upward from the west to 108th Avenue NE at the eastern property line. The site is currently occupied by a two-story office building with underbuilding and at-grade parking facing 108th Avenue NE.

Existing Site Aerial Image

B. Site Zoning

The site is within the Downtown Office 2 South (DNTN-O-2-S) land use district and within the City Center South Downtown Neighborhood. The proposed residential use is permitted outright in Chart 20.25A.015.D – Uses in Downtown Land Use Districts.

Site Zoning Map

C. Land Use Context

The project site is located within the City Center South Downtown neighborhood. Existing development in the Northwest Village is characterized by office and multi-family residential in addition to some underutilized parcels on the neighborhood fringe. This existing context is gradually being replaced with new, higher density developments. The project site is located across the street from the East Main Downtown Neighborhood which is characterized by office and multi-family residential uses. To the north, the site abuts the Tower 333 building, to the

south the Civica Office Towers, and to the west the Key Bank tower.

Surrounding Context:
North**:** Downtown Office 2 South (DNTN-O-2-S): Existing office development
East: Downtown Office 2 South (DNTN-O-2-S): Existing office development
West: Downtown Office 2 South (DNTN-O-2-S): Existing office development
South: Downtown Residential (DNTN-MU): Existing office and commercial development

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The office and commercial/retail uses proposed for this project are permitted within the DNTN-O-2-S land use district.

2. Dimensional Requirements

The dimensional and area requirements that apply in DNTN-O-2-S 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: DIMENSIONAL REQUIREMENTS

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit	No minimum	34,335 square foot - (0.78 acre) *	Meets LUC requirement * **DT-Small Sites are defined as sites existing prior to October 24, 2017 that are less than or equal to 40,000 SF. This site meets this definition. All Dimensional Requirements will be based upon DT-Small Site status.**
Building Height *Maximum FAR achievable only through participation in Amenity Incentive System	345 ft. / 365 ft. w/Mechanical Equipment	173'-1" / 186'-1" w/Mechanical Equipment	Meets LUC requirement LUC 20.25A.060.A.4
Base Building Height/Trigger Height	288'	N/A	Building does not exceed Base/Trigger height.

Maximum Lot Coverage by Structure	100%	100%	Meets LUC requirement. LUC 20.25A.060.A.4
Floor Area Ratio (FAR) *Max. FAR achievable only by participation in Amenity Incentive System.	Base: 5.4 185,409 sq. ft. Max: 6.0* 206,010 sq. ft.	**5.99** **205,855 sq. ft./34,335 site area**	Meets LUC requirement. LUC 20.25A.060.A.4 LUC 20.50.020 **Refer to <u>Table 4: FAR Amenities</u> below**
Floor Area per Floor Above 40 Feet	24,000 GSF/FLR	22,268 GSF/FLR	Meets LUC requirement. LUC 20.25A.060.A.4
Floor Area per Floor Above 80 Feet	24,000 GSF/FLR	16,453 GSF/FLR	Meets LUC requirement. LUC 20.25A.060.A.4
Minimum Tower Setback from Interior Property Lines at 80 Feet if the Building Exceeds 100 feet	20 ft.	20 ft. provided on all interior property lines above 80 ft.	Meets LUC requirement. LUC 20.25A.060.A.4
Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	Active uses meeting "A" rights-of-way up to 1.0 FAR 34,335 SF = 1.0 FAR	1,307 SF 0.038 FAR	Meets LUC 20.25A.070.C.1
Refuse & Recycling: Office Retail/Restaurant	2 square feet per 1,000 gross square feet Office **219,534 GSF = 439 sq. ft**. 5 square feet per 1,000 GSF Retail **1,307 GSF = 7 sq. ft.** **Total Required: 446 sq. ft.**	1,592 SF	Meets LUC requirement. LUC 20.20.725. Republic Services reviewed the plans and provided written approval of the proposal. Refer to Attachment C.

Sidewalk Width	12.5 FT (including 7-FT wide clear sidewalk, 5-FT wide planting strip & 6" curb)	12.5 FT (including 7-FT wide clear sidewalk, 5-FT wide planting strip & 6" curb)	Meets LUC requirements. LUC 20.25A.090 **Refer to Conditions of Approval regarding Street Trees and Right-of-Way/Streetscape Landscaping, Right-of-Way/Streetscape Irrigation, and Final Landscape Plan in Section XI.B of this report.**
Landscaping - Street Tree Caliper & Species	Street Trees: 108th Avenue NE: *Zelkova serrata 'Green Vase"*	Street Trees: 108th Ave NE: *Zelkova serrata 'Green Vase"*	As conditioned, meets LUC requirements. LUC 20.25A.110.A.1 An Administrative Departure has been requested to modify street tree spacing requirements. See section V below for additional discussion. **Refer to Condition of Approval regarding Soil Volume in Section XI.B of this report.**

Table 2: PARKING & LOADING REQUIREMENTS

Item	Required	Proposed	Comments/ Conditions
Office 181,909 nsf	Min. 2/1,000 nsf = 364 stalls Max. 2.7/1,000 nsf = 491 stalls	342 stalls 1.88/1,000 NSF	Administrative Departure to reduce the number of stalls requested. Refer to Section V below for additional discussion.
Retail in a Mixed-Use Development	Min. 0/1,000 nsf Max. 15/1,000 nsf	0 stalls	Applicant has chosen not to provide any retail stalls for this development based on the small square footage of active use space proposed.
Compact Stalls	Up to 65% of required parking stalls may be compact.	41% (145 stalls)	Meets requirement LUC 20.25A.080.F.2
Bicycle Parking	One space per 10,000 nsf 236,508/10,000=23 stalls	36 stalls	Covered and secured on Level P1. Meets LUC 20.25A.080.g
Loading Area	10 FT wide x 50 FT long (Director may reduce required stall and maneuvering length based on the criteria found in LUC 20.20.590.K.4.b.ii)	28 FT wide x 52 FT long	Meets LUC requirement.

3. Parking

Per the table above, the applicant intends to reduce the required office parking ratio from 2.0 stalls per 1,000 NSF to 1.88 stalls per 1,000 NSF through an Administrative Departure. A detailed parking analysis was prepared by TENW dated August 16, 2022, to support this request. Based on the information submitted, both Land Use and Transportation staff have found the parking analysis and proposed parking ratio acceptable to support the proposal.

B. FAR & Amenity Bonus System (LUC 20A.070)

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building

exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives. Per LUC 20.25A.070.E, the total amount of floor area earned through the Amenity Incentive System for a project and the amount of 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.

1. ***FAR Exemptions and Special Dedications or Bonuses***

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

The applicant is proposing 1,307 square feet of active use within the first floor of the building which is below the maximum allowable 1.0 FAR (34,355 SF). Therefore, 1,307 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.

2. ***Amenity Incentive System Requirements*** **– See Tables 3 & 4 Below**

FAR Summary – DT-O-2-S

Site Area: 34,355 SF
Base FAR: 185,517 SF (5.4 FAR)
Max FAR: 206,130 SF (6.0 FAR)

Gross Floor Area:	356,501 SF
Exempt Parking and Mechanical:	149,339 SF
Exempt Active Use:	1,307 SF
GFA for FAR:	205,855 SF

FAR Proposed: **5.99** (205,855 SF/34,335 SF)

Base FAR/Proposed FAR above Base FAR:

Base 5.4 FAR:	185,409 GSF (34,335 x 5.4)
Proposed 5.99 FAR:	205,855 GSF
Square Footage above Base FAR:	20,446 GSF

Base Building Height/Proposed FAR above Base Building Height:

Base Building Height:	288'

Maximum Building Height: 345'/365' (Max Height/Max w/Mechanical)
Proposed Building Height: 173' 1" (186' 1" with mechanical)
Floor Area Above Base Building Height: 0 (Building does not exceed base height)

Amenity Point Requirement Calculations:

FAR over Base FAR up to Max 6 FAR = 20,446 SF
Floor area above Base Height = 0
Amenity Points Needed: 20,446*

*LUC 20.25A.070.D.2a - The greater of the floor area being constructed above base FAR, OR the floor area being constructed above base height divided by two shall count as the required amenity incentive points for each building.

FAR Amenity Points to Earn: 20,446
FAR Amenity Points Earned: 33,430
Excess Amenity Points: 12,984

Because the project site is defined as a DT-Small Site, the applicant may utilize any combination of amenity incentive points from the standard list to earn required amenity points.

Refer to Conditions of Approval regarding Amenity Designs & Statistics and FAR Amenity Bonus and Project Recording and Amenity Design & Statistics in Sections XI.C and D respectively of this report.

FAR Amenities Provided

Amenity	Value/ Bonus Ratio	Provided	Amenity Pts. Earned	Comments
Outdoor Plaza	8.4:1	2,950	24,780	Meets design criteria and size for small site. Minimum size for small site is 1,500 SF.
Public Art	40: $1,000	$44,475	1,779 ($44,475/$1,000*40)	**Sculpture located in public plaza adjacent to public sidewalk. Refer to Condition of Approval regarding Public Art in Section XI.D of this report.**

Sustainability Certification LEED Gold	Tier 2: .2 FAR	34,335	6,867 (34,335*0.2)	**Refer to Condition of Approval regarding Sustainability Certification Performance Bond in Section XI.D of this report.**
TOTAL POINTS REQUIRED			**20,446**	
TOTAL POINTS EARNED			**33,426**	
Excess Points			**12,980** (33,426 – 20,446)	

4. Outdoor Plaza Space LUC 20.25A.075.A
Projects may choose to earn FAR Amenity points by including a publicly accessible outdoor plaza within the site limits. The minimum outdoor plaza size shall be no less than 1,500 square feet on a DT-Small Site. The outdoor plaza shall be provided within 30 inches of the adjacent sidewalk and shall comply with the requirements for outdoor plazas in the Amenity Incentive System of LUC 20.25A.070.D.2. Vehicle and loading drive surfaces shall not be counted as outdoor plaza space.

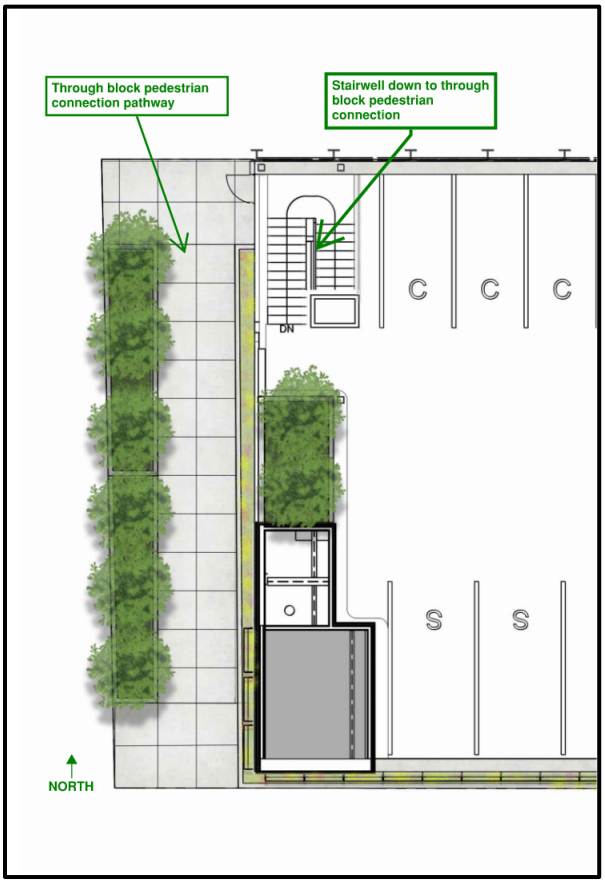
As proposed, a linear 2,950 SF outdoor plaza space is located adjacent to 108th Avenue NE at the southeast corner of the development. The proposed location works in concert with the existing setback at the neighboring Civica development to the south and maximizes access to sunlight. This allows the plaza to be more visible and interesting to the passing pedestrian then if it were a standalone feature. The public plaza is activated by the interior active use space, building lobby and amenity areas at the ground level of the building. Generous public seating, landscape trees and planter beds, and public art sculpture are placed within the space as anchoring elements. The plaza is fully ADA accessible and will have electrical and water sources to support year-round activities. **Refer to Conditions of Approval regarding Public Art and Outdoor Plaza Space in Section XI.D of this report.**

5. Through Block Pedestrian Connection (LUC 20.25A.160.D)
Through-block pedestrian connections provide an opportunity for increased pedestrian movement through superblocks in Downtown and help to reduce the scale of superblocks. This project is required to provide a through-block pedestrian connection running north-south along the western side of the development to connect into two existing through block pedestrian connections located behind the Civica office building and Tower 333. By providing this missing link, a full through-block pedestrian connection will create a full block-long pedestrian connection between NE 2nd Street and NE 4th Street.

The proposed through block pedestrian connection is designed with an 8’ wide concrete pathway and adjacent landscaping and lighting elements to soften the edge of the pathway, resulting in a safe and pleasant experience. Due to the existing topography of the existing

through-block pedestrian connections north and south of the site, this proposed pathway will be lower in elevation than the proposed project to make this pathway connection tie into these existing pathways north and south. The project site will still connect to this proposed through-block connection from a stairwell located in the northwest corner of the ground level of the site.

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 for Condition of Approval regarding Through-Block Pedestrian Connection in Section XI of this report.**



6. Green and Sustainability Factor (LUC 20.25A.120)
Refer to Sheet L-1351 in the project drawings for the Green and Sustainability Factor Worksheet and corresponding site plan diagram for this proposal in Attachment F 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 0.25 for a small site. The subject site achieves a green factor score of 0.32, which the proposal meets by providing the following:

- Bioretention Facilities and/or Soil Cells

- Landscape Areas with Soil Depth of 24" or more
- Shrubs or Large Perennials
- Small Trees
- Medium Trees
- Green Roof planted with at least 4" of growth medium
- Green Wall
- Landscape Areas Planted with Native or Drought Tolerant Plants

7. Soil Volume (LUC 20.25A.110.A.3)
To ensure that all new trees and retained trees thrive in an urban environment, enough soil must be provided to ensure large healthy shade trees can succeed long term without damaging adjacent hardscapes. The City of Bellevue Parks Department Environmental Best Management Practices and Design Standards Manual specifies the amount of soil volume and the method for calculating the appropriate volume for small, medium and large trees in urban environments. This project will be required to provide the appropriate soil volume for all trees on-site and within streetscape planters for new trees to thrive post construction. **Refer to Condition of Approval regarding Soil Volume in Section XI.D of this report.**

8. Pet Relief Areas
The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as the introduction of office tenants who are permitted to bring pets into work, City staff have begun requesting applicants provide these spaces internal to their site, and along sidewalks. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. Therefore, the applicant intends to provide a pet relief area on their site, on the south side of the entry drive at the ground level. **Refer to Condition of Approval regarding Pet Relief Areas in Section XI.B of this report.**

9. 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.

As proposed, the development consolidates all mechanical equipment for the building on the roof, which includes a mechanical penthouse structure. Mechanical units are screened by a metal panel enclosure from all sides and from above. A future solar array is proposed for an area outside of the penthouse structure. Any mechanical units not fully enclosed by a penthouse structure will be painted to match the roof color to add in screening when viewed from above. **Refer to Condition of Approval regarding Mechanical Equipment in Section XI.C of this report.**

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

IV. DOWNTOWN DESIGN REVIEW CRITERIA

Downtown Design Review Criteria LUC (20.25A.140-180)

The applicant has met the intent of the Downtown Design Guidelines, as summarized below. Refer to Attachment A: Downtown Design Guidelines for additional detailed information regarding how the proposal has met each applicable Downtown Design Guidelines.

A. SITE DESIGN CRITERIA:

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 stepped plan allows for diagonal views, solar access to daylight for neighboring structures will be unique to Bellevue.
- The arrangement of the plaza space with the building massing and surrounding uses will create a welcoming public amenity and forecourt entry to the building. The plaza space is at grade, predominately open above, with stepped public seating that anchors planting beds and an art feature.
- As proposed, the development will complete a missing through block connection to link neighboring properties. The connection conceals the service and parking access by relegating them to the back of the site and framing the vehicle entrance. The development will reduce access to a single curb cut with clear pedestrian visual access.

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:

- As proposed, the development conceals service and parking access within the back of the site and frames the entrance with a proscenium.
- Loading docks and trash/service areas are fully enclosed, out of site from the public realm.
- The new sidewalk will be completely rebuilt with more generous dimensions and a reduction in the curb cut creating a safer pedestrian environment.
- The proposed through block connection will connect the separate segments using 1:12

accessible ramps and vegetated walls.
- Solid waste and recycling will be provided within an internal loading zone separate from pedestrians and away from entries and plaza space.
- Weather protection is provided along 108th Avenue NE with overhangs.
- The landscaping and art features engage the natural elements in the plaza.
- Pedestrian scale lighting enhances the safety and comfort.

3) Streetscape and Public Realm (LUC 20.25A.170)
The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. More specifically, the proposal will provide the following:

- As proposed, the development maximizes the amount of transparency and the number of entries, points of interest and retail spaces possible within the limited street frontage along 108th Avenue NE.
- Weather protection is provided to the maximum extent where the street wall is not interrupted by the plaza.
- The public plaza is located adjacent to 108th Avenue NE allowing the plaza to be visible and interesting to the passing pedestrian. The plaza is lined with active uses and includes seating, landscaping and a water feature.
- Proposed sidewalk lighting and public area lighting will artistically animate the spaces while providing safety and security.
- Parking and loading are separated from the streetscape to provide a safe pedestrian realm.

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 building facades are predominantly floor to ceiling glass and composed of other durable materials such as architectural concrete, steel and metal panels. The massing, modulation and details create depth and a sense of permanence and durability.
- A high level of transparency is provided at street level to ensure visual interest, safety and the success of active uses at grade.
- Mechanical equipment is consolidated and screened at the roof level to prevent visual impact and appear to be an architectural element. The single roof form of the penthouse unifies the rooftop mechanical areas.
- The base podium is the most public and clad with more detail and human scale materials, such as stone board formed concrete, signage, canopies and landscape elements.

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, 108th Avenue NE is designated as an "B" right of way.

Rights-of-way designated "B" shall have moderate to heavy orientation to pedestrians. This shall

be achieved by developing the design so that there is a close relationship between exterior and internal activities with respect to both physical and visual access. Design attention shall be given to sidewalk-related activities and amenities. "B" rights-of-way are to provide a diverse and active connection between the Active Use dominated "A" rights-of-way, and the other Downtown rights-of-way. The following standards/guidelines are required for an "B" right-of-way streetscape design:

- Transparency = 75%; and
- Weather Protection = 75%, 6 feet deep; and
- Points of Interest = Every 60 linear feet of the façade; and
- Vehicular Parking = No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and
- 100% of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.

Although the building is not strictly meeting the build-to line to accommodate public plaza space, a driveway entrance, and the building lobby entrance setback, as proposed, the development still meets the intent of each of these right of way standards, except for weather protection. Refer to build-to line and 'B' right of way Administrative Departures in Section V. below for additional discussion.

In addition, the applicant has chosen to exempt the FAR for the active use space which fronts 108th Avenue NE. Per LUC 20.25A.070.C.1, the façade of this active use space is required to meet the 'A' right of way guidelines, in order to be exempt FAR. The design of this active use façade meets the intent of the required 'A' right of way guidelines except that the building is set back from the back of sidewalk a minor distance of 1'-9".

V. Administrative Departures (LUC 20.25A.030)

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

1. BUILD-TO LINE:

The applicant requests an administrative departure from LUC 20.25A.020.A for street frontage on 108th Avenue NE. This code section requires buildings to be constructed to the "build-to" line at the back of sidewalk. The proposal requests to depart from this requirement to provide a small plaza/entry area on the north end of the site, push back the main building entry to allow for clear sight distance from the adjacent driveway entry, and for a publicly accessible plaza on the southern end of the site. LUC 20.25A.060.A.1 allows for exceptions for buildings that are not built to the build-to line, where a plaza, building modulation or other ground level open space is proposed.

Departure Decision Criteria:

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

Response: The Comprehensive Plan recognizes a desire for enclosure and protection in the pedestrian environment. The design with the build-to line departure will still provide for a safe and activating pedestrian realm, even if the building is pulled back to allow for open space, building modulation and safety for vehicles entering/exiting the driveway entrance. This design advances the following specific Comprehensive Plan policies: S-DT-35, S-DT036, S-DT-37 and S-DT-51.

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

Response: The departure as requested will be consistent with the purpose and intent of the land use code, as the code permits building modulation to allow for open space and for safety. The setback location on the north end of the driveway increases visibility of vehicles, bicyclists and pedestrians, increasing public safety and providing a pocket of respite off the sidewalk. The plaza spaces provide additional areas of respite off the sidewalk while activating the pedestrian realm with the interior uses of the building.

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

Response: The proposed building modulation from the build to line is the minimum necessary to enhance the pedestrian realm, increase safety and accommodate the required sight distance triangle from the driveway entrance.

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: There are no specific departure criteria for build-to line deviations.

2. 'B' RIGHT OF WAY GUIDELINES:

The applicant requests an administrative departure from the standards in LUC 20.25A.170.B.2 for the 108th Avenue NE frontage, which require 75% transparency, 75% weather protection, points of interest every 60 linear feet, and 100% of the street wall shall incorporate active uses and service uses, at least 50% shall be active uses. The applicant requested a build-to line departure to shift the building back to allow for open space on the northern and southern ends of the frontage, and to modulate the building entry to meet a required sight distance triangle for the adjacent driveway entrance to the development. Therefore, the proposal would not meet any of the 'B' rights of way standards because the building is not located at the build-to line.

However, the proposal will still meet the intent of each of these guidelines, except for weather protection (34% in lieu of 75%) on this frontage.

Departure Decision Criteria:

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

Response: The Comprehensive Plan encourages projects to integrate high quality and inviting public and semi-public open spaces into development projects and provide both weather protection and access to sunlight in pedestrian areas using architectural elements. This project site has a small frontage, at only 131 feet wide, which will incorporate two open space areas, the driveway entrance for both vehicles and loading activities and a building entry. The portion of the building that is closest to the back of sidewalk will provide weather protection over the sidewalk, meeting the code requirements for 34% of the frontage. A higher canopy (16') over the driveway area allows for 49% protection behind the back of sidewalk, but does not meet the maximum height standard of 12 feet, due to the larger vehicular access needed for delivery and refuse vehicles to enter/exit the site. However, this higher canopy height still achieves some form of weather protection while still allowing access to sunlight for the adjacent southern public plaza area. The design with this departure still advances Comprehensive Plan policies UD-27, UD-34, UD-35 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.170.A.2 states the intent of providing pedestrians with protection from wind, sun and rain while allowing light to filter through to the occupants below. LUC 20.25A.170.A.2.ii and vi state that weather protection should also be an integral component of the building façade and coordinated with building design. This design with departure requested achieves this integration and coordinating by allowing the weather protection to be continuous between the outdoor plaza spaces, driveway entrance and main building entry by setting a height that works for all three areas and using one material to connect them. This design strikes a balance between land use and transportation requirements for access on this small frontage.

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

Response: The adjustment in coverage percentage from 75% to 34% will allow appropriate canopy heights for the larger delivery and refuse vehicles using the driveway entrance while still allowing pedestrian coverage behind the back of sidewalk. This is the minimum necessary to achieve the land use code intent for weather protection.

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 'B' rights of way and a reduction in weather protection along this frontage have been met.

3. COMPACT PARKING STALLS

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 42 percent compact stalls (145 out of 342). **Refer to Condition of Approval regarding Compact Parking Stalls in Section XI of this report.**

Departure Decision Criteria:

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

Response: Reducing the number of standard parking stalls advances the Comprehensive Plan by right sizing the parking to fit the anticipated needs of the project. Smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources. The design advances policies S-DT-151, EN-1, EN-6 and EN-45. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment A to this report.

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

Response: The LUC allows for 65% compact parking stalls, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. This project proposes to include up to 42% compact parking stalls to maximize efficiency in its garage floorplates.

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

Response: The project is requesting 42% compact stalls, which the LUC permits via a Departure Request.

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

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

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

4. PARKING REDUCTION

The applicant requests an administrative departure from LUC 20.25A.080.H for a parking reduction below the code minimum for the proposed office use. The project proposes a minimum parking ratio of 1.88 stalls per 1,000 nsf of office, in lieu of the code specified minimum of 2.0 stalls per 1,000 nsf. This results in an overall reduction of twenty-two (22) stalls (342 in lieu of 364). The code specified minimum for retail in a mixed-use development is 0 stalls per 1,000 nsf. The applicant has opted to not provide any retail-based stalls within the

development. A technical memorandum prepared by TENW, dated August 16, 2022, has been provided to support this minor reduction in parking for the project.

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 recognizes the importance of developments located within walking distance of high-capacity transit hubs. Such sites are more likely to have users that regularly use public transportation. This development is 2 blocks from the Bellevue Transit Center (bus) and 3 blocks from the future downtown light rail station. The project as designed with a minor reduction in the minimum parking ratio will advance Comprehensive Plan policies S-DT-151, EN-1, EN-6 and S-DT-8.

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

Response: LUC 20.25A.080.H recognizes the need to provide parking as well as limit parking in accordance with anticipated demands. The design with departure would provide 94% of the code-required parking stall count for the office use, which is sufficient to meet the demand. Refer to TENW parking analysis, dated August 16, 2022 for additional discussion.

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

Response: The proposed office parking ratio at 1.88 stalls/1,000 nsf (342 stalls) is only 6% less than the minimum required by the code (2/1,000 nsf = 364 stalls). This minor reduction is calibrated to meet the demand, as discussed in the TENW parking analysis, dated August 16, 2022.

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

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

Response: LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis, which the applicant has provided. This parking analysis provides data on the project's anticipated parking demand and meets the specific code requirements for a parking demand analysis.

5. STREET TREE SPACING:

The applicant requests an administrative departure from LUC 20.25A.110.A which requires medium sized street trees to be spaced a maximum of 25 feet on center. The project proposes to space the medium sized trees 100 feet apart. Given the narrow street frontage (approx. 131') on a small development site, and the need to provide utility infrastructure and street lighting, this leaves only two small areas to provide the required street trees which results in a larger spacing request.

Departure Decision Criteria:

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

Response: The Comprehensive Plan recognizes that Utilities are an essential part of supporting the desired growth in the city. This element works together with the Land Use element of the Comprehensive Plan to ensure that Bellevue will have adequate utilities to serve existing and future growth. Given the narrow street frontage (approx. 131') and the need to provide utilities to support the site, installation of required street trees is limited. However, based on the required utilities both below and above grade, along with required soil volume standards, this development will still meet the intent of the comprehensive plan as it relates to utilities and overall experience of the pedestrian realm by incorporating at least two street trees along this frontage. This supports policies LU-1, UT-1, UT-2 and UT-3 of the Comprehensive Plan.

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

Response: The intent of this code section is to provide a tree lined pedestrian streetscape experience; however, given the right of way and utility code requirements for the project, these codes and standards also require a safe pedestrian experience while still meeting the needs of a growing city. Therefore, the design with the departure requested for a larger street tree spacing proposes the maximum number of street trees possible without sacrificing utility needs or public safety.

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

Response: Below grade utilities have been configured to allow the two proposed street trees to be as closely spaced as possible, while still meeting clearance distances for each utility, which also includes an above grade streetlight. The minimum modification reasonably necessary is a 100-foot spacing in lieu of the code required 25 foot spacing.

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 as listed above, have been met.

***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 Build-to Line, 'B 'Rights of Way, Parking Reduction, Compact Parking Stalls and Street Tree Spacing are approved as part of this Design Review approval.

VI. PUBLIC NOTICE AND COMMENT

Application Date:	December 16, 2021
Notice of Application:	January 6, 2022
Minimum Comment Period:	January 27, 2020

1st Public Meeting: January 13, 2022

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on January 6, 2021, 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 January 13, 2023. No comments have been received and there are no Parties of Record

VII. TECHNICAL REVIEW

A. Transportation

Site Access and Loading

The project site is located on the west side of 108th Avenue NE, between NE 4th Street and NE 2nd Street. The site currently contains a 23,352 square foot office building, gaining access to 108th Avenue NE via two existing commercial driveways.

In the vicinity of this project, 108th Avenue NE is a two-lane road classified as a minor arterial. The site is bordered by the office towers to the north, west and south, and 108th Avenue NE to the east. This development will replace the existing two-story office building with a 12-story building containing 240,000 square feet of general office space, and 2,000 square feet of retail space. There is currently an 8-foot-wide sidewalk, 5-foot-wide raised bike path, and curb & gutter along the 108th Avenue NE frontage.

A CIP project recently reconstructed the frontage along 108th Avenue NE to include an elevated bike path at the same level as the public sidewalk. A new curb was added at the east edge of the bike lane, but the actual curb line will remain behind the back of the bike lane (west side).

Vehicular access to the proposed project will be provided by via a reconstructed 26-foot-wide driveway on 108th Avenue NE, approximately 25 feet north of the south property line. The existing driveways will be removed, and access to the site will be consolidated to one driveway. The new driveway access will be restricted to right-in and right-out vehicle movements only. Channelization or other methods must be used to prevent vehicles from turning left into and out of the site.

Pedestrian access to the site will be provided by a minimum 7-foot-wide sidewalk along 108th Avenue NE. A public through block pedestrian connection will also be provided along the back of the building at the west end of the site, which will connect to the existing path between NE 4th Street and NE 2nd Street.

Loading, drop-off/pick-up, and garbage pickup will take place on site in the designated loading areas. Truck turning movement exhibits were submitted for review demonstrating that a garbage truck and SU-30 can maneuver throughout the site. All loading, delivery, garbage, and recycling services must be contained within the project site. No portion of the city right of way may be used for these services.

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

Street Frontage Improvements

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.

The project site is located on the west side of 108th Avenue NE, between NE 4th Street and NE 2nd Street. The site currently contains a 23,352 square foot office building, gaining access to 108th Avenue NE via two existing commercial driveways. Frontage improvements will be required along the 108th Avenue NE frontage. A CIP project recently reconstructed the frontage along 108th Avenue NE to include an elevated bike path at the same level as the public sidewalk. The new frontage was reconstructed to the current condition with two driveway approaches. The frontage must be reconstructed to match the new existing condition with the new driveway location near the south end of the 108th Avenue NE frontage. A false curb must be placed within the new sidewalk and bike lane to mark the location of the actual ROW curb line for future modifications of the 108th Avenue NE infrastructure.

Frontage improvements required by the developer include:

1. 108th Avenue NE
    a. Install a minimum 7-foot-wide sidewalk, 5-foot-wide bike path, and 5-foot-wide tree pits.
    b. Reconstruct the frontage to match the recently installed 108th Avenue NE bikeway improvements.
    c. Install a false curb marking the updated curb line aligning with the curb lines to the north and south of the site.
    d. Provide channelization to restrict left turns to and from the driveway access.
    e. Street lighting requirements must be met per Bellevue standards.

2. Midblock Pedestrian Connection
    a. Provide a minimum 5-foot-wide ADA compliant pedestrian connection along the midblock path behind the building at the west end of the site to complete the north/south connection between NE 4th Street and NE 2nd Street.

3. No new building structure or garage shall be constructed over or under a street right-of-way. Any underground parking garage that extends under a public sidewalk easement shall be located a minimum of 12-vertical feet below the top of sidewalk, unless otherwise approved. A memorandum of permit will be required to be recorded to document the location of the structure.

4. A combined street tree and street light plan is required for review and approval prior to

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

5. The new landscaping tree wells within the sidewalk along 108th Avenue NE shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.

6. The driveway on 108th Avenue NE shall have an approach width of 26 feet, as defined in standard drawing DT-100-1 or equivalent.

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

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

9. 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 DT-100-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.

10. 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.

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

Easements

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks located outside the city right of way fronting this site. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

Within the new sidewalk easement, there must be a minimum 12' clear of underground structures, and a minimum 60' clear of above grade structures.

The applicant shall provide a public access easement for the portion of the midblock pedestrian connection at the west end of the site.

Refer to Conditions of Approval regarding Existing Easements and Sidewalk/Utility Easements in Section XI.B of this report.

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 Condition of Approval regarding Holiday Construction & Traffic Restrictions in Section XI.A of this report.

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

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

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 the development site, 108th Avenue NE was recently overlaid, and is classified as "No Street Cuts". Permission to cut into the pavement will be required through the right-of way use permit and coordination of the pavement manager. Should street cuts prove unavoidable or if the

street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

Refer to Condition of Approval regarding Pavement Restoration in Section XI.D of this report.

Right-of-Way Hold Harmless and Indemnity Agreement
A right-of-way hold harmless and indemnity agreement is required for soil nails or other permanent shoring objects, awnings/weather protection, specialized paving materials, and other landscape amenities permanently placed in the right-of-way or sidewalk and utility easement. A right-of-way use permit maybe required for these elements.

Refer to Condition of Approval regarding Right-of-Way Hold Harmless and Indemnity Agreement in Section XI.D of this report.

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

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

B. Utilities
The development proposed for this application has been reviewed on a conceptual basis and can be feasibly construct water, sewer and storm facilities under current Utility codes and standards without requesting modifications or deviations from them. Major changes to the design may cause delay in approval of future utility construction permits.

Storm Water
Storm water for the site drains to the west through private property. The project proposes to convey storm water to the east and connect into 108th Ave NE. The new connection point is within ¼ mile of the existing outfall and complies with Minimum Requirement 4. The site is located in the Meydenbauer no detention zone and no detention facility will be required. The project does not create enough pollution generating impervious surface to require water quality treatment.

Water
The project proposes to connect the domestic, irrigation and fire services to the water main in 108th Ave NE. There is adequate capacity in the water main to supply the site.

Sewer
Sewer for the site is proposed to connect to the sewer main in 108th Avenue NE. The site will be required to connect the residential units to an 8” side sewer with a manhole. There is adequate

capacity in the sewer system to serve the development.

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

C. Parks Department

The proposed street trees match the required street trees along the 108th Avenue NE Street frontage. All new street trees (Zelkova serrata "Green Vase") are to be 2 ½ - 3-inch caliper and are required to be planted per the Planting Specifications and Construction Details. The irrigation for the right-of-way plantings shall be on a separate meter to allow accessibility for any necessary maintenance work by the City of Bellevue. Prior to the release of the landscape maintenance assurance device, the applicant and the City of Bellevue shall enter into an agreement regarding future maintenance of the streetscape and right-of-way.

Refer to Conditions of Approval regarding Final Landscape Plan, Planting Strip/Right-of-Way Irrigation, Planting in the Right-of-Way/Streetscape, Soil Volumes, Landscape Installation Assurance Device, Landscape Maintenance Assurance Device and Landscape Maintenance Agreement with the City of Bellevue in Sections XI.B and D of this report.

D. Fire

The Bellevue Fire Department, Fire Prevention Division has reviewed permit application 21-131993-LD in accordance with the 2018 International Fire Code as amended by the State of Washington and the City of Bellevue, applicable referenced standards, City of Bellevue development requirements, and best fire protection practices. The review was based upon and limited to the information provided by the applicant. The Bellevue Fire Department acknowledges the project generally conforms to the Code requirements for site circulation and access. The Fire Department can approve the Design Review application. Final review and approval will occur through the associated fire and building construction permits, which are subject to the following fire codes and standards:

Applicable Fire Construction Permits required for the project per section 105.7 of the 2018 IFC as Amended by the State of Washington and the City of Bellevue (BAFC).
1.1. 105.7.1 Automatic fire-extinguishing systems. BAFC – 903, 912
1.2. 105.7.6 Emergency responder radio coverage system. BAFC – 510
1.3. 105.7.7 Fire alarm and detection systems and related equipment. BAFC – 907, 918
1.4. 105.7.8 Fire pumps and related equipment. BAFC – 901, 913
1.5. 105.7.20 Smoke control or smoke exhaust systems. BAFC – 909, 910
1.5. 105.7.21 Solar photovoltaic power systems. BAFC – 1204, 1206
1.7. 105.7.24 Standpipe systems. BAFC – 905
1.8. 105.7.26 Underground supply piping for automatic sprinkler system. BAFC – 912
1.9. 105.7.28 Firefighter air systems. BAFC – 919

The project shall comply with the requirements of Chapter 33 of the 2018 BAFC.
This chapter outlines general fire safety precautions for all structures and all occupancies during construction and demolition operations. In general, these requirements seek to maintain required levels of fire protection, limit fire spread, establish the appropriate operation of equipment, and promote prompt response to fire emergencies. Features regulated include fire protection systems,

firefighter access to the site and building, means of egress, hazardous materials storage and use, and temporary heating equipment and other ignition sources. Fire watches are an important component of this chapter. This chapter correlates with Chapter 33 of the International Building Code.

The project shall comply with the requirements of Chapter 4 of the 2018 BAFC.
This chapter addresses the human contribution to life safety in buildings when a fire or other emergency occurs. The requirements for continuous training and scheduled fire, evacuation and lockdown drills can be as important as the required periodic inspections and maintenance of built-in fire protection features. The level of preparation by the occupants also improves the emergency responders' abilities during an emergency. The International Building Code focuses on built-in fire protection features, such as automatic sprinkler systems, fire-resistance-rated construction, and properly designed egress systems, whereas this chapter fully addresses the human element.

The project shall comply with the requirements of Chapter 5 of the 2018 BAFC.
This chapter provides requirements that apply to all buildings and occupancies and pertain to access roads, access to building openings and roofs, premises identification, key boxes, fire protection water supplies, fire command centers, fire department access to equipment and emergency responder radio coverage in buildings. Although many safety features are part of the building design, features such as proper fire department access roads and radio coverage are necessary in case of emergency and are important tools for emergency responders for public safety and their own safety.

The project shall comply with the requirements of Chapter 9 of the 2018 BAFC.
This chapter prescribes the minimum requirements for active fire protection equipment systems to perform the functions of detecting a fire, alerting the occupants or fire department of a fire emergency, mass notification, gas detection, controlling smoke and controlling or extinguishing the fire. Generally, the requirements are based on the occupancy, the height, and the area of the building, because these are the factors that most affect fire-fighting capabilities and the relative hazard of a specific building or portion thereof. This chapter parallels and is substantially duplicated in Chapter 9 of the International Building Code; however, this chapter also contains periodic testing criteria that are not contained in the International Building Code. In addition, the special fire protection system requirements based on use and occupancy found in Chapter 4 of the International Building Code are duplicated in this chapter as a user convenience.

E. Building

The plans for Design Review have not been sufficiently developed for a thorough review for Building code requirements. Complete review will occur under the building permit application(s). The plans generally conform to the requirements applicable to this stage of the design process. Plans submitted for building permits are required to conform to the most recent building codes as adopted and amended by the State of Washington and the City of Bellevue.

The building elevations show a portion of the northwest exterior wall with a distance to the property line of less than three feet along grid line 2, levels 1 through 5. Openings are not permitted in exterior walls located less than 3 feet from a property line and exterior walls less than five feet from the property line are required to have a 1-hour fire-resistance rating. The

Building Department requires that a No-Build Easement Agreement with the adjacent property owner on the north side of the site shall be submitted prior to issuance of any building permit. The No-Build Easement Agreement must be recorded with the King County Recorder's Office. **Refer to Condition of Approval regarding No Build Easement in Section XI.C of this report.**

F. Clear & Grade

The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of this land use application. This approval does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76).

Refer to Condition of Approval regarding Rainy Season Restrictions in Section XI.A of this report.

VIII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

Environmental review is required for the proposal under the State Environmental Policy Act (SEPA), Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City's Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). The Environmental Checklist together with information provided below (and in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review 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 XI of this report.

Earth

The affected geographic area for this project is sloped gradually downward from east to west. The existing structure is built the middle of the parcel with parking at grade and underneath the

structure There are no Critical Areas or environmental issues associated with this site. An issuance of a DNS is the appropriate threshold determination under the SEPA requirements.

The current development plans call for the construction of a new 33 residential building with 4 levels of below grade parking. Temporary shoring will be required on all 4 sides of the excavation due to adjacent structures and existing development. Shoring may be accomplished via soil-nailing or soldier piles, although soil nailing is the preferred option. The glacially consolidated soils below the fill will provide competent bearing soils for the foundations. Slab on grade is appropriate for the site and should be provided with an interior perimeter drain.

Air Quality

During construction, emissions to the air will be released by construction vehicles and heavy equipment. Following construction, emissions from vehicles entering/existing the below grade garage will be released.

Construction would temporarily increase dust and vehicle emissions near the construction area. Mitigation will include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off. Construction vehicles will be fitted with required, factory-installed emission control devices. To reduce the potential of dust, construction accesses will be covered with rock or aggregate. Dust emissions will also be reduced during construction through the use of spray water as necessary during dry weather conditions and planting disturbed areas with erosion control seed mix as soon as is practical. Material stockpiles will also be covered or watered as necessary to control dust. These are standard practices imposed on the Clearing & Grading permit. (Bellevue City Code 23.76)

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.

Refer to Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment in Section XI.A of this report.

Environmental Health/Noise

Construction Noise

While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Code, BCC 9.18, regulates hours of construction-related noise emanating from the site. BCC 9.18 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 BCC 9.18, 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 Conditions of Approval regarding Noise and Construction Hours, Use of Best Available Noise Abatement Technology, and Holiday Construction and Traffic Restrictions in Section XI.A of this report.

Garage Exhaust
Exhaust fans can create noise levels exceeding that allowed by the City Code. The project is required to certify that the garage exhaust fan noise will not exceed 60 weighted decibels (dBA) at the public sidewalk prior to the issuance of any Certificate of Occupancy.

Refer to Condition of Approval regarding Garage Exhaust & Certification in Section XI.C of this report.

Storm Drainage, Water, Sewer
Adequate storm drainage, water and wastewater services can be provided to the subject site. Refer to Section VI.B above for detailed discussion.

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 net increase of 240,000 square feet of general office and 2,000 square feet of restaurant space in MMA 3. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

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

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

Mid-Range Impacts and Mitigation
Project impacts anticipated to occur in the next six years are assessed through a concurrency

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

The 305 Office building development will generate approximately 183 new p.m. peak hour trips, which was used in the traffic analysis 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. In this project analysis, twenty system intersections received 20 or more p.m. peak hour trips.

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

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).

Short Term Operational Impacts and Mitigation
City staff directed the applicant's traffic consultant, TENW, to analyze the short-term operational impacts of this proposal to recommend mitigation if necessary. In the TIA conducted by TENW, projects trips were calculated, and concurrency was determined at that time for use to complete the TIA. In addition, vehicle, bicycle, and pedestrian sight distance, AutoTurns of design vehicles, queueing analysis, and discussion of garbage & loading operations was also presented.

The analysis reviewed the operations of the system intersections impacted by this development, which include:

1. 108th Avenue NE and the site access.
2. 108th Avenue NE and NE 4th Street.
3. 108th Avenue NE and NE 2nd Street
4. 110th Avenue NE and NE 4th Street
5. 110th Avenue NE and NE 2nd Street

All intersections remained at acceptable LOS levels with the proposed transportation infrastructure improvements. These improvements include frontage improvements along 108th Avenue NE adjacent to the proposed development.

To improve pedestrian connectivity and as part of the project's required frontage improvements,

the project will construct a minimum 7-foot-wide sidewalk, 5-foot-wide bike lane, and 5-foot-wide tree pits along the 108th Avenue NE frontage.

IX. CHANGES TO THE PROPOSAL DUE TO CITY REVIEW

A. Proposal:

- The Transportation Impact Analysis and Parking Study were updated to reflect the changes in the uses to office.

B. Site & Building:

- The street frontage was changes to incorporate a CIP Project for 108th Avenue NE for a bike land and related improvements.
- Weather protection was updated to bump up to 16 FT the access to the development only, the remaining façade the protection in at 12 FT (See departure requests for additional details).

X. DECISION CRITERIA

A. Per 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:

a. Urban Design Policy UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods be considering through traffic, view, building scale and land use impacts.
b. UD-21. Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.
c. UD-10. Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed-use areas.
d. Downtown Subarea Policy S-DT-9: Provide bonus incentives (related to permitted density,
height, etc.) for private developments to accomplish the public objectives outlined in this Plan.

The project will transform an existing low scale, car dependent building into an office tower offering amenities to the public. The use of quality materials, innovative landscaping and hardscaping features while utilizing the public open space as a focal point will greatly enhance this portion of Downton. Pedestrian connectivity will be enhanced by the proposal which provides a missing through block pedestrian connection to link Civica and Tower 333 with an ADA accessible path which includes landscape and design on the west side of the building. In addition, the public open space will be lined with activating uses to create a

vibrant and activated plaza which will include outdoor seating and public art.

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

Finding: The tables and information in Section's III, IV, VI and VII 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 Build-To Line, 'B' Rights of Way, Parking Reduction, Compact Parking Stalls and Street Tree Spacing. All five Departures will be approved in this Design Review decision. Refer to Section IV 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, VI and VII – 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 proposal meets the Design Review Criteria and Guidelines of development as described in **Section IV** of this report. The proposed project is compatible with and responds to the existing character, appearance and quality of development of the subject property and properties immediately adjacent to the site. The scale and intensity of the project is in keeping with the existing conditions on site. High quality materials will be used to promote a sense of permanence and elegance. The public plaza location compliments the open courtyard at the adjacent Civica and the through block pedestrian connection will link the two neighboring properties. The projects site is at a midblock location within an existing office building. The proposed design will improve the plaza, through block connection and activate the pedestrian realm within the immediate vicinity. Overall, the proposal is a well-designed building which compliments the scale of immediately adjacent buildings and is consistent with existing office and multi-family residential neighborhood character.

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 VI – Technical Review in this report.

XI. DECISION

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, SEPA and City Code & Standard compliance reviews, the Director does hereby **APPROVE WITH CONDITIONS 305 Office Tower Design Review (21-131993-LD**).

XII. CONDITIONS OF APPROVAL:

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

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	Janney Gwo,	425-452-6190
Bellevue Development Standards	Darwin Li,	425-452-4598
Transportation Code - BCC 14.60	Darwin Li,	425-452-4598
Trans. Improvement Program - BCC.22.16	Darwin Li,	425-452-4598
Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia,	425-452-6988
Bellevue Utilities Code - BCC Title 24	Mark Dewey,	425-452-6179
Construction Codes - BCC Title 23	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
International Fire Code - BCC 23.11	Scott Gerard,	425-452-6808
Parks Department	Merryn Hearn,	425-452-4100

A. GENERAL:

1. **Design Review Modifications**

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

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

2. Noise and Construction Hours

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

AUTHORITY: BCC 9.18.040
REVIEWER: Laurie Tyler, Land Use Division

3. 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: BCC 9.18.020F
REVIEWER: Laurie Tyler, Land Use Division

4. Utilities Conceptual Approval

Utility Department approval of the design review application is based on the conceptual design only. Minor changes to the site layout may be required to accommodate the utilities after land use design review is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department construction plan review, approval, and field inspection is performed under the Utility Developer Extension Agreement (UE). A water, sewer and storm Developer Extension Agreement will be required for the project. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit. Connection charges will be due with the UE approval. Easements public and private will be required as needed to serve the site.

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

5. Holiday Construction and Traffic Restrictions

Construction activities such as hauling and lane closures between November 15th and January 5th may be restricted due to holiday traffic. The Transportation Department will be monitoring traffic and will enforce this restriction based on conditions present at the time of

construction.

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

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

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

7. **Rainy Season Restrictions**
The clearing and grading code defines the rainy season as October 1st through April 30th. The Development Services Department may grant approval to initiate or continue clearing or grading activity during the rainy season. Any approval will be based on site and project conditions, extent and quality of the erosion and sedimentation control, and the project's track record at controlling erosion and sedimentation.

AUTHORITY: Clearing & Grading Code 23.76
REVIEWER: Janney Gwo, Clearing & Grading Section

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

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

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

AUTHORITY: BCC 14.60.150
REVIEWER: Darwin Li, Transportation

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

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Darwin Li, Transportation

B. PRIOR TO ISSUANCE OF CLEARING & 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:

1. 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. Contact is Merryn Hearn, mhearn@bellevuewa.gov, 425-452-4100
c. A Parks Department representative shall be on-site to inspect street trees prior to planting AND at the time of planting to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

AUTHORITY: LUC 20.25A.110
REVIEWERS: Laurie Tyler, Land Use Division
Merryn Hearn, Parks Department

2. Right-of-Way/Streetscape Irrigation:

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:
   - Mike Hauer, MHauer@bellevuewa.gov or (425) 452-4480; or
   - Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

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

3. 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
REVIEWER: Laurie Tyler, Land Use Division

4. Final Landscape Plan

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
REVIEWER: Laurie Tyler, Land Use Division

5. 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 sewers system.
c. Pet relief areas within the site must drain to the sanitary sewer.
d. Pet relief/dog run areas greater than 200 square feet shall be covered with the floor area draining to the sanitary sewer system, and the roof area draining to the storm system.
e. Pet relief areas must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects.

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K, UPC 304.0, 2021 COB Sanitary Sewer Engineering Standards. Reference section S3-01 Planning Criteria, subsection S3-01.4(B) System Parameters
REVIEWERS: Merryn Hearn, Parks Department
Laurie Tyler, Land Use Division
Mark Dewey, Utilities Department

6. 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

7. Civil Engineering Plans – Transportation

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

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

a) Traffic signs and markings.
b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
c) Installation or relocation of streetlights and related equipment.
d) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
e) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as

horizontal line of sight must be considered when checking for sight distance.

f) Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalk. Driveway grade must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
g) Location of fixed objects in the sidewalk or near the driveway approach.
h) Trench restoration within any right of way or access easement.
i) Any awning or marquee over the public sidewalk shall be located at least 9-feet above the sidewalk grade and shall be removable, and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.

j) No new building structure or garage shall be constructed over or under a street right-of-way. Any underground parking garage that extends under a public sidewalk easement shall be located a minimum of 25-vertical feet below the top of sidewalk, unless otherwise approved. A memorandum of permit will be required to be recorded to document the location of the structure.

Specific requirements are detailed below.

108th Avenue NE

a. Install a minimum 7-foot-wide sidewalk, 5-foot-wide bike path, and 5-foot-wide tree pits.
b. Reconstruct the frontage to match the recently installed 108th Avenue NE bikeway improvements.
c. Install a false curb marking the updated curb line aligning with the curb lines to the north and south of the site.
d. Provide channelization to restrict left turns to and from the driveway access.
e. Street lighting requirements must be met per Bellevue standards.

Midblock Pedestrian Connection

Provide a minimum 5-foot-wide ADA compliant pedestrian connection along the midblock path behind the building at the west end of the site to complete the north/south connection between NE 4th Street and NE 2nd Street.

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: Darwin Li, Transportation

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

AUTHORITY: BCC 14.60.100
REVIEWER: Mazen Wallaia, Right-of-Way

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

AUTHORITY: BCC 14.60.100
REVIEWER: Darwin Li, Transportation

C. PRIOR TO ISSUANCE OF BUILDING PERMIT:
The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building permit.

1. No Build Easement
A No-Build Easement Agreement with the adjacent property owner on the north side of the site shall be submitted prior to issuance of any building permit. The No-Build Easement Agreement must be recorded with the King County Recorder's Office.

AUTHORITY: IBC Table 602 & Table 705.8.
REVIEWER: Behrooz Khorrami, Building

2. Right-of-Way Hold Harmless Agreement
Any utility easements contained on this site which are affected by this development must be identified. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

AUTHORITY: BCC 14.60.100
REVIEWER: Mazen Wallaia, Right-of-Way

3. Garage Exhaust and Certification
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 Division

4. **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

5. **Amenity Designs & Statistics**
   The Building Permit submittal plans and drawings shall include a detailed design for each proposed FAR amenity with a design component and a statistical summary for each amenity.

   AUTHORITY: LUC 20.25A.030
   REVIEWER: Laurie Tyler, Land Use Division

6. **Exterior Lighting**
   To mitigate potential impacts to adjacent properties, all exterior building lighting shall include cut-off shields to 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 Division

7. **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, the surrounding buildings, or from above, 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,

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

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

AUTHORITY: BCC 22.16
REVIEWER: Darwin Li, Transportation

9. 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: Darwin Li, Transportation

10. Right-of-Way Hold Harmless and Indemnity Agreement

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

AUTHORITY: BCC 14.30.160
REVIEWER: Darwin Li, Transportation

11. Transportation Management Program

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

AUTHORITY: BCC 14.60.070;
REVIEWER: Darwin Li, Transportation

D. PRIOR TO ANY CERTIFICATE OF OCCUPANCY (TCO and/or CO)

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 Temporary Certificate of Occupancy (TCO)</u>:

1. Through-Block Pedestrian Connection

A through-block pedestrian connection is required, running north-south, on the west 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

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

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

3. **Public Art**
   Prior to temporary certificate of occupancy, the final design of the public art to be installed within the outdoor public plaza space(s) adjacent to the Major Pedestrian Corridor, shall be reviewed and approved by land use, prior to installation.

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

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

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

5. **FAR Amenity Bonus and Project Approval Recording**
   The applicant shall record a copy of the following project documents 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;
   - A copy of the approved Conditions of Approval for the project.

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

6. **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: LUC 20.40.490
REVIEWER: Laurie Tyler, Land Use Division

7. **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 Division

8. **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 Division

9. **Project Sign Design Package**
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 Division

10. Street Frontage Improvements

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

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

11. Pavement Restoration

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:

a) Near the development site, 108th Avenue NE was recently overlaid, and is classified as "No Street Cuts". Permission to cut into the pavement will be required through the right-of way use permit and coordination of the pavement manager. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Darwin Li, Transportation

12. 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 has been submitted and recorded prior to issuance of the initial certificate of occupancy. A right-of-way use permit maybe required for these elements.

AUTHORITY: BCC 14.30.160
REVIEWER: Darwin Li, Transportation

13. 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
REVIEWER: Darwin Li, Transportation

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

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

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

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

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	The public plaza along the south edge of the site allows for pedestrians to rest along 108th Ave by incorporating ample seating, weather protection, and public artwork. An outdoor seating plaza is also located at the north side of the project for the retail tenant. These areas enhance the design character of this mid-block site.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	Planting has been integrated into the roof decks throughout the project to enhance the feeling of a city in a park for both the tenants of the building as well as those that have views of this building from adjacent properties.
UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.	The active frontage of the building creates a safe and secure sidewalk during business hours. The public plaza ensures that pedestrians have a place to rest. This plaza will be well lit and avoids blind spots to enhance the safety and security of the space.
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	The modulation of the building form and utilization of the rooftop deck creates an interesting overall form against the city skyline. The façade design accentuates the verticality of this 12 story building with a distinct top.
UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.	The building creates a step between the Civica building to the South and Tower 333 to the north in both its size and massing. The overall mass of the building is articulated into several components to accentuate the verticality of the street-facing façade. Upper levels are stepped back to preserve views and natural light reaching the ground plane.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	The continuation of the through-block connection will help pedestrian-access flow through the larger City block. In addition, the public plaza allows for a variety of seating opportunities within pockets of landscape.
UD-17: Support and encourage a variety of artwork in public places,	The southeast corner of the open plaza will have a sculptural element commissioned specifically for this building.

such as parks, public buildings, and plazas.	
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	The proposed public plaza opens up to the existing Civica pedestrian plaza as a continuation of open space along 108th Ave. In addition, the through-block connection joins multiple sites on the western property line providing for better pedestrian access.
UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.	All materials are durable and are warranted to withstand the climate, the overall design shows through in the façade design and is brought down to the pedestrian level. The unitized curtain wall system will create a very taut and modern expression that will relate well to the surrounding tower facades.
UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	The art sculpture in the plaza will be an iconic visual reference point at pedestrian level along 108th Ave.The proposed artist utilizes bold colors, through his origami-inspired metal sculptures. In addition, we are proposing a large "swing" as a unique seating option in the pedestrian plaza that will become an iconic meeting spot for Downtown Bellevue.
UD-25: Ensure that site and building design relates and connects from site to site.	The office tower design is consistent within similar design features in the downtown context by the use of curtain wall paneling, which mimics similar elements of the Summit III building located across 108th. In addition, the overall massing steps in height between the Civica Building and the Tower 333 Building.
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	The public plaza will be landscaped with various plantings to enhance the visual character of the site and wood benches are integrated throughout to bring a sense of warmth and a natural tactile experience to the users.
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	The public plaza is highly inviting as an open space directly connected to the pedestrian experience.
UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.	A public art sculpture will be integrated into the public plaza.
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	The mechanical screening keeps the rhythm of the overall façade patterning while clearly defining the top of the building.
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.	Vegetated-wall screening along the south and west parking garage walls buffer the neighboring property and the through-block connection. This helps to soften the overall mass at the pedestrian scale. In addition, green roofs are proposed to provide visual impact from adjacent properties on the sixth and twelfth floors.

UD-32: Provide design treatments for blank walls that are visible from the public right of way.	Vegetated-wall screening are proposed at the walls along the through-block connection. No other blank walls are visible from the right of way.
UD-33: Encourage public and private development to incorporate access to sunlight.	All floors have exterior decks to allow tenants to experience the outside from within their tenant spaces, promoting happier and healthier occupants. The asymmetric core pushes most of the office space to the south allowing for sunlight to permeate deep into each floor. The upper levels of the project are setback 20' from the floors below to allow for natural light to reach the ground plane.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	Sidewalk is provided with a canopy to protect pedestrians as they enter the building and walk along the front façade. A portion of the public plaza is located below the overhead building mass to provide weather protection while still allowing sunlight to reach the plaza.
UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	The pedestrian and vehicular areas are clearly defined through differing ground plane materials. The material patterning of the sidewalk will be brought onto the site at both the main building entry and the public plaza area.
UD-36: **Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.**	All visible parking is housed on the west side of the site and out of the public right of way view. All below grade parking is fully screened from view.
UD-38: **Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.**	The public plaza will utilize a raised pedestal paver system to allow for water to permeate below the surface of the plaza to the drainage system.
UD-39: **Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.**	The main glazing will be color neutral and low iron, this will reduce the glare onto surrounding areas. The only surfaces which could create glare are located on the north side of the building where direct sunlight is not an issue.
UD-40: **Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.**	This building fits within the area between two adjacent office towers. The form of the building effectively protects the proposed public plaza from excessive wind.

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.**	All rainwater that falls on the site is collected and managed by on-site facilities prior to entering city utility systems.
DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS	
UD-44: **Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.**	This proposed building fits within the neighboring context of office use towers with ground floor active use spaces. The proposed architectural, landscaping, and lighting elements are designed to fit within the urban fabric of the downtown core.
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.**	The building design appropriately connects to the public right of way to the east and the through-block connection on the west.
UD-46: **Encourage site and building designs that support and connect with existing or planned transit facilities.**	Planning includes recognizing the new bike lane proposed on 108th and using that to determine front façade relation to the street. There is no expected impact to existing or planned transit facilities
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.**	Our through block connection will finish the connection for this superblock, with almost 100% active frontage between a retail space, pedestrian plazas, and a gathering space, the pedestrian experience will be greatly enhanced.
UD-49: **Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.**	Landscape and signage is integrated with architectural design to ensure the overall concept is represented in all landscape and signage as a cohesive design.
UD-50: **Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.**	Building is sited at the public sidewalk to allow for an enhanced pedestrian experience.

SIGNS and WAYFINDING	
UD-51: **Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.**	The sign design and placement will be compatible with the building, neighborhood, and downtown Bellevue character as a whole.
VEGETATION and LANDSCAPING	
UD-55: **Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.**	Plants appropriate to use in the Pacific Northwest have been used throughout the project.
PUBLIC SPACE	
UD-58: **Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.**	The project includes a public plaza to the south and smaller outdoor seating area on the north.
UD-59: **Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.**	The public plaza has access to sunlight, security, seating, landscaping, and is fully accessible.
UD-60: **Incorporate weather protected areas into major public places.**	The public plaza provides weather protection.
SIDEWALKS, WALKWAYS, and TRAILS	
UD-65: **Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.**	The through-block connection is handicap accessible with lighting and planting strips.

VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)	
Comprehensive Plan Policies	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
DOWNTOWN (SD-T) POLICIES	
POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	Although mainly office use, the project does provide a retail/restaurant space along 108th Avenue as well as a public plaza that is accessible and open to the public.
POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.	The facades fit with the surrounding buildings, the articulation of the street facing façade helps to bring a pedestrian scale to the overall mass and the rooftop amenity space allow for an aesthetically attractive area
POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.	This project does not have an impact on residential neighborhoods.
POLICY S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	Although this mid-block project has limited street frontage, the adjoining sidewalk is enhanced with street trees, a public plaza, and pedestrian lighting.

2020 DOWNTOWN DESIGN GUIDELINES

Permit #21 131993 LD

Provide a written response to each Standard/Guideline.

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

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

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

LUC 20.25A.150 - CONTEXT

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

1. Intent. Each new development provides an opportunity to enhance the aesthetic quality of Downtown and its architectural context. The relationship that a development has to its environment is a part of creating a well-designed, accessible, vibrant community.

2. Guidelines.

a. Architectural elements should enhance, not detract from, the area's overall character;

b. Locate the bulk of height and density in multi-building projects away from lower intensity Land Use Districts;

c. Minimize off-site impacts from new development, such as lights and noise, by directing them away from adjacent properties and less intense uses;

d. Incorporate architectural elements at a scale and location that ensures detailing is proportionate to the size of the building; and

e. Use forms, proportions, articulation, materials, colors and architectural motifs that are suggested by and complement adjacent buildings.

Response:

The project is within the Downtown Office Use (DT-0-2) zone, where structures are permitted to be built up to 365'. The proposed 188' height of the project is significantly below the maximum permitted height on the site. The height and scale of the proposed structure serves as a transitional element from taller existing 333 tower to the north, and the shorter height Civica building to the south. The building massing along 108th accentuates the verticality of the narrow site, while maximizing the area of each floor plate to minimize view impacts on neighboring properties.

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

1. Intent. Publicly accessible open spaces including outdoor plazas, Major Pedestrian Open Spaces and Minor Publicly Accessible Spaces are provided for public enjoyment and are areas of respite for those who live and work in the area. Publicly accessible open spaces provide numerous benefits for people including: active and passive recreation, a place to sit and gather, a place for events, and relief from the built environment. Any negative impacts from new projects to adjacent publicly accessible spaces should be minimized.

2. Guidelines.

a. Organize buildings and site features to preserve and maximize solar access into existing and new public open spaces wherever possible;

b. When designing a project base or podium, strive to enhance the user's experience of adjacent public open spaces. For example, views of an adjacent existing public open space can be framed by new development; and

c. Promote use and accessibility of publicly accessible open spaces through site and building design.

Response:

The project utilizes a south facing plaza accessed from 108th AVE NE to maximize access to light and air for the public. This plaza aligns with the plaza of the Civica Building to the south. The proposed plaza helps to frame the main building entrance.

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

1. Intent. Downtown residents, employees, and visitors depend on safe, inviting, efficient transportation options. New development is a key link in creating a reliable transportation system with connections to different modes of transportation that place an emphasis on safety for the pedestrian.

2. Guidelines.

a. Create logical connections to transit options, walking and biking trails, pedestrian routes, and streets; and

b. Coordinate service and parking access to maximize efficiency and minimize negative impacts on adjacent land uses and the public realm.

Response:
The project connects to an existing network of pedestrian connections along 108th AVE NE, one block north is the existing Bellevue Transit Center and one block northeast will be the Future Bellevue Downtown Link Lightrail. The west end of the project will also connect two dead-end through-block access from the adjacent north and south properties, completing the through-block connection connecting NE 2nd St and NE 4th St.

The singular vehicular access to and from the site occurs off 108th Ave NE on the east edge of the property. The projects provides an internal loading zone, internal parking entrance, and service facilities to limit cross traffic of vehicular access and the pedestrian realm, in addition to shielding building services from the street and to increase the building frontage on the pedestrian realm.

D. Emphasize Gateways – LUC 20.25A.150.D

1. Intent. Entrances and transitions into and within Downtown should be celebrated.
2. Guideline. Use architectural and landscape elements to emphasize gateways. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of "entering" or moving into Downtown, as well as entry into unique neighborhoods in Downtown. Refer to the Gateways and Wayfinding section of the Downtown Subarea Plan in the City of Bellevue Comprehensive Plan for a map of gateways.

Response:
The project site is located internally within the block, so does not directly act as a gateway in relation to the designated locations in the Downtown Subarea Plan.

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

1. Intent. Outdoor spaces are more enjoyable and functional if they are filled with sunlight. Loss of sunlight and sky view reduces the comfort, quality, and use of publicly accessible open space. Trees and vegetation need sunlight to thrive.
2. Guidelines.
a. Evaluate alternative placement and massing concepts for individual building sites at the scale of the block to ensure the greatest amount of sunlight and sky view in the surrounding area;
b. Maximize sunlight and sky view for people in adjacent developments and streetscape; and
c. Minimize the size of shadows and length of time that they are cast on pedestrians in the streetscape.

Response:
The southern portion of the volume has opened up to maximize southern exposure within the proposed plaza area, where the Civica building recesses from 108th Ave NE. The proposed building massing and height allow for setbacks from the adjacent properties, to allow for open air and sunlight between towers.

LUC 20.25A.160 - SITE ORGANIZATION

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

1. Intent. The vitality and livability of Downtown are dependent on a safe, walkable environment that prioritizes the pedestrian and reduces conflicts between pedestrians and other modes of transportation. The design should encourage the free flow of pedestrians, cyclists, and cars onto, off, and through the site. Walkability includes the creation of through-block pedestrian connections and other paths that offer attractive and convenient connections away from heavy arterial traffic. These connections also break down superblocks into a pedestrian-friendly grid.

2. Guidelines.

a. Site Circulation for Servicing and Parking.

i. Minimize conflicts between pedestrians, bicycles, and vehicles;

ii. Provide access to site servicing and parking at the rear of the building from a lane or shared driveway, if possible;

iii. Provide access to site servicing, such as loading, servicing, utilities, vehicle parking, either underground or within the building mass and away from the public realm and public view;

iv. Minimize the area of the site used for servicing through the use of shared infrastructure and shared driveways;

v. Provide service access through the use of through-lanes rather than vehicle turnarounds, if possible; and

vi. Locate above-ground mechanical and site servicing equipment away from the public sidewalk, through-block connections, and open spaces.

b. On-Site Passenger and Guest Loading Zones, Porte Cocheres, and Taxi Stands.

i. Plan for increased activity found in passenger and guest loading areas during site plan development. Loading functions shall take place on private property, except as provided below;

ii. Locate passenger and guest loading zones and taxi stands so that the public right-of-way will remain clear at all times;

iii. Locate passenger and guest loading zones and taxi stands to minimize conflicts with pedestrians and other modes of transportation. Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians, bicyclists, and other modes of transportation;

iv. Walkways should be placed to provide pedestrian access from the public sidewalk to the building entry without requiring pedestrians to walk in the driveway or come into conflict with vehicles;

v. Pull-through drives should have one lane that is one-way where they enter from and exit to the street;

vi. Long-term parking is not allowed in passenger and guest loading areas;

vii. If private bus activity is anticipated, provide an off-street passenger loading area for this size of a vehicle. Passenger loading functions may not take place in the public right-of-way; and

viii. Passenger loading functions for hotels, other than guest arrival and departure, may be allowed on streets with moderate intensity, such as a "C" Right-of-Way, via a curb setback loading area. Right-of-way classifications can be found in LUC 20.25A.170.B. Provided: the loading area must have a direct relationship to the building entry, and the required streetscape (curb, sidewalk, and planting strip) widths shall be maintained between the loading area and building entries, and the Director of Transportation has approved the configuration.

c. Pedestrian and Cycling Connections.

i. Include direct, logical, safe, and continuous routes for pedestrians and cyclists;

ii. Provide pedestrian access through the site that is available to all and consistent with the Americans with Disabilities Act;

iii. Include landscaping, pedestrian-scale lighting, and other amenities that enhance use of such connections during every season; and

iv. Locate bicycle parking so that it has direct and visible access to the public street, building entrances, transit, and other bicycle infrastructure.

Response:

The site has been organized to consolidate one curb cut for vehicles and services on the southern half of the site off 108th AVE NE. Building drop-off is internal to the site. This enables the remaining frontage to be prioritized for pedestrian use, entrances, and active use where more sunlight can reach these amenities and limits the interaction between vehicular and pedestrian to one crossing. A through-block connection is made at the back of the site to connect two dead-end connections from two adjacent properties.

C. Building Entrances – LUC 20.25A.160.C

1. Intent. Direct access from the public sidewalk to each building animates the street and encourages pedestrian activity to occur in the public realm rather than inside the building.

2. Guidelines. Ensure that the primary building entrances front onto major public streets, are well defined, clearly visible, and accessible from the adjacent public sidewalk.

Response:

The primary building entry is situated within a high-transparency volume in the northeast corner on 108th AVE NE. The entry is delineated by a prominent elevated canopy and a change in material to further accentuate it as a focal point along the streetscape.

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

2. Intent. A through-block pedestrian connection provides an opportunity for increased pedestrian movement through superblocks in Downtown and helps to reduce the scale of the superblocks.

3. Standards.

a. Location. Through-block pedestrian connections are required in each superblock as provided in the map above. A through-block pedestrian connection shall be outdoors, except where it can only be accommodated indoors. The Director may approve a location shift on a through-block pedestrian connection; provided, that it provides similar pedestrian access as would have been required in the map above.

b. Proportionate Share. If a new development is built adjacent to a required through-block pedestrian connection as provided in the map in subsection D.1 of this section, the applicant shall construct a proportionate share of the through-block pedestrian connection.

c. Hours. A through-block pedestrian connection shall be open to the public 24 hours a day. Provided, if the through-block pedestrian connection is within a building, its hours shall coincide with the hours during which the building is open to the public.

d. Legal Agreement. Owners of property that are required to provide a through-block connection as part of the Design Review process shall 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.

e. Signage. Directional signage shall identify circulation routes for all users and state the hours that the space is accessible to the public. The signage shall be visible from all points of access. The Director shall require signage as provided in the City of Bellevue Transportation Department Design Manual. If the signage requirements are not feasible, the applicant may propose an alternative that is consistent with this section and achieves the design objectives for the building and the site.

4. Guidelines. A through-block pedestrian connection shall:

a. Form logical routes from its origin to its destination;

b. Offer diversity in terms of activities and pedestrian amenities;

c. Incorporate design elements of the adjacent right-of-way, such as paving, lighting, landscaping, and signage to identify the through-block pedestrian connection as a public space;

d. Accentuate and enhance access to the through-block pedestrian connection from the right-of-way by use of multiple points of entry that identify it as a public space;

e. Identify the connection as a public space through clear and visible signage;

f. Provide lighting that is pedestrian-scaled, compatible with the landscape design, and improves safety;

g. Provide high-quality design and durable materials;

h. Provide landscaping to define and animate the space wherever possible;

i. Incorporate trees and landscaping to provide enclosure and soften the experience of the built environment;

j. The use of artistic elements and water features is encouraged to provide moments of interest for the user;

k. Provide access that complies with the Americans with Disabilities Act. Additional access may be provided through the building, if necessary to meet this requirement;

l. Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;

m. Be developed as a walkway or a combination walkway and vehicular lane. If the combination walkway and vehicular lane does not have a separate raised walkway, the walkway surface shall be paved with unit paver blocks or other unique paving surface to indicate that it is a pedestrian area;

n. Incorporate decorative lighting and seating areas; and

o. Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the through-block connection to ensure that the connection is used, feels safe, and is not isolated from view.

Response:

The block has a network of partial existing through-block connections in place. Currently the properties to the north and south each have a dead-end connection that leads to the site. The site will connect the two connections to create a true through-block connection. Similar to the northern property, due to substantial grade change from the east to west, the through-block connection will sit at a lower elevation than the primary ground floor level of the project. A connection from the through block corridor is proposed at the ground floor level of the site. Landscape elements are proposed to soften the edge and create a pleasant experience.

E. Open Space – LUC 20.25A.160.E

1. Intent. Open space is an integral part of a livable urban environment because it provides people a place for recreation, gathering, and reflection in a built environment. A vibrant Downtown includes open spaces that encourage active and passive recreation, spontaneous and planned events, and the preservation of the natural environment.

2. Guidelines.

a. Site and building design should capitalize on significant elements of the natural environment, planned parks, outdoor plazas, and open space. Designs should incorporate open space amenities for residents, employees, and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments;

b. Orient gathering places and walkways toward parks and open spaces. Provide clear and convenient public access to open space amenities;

c. Include elements that engage the natural environment where the sight, sound, and feel of nature can be directly experienced;

d. Locate buildings to take maximum advantage of adjacent open spaces;

e. Create attractive views and focal points;

f. Use publicly accessible open space to provide through-block pedestrian connections where possible;

g. Include features and programming opportunities to encourage year-round use;

h. Define and animate the edges of publicly accessible open space with well-proportioned building bases, permeable façades, and Active Uses at grade;

i. Provide access that complies with the Americans with Disabilities Act, additional access may be provided through the building if necessary to meet this requirement;

j. Provide weather protection for pedestrians at key intersections, building entrances, and points of interest;

k. Use artistic elements and water features where possible;

l. Use design elements, such as surface materials, furnishings, landscaping and pedestrian-scale lighting that are high quality, functional, and environmentally sustainable;

m. Maximize safety and comfort by including access to sunlight, clear views to and from adjacent streets and buildings, compliance with the Americans with Disabilities Act, and protection from wind and inclement weather;

n. Design for events where feasible by providing electrical hookups and areas for staging;

o. Open space design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an open space when reasonable alternatives are not feasible. When the above-referenced activities must be incorporated into an Open Space Design, operational procedures shall require the above-referenced activities to occur after normal business hours; and

p. Employ decorative lighting.

Response:

The proposed development does not exceed the base height to trigger open space requirements. In addition, to the small lot exception within the Land Use Code shall limit our outdoor plaza to a minimum of 1,500 sf. The proposed plaza to include areas of seating, an art installation, seating options, and landscaping to the public. It will also serve to connect the public to the ground floor space of the site. Vehicular access has been separated from the plaza area, to promote safety and comfort. Lighting is integrated within the landscape to maximize usage throughout the day, and multiple seasons. ADA access is designed to access from the Public Right of Way.

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

A. Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment.

a. Intent. A building should provide a continuous, visually rich pedestrian experience along its ground-floor or second-floor street front where active uses are present.

b. Guidelines.

i. The most important part of a building to a pedestrian is its ground floor, which a person experiences walking past or entering the building. This "pedestrian experience zone" shall provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian. Ground-floor building transparency should foster interaction between the public and private realms;

ii. Provide windows that are transparent at the street level;

iii. Create visual interest on walls by using a variety of forms, colors, and compatible cladding materials;

iv. Façades should provide a varied pedestrian experience by using bays, columns, pilasters, or other articulation at the street level;

v. Weather protection should help to define the upper edge of the pedestrian experience zone. A change in materials and scale will further define this zone;

vi. Signs and lighting at the ground level should complement the pedestrian scale; and

vii. Provide building edges that maintain strong visual and physical connections to the sidewalk.

Response:

The proposed ground level façade provides nearly 100% transparent view into the building active use spaces, continuing the pedestrian experience into and beyond the sidewalk. Pedestrian protection is provided in the form of the entry awning to signify the entries into the main building lobby and active use space. ADA accessibility is provided from the 108th Ave NE side of the building, directly into the building lobby.

2. Protect Pedestrians from the Elements

a. Intent. Provide pedestrians with protection from wind, sun, and rain while allowing light to filter through to the occupants below.

b. Guidelines.

i. Weather protection along the ground floor of buildings shall protect pedestrians from rain and provide shade in summer, but allow some daylight penetration;

ii. The design of weather protection shall be an integral component of the building façade;

iii. Weather protection shall be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures, or other street furniture;

iv. Weather protection shall assist in providing a sense of enclosure for the pedestrian;

v. Use durable materials for weather protection;

vi. Awning and marquee designs shall be coordinated with building design;

vii. The minimum height for awnings or marquees is eight feet above finished grade, except as otherwise required in the International Building Code, as adopted and amended by the City of Bellevue;

viii. The maximum height for awnings or marquees is 12 feet above finished grade;

ix. Pavement below weather protection shall be constructed to provide for drainage;

x. Weather protection shall have a horizontal rather than a sloping orientation along the building elevation; and

xi. Weather protection shall follow the pattern of storefronts.

Response:

A canopy at the main building entry provides weather protection for pedestrians entering the building, in addition to a continuous canopy along the ground floor active use space along 108th AVE NE. Building overhang at the public plaza provides a partially covered outdoor space.

3. Create a Variety of Outdoor Spaces.

a. Intent. Provide comfortable and inviting outdoor spaces for a variety of activities during all hours and seasons.

b. Guidelines.

i. Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;

ii. All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;

iii. Provide courtyards, squares, and plazas to enhance adjacent ground floor uses;

iv. Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;

v. Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;

vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;
vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and
viii. Provide pedestrian walkways and courtyards in residential or office development areas.

Response:
The public plaza coupled with multiple roof decks provide the primary outdoor spaces for the project. Each space is designed and programmed for unique uses; the plaza serves the public at street level and will include art, outdoor seating, and vegetated with trees and shrubs. An outdoor seating around along the ground floor on the north side of building will be flanked by a raised planter with trees. While the roof deck supports active uses for special events for the building tenants. Multiple balconies on the upper levels coupled with high-transparency storefront activate the interior space to provide connection of the public to the interior spaces. A wrap around vegetated roof deck at the mid building setback provides visual engagement to the surrounding properties. In addition to the public connection on the west portion of the site to allow link to the through-block connection.

4. Provide Places for Stopping and Viewing.

a. Intent. People watching, socializing, and eating are restful and pleasurable activities for the pedestrian; providing special places where they can do these activities increases the pedestrian's sense of enjoyment. Seating and resting places can add vitality to the urban environment. People will use available seating in open, well-designed areas, not in secluded or highly exposed areas.
b. Guidelines.
i. Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;
ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;
iii. Provide seating adjacent to sidewalks and pedestrian walkways;
iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;
v. Create a sense of separation from vehicular traffic; and
vi. Provide comfortable and inviting places where people can stop to sit, rest and visit.

Response:
A variety of seating will be incorporated within the public plaza adjacent to the art, providing a place for stopping and resting; and separated from the drive aisle by elevated planters and plantings. The rooftop deck and balconies will provide seating to encourage gathering for tenants within the building. The southeast orientation of the rooftop deck and upper-level balconies will provide views out over the city towards Mt. Rainer. The wraparound deck at mid-building will open out over the open space amenities provided by adjacent properties and the through-block connection.

5. Integrate Artistic Elements.

a. Intent. Artistic elements should complement the character of a site, building or Land Use District as a whole. Art enriches the development by making buildings and open spaces more engaging and memorable. Art is integral to creating a memorable experience for those who live, work, and visit Downtown, especially when the art is integrated into the design of the building or outdoor space. To maximize the opportunities for art on a site, applicants are encouraged to include artists on design teams.
b. Guidelines.
i. Use art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;
ii. Use art to mark entryways, corners, gateways and view termini;
iii. Integrate art into building elements, including but not limited to: façades, canopies, lighting, etc.;
iv. Designate a location for the artwork that activates the public realm and is in scale with its location; and
v. Use materials and methods that will withstand public use and weathering if sited outdoors.

Response:
Pedestrian scaled paving, accent colors, and artful application of building façade materials reinforce pedestrian realm that is dynamic and visually interesting. An art installation is proposed within the plaza area at the southeast corner of the site and accented with lighting to promote visibility throughout the day.

6. Orient Lighting toward Sidewalks and Public Spaces.

a. Intent. Pedestrian-scaled lighting should be used to highlight sidewalks, bike racks and lockers, street trees, and other features, and harmonize with other visual elements in the subarea.
b. Guidelines.
i. Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;
ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character;
iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape;

iv. Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas and to create an inviting and safe ambiance;
v. Use lighting to highlight landscape areas;
vi. Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;
vii. Install foot lighting that illuminates walkways and stairs;
viii. Use energy-efficient lighting, such as LED;
ix. Direct bollard lighting downward toward walking surfaces;
x. Provide festive lighting along signature streets on buildings and trees; and
xi. Decorative lighting may be used in open spaces to make the area more welcoming.

Response:
LED Lighting will be utilized to increase safety and illuminate walking surfaces but used with careful restraint to not overwhelm the pedestrian experience. Lighting with be integrated with the landscaping within the public plaza and the through-block connection and emphasize both areas of walking and seating. The high-transparency ground-level façade will provide ambient lighting, engaging the pedestrian realm. Lighting will be directed downward and/or shielded in order to maintain dark-sky compliance and reduce glare to adjacent properties. Finally, lighting is integrated into the design to help delineate pedestrian areas from the drive aisles by use of different fixture types and lighting methods.

7. Orient Hanging and Blade Signs to Pedestrians.

a. Intent. Signs may provide an address, identify a place of business, locate residential buildings or generally offer directions and information. Their function shall be architecturally compatible with and contribute to the character of the surrounding area. Hanging signs should be oriented to the pedestrian and highly visible from the sidewalk. Hanging signs can contribute significantly to a positive retail and pedestrian environment and reinforce a sense of place. Signs shall comply with the provisions of the Chapter 22.10B BCC (Sign Code).
b. Guidelines.
i. Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;
ii. Sign lighting should be integrated into the façade of the building;
iii. Signs should be constructed of high-quality materials and finishes;
iv. Signs should be attached to the building in a durable fashion; and
v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.

Response:
The proposed project includes active use space along 108th and the main building lobby, which is emphasized by a change in material allowing for building and/or tenant signage. Pedestrian oriented signage will highlight wayfinding along 108th Ave NE.

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

2. Commercial Streets – "B" Rights-of-Way.

a. Rights-of-way designated "B" shall have moderate to heavy orientation to pedestrians. This shall be achieved by developing the design so that there is a close relationship between exterior and internal activities with respect to both physical and visual access. Design attention shall be given to sidewalk-related activities and amenities. "B" rights-of-way are to provide a diverse and active connection between the Active Use dominated "A" rights-of-way, and the other Downtown rights-of-way.
b. Standards and Guidelines.
i. Transparency: 75 percent minimum;
ii. Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;
iii. Points of Interest: Every 60 linear feet of the façade, maximum;
iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and
v. One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.

Response:
The project provides a "pedestrian experience zone". The ground level façade will have near 100% transparency along the public Right-of-Way. Pedestrian protection will be provided along all storefront, wrapping along to the public plaza. Weather protection and points of interest of the building façade are provided to enhance the pedestrian experience

LUC 20.25A.180 - BUILDING DESIGN (BASE, MIDDLE, AND TOP)

B. Overall Building Design – LUC 20.25A.180.B

1. Encourage High-Quality Materials.

a. Intent. Create a sense of permanence in Downtown through the use of high-quality building materials. Quality façade materials can provide a sense of permanence and bring life and warmth to a neighborhood. Façade and building materials shall enhance the street environment while complementing the aesthetic quality of adjacent buildings.

b. Guidelines.

i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;

ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;

iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and

iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

Response:

The proposed building materials consists of high-quality, durable materials such as curtain wall, and architectural metal wall panels, with areas of relief to create shadow lines and depth on the building. The lower levels will be comprised of high-efficiency glazing, metal paneling, and simulated wood-tone metal paneling. The color selection of the materials was chosen to fit within the downtown Bellevue context yet contrast from the neighboring Civica and 333 Tower.

2. Provide Interesting Building Massing.

a. Intent. Use scale-defining articulation and other techniques to break up the longitudinal dimensions of buildings, creating a comfortable sense of enclosure and human scale by establishing a dynamic, continuous street edge.

b. Guidelines.

i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;

ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;

iii. Reduce the scale of elevations both horizontally and vertically;

iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and

v. Design should feature vertical articulation of windows, columns, and bays.

Response:

The proposed design uses a combination of massing shifts and material changes. Fenestration patterns evoke visual interest within the building composition. The general massing of the building promotes smaller scale elements at pedestrian level, while larger elements to express the verticality within the upper levels.

D. Building Base (Podium) – LUC 20.25A.180.D

2. Articulate the building base with high-quality materials and design elements that fit with the aesthetic quality of neighboring buildings and contribute to the pedestrian scale and experience.

a. Intent. The building façade shall provide an architectural expression that relates to its surroundings and shall include materials and elements that can be viewed and appreciated at the speed, scale, and proximity of the pedestrians.

b. Guidelines.

i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;

ii. Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and

iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.

Response:

The east face of the ground facing façade is design around a prominent high-transparent retail use and lobby entrance. The drive entrance depicts textured and pattern paving and proposes to blend with the plaza textures.

3. Provide Clear, Unobstructed views/ground floor uses facing the public realm.

a. Intent. At street level, a series of unobstructed views into and out of buildings enriches the urban experience for pedestrians and building occupants. Transparency enhances visual interest, vitality, and increases safety for all.

b. Guidelines.

i. Transparent windows should be provided on façades facing streets, parks, and open spaces;

ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;

iii. Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.

Response:

The storefront will be comprised of nearly 100% transparency at the lobby and retail spaces along the pedestrian sidewalk. In addition, storefront glazing wraps around the north and the south side to afford views and transparency towards the open space in front of the Civica and 333 Tower buildings. The interior wall provides a clear depth of approximately 45 feet at the retail bay.

4. Design Inviting Retail & Commercial Entries

a. Intent. Design retail and commercial entries to create an open atmosphere that draws customers inside while creating opportunities to engage the public.

b. Guidelines.

i. Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;

ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;

iii. Building lighting should emphasize entrances;

iv. Provide transom, side lights, or other combinations of transparency to create visual interest;

v. Provide double or multiple door entries; and

vi. Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.

Response:

An automatic double entry vestibule will be constructed primarily of glass to promote visibility between the street and interior space. Building lighting is proposed to be integrated into the entry soffit to emphasize the lobby entry.

5. Encourage Retail Corner Entries.

a. Intent. Use corner entries to reinforce intersections as important places for pedestrian interaction and activity.

b. Guidelines.

i. Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;

ii. Locate primary building entrance at the corner;

iii. Use weather protection, special paving, and lighting, to emphasize corner entry;

iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and

v. Use doors with areas of transparency and adjacent windows.

Response:

Clear glazing and high-quality materials, in addition to direct access from the public right of way, are proposed to encourage ground floor activity.

6. Encourage Inviting Ground Floor Retail and Commercial Windows.

a. Intent. Use transparency to enhance visual interest and to draw people into retail and commercial uses.

b. Guidelines.

i. Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;

ii. Use clear window glazing;

iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;

iv. Install transom windows or other glazing combinations that promote visual interest.

Response:

Due to the limited street frontage, wayfinding and sense of entry is better served by a single shared entry.

7. Provide Multiple Entrances.

a. Intent. Multiple entrances break up monotonous façades, enhance visual interest, and enrich the pedestrian experience.
b. Guideline. Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

Response:

Light fixture size, location and design at the ground floor and pedestrian level has been considered to provide adequate lighting without creating glare or overcast light onto adjacent properties. Lighting will be shielded and at pedestrian scale, to maintain dark-sky compliance and reduce further light pollution in the sky. Lighting will also be integrated with the landscape to accent the plantings around the site. All lighting will be LED.

8. Integrate Building Lighting.

a. Intent. Architectural lighting that enhances and helps articulate building design, including illumination of architectural features and entries, points of interest, uplighting and other effects.
b. Guidelines.
i. Exterior lighting of buildings should be an integral component of the façade composition. Lighting should be used to create effects of shadow, relief, and outline that add visual interest and highlight aspects of the building;
ii. Lighting should not cast glare into residential units or onto adjacent development or streets;
iii. Use accent lighting for architectural features;
iv. Provide pedestrian-oriented lighting features;
v. Integrate lighting within the landscape; and
vi. Provide dimmable exterior lighting.

Response:

i. Exterior lighting has been designed to accentuate the building entrance, vehicle entrance, and public plaza. Upper level lighting accentuates the south, west, and rooftop decks which add to the building articulation
ii. Lighting designed to minimize impacts to adjacent properties.
iii. Accent Lighting integrated with decks and ground floor features
iv. Pedestrian oriented lighting throughout the ground floor
v. Landscape lighting included throughout the public plaza and building planters
vi. All building lighting will be dimmable

E. Middle (Tower)– LUC 20.25A.180.E

1. Tower Placement

a. Intent. Tower placement can directly affect those on the ground plane by affecting wind conditions and the scale of the building as compared to the pedestrian. Thoughtful tower placement can minimize these effects.
b. Guidelines.
i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.
ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.

Response:

As a small site, there is very little latitude in the placement of the single tower. However, the street alignment matches that set by the 333 Tower.

2. Maximize energy efficiency in tower orientation and articulation.

a. Intent. Tower orientation, articulation, and other features should be designed to respond to maximize solar orientation and to reduce mechanical heating and cooling.
b. Guidelines.
i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized;
ii. Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;
iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and
iv. When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.

Response:

The natural orientation of the tower is optimal with the longer facade oriented to the south. Partially shielded by the Civica project, the tower manages solar gain efficiency. We are stepping the top of the proposed tower to create roof deck space and create visual interest from the street level.

3. Design tower to provide visual interest and articulation.

a. Intent. Tower design should incorporate articulation, design excellence, and sustainable materials.

b. Guidelines.

i. Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and

ii. Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.

Response:

The base/middle/top expression is defined by a variety of large-scale massing blocks, broken up by smaller scale fenestration pattern and textures. The varying building mass is broken up to inform building articulation by introducing shadow lines.

F. Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

a. Intent. Building rooflines should enliven the pedestrian experience and provide visual interest with details that create dynamic and distinct forms.

b. Guidelines.

i. Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;

ii. Include towers or similar vertical architectural expressions of important building functions such as entries;

iii. Vary roof line heights; and

iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.

Response:

The building silhouette is designed to span between and complement the adjacent buildings. The building is mainly perceived from the street, and this facade has been modulated into three major masses, the topmost which steps up towards the taller 333 Tower. This step creates opportunities to articulate the facade into a top, middle, and base.

2. Foster Attractive Rooftops

a. Intent. Integrate rooftop elements into the building design.

b. Guidelines.

i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;

ii. Provide rooftop terraces, gardens, and open spaces;

iii. Incorporate green roofs that reduce stormwater runoff;

iv. Consolidate and screen mechanical units; and

v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.

Response:

An occupied rooftop deck is provided in the southeast corner of the massing to maximize views of Mt. Rainier. The mechanical screen will be used as a design element to further accentuate the height and align with the tallest office portion at the stepped massing.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-131993-LD

Project Name: 305 Office Building

Administrative Departure Requested for: LUC 25.25A.030.D.1 and LUC 20.25A.060.A.1

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

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

Written Description of Departure Being Requested:

Build-To Line

Response:

Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.060.A.1 a departure is requested to modulate the east façade of the building at the build-to (back of sidewalk) line. LUC 20.25A.060.A.1 allows exceptions to buildings being built to the "build-to" line where a plaza, building modulation or other ground-level open space is proposed. The proposed design has a modulated setback from the sidewalk to achieve the required sight distance triangle. See the exhibit at end of departure form.
See sheet A2.00 in the ADR drawing submittal.

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***

Response:

The Comprehensive Plan recognizes a desire for enclosure and protection in the pedestrian environment. The design with the departure advances the following specific Comprehensive Plan policies:
+S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.
+S-DT-36: Utilize development standards for building bulk, heights, setbacks, landscaping requirements, setbacks, floor area ratios, open space requirements, and development incentives.
+S-DT-37: Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.
+S-DT-51: Develop a strategy on how to link Downtown together through the use of literal and/or symbolic major design features that vary by district.

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

Response:

The setback location north of the on-site driveway increases the visibility of vehicles, bicyclists, and pedestrians, increasing public safety and providing a pocket of respite off the sidewalk. The recessed entry adds a sense of enclosure and protection while the plaza / primary building entrance setback correlates to the neighboring properties.

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

Response:

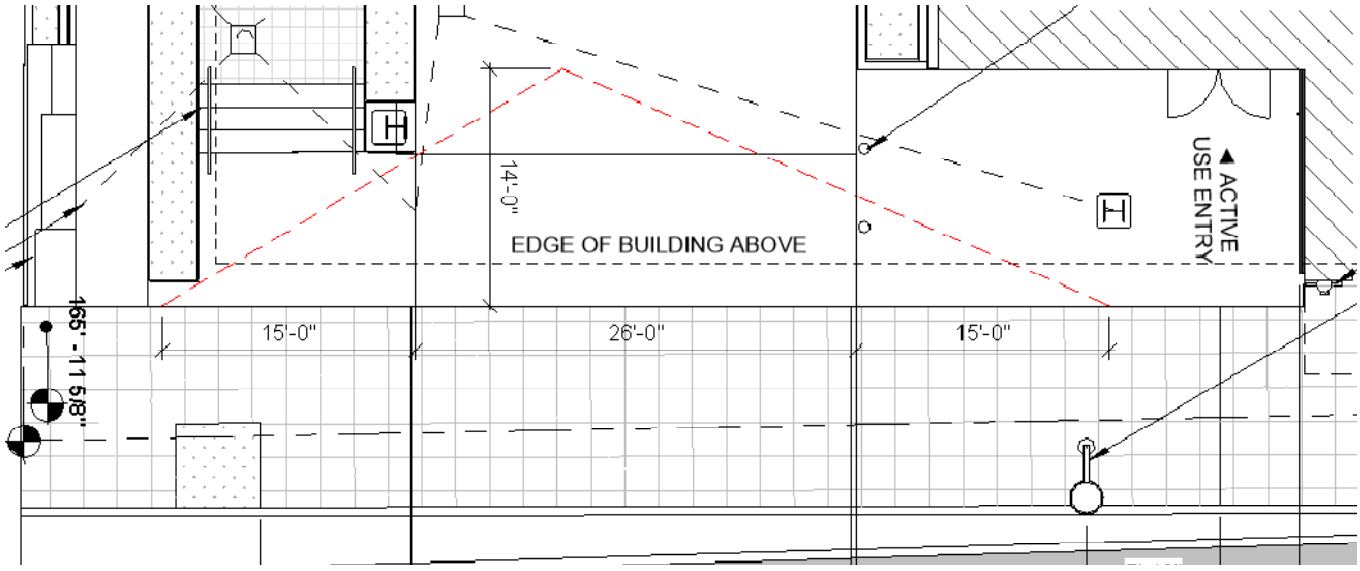
The proposed modulation from the build-to line is the minimum needed to enhance the pedestrian realm, increase public safety and accommodate required sight triangle distances.

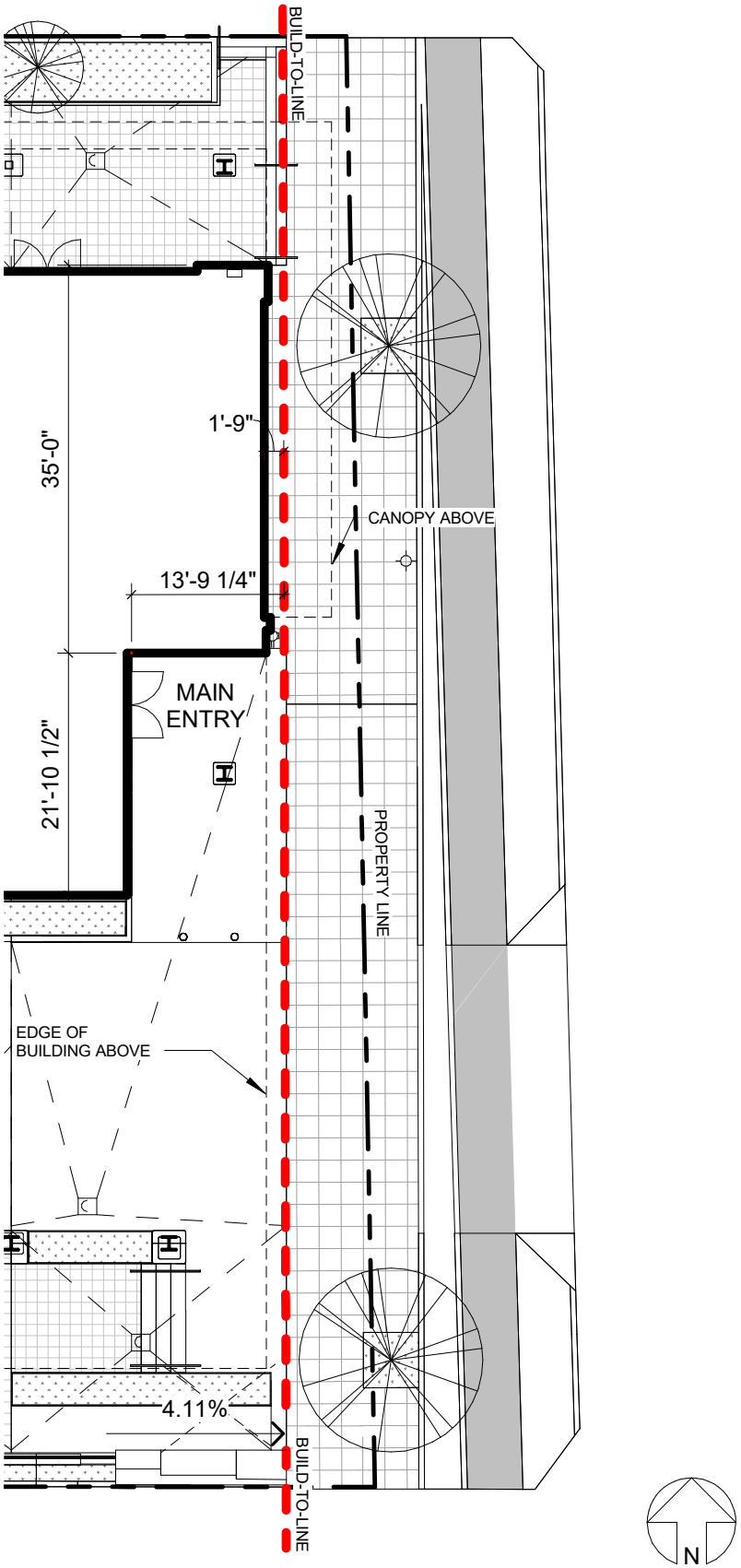
iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

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).

Response:

Not applicable. There are no specific departure criteria for build-to line deviations nor an applicable Development Agreement.




BUILD-TO-LINE
1'-9"
35'-0"
CANOPY ABOVE
13'-9 1/4"
MAIN
ENTRY
21'-10 1/2"
PROPERTY LINE
EDGE OF
BUILDING ABOVE
4.11%
BUILD-TO-LINE
N

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-131993-LD

Project Name: 305 Office Building

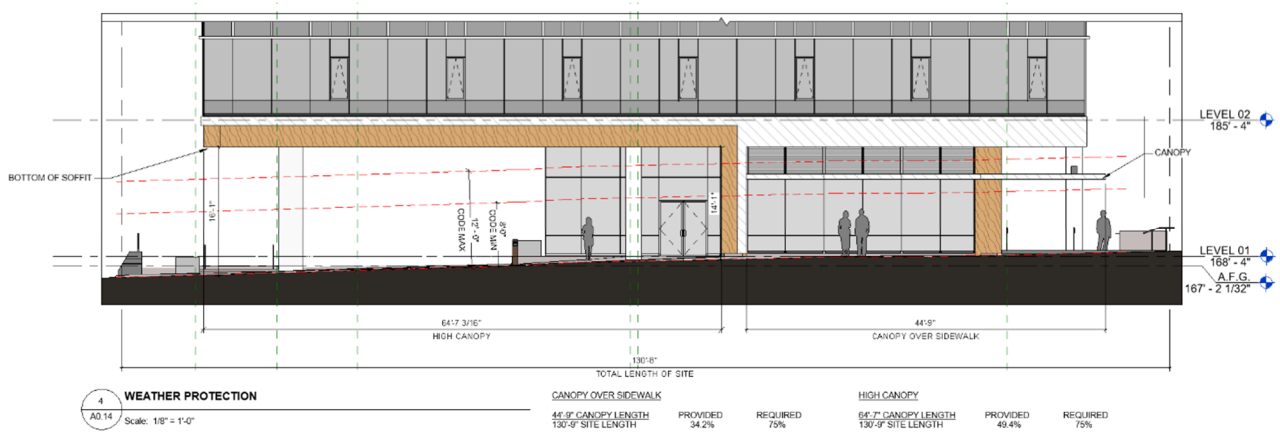
Administrative Departure requested for: LUC 25.25A.030.D.1 and LUC 20.25A.170

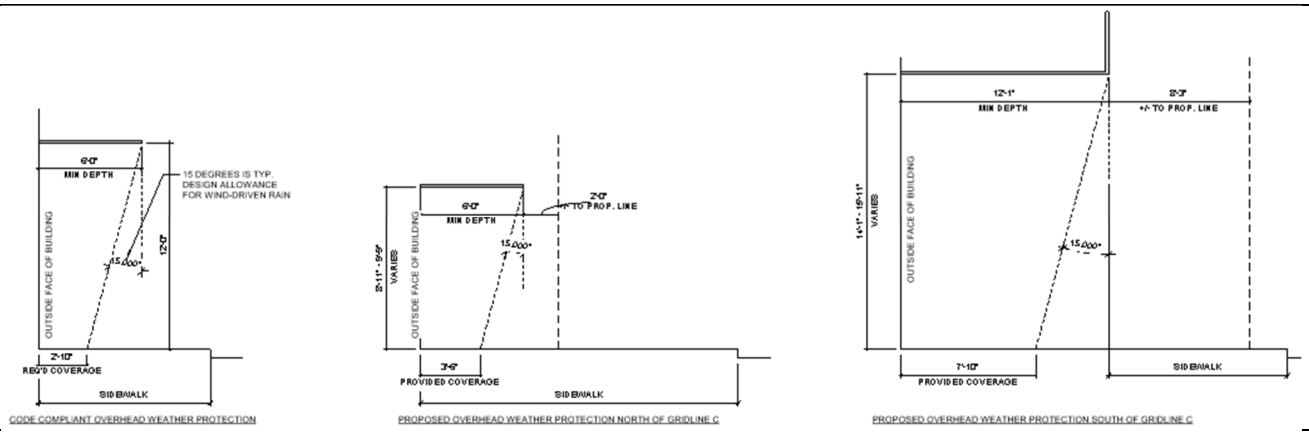
Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below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

Pursuant to 20.25A.030.D.1, the applicant requests an administrative departure from LUC 20.25A.170.B.2.b.
i.Transparency – 75 percent minimum – complies
ii.Weather protection – 75 percent minimum, six feet deep minimum. – Departure below
While there is a significant portion of the weather protection over the sidewalk, the project proposes to reduce the required coverage from 75% to 34.2%. The high canopy allows for 49.4% protection behind the sidewalk. Decreasing the required over sidewalk coverage percentage of the weather protection over the access area allows for the development to meet the requirements of recycle and delivery trucks, while still provided the weather protection for pedestrians. See sheet A0.14 in the plan set.





iii.Points of interest – Complies
iv.Vehicular parking – complies
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. - complies

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***

Response: The Comprehensive Plan encourages projects to integrate high quality and inviting public and semi-public open spaces into major development, and provide both weather protection and access to sunlight in pedestrian areas using architectural elements. This small project site is approximately 131 feet wide along the sidewalk edge, yet seeks to provide an inviting public plaza directly connected to the sidewalk, a drive aisle to access underground parking, as well as active use indoor space. To meet the 75% minimum weather protection requirement on this hard working site the design with departure satisfies the height requirement of recycle and delivery trucks to enter the site, along with the comprehensive plan goal of providing access to sunlight for the public plaza. To achieve these diverse goals the applicant proposes decreasing the required public sidewalk coverage percentage where the drive aisle requires additional height and where sunlight would be most desired at the public plaza.

The design with the departure advances the following specific Comprehensive Plan Policies:
UD-27. Integrate high quality and inviting public and semi-public open spaces into major development.
UD-34. Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.
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.
UD-59. Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.

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

Response: LUC 25.25A.170.A.2 states the intent of providing pedestrians with protection from wind, sun, and rain while allowing light to filter through to the occupants below. Section LUC 25.25A.170.A.2.ii and vi state 'Weather protection should also be an 'integral component of the building façade' and 'coordinated with building design'.

This design with departure achieves this integration and coordination by allowing the weather protection to be continuous between outdoor plaza, drive aisle, and main entry by setting a height that works for all three and using one material to connect them. The design with departure strikes a balance between Land Use and Transportation requirements for access on this small infill site. See sheet A0.14 in the plan set.

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

Response: The adjustment in coverage percentage to 34.2% will allow appropriate heights for recycle and delivery trucks at the drive aisle while allowing pedestrian coverage behind the sidewalk.

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).

Response: The departure criteria for weather protection, as listed above, have been met.

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-131993-LD

Project Name: 305 Office Building

Administrative Departure requested for: LUC 20.25A.080.B (Downtown Parking Requirements)

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

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

Written Description of Departure Being Requested:

Pursuant to LUC 20.25A.030.D.1 and 20.25A.080.H the applicant requests an administrative departure from LUC 20.25A.080.B – Downtown Parking Requirements. In the DT-O-2 District the code requires a minimum of 2.0 stalls per 1000 NSF of office (364 stalls). As shown in A0.02 and A3.10, the project proposes to provide a reduced office parking ratio of 1.88 stalls per 1000 NSF (342 stalls), 22 fewer stalls than required (6 percent less than the minimum code requirements). See TENW parking study which supports this reduced parking ratio.

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***

Response:

The Comprehensive Plan recognizes the importance of sites such as this one, located within walking distance of high capacity transit hubs. Such sites are more likely to have patrons that regularly use public transportation. See TENW parking study for additional details.

The design with the departure advances the following specific Comprehensive Plan policies:
+ S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.
+ EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the City's commitment to provide for public safety, infrastructure, economic development, and other obligations.
+ EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.
+S-DT-8: Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation.

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

Response:

LUC 20.25A.080.H recognizes the need to both provide parking as well as limit parking in accordance with anticipated demands. The design with departure would provide 94% of the code-required parking stall count which is sufficient to meet demand (see TENW Parking Study for additional details).

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

Response: The project is proposing 1.88 stalls per 1,000 NSF (342 stalls) for office instead of the 2.0 stalls per 1,000 NSF required by code (364 stalls). This reduction is only 6 percent less than the minimum required by code and is calibrated to meet demand as shown in the TENW parking study.

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).

Response:

LUC 20.25A.080.H allows the Director to approve a reduced parking ratio based on a parking demand analysis. Please see supporting analysis in the TENW Parking Study, which provides data on the project's anticipated parking demand and meets the specific code requirements for a parking demand analysis.

(Development Agreement not applicable to this application)

TENW
Transportation Engineering NorthWest

MEMORANDUM

DATE: August 16, 2022

TO: Laurie Tyler, Senior Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Parking Study for Administrative Departure – Reduced Office Parking Ratio
305 108th Office Building (21-131993 LD)
TENW Project No. 2021-170

This memorandum documents our parking study supporting an administrative departure for reduced office parking for the proposed 305 108th Office Building project.

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of 1.88 stalls per 1,000 nsf. Based on current project statistics for the project (181,909 nsf of office), the minimum code-required parking supply for office is 364 stalls, and the proposed minimum parking supply for office with this departure would be 342 stalls.

Executive Summary

- City of Bellevue Land Use Code (LUC) Section 20.25A.080.B requires a minimum parking supply ratio of 2.0 parking stalls per 1,000 nsf of office (364 stalls), 0 stalls per 1,000 nsf of restaurant use, and 0 stalls per 1,000 nsf of retail use (in mixed development) in the DT-O-2 District.
- LUC Section 20.25A.080.H allows the Director to approve an Administrative Departure for lower parking supply ratios if the proposed ratio is supported by a parking demand analysis.
- The applicant is proposing to provide a minimum office parking ratio of 1.88 stalls per 1,000 nsf which requires an Administrative Departure. The proposed office parking ratio is only 6 percent less than the minimum code requirement. The applicant is proposing to meet (or exceed) the City's minimum code requirements for restaurant and retail parking.
- As detailed in this study, the applicant's proposed reduced parking ratio for office is supported by the following:
    - Conservative mode split and parking demand forecasts based on adjacency to transit and non-motorized facilities
    - The project's compliance with the City's Transportation Management Plan (TMP) requirements that support the proposed mode splits and parking ratio
    - Adopted Comprehensive Plan policies that support reduced parking ratios

Project Description

The proposed 305 108th Office Building project would be located at 305 108th Ave NE in downtown Bellevue. Based on current project statistics, the project includes 181,909 net square feet (nsf) of office space.

Additional land uses include active use space (retail and/or restaurant). All parking would be provided in a below-grade parking garage with some ground level parking.

City of Bellevue Code Requirements

City of Bellevue code-required parking was determined based on Bellevue Land Use Code (LUC) Section 20.25A.080. The 305th 108th Office Building site is located within the DT-O-2 Land Use District. The DT-O-2 District requires a minimum parking supply ratio of 2.0 parking stalls per 1,000 nsf of office, 0 stalls per 1,000 nsf restaurant, and 0 stalls per 1,000 nsf retail (in a mixed development).

LUC Section 20.25A.080.H allows the Director to approve an Administrative Departure for lower parking supply ratios if the proposed ratio is supported by a parking demand analysis.

Proposed Parking Departure

The applicant is proposing to provide a minimum office parking ratio of 1.88 stalls per 1,000 nsf which requires an Administrative Departure. The proposed office parking ratio is only 6 percent less than the minimum code requirement. The applicant is proposing to meet (or exceed) the City's minimum code requirements for restaurant and retail parking.

As justification for a reduced office parking ratio for the proposed 305 108th Office Building project, the following parking analysis includes:

- An analysis showing how the proposed parking ratio is supported by conservative mode split forecasts based on adjacency to transit and non-motorized facilities
- A discussion of the project's compliance with the City's Transportation Management Plan (TMP) requirements that support the proposed mode splits and parking ratio
- A discussion of adopted Comprehensive Plan policies that support reduced parking ratios

Mode Split and Parking Demand Forecasts

Mode split, in particular the drive-alone or SOV rate, has a direct relationship to parking demand. Using proposed mode splits, standard vehicle occupancy assumptions, and ITE *Parking Generation Manual* data for an office building, one can estimate an office parking ratio based on specific SOV and mode share assumptions. For this project, TENW calculated what SOV rate would correlate to the target parking ratio of 1.88 stall per 1,000 nsf.

Based on our calculations, the project's minimum parking ratio of 1.88 stalls per 1,000 nsf can be achieved if the project is able to attain an estimated SOV rate of approximately 50 percent. This SOV rate is equal to the average SOV rate from the most recent Commute Trip Reduction (CTR) survey data for existing Downtown Bellevue office buildings (2017-2018 average). Given the location of this project site within 2 blocks of the Bellevue Transit Center and within 3 blocks of the new Downtown Light Rail Station (opening in 2023), as well as access to enhanced pedestrian and bicycle facilities adjacent to the site on 108th Ave NE, a 50 percent SOV rate can easily be achieved at this location. TENW's parking ratio and mode split calculations are included in Attachment A.

Transportation Management Program

The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular

SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand.

Bellevue's TMP Implementation Guidelines require the owner of a building to establish an SOV mode share goal and implement certain baseline TMP measures to achieve that goal. The applicant's compliance with the City's minimum TMP requirements will adequately support the proposed target parking ratio for this development.

Comprehensive Plan Policies

Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio, including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Request for Parking Departure

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of 1.88 stalls per 1,000 nsf. Based on current project statistics for the project (181,909 nsf of office), the minimum code-required parking supply for office is 364 stalls, and the proposed minimum parking supply for office with this departure would be 342 stalls.

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

cc: Dustin Thorlakson, Freiheit Architecture

ATTACHMENT A

Office Parking Demand vs. Mode Split Calculations

305 OFFICE TARGET SOV RATE (1.88 STALLS/1,000 NSF = 50% SOV)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey	SOV Rate based on 1.88
Drive alone (non-motorcycle)	**50.4%**	**50.0%**
Bus	23.8%	24.0%
Carpool	7.4%	7.5%
Teleworked	7.9%	8.0%
Walk	4.3%	4.3%
Vanpool	2.4%	2.4%
Bicycle	1.1%	1.1%
Motorcycle (1 person)	0.5%	0.5%
Train/light rail/streetcar	0.5%	0.5%
Compressed work week day off	0.2%	0.2%
Ferry as a walk-on passenger	0.2%	0.2%
Ferry with a vehicle	0.1%	0.1%
Motorcycle (2 or more people)	0.0%	0.0%
Other	1.1%	1.1%
TOTAL	100%	100%

non-SOV numbers adjusted upward in proportion to the CTR survey

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	50.0	1	50.0
Carpool	7.5	2	3.7
Motorcycle (1 person)	0.5	1	0.5
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	2.4	3	0.8
Non-Vehicle and Transit	39.5	-	0.0
	100.0		55.1

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	55.10	1.55
GFA to Net SF Factor[3]			82.5%
305 108th Target Parking Rate per 1,000 Net SF[4]			**1.88**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-131993-LD

Project Name: 305 Office Building

Administrative Departure requested for: LUC 25.25A.030.D.1 and LUC 20.25A.080.F.2 Parking Stall Size

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:

Response:

Pursuant to LUC 20.25A.030.D.1 and LUC 20.25A.080.F.2 a departure is requested to provide compact stalls to increase garage efficiency. LUC 20.25A.080.F.2 allows the director to approve up to 65% compact stalls. The currently proposed design includes 42% compact stalls (145 out of 347). See sheet A3.10. If any changes occur in no case will they result in a compact ratio that is greater than the 65% allowed.

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***

Response:

The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. The Plan also recognizes that the City has an obligation to balance environmental impacts of regulatory decisions with the City's commitment to require appropriate infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the constraints of the project site and needs of users. Further, smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources.

The design with the departure advances the following specific Comprehensive Plan policies:
+S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.

+ EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the City's commitment to provide for public safety, infrastructure, economic development, and other obligations.
+ EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.
+ EN-45: Implement the City-wide use of low impact development techniques and green building practices.

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

Response:

LUC 20.25A.080.F.2 allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The project proposes to include less than 65% compact stalls, consistent with what the code allows. The project will work through its final garage design as it advances through construction documents to make sure it maximizes garage efficiency while providing no more than 65% compact stalls.

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

Response:

The project is currently showing 42% compact stalls. The code allows up to 65% compact stalls. The project will continue to develop its design to ensure the ultimate garage configuration includes the minimum necessary compact stalls to right-size parking within the constrained garage floorplates on the small 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).

Response:

Not applicable. There are no specific departure criteria for compact stalls nor an applicable Development Agreement.

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-131993-LD

Project Name: 305 Office Building

Administrative Departure requested for: LUC 25.25A.030.D.1 and LUC 20.25A.110.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.
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:

Response:
Pursuant to LUC 20.25A.030.D the applicant requests an administrative departure from LUC 20.25A.110.A stating that medium size street trees required on 108th AVE NE from NE 4th Street to south of Main Street shall be planted a maximum of 25 feet on center. The project proposes to increase the maximum distance between street trees to 100 feet.

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***

Response:

The Comprehensive Plan recognizes that Utilities are an essential part of supporting the desired growth of the City of Bellevue. Page 2 of the Comprehensive Plan Utilities chapter states "Utilities are the basic building blocks of urban living. While we may take for granted services such as clean drinking water, wastewater and stormwater management, electricity, natural gas, telephone, and internet, these facilities make living in cities possible. This element works in concert with the Land Use Element to ensure that Bellevue will have adequate utilities to serve both existing development and future growth. Policies also address environmental impacts, facilities siting and construction, economics, and aesthetics in design and landscaping." The Comprehensive Plan, Land Use chapter also states "Growth in Bellevue is focused in denser mixed use centers, like Downtown…". The 2014 Buildable Lands Report showed that the majority of Bellevue's capacity for growth is through redevelopment of previously developed lands. These underutilized lands are largely located in Downtown, BelRed and other commercial centers. Zoning and infrastructure supports redevelopment of these areas to accommodate the city's anticipated growth (Land Use p. 37).

Given the narrow street frontage of approximately 131' at this small site, and the need to provide

electricity, water, and street lighting, the remaining area to provide street trees is limited. Attached to this document is an exhibit showing conflicts in the right-of-way that preclude the planting street trees in many areas.

The proposed design with departure advances the following specific Comprehensive Plan policies:
LU-1: Promote a clear strategy for focusing the city's growth and development as follows: 1. Direct most of the city's growth to the Downtown regional growth center and to other areas designated for compact, mixed use development served by a full range of transportation options.
UT-1. Manage utility systems effectively in order to provide reliable, sustainable, quality service.
UT-2. Build and manage city-owned utility infrastructure assets to reduce the likelihood of risks to public safety, property and environment, and disruption due to asset failure.
UT-3. Use design and construction standards that are environmentally sensitive, safe, cost-effective, and appropriate.

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

Response: LUC 20.25A.110.A requires a maximum of 25 feet between street trees providing greenery and a barrier between the street and the building. The intent of the code is to provide an inviting streetscape with tree lined roads. Right of Way and Utility Requirements also set standards for safe pedestrian environments that meet the needs of a growing city. The design with departure proposes the maximum number of street trees possible, without sacrificing utility needs or public safety.

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

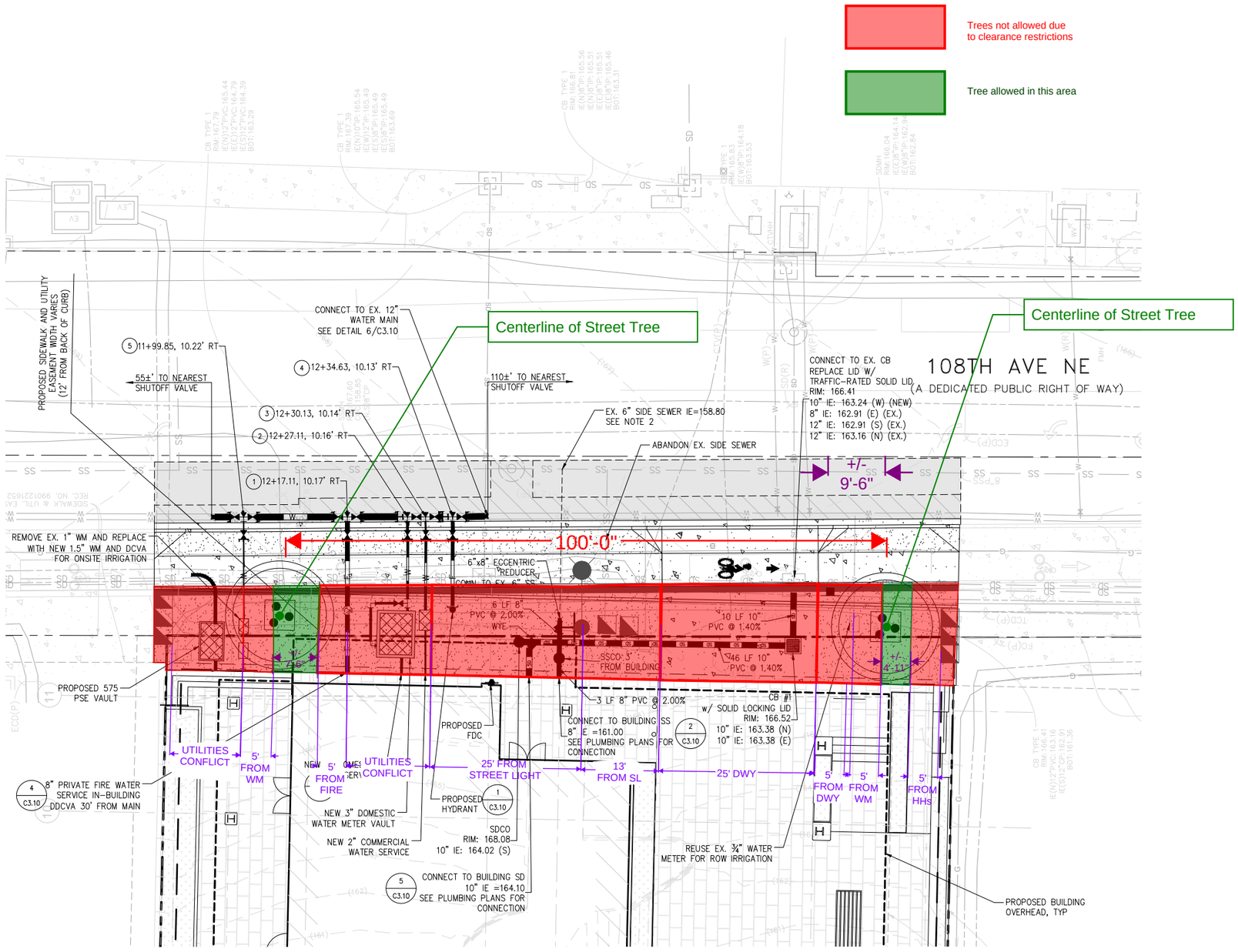
Response: Below ground utilities have been configured to allow the trees to be as closely spaced as possible. Given the required clearances along the frontage, the minimum modification reasonably necessary is the 100' spacing proposed.

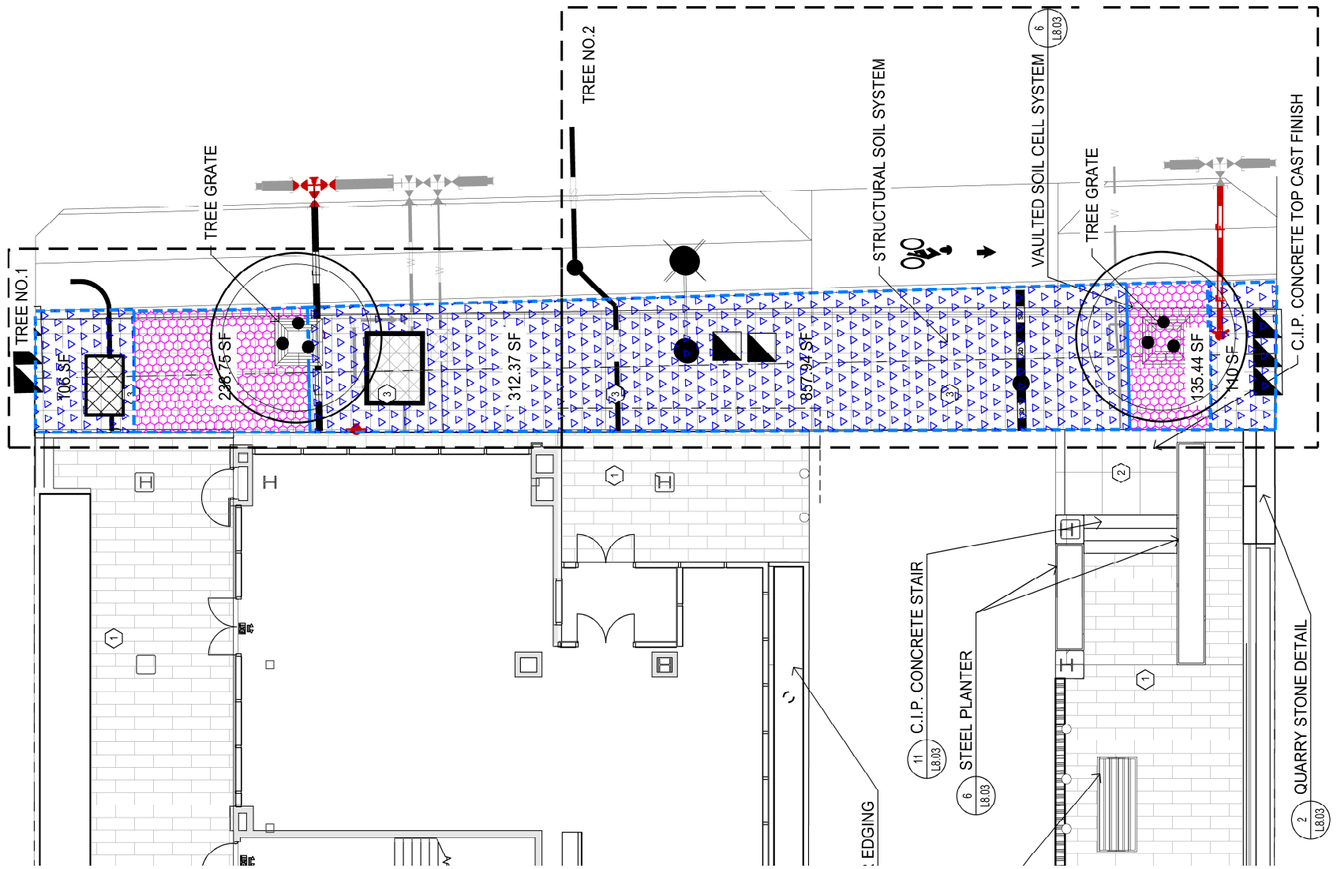
The attached diagrams show the available area as well as the soil volumes required for the street trees.

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).

Response: The departure criteria for Landscape development, as listed above, have been met.


Trees not allowed due to clearance restrictions
Tree allowed in this area
Centerline of Street Tree
Centerline of Street Tree
108TH AVE NE
(A DEDICATED PUBLIC RIGHT OF WAY)
PROPOSED SIDEWALK AND UTILITY EASEMENT WIDTH VARIES (12' FROM BACK OF CURB)
CONNECT TO EX. 12" WATER MAIN SEE DETAIL 6/C3.10
5 11+99.85, 10.22' RT
4 12+34.63, 10.13' RT
3 12+30.13, 10.14' RT
2 12+27.11, 10.16' RT
1 12+17.11, 10.17' RT
55±' TO NEAREST SHUTOFF VALVE
110±' TO NEAREST SHUTOFF VALVE
EX. 6" SIDE SEWER IE=158.80 SEE NOTE 2
ABANDON EX. SIDE SEWER
CONNECT TO EX. CB REPLACE LID W/ TRAFFIC-RATED SOLID LID RIM: 166.41
10" IE: 163.24 (W) (NEW)
8" IE: 162.91 (E) (EX.)
12" IE: 162.91 (S) (EX.)
12" IE: 163.16 (N) (EX.)
+/- 9'-6"
REMOVE EX. 1" WM AND REPLACE WITH NEW 1.5" WM AND DCVA FOR ONSITE IRRIGATION
100'-0"
6"x8" ECCENTRIC REDUCER
CONN TO EX. 6" SS
6 LF 8" PVC @ 2.00% WYE
10 LF 10" PVC @ 1.40%
SSCO 3' FROM BUILDING
746 LF 10" PVC @ 1.40%
+/- 4'-11"
PROPOSED 575 PSE VAULT
UTILITIES CONFLICT
5' FROM WM
NEW 5' DOMESTIC WATER METER
5' FROM FIRE
UTILITIES CONFLICT
PROPOSED FDC
3 LF 8" PVC @ 2.00%
CONNECT TO BUILDING SS 8" IE =161.00 SEE PLUMBING PLANS FOR CONNECTION
2 C3.10
CB #1 w/ SOLID LOCKING LID RIM: 166.52
10" IE: 163.38 (N)
10" IE: 163.38 (E)
25' FROM STREET LIGHT
13' FROM SL
25' DWY
5' FROM DWY
5' FROM WM
5' FROM HHs
4 C3.10 8" PRIVATE FIRE WATER SERVICE IN-BUILDING DDCVA 30' FROM MAIN
NEW 3" DOMESTIC WATER METER VAULT
NEW 2" COMMERCIAL WATER SERVICE
PROPOSED HYDRANT 1 C3.10
SDCO RIM: 168.08 10" IE: 164.02 (S)
5 C3.10 CONNECT TO BUILDING SD 10" IE =164.10 SEE PLUMBING PLANS FOR CONNECTION
REUSE EX. ¾" WATER METER FOR ROW IRRIGATION
PROPOSED BUILDING OVERHEAD, TYP



108TH AVE NE SOIL CELL CALCULATIONS FOR TREE NO.1

REQUIRED SOIL VOLUME FOR MEDIUM STREET TREE:	1000 CF / TREE
REQUIRED SOIL VOLUME:	1,000 CF
PROVIDED AVAILABLE COVERED SOIL CELL VOLUME (30.9" DEEP):	614.78 CF
PROVIDED COVERED STRUCTURAL SOIL VOLUME (30" DEEP) 1046.25 CF@25%:	261.56 CF
PROVIDED TOTAL SOIL VOLUME FOR TREE NO.1:	876.34 CF

108TH AVE NE SOIL CELL CALCULATIONS FOR TREE NO.2

REQUIRED SOIL VOLUME FOR MEDIUM STREET TREE:	1000 CF / TREE
REQUIRED SOIL VOLUME:	1,000 CF
PROVIDED AVAILABLE COVERED SOIL CELL VOLUME (30.9" DEEP):	348.76 CF
PROVIDED COVERED STRUCTURAL SOIL VOLUME (30" DEEP) 2419.85 CF@25%:	604.96 CF
PROVIDED TOTAL SOIL VOLUME FOR TREE NO.2:	953.72 CF

LEGEND

SYMBOL	DESCRIPTION
1	16"X48" PORCELAIN PAVERS, PEDESTAL SET WITH PAVER TRAYS. CEMENTO CEMENT, TILE TECH PEDESTALS SET ON PROTECTION BOARD (PEDESTALS RATED FOR 60 PSI INSULATION.)
2	C.I.P. CONCRETE - LIGHT BROOM FINISH, NATURAL, SAWCUT JOINTS
3	C.I.P. CONCRETE - PER CITY OF BELLEVUE STANDARD
4	WOOD SEATING BENCH
	QUARRY STONE EDGE TREATMENT VALDES SANDSTONE BLOCKS BY MARENAKOS, SIZES VARY PIN IN PLACE
	TREE GRATE BY IRON AGE DESIGN, 5X5'
	COVERED SOIL CELL, DEEPROOT SILVA CELL 30.9" DEEP
	COVERED STRUCTURAL SOIL 30" DEEP
C	STAINLESS STEEL BOLLARD WITH LIGHTS. SEE LIGHTING PLAN
	TRENCH DRAIN REFER TO ARCH DRAWINGS.

CERTIFICATE OF CONCURRENCY

305 Office Building

This certificate documents the Transportation Department Director's decision that the development project at 305 108th Avenue NE (File No. 21-131993 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 183 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

9/22/2022

Date

Certificate No. 153

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

To: Corey Higbee
Freiheit Architecture

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 3/18/2022 for the property known as: **305 108th Ave NE, Bellevue WA** and proposed development name of: 305 Office Building 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 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.

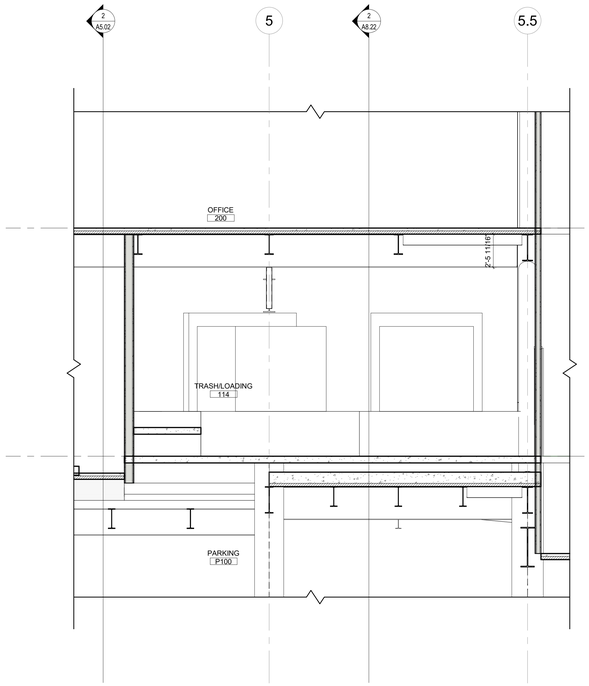
Sincerely,

Bradley Cooper
Operations Supervisor
Bcooper2@republicservices.com

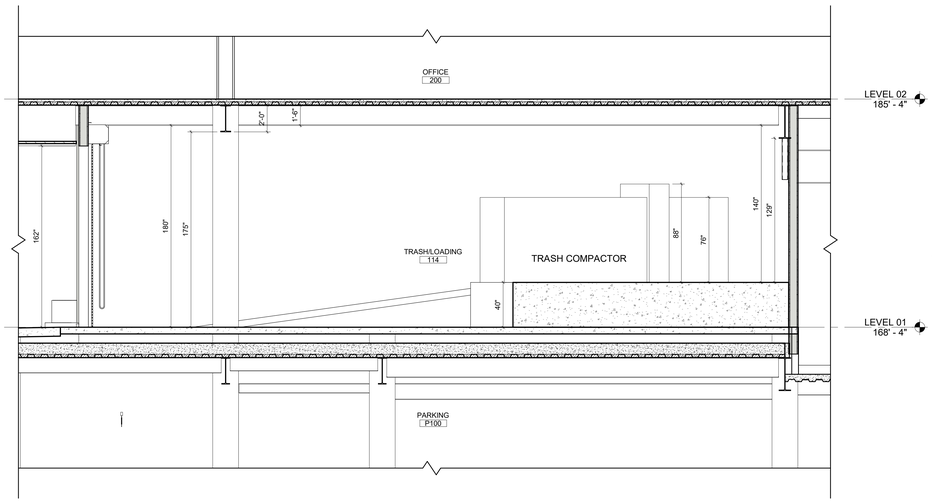
In partnership with the City of Bellevue
Development Services

[1] Attached as submitted for tracking reference

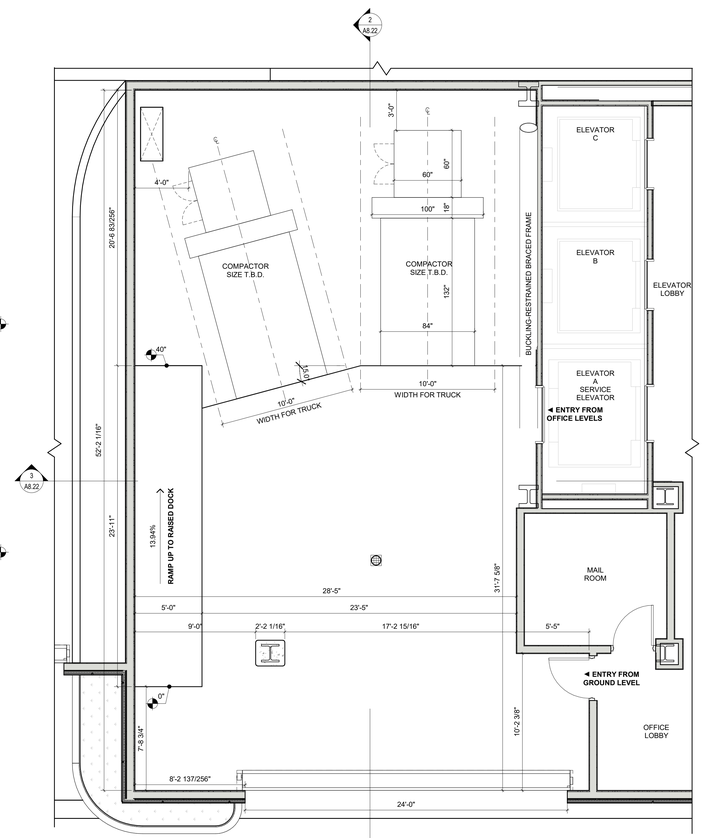
[2] This approval does not guarantee service if material changes in construction or by future owners and occupants occurs outside the scope of these plans as drafted. Please resubmit if substantive changes occur before construction completion and future occupancy occur.



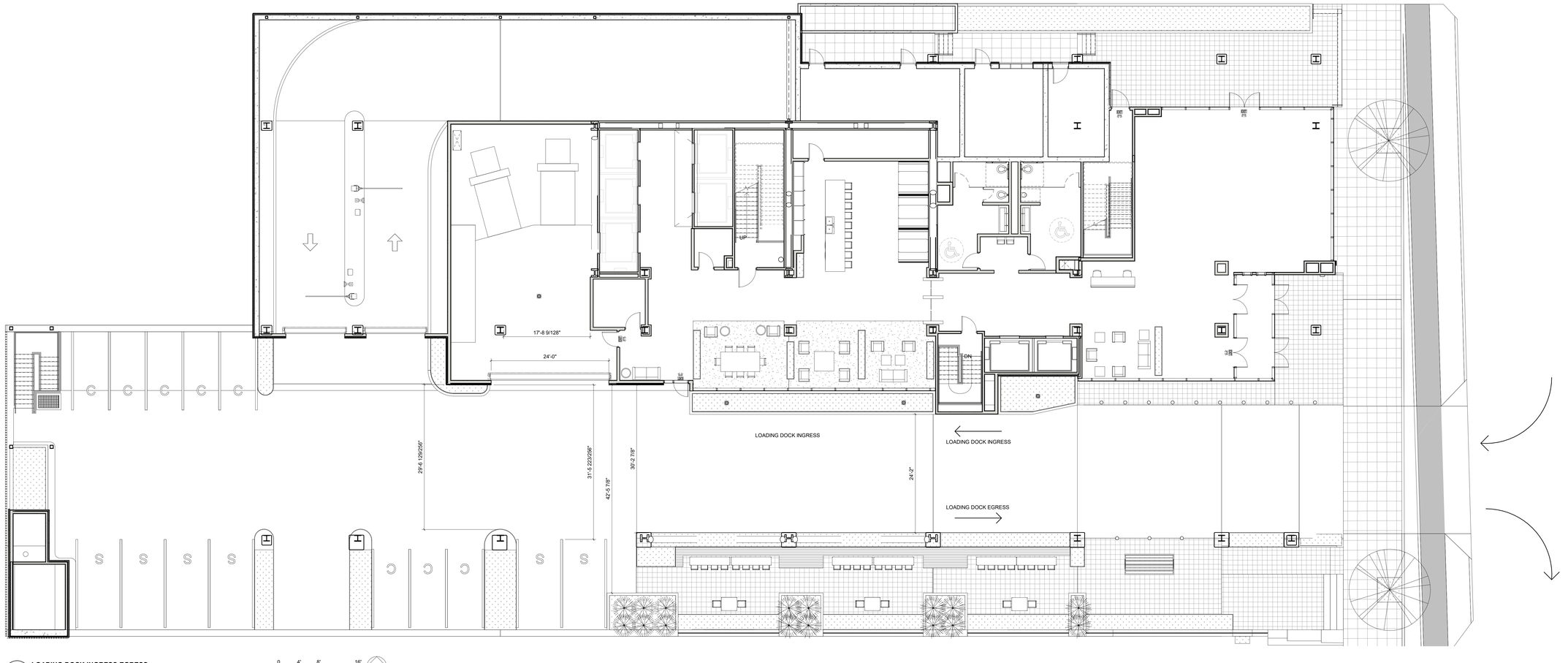
3 A8.22 **EW TRASH SECTION**
Scale: 1/4" = 1'-0"



2 A8.22 **NS TRASH SECTION**
Scale: 1/4" = 1'-0"



1 A8.22 **LOADING DOCK PLAN**
Scale: 1/4" = 1'-0"



4 A8.22 **LOADING DOCK INGRESS EGRESS**
Scale: 1/8" = 1'-0"

FREIHEIT ARCHITECTURE

305 OFFICE BUILDING
305 108TH AVE NE
BELLEVUE, WASHINGTON 98004

CAPSTONE PARTNERS

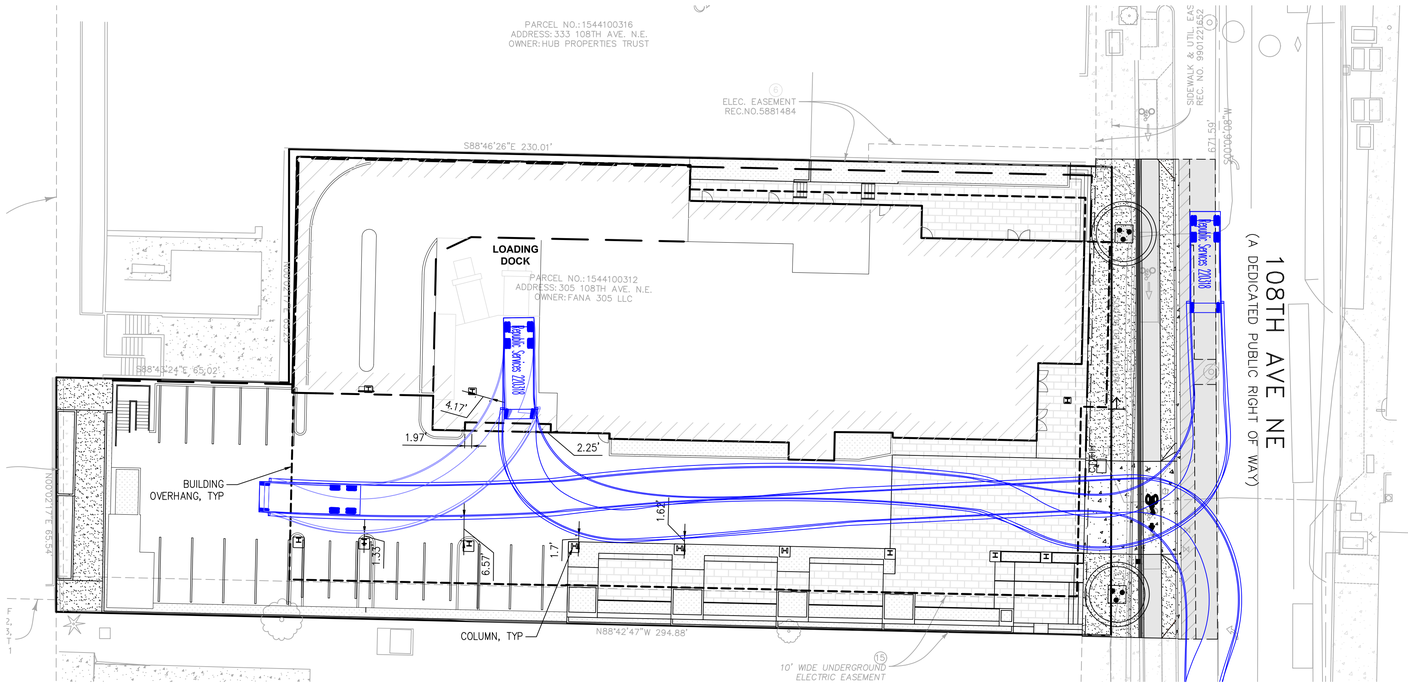
ISSUE LIST

DESIGN DEVELOPMENT SET 50%	12.08.2021
DESIGN DEVELOPMENT SET 100%	02.11.2022

For Republic Services Review

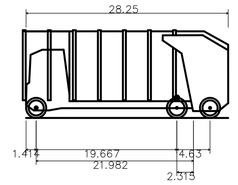
ENLARGED LOADING AREA PLAN & SECTIONS

A8.22



TRASH TRUCK TURNING MOVEMENT 1

1" = 20'



Republic Services 220318	
Overall Length	28.250ft
Overall Width	8.500ft
Overall Body Height	12.272ft
Min Body Ground Clearance	0.961ft
Track Width	8.000ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	39.433ft
Overall Width+ Side Mirrors/Tarper Arms	10.5ft

Republic Services 220318 — FORWARD MOVEMENT

Republic Services 220318 — REVERSE MOVEMENT

For Republic Services Review

CONSULTANT
NAVIX
SITE | CIVIL
11235 s.e. 6th street t: 425.453.9501
suite 150 f: 425.453.8208
bellevue, wa 98004 www.navixeng.com

PROJECT
305 OFFICE BUILDING
305 108th Avenue NE
Bellevue, WA 98004

92619

OWNER
CAPSTONE PARTNERS

PROFESSIONAL SEAL
JOSEPH WILLIAM REGLIN — STATE OF WASHINGTON — 41971 — REGISTERED PROFESSIONAL ENGINEER

DESIGN TEAM

PRINCIPAL: JWT
PROJECT MANAGER: JWT
PROJECT ENGINEER: TAL
DRAWN BY: TAL
CHECKED BY: JWT

DRAWING SET DESCRIPTION
DESIGN REVIEW
GD PERMIT NUMBER: XX-XXXXXXX
UE PERMIT NUMBER: XX-XXXXXXX

REVISIONS

No.	DATE	DESCRIPTION
1	March 18, 2022	ADR Corrections #1

SHEET TITLE
SITE CIRCULATION PLAN

SHEET NUMBER
C5.10

ISSUE DATE
2/24/22

B:\Washington\Bellevue\Capstone Partners\305 Office\2Drawings\BECA 305_500V.dwg Mar 18, 2022 - 2:34pm

Development Services

SEPA Environmental Checklist

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

Instructions

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

You may respond with “Not Applicable” or "Does Not Apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays. For assistance, see SEPA Checklist Guidance on the Washington State Department of Ecology website.

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

Background

1. Name of proposed project, if applicable 305 Office Building
2. Name of applicant Freiheit Architecture
3. Contact person Dustin Thorlakson Phone 425-827-2100
4. Contact person address 777 108th Ave NE, #1650, Bellevue, WA 98004
5. Date this checklist was prepared 10/22/2021
6. Agency requesting the checklist City of Bellevue Development Services Department

LT
9/22/22

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

Project will be constructed under a single phase. Demolition and construction of the proposed project is planned to commence in fall of 2022, with office occupancy planned to occur during spring of 2025.

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

No

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

Traffic Impact Analysis, TENW
Draft Geotechnical Engineering Design Report – ParqHouse Tower, Hart Crowser, A Division of Haley and Aldrich, 10/21/2021

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

No applications are pending for government approvals of other proposals directly affecting the property covered by this proposal.

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

Administrative Design Review (ADR) and various building construction related permits including but not limited to Demolition, ROW, Utilities, Commercial Development, Clear and Grading, Smoke Control, Major Commercial Below Grade, and Major Commercial Above Grade

LT
9/22/22

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

Construct a new 12 story office tower that will contain office and ground floor retail. Total area of the building is proposed to be approximately 250,000 sf. Site area is .788 acres

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

Street address is as followed:

305 108th Avenue NE
Bellevue, WA

The remainder of the requested items are submitted within the ADR submittal.

Environmental Elements

Earth

1. General description of the site:
   - ☐ Flat
   - ☑ Rolling
   - ☐ Hilly
   - ☐ Steep Slopes
   - ☐ Mountainous
   - ☐ Other _____

2. What is the steepest slope on the site (approximate percent slope)? 14.7%

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

Please refer to the Draft Geotechnical Engineering Design Report – ParqHouse Tower, Hart Crowser, A Division of Haley and Aldrich, 10/21/2021

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

N/A

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

We anticipate excavation and removal of approxmately x cubic yards of soil in preparation for a below-grade parking structure and foundation of the building, and also x cubic yards of import for structural fill for foundation, slabs on grade, utility backfill and pavement.

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

Temporary erosion and sedimentation control measures will be implemented in accordance with Department of Ecology and City of Bellevue recommendations to minimize short-term construction impacts.

7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? 100%

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

Best practices will be implemented during construction to protect all exposed soil.

Air

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

Construction: dust and diesel exhaust related to the demolition and construction of this project. Completed building: emissions from mechanical equipment due to heating/cooling of building, and vehicle exhaust.

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

Normal traffic emissions from 108th Avenue NE may affect our proposed project.

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

We will follow the dust suppressant measures required by the City of Bellevue as part of the clearing and grading permit. Effective measure to control construction vehicle dirt will be employed. No others are anticipated to be required or necessary.

Water

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

No

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

No

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

None

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

No

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

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

No

2. Ground Water

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

No

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

None

LT
9/22/22

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

Source of runoff is limited to stormwater runoff. Stormwater runoff from rooftops will be collected via a system of roof drains and conveyed offsite to a municipal stormwater system. Stormwater runoff from the site will be collected and transported via a series of curbs, gutters, catch basins, and below grade storm drainage pipes to a municipal stormwater system.

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

No

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

No

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

The stormwater management system will be designed and constructed in general accordance with current City of Bellevue requirements. Stormwater runoff will generally match existing conditions.

LT
9/22/22

Plants

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

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

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

All existing vegetation will be removed.

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

None

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

Proposed landscape will consist of a combination of native plantings, and other trees, shrubs, and groundcover adapted to the Pacific Northwest climate. The design of the planing plan will meet or exceed the applicable Green Factor score of X for this site.

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

None observed

Animals

1. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

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

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

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

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

None

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

Yes, because of most western Washington is located within the Pacific Flyway for migratory waterfowl.

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

Landscaping will be provided at the street and upper-level terraces.

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

None

Energy and Natural Resources

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

The types of energy sources involved relating to the building systems include electrical utility power for lighting, heating/cooling, hot water. Future capability for natural gas is planned.

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

It is not likely that the development will affect the potential for solar energy of adjacent properties.

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

The 305 Office Building is heated and cooled by high efficiency air cooled chillers, air source heat recovery chillers, and supplemental electric boilers. These systems work together to efficiently cool the building, recover building waste for use in heating the building, and eliminate the need for natural gas. Domestic hot water is provided by heat pump water heaters which use significantly less energy than electric water heaters and eliminate the need for natural gas; as well as energy efficient LED lighting and automated controls.

Environmental Health

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

None anticipated

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

See Phase 1 Environmental Assessment submitted with application.

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

None anticipated

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

None anticipated

d. Describe special emergency services that might be required.

None beyond typical safety measure during construction, and during occupancy.

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

Spill prevention and control plans will be utilized by contractors working on site.

2. Noise

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

Noises typical of any downtown urban environment are anticipated.

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

Short-term noises created by the project would be consistent with other construction projects produced during hours allowed by the City of Bellevue for construction activities. Long-term noises associated with the project will be those typical of any high-rise office project with ground floor retail, primarily the additional noise of pedestrians, the noise associated with outdoor gathering spaces at the ground floor, level 6, and rooftop terraces, and user automobiles and services associated with the building (garbage, pickup, delivery, etc.) Mechanical equipment will be screened at the rooftop level, mitigating noise impacts.

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

During construction and once construction is finished will comply with local noise ordinances. In addition, nearly all parking is located below grade which will also reduce noise impacts.

Land and Shoreline Uses

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

Commercial office is the current use and the primary use surrounding the property. No affects to current nearby land uses is expected.

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

No

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

No

3. Describe any structures on the site.

A two-story office building.

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

Yes, the current building will be demolished.

5. What is the current zoning classification of the site? DT-O-2, South of NE 4th

6. What is the current comprehensive plan designation of the site? Downtown

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

Not applicable

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

No

9. Approximately how many people would reside or work in the completed project? 625 to 830

10. Approximately how many people would the completed project displace? None

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

None. There are no dwelling units on the site. The existing building is an office use.

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

Project will comply with all land-use regulations.

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

Not applicable

Housing

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

None

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

No housing units are being eliminated.

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

None

Aesthetics

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

Tallest height is 187 feet above 108th Avenue NE. Primary building materials include glass, and metal panel.

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

The project would reduce the views from the surrounding office buildings because it is replacing a two-story building.

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

The project will undergo an Administrative Design Review (ADR). It is designed to be complimentary to the buildings within the area. The project will be designed with high quality materials and features, sympathetic to the surrounding buildings.

Light and Glare

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

No unusual light or glare is anticipated. Office uses would provide light during day time hours. Adjacent walkways would be lighted, but light spillage to adjacent properties would be limited by fixture selection.

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

No. Lighting and materials of the project will be consistent with typical buildings in the downtown core. Below grade parking will eliminate vehicle headlight glare.

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

None anticipated.

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

All exterior lighting will be shielded.

Recreation

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

Bellevue downtown park is three blocks west and retail shopping is provided at Bellevue Square.

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

No

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

The project proposed to include a public enclosed plaza from 108th Ave NE that is intended to be used by the public and also users of the building. It also has landscaped outdoor terraces on level '6' and rooftop for the building users.

Historic and Cultural Preservation

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

No. The existing building was built in 1979

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

None known

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

None anticipated

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

None anticipated

Transportation

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

Access to the site will be provided via a driveway onto 108th Avenue NE. Just north of the site, NE 4th St provides access to/from I-405 (the nearest highway).

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

Yes, Downtown Bellevue is serviced by multiple bus routes and in 2023, lightrail. The Bellevue Transit Center is located less than 1/4 mile north of the site on the east side of 108th Ave NE at NE 6th St. The nearest transit stops located on 108th Ave NE just south of NE 2nd St and on NE 4th St just west of 108th Ave NE (both stops are approximately 400 ft. from the site.)

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

The completed project would provide approximately 360 stalls in a below grade parking structure, and 16 surface guest stalls. The project would eliminate 89 existing surface stalls.

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

The project does not anticipate providing new or improved roads or other transportation facilities.

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

In 2023, the Sound Transit Eastlink Light Rail Downtown Bellevue Station will open less than 1/4 mi north of the site.

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

The completed project is estimated to generate approximately 1,369 net new weekday vehicle trips per day. Peak volumes are anticipated to occur between 7-9 AM and between 4-6 PM. The percentage of trucks is anticipated to be less than 3%. These estimates are based on the City of Bellevue Impact Fee program and the ITE Trip Generation Manual, 11th Edition (2021).

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

No

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

The payment of transportation impact fees will be required at building permit issuance which will help fund the City of Bellevue's planned transportation improvements throughout the City.

Public Service

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

None beyond the typical demand for high-rise office use projects.

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

The increased tax base provided by the development will offset impacts created.

Utilities

1. Check the utilities currently available at the site:

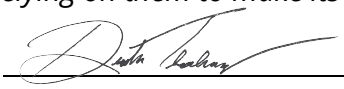
- ☑ Electricity
- ☑ natural gas
- ☑ water
- ☑ refuse service
- ☑ telephone
- ☑ sanitary sewer
- ☐ septic system
- ☐ other

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

City of Bellevue: water, sewer, and stormwater; Puget Sound Energy: electricity and natural gas; Third party communications: multiple vendors of phone, cable, and data; Solid Waste and Recycling: Republic Services; Construction will require access to all of the above and will make connections to all per utility design standards.

Signature

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

Signature 

Name of signee Dustin Thorlakson

Position and Agency/Organization President, Freiheit Architecture

Date Submitted