



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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	BOSA Park Row
LOCATION:	201 Bellevue Way NE
FILE NUMBERS:	21-109345-LD
PROPONENT:	Amanat Architect - 604-433-9812
DESCRIPTION OF PROPOSAL: Design Review approval to construct a 22- story residential tower containing approximately 143 units, with 8,465 square feet of ground level active uses. Three (3) levels of below grade parking are proposed to accommodate approximately 275 parking stalls. Application also includes street frontage improvements, a mid-block pedestrian connection across Bellevue Way NE, landscaping, exterior lighting, an on-site through-block pedestrian connection (E-W), a public plaza space and design coordination with the eastern edge of the Downtown Park. The site is located at the corner of NE 2 nd Street and Bellevue Way NE, in the Downtown-Mixed Use (DT-MU) land use district and is approximately 1.07 acres (46,934 sq. ft.) in size.	

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: 7/20/2023

APPEAL DATE: 8/3/2023

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

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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

Issued By: Elizabeth Stead **for** **Date:** July 20, 2023
Elizabeth Stead, Environmental Coordinator
Development Services Department



City of Bellevue Development Services Department Land Use Staff Report

Proposal Name: BOSA Park Row

Proposal Address: 201 Bellevue Way NE

Proposal Description: Design Review approval of a 22-story residential tower within the Downtown-Mixed Use Land Use District.

- 234,577 Square Feet (GFA)
- Three levels of below grade parking for 275 parking stalls
- 8,465 square feet of ground level active use space within the lower level of the tower

File Number: **21-109345-LD**

Applicant: Amanat Architect

Decisions Included: Process II, Combined Design Review Decision and SEPA Determination

Planner: Laurie Tyler, Senior Planner

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

Elizabeth Stead
Elizabeth Stead, Environmental Coordinator
Development Services Department

Director's Decision: **Approval with Conditions**
Rebecca Horner, Director
Development Services Department

By: *Elizabeth Stead*
Elizabeth Stead, Land Use Director

Date of Application: May 24, 2021
Notice of Application: July 8, 2021
Public Meeting: July 28, 2021
Decision: July 20, 2023
Appeal Deadline: **August 3, 2023, 5 PM**
Design Review Expiration: July 20, 2025

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

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Attachments

- A. 2020 Downtown Design Guidelines
- B. 2020 Comprehensive Plan Matrix
- C. Administrative Departure Request Forms (6)
- D. Republic Services Approval Letter
- E. Project Drawings (Located in Project File)
- F. SEPA Checklist (Attachments to Checklist Located in Project File)

I. Request/Proposal Description

A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Design Review approval to construct a 22-story residential tower with three levels of below grade parking, totaling 234,577 square feet (GFA). The proposal includes 275 parking stalls to be accommodated within the three levels of below grade parking. The subject site is located at 201 Bellevue Way NE, within the Downtown-Mixed Use (DT-MU) Land Use District and is approximately 46,934 square feet (1.07 acres) in size.

The applicant has requested six (6) Administrative Departures as part of this application:

- Build-to Line
- 'A' ROW Guidelines
- 'C' ROW Guidelines
- 5' Type III Landscape Buffer
- Compact Parking Stalls
- Residential Lobby as Active Use

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

B. Site Design

Streetscape

The streetscapes for the project include Bellevue Way NE and NE 2nd Street.

Bellevue Way: A 16'-6" wide sidewalk will be constructed along the entirety of the Bellevue Way NE frontage, which includes a 5' wide streetscape planter and a 6" curb, resulting in an 11'-0" wide paved sidewalk. The north end of this streetscape includes a 23-foot-wide access driveway that also incorporates a pedestrian connection into the Downtown Park, directly west of the subject site. This roadway provides access for Park's maintenance vehicles to enter the park, while also providing access to the retail use to the north (Goldfarb Jewelers) who shares this access easement.

NE 2nd Street: A 12'-6" wide sidewalk will be constructed along the NE 2nd Street frontage, which includes a 5' wide streetscape planter and a 6" curb, resulting in a 7' wide sidewalk. The main vehicular garage entrance will be located at the mid-block of NE 2nd Street.

Through Block Pedestrian Connection

To have a safer east-west through block pedestrian connection on the north side of the development, the project will shift the existing pedestrian connection from within the vehicular driveway to be adjacent to the north side of the proposed building. This will allow for a better integrated connection with the development and the proposed outdoor plaza space and will allow greater activation at the pedestrian realm. By shifting the existing connection to the south, this connection will also tie into the proposed Bellevue Way mid-block crossing, which will be constructed by the applicant at the northeast corner of the development and will mitigate direct impacts to the

multimodal transportation system resulting from the project.

Plaza Design

The proposed tower will exceed the trigger height of 230 feet; therefore, 10% of the site (4,693 sq. ft.) is required to be designed as publicly accessible outdoor plaza space. The project includes a 4,700 square foot outdoor plaza which wraps around the north side of the development at the ground level, resulting in three unique spaces which will provide a diverse but connected pedestrian experience. Each space will be activated with the proposed ground level active use spaces within the building.

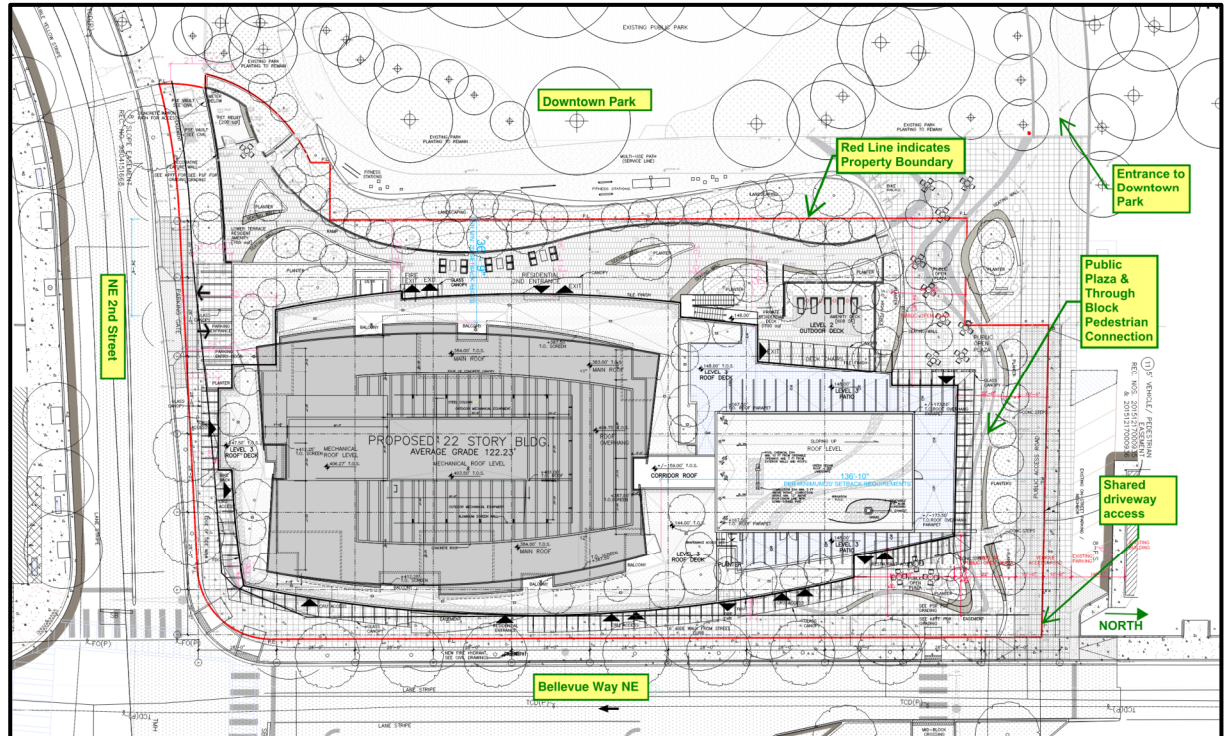
The first space is a wider outdoor plaza to the east, between the building and the back of sidewalk along Bellevue Way NE. The plaza incorporates flexible seating along with a curvilinear seating wall next to landscaping to provide a variety of seating elements. A special paved banding design is proposed within this area, which moves around the northeast corner of the building to identify where the plaza continues next to the north side of the building.

The second space is located adjacent to the north side of the building and continues the paved banding design to the west, along with the curvilinear bench seating and adjacent landscaping. This landscaping will also provide a buffer between the pedestrian realm and the adjacent vehicular driveway to the north for pedestrian safety. Canopies will extend from the building to allow for weather protection within this area. Opportunities for flexible seating will be permitted, so long as a 10' wide clear path of travel in this area is maintained to support the required east-west pedestrian through block connection.

The third space is located at the northwest corner of the building, which opens to a more expansive plaza space that is incorporated into the west side of the Downtown Park. Flexible seating, curvilinear bench seating and landscaping are provided, along with the continued paved banding design. In this area, the applicant will remove an existing refuse enclosure located on the adjacent Park's property and construct a new one on the west side of the Downtown Park, to allow for a more gracious and aesthetically pleasing connection into the Downtown Park and for the northwest corner of the development.

The overall design incorporates opportunities for pedestrian engagement and moments of pause in lieu of being simply a space to walk through, while still functioning as a required through block pedestrian connection. Features of the overall plaza design include public art, seating elements, landscaping, overhead weather protection and lighting. In addition, the north side of the tower base includes active use spaces, allowing for interior/exterior activities to support pedestrian activity and engagement at the ground level. Refer to Section III.C below for additional discussion regarding the outdoor plaza space.

Site Plan



C. Building Design

Tower & Podium Design

The proposed tower massing is articulated and broken into smaller proportions with a mix of curved and straight edges. Forms are also created with gentle arcs to reflect the organic inspiration from the adjacent Downtown Park. The tower's glazed curtain wall system mimics the formal language that addresses the commercial area of downtown, while the edges have been softened with gentle repeating curves to break up the proportions. The glazing extends to the rooftop in a signature curved profile to integrate into the building design and to screen the rooftop mechanical equipment. The volume of massing has been brought down on the north side to be more in scale with the pedestrian through block connection north of the building. A curve has also been introduced into the cantilevered roof of the lower amenity rooftop to tie into the concept and appear welcoming from the pedestrian realm.

East Elevation (from Downtown Park)



North Elevation (from Bellevue Way Looking South)



The proposed materials of the building are glass and metal with large format ceramic tile and painted concrete highlights. The tower and podium create gaps which break up the elevation with different heights to provide interest. At the pedestrian level, the project provides human-scaled elements such as expressed entrances. Tactile, material textures have been used to enhance the pedestrian experience along the sidewalks. The podium has been set back from the back of sidewalk to provide wider, pedestrian areas and human scale relationship along all sides of the project. Vision glass surrounds the podium to allow for pedestrian interest. The main residential entrance is pronounced by stepping the building mass back at grade and with a slight difference of level. An expansive glossy white metal canopy with a signature curved form and integrated lighting provides visual impact and cover for the special paving and accents which further announce arrival at the residential entrance. The single vehicular entrance to the project that also supports loading activities is located at the mid-block of NE 2nd Street and will have a metal grate garage door to help screen the garage from the pedestrian realm. [Refer to Section XII for Condition of Approval regarding Garage Entry.](#) A perforated metal feature screen is also proposed along NE 2nd Street to the west of the garage entrance to enhance a blank wall created by the garage while providing an artistic backdrop as pedestrians walk to and from the adjacent Downtown Park. [Refer to Section XII for Condition of Approval regarding Metal Art Feature Screen.](#)

Podium East Elevation Residential Entry (Bellevue Way)



South Elevation (NE 2nd Street)



The tower will include exterior lighting around the podium level of the building that includes canopy lighting, landscape feature lighting and up-lighting of the perforated metal feature screen. The lower amenity roof will also include low level lighting to enhance this curved rooftop feature while the tower rooftop will include accent lighting underneath the roof canopy to emphasize the design of the building form and to add to the character of the skyline. These exterior lighting features will be required to be dimmable to prevent light pollution into any adjacent residential buildings overnight. [Refer to Section XII for Conditions of Approval regarding Rooftop/Building Lighting and Exterior Building Lighting.](#)

Color & Materials

The overall color and material palette can be considered both cool and warm, with an abundance of glass, metal and large format ceramic tile proposed as the overall material palette. The tower is reinforced as a lighter element, using clear glass with light blue-green spandrel glass that complements the white, blue and brown mullions and guards throughout the building. The podium level is composed of clear glass at entry and active use spaces, along with large format ceramic tiles that give a corten steel warmth to the base of the tower. The glossy white metal curved canopy with integrated soffit lighting proposed for the residential entry on Bellevue Way will provide contrast to the warmer corten steel ceramic tiles around the podium level. Overall, the podium design provides a nice contrast to the fully glazed tower above, while still tying together the rooftop and podiums for architectural design, continuity of color and material design.

Signage

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

D. 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

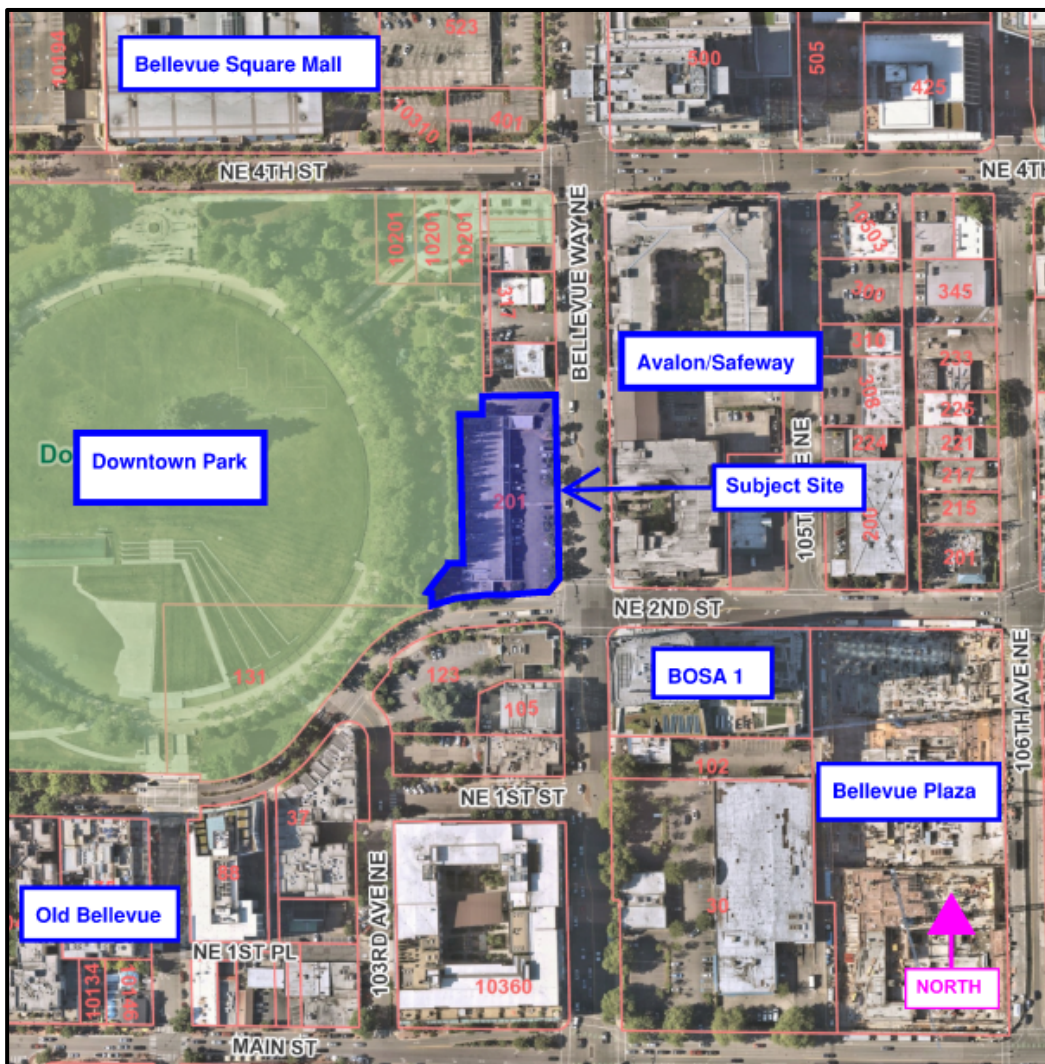
SEPA Threshold Determination are Process II decisions. Process II is an administrative process. The Environmental Coordinator issues the SEPA Threshold Determination, and the Director of Development Services issues the Design Review decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner. [Refer to Section XII for Condition of Approval regarding Design Review Modifications.](#)

II. Site Description and Zoning (Existing Conditions)

A. Site Description

The subject site is in the Downtown subarea on the west side of Bellevue Way NE and NE 2nd Street to the south. The site is comprised of one parcel totaling approximately 46,934 square feet and is located adjacent to the Downtown Park, which is west of the site. A new through-block pedestrian connection along the north side of the development will provide an enhanced path into the Downtown Park.

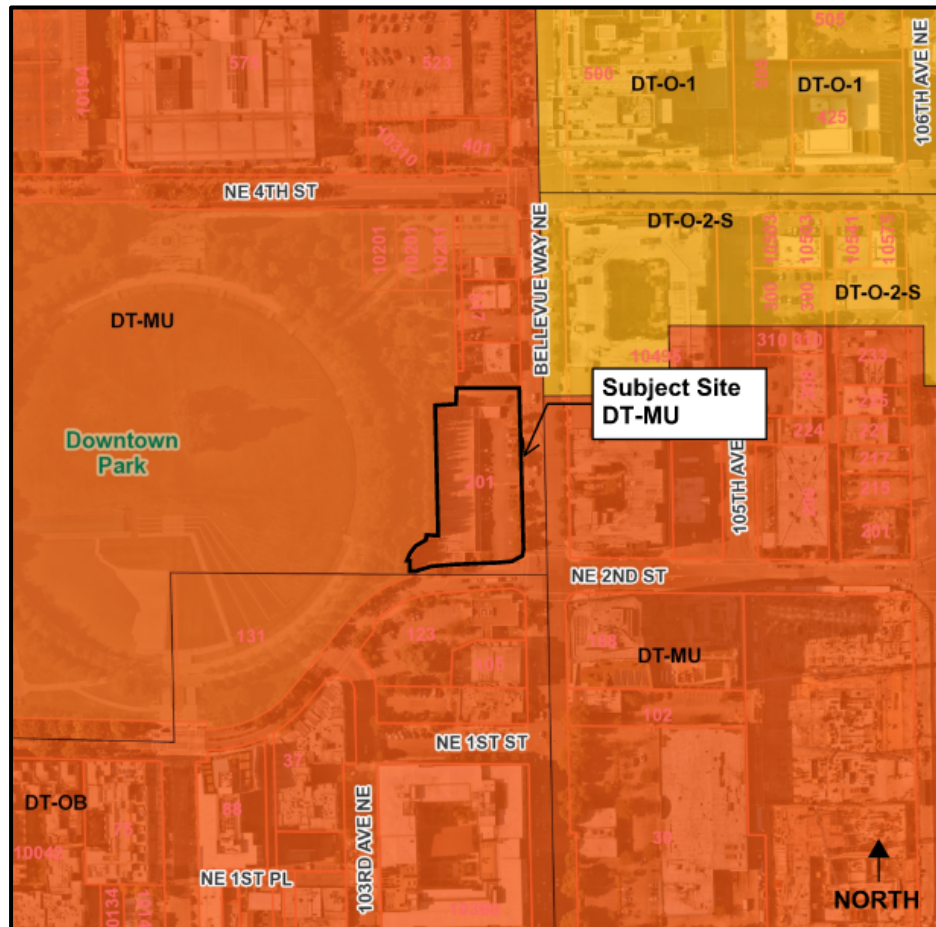
Vicinity Map



B. Site Zoning

The site is located within the Downtown – Mixed Use (DNTN-MU) land use district, and is located within the Old Bellevue Neighborhood, in the Downtown. The site is located within the Downtown Subarea per the Comprehensive Plan. The proposed residential and commercial/retail uses are permitted outright.

Zoning Map



C. Site Context

The site fronts Bellevue Way NE and NE 2nd Street. Per the Land Use Code’s Design Guidelines Building/Sidewalk Relationships, Bellevue Way NE is designated as a type ‘A’ right-of-way and NE 2nd Street is designated as a type “C” right-of-way. Refer to Section IV.B below for additional discussion regarding right-of-way design guidelines.

Specific uses on the surrounding properties are as follows:

- North: DT-MU, Alvin Goldfarb Jewelry (Commercial)
- East: DT-MU, Avalon/Safeway Development (Residential/Commercial)
- South: DT-OB, Chase Bank (Commercial)
- West: DT-MU, Downtown Park (Public/Recreation)

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 residential and retail/commercial uses proposed for this project are permitted within the DNTN-MU land use district.

2. Dimensional Requirements

The dimensional and area requirements that apply in DNTN-MU 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

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit LUC 20.25A.020	46,934 SF		
Land Use District per LUC 20.25A.010	Downtown-Mixed Use (DNTN-MU)		
Building Type per LUC 20.25A.060	Residential including Miscellaneous Retail, Restaurant		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
Minimum Tower Setback from interior property line(s) above 80 ft. <u>IF Building Exceeds 100 ft.</u> LUC 20.25A.060.A.4	20' setback required from interior property line. Applicable to northern and western property boundary only.	139'-10" from north property line above 80 FT 36'-9" from west property line above 80 FT	Meets requirement.
Maximum Floor Plate Above 40 ft. Measured in gs/f/f	20,000 GSF/F	16,475 GSF/F	Meets requirement.
Maximum Floor Plate Above 80 ft. Measured in gs/f/f	13,500 GSF/F	13,231 GSF/F	Meets requirement.

Floorplate Reduction LUC 20.25A.075.A.2	10% above trigger height (230') for residential tower = 12,150 SF	11,920 SF Levels 21-22	Meets requirement. Levels 21-22 are less than the required 10% reduction. Refer to section III.C below for additional discussion.
Maximum Lot Coverage by Structure	100%	53% 24,807 SF	Meets requirement
Maximum Building Height/ Maximum Building Height with Mechanical Equipment Measured from average finish grade DT-Building Height	288 FT/308 FT No part of the building may exceed 308 feet, including mechanical equipment	278.6 FT to Roof of Penthouse 290.0 FT to Parapet Height Average Finished Grade = 122.23 FT	Meets requirement. Project exceeds Base/Trigger Height of 230'. Footnote 7 applies. Refer to Section III.C below for additional discussion. Top of tower is below maximum building height (before mechanical) of 288'.
Floor Area Ratio: Gross Floor Area (GFA) for FAR:	Base: 4.5 Max: 5.0	234,577 GFA = 4.99 FAR (234,577/46,934)	Meets requirement. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System
Base Building Height Measured from Average Finish Grade	230 FT	230 FT Measured from Average Finished Grade of 122.23" (Elevation 352.23')	Meets requirement. Base & Trigger Height are the same (230 FT).
Building Trigger for Additional Height (Footnote 7)	230 FT	230 FT Measured from Average Finished Grade of 122.23' (Elevation 352.23')	Meets requirement. Base & Trigger Height are the same (230 FT).
FAR Exemptions (LUC 20.25A.070.C)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Exemption for Ground-Level Active Uses Measured in GFA for FAR	Active uses meeting "A" rights-of-way up to 1.0 FAR 46,934 SF = 1.0 FAR	8,465 SF 0.18 FAR	Active Use is located on first floor of tower adjacent to Bellevue Way NE and NE 2 nd Street. Refer to Sheet A-0.2.4 and A-0.2.5 in the project drawings for location of exempt Active Uses
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions

<p>Sidewalk Width measured from back of curb</p> <p>Overall Width:</p> <p>Planting Strip or Planting Pit:</p> <p>Sidewalk (Pavement) Width:</p> <p>LUC 20.25A.090</p>	<p><u>Bellevue Way NE:</u></p> <p>16'-0" overall width</p> <p>5'-0" planting strip</p> <p>11'-0" minimum sidewalk width</p> <p><u>NE 2nd Street:</u></p> <p>12'-0" overall width</p> <p>5'-0" planting strip</p> <p>7'-0" minimum sidewalk width</p>	<p><u>Bellevue Way NE:</u></p> <p>16'-0" overall width</p> <p>5'-0" planting strip</p> <p>11'-0" minimum sidewalk width</p> <p><u>NE 2nd Street:</u></p> <p>12'-0" overall width</p> <p>5'-0" planting strip</p> <p>7'-0" minimum sidewalk width</p>	<p>Meets requirements. Refer to Section XII for Condition of Approval regarding Streetscape Irrigation (Right of Way and Site).</p>
<p>On-Site Landscaping</p> <p>LUC 20.25A.110.B.2</p>	<p>5' Type III buffer adjacent to surface vehicular access or parking areas (north property boundary)</p>	<p>Through Block Pedestrian Connection, including 5' Type III landscaping required along northern property boundary. Administrative Departure Requested to modify location of 5' landscape buffer requirement.</p>	<p>Refer to Section V below for Administrative Departure discussion.</p>
<p>Landscaping - Street Tree Caliper & Species</p> <p>LUC 20.25A.110 LUC 20.25A.110.A - Plate B</p> <p>Large = 2.5 caliper Tree spacing is 30 feet and must be at least 3 feet from face of curb.</p>	<p><u>Bellevue Way NE:</u></p> <p>Tulip tree: Liriodendron tulipifera 'JFS-oz' - Large</p> <p><u>NE 2nd Avenue:</u></p> <p>Hungarian Oak: Quercus frainetto 'Schmidt' - Large</p>	<p><u>Bellevue Way NE:</u></p> <p>Tulip Tree, Large</p> <p><u>NE 2nd Street:</u></p> <p>Hungarian Oak, Large</p>	<p>Refer to Section XII for Conditions of Approval regarding Street Trees and Right of Way/Streetscape Landscaping, Final Landscape and Irrigation Plans, Landscape Installation Assurance Device, Landscape Maintenance Device and Maintenance Agreement with the City of Bellevue.</p>

PARKING (LUC 20.25A.080)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
<p>Vehicular Parking</p> <p>LUC 20.25A.080</p> <p>Based on 143 units, 7422 NSF Retail and 1500 NSF Restaurant</p>	<p><u>Residential Parking:</u> Min. 1.0/Unit: 143 stalls Max. 2.0/Unit: 286 stalls</p> <p><u>Retail:</u> Min. 4.0/1000 NSF: stalls 30 Max. 5.0/1000 NSF: 38 stalls</p> <p><u>Restaurant:</u> Min. 10.0/1,000 NSF: 15 stalls Max. 20.0/1,000 NSF: 30 stalls</p> <p>Minimum Stalls Required: 188</p> <p>Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a Departure</p>	<p><u>Residential:</u> 163 stalls <u>Visitor:</u> 8 Stalls</p> <p><u>Retail:</u> 30 stalls</p> <p><u>Restaurant:</u> 15 stalls</p> <p><u>Extra Stalls Provided:</u> Loading: 1 stall PSE: 1 stall USPS: 1 stall Charging: 1 stall Tandem: 55 stalls</p> <p><u>Total stalls proposed: 275</u></p> <p><u>37 compact stalls = 17%</u></p>	<p>Meets requirements. Additional parking stalls requested by PSE and USPS. Tandem stalls are provided above the minimum parking ratio required by code.</p> <p>Refer to Section V below for Administrative Departure discussion regarding Compact Parking Stalls.</p> <p>Refer to Section XII.C for Condition of Approval regarding Compact Parking Stalls.</p>

<p>Bicycle Parking LUC 20.25A.080.G.1.b & 2-5</p>	<p>One space per 10 dwelling units = 15 spaces for 143 units.</p> <p>One space per 10,000 NSF for nonresidential uses greater than 20,000 SF = 1 spaces for retail/restaurant.</p> <p>Based on 8,922 SF of Retail/Restaurant.</p> <p>Provided on-site in a secure location.</p> <p>Covered Spaces. At least 50 percent of required parking shall be covered.</p>	<p><u>Total:</u> 56 stalls</p> <p>50 stalls located in bicycle storage room on L1 and 6 stalls located on Bellevue Way NE.</p> <p>89% covered</p>	<p>Meets requirements.</p>
<p>REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)</p>			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
<p>Refuse & Recycling LUC 20.20.725 & 20.25A.160</p> <p># Units = 143</p> <p>GSF Retail = 8465</p> <p>Loading Area 20.20.590.K.4</p>	<p>1.5 SF/unit = 215 SF</p> <p>5 SF/1000 SF =43 SF</p> <p>One 10 FT x 55 FT dedicated loading space</p>	<p>920 SF Refuse/Recycling Room located at Level P1 (2 dedicated trash bays + 1 recycle area)</p> <p>(2) 12'x30' loading bays provided with elevating dock lifts on Level P1</p>	<p>Meets requirements. Republic Services approval letter provided as Attachment E.</p>

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

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to

neighborhood character objectives.

1. FAR Exemptions and Special Dedications or Bonuses

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

The applicant is proposing 8,465 square feet of active use within the first floor of the tower, which is below the maximum allowable 1.0 FAR (46,934 SF). Therefore, 8,465 square feet may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency. In some of the active use locations, the building is not meeting the required Build-To Line and the applicant is requesting an Administrative Departure to modify this requirement. Refer to Section V below for how the proposal meets the Administrative Departure criteria.

2. Amenity Incentive System Requirements

FAR Summary – DT-MU Land Use District

Site Area: 46,934 SF
Base FAR: 211,203 SF (4.5 FAR)
Max FAR: 234,670 SF (5.0 FAR)

Overall Proposed GFA: 409,456 GSF (includes parking & mechanical)
Exempt Active Uses: 8,465 GSF
Exempt Parking/Mechanical: 166,414 GSF
GFA for FAR Proposed: 234,577 GSF (excludes active uses & parking and mechanical areas) 409,456 – (8,465 + 166,414)
Final GFA for FAR Proposed: 234,577 GSF
Overall FAR: 4.99 (234,577/46,934)

Base/Proposed FAR:

Base 4.5 FAR = 211,203 GSF (46,934 x 4.5)
Max 5.0 Max. FAR = 234,670 GSF (46,934 x 5.0)
Proposed FAR = 234,577
FAR above Base FAR = 23,374 GSF (234,577 – 211,203)

DT-MU Base Building Height/Proposed Building Height:

Base Building Height: 230'
Maximum Building Height: 288'/308' (Max Building Height/Max Height with Mechanical)
Proposed Building Height: 278.6' to roof of penthouse/290.0' to parapet height.
Floor Area Above Base Building Height: 27,532 GFA

Amenity Point Requirement Calculations:

- FAR over Base FAR up to Max 5.0 FAR = 23,374 GFA
 - Floor area above Base Height Divided by 2 = 13,766 GFA (27,532/2)
- Amenity Points Needed: 23,374 *

* Per LUC 20.25A.070.D.2a, the applicant is required to provide the greater of the floor area above Base FAR, OR the floor area above Base Building Height, divided by two. Therefore, the applicant must provide 23,374 amenity points for the proposal. Refer to Sheet A-0.0.2.6 in the plan set for a detailed breakdown of the FAR Amenity Incentive Calculations.

FAR Amenity Points to Earn: 23,374
FAR Amenity Points Earned: 39,480
Excess Amenity Points: 16,106

The applicant will meet all the amenity point requirements through construction of a 4,700 square foot Outdoor Plaza: $4,700 \text{ SF} * 8.4 = 39,400$ amenity points.

3. Recording

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

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

The proposal is requesting to exceed the trigger height of 230-feet to a proposed tower height of 278-feet. To exceed the trigger height, a project is subject to a floor plate reduction and a required outdoor plaza space.

Floor Plate Reduction: Floor plates above the trigger height (230') shall be reduced by 10% for residential towers located in the DNTN-MU district. This reduction may be averaged among all floor plates above 80-feet, but no single floor plate shall exceed the maximum floor plate size above 80-feet, which is 13,500 GSF/F. The proposal intends to meet this requirement through floorplate reduction for all floors above the trigger height of 230-feet (levels 21-22). The proposed floor plates for levels 21-22 will be 11,920 GSF per floor, which is less than the 10% reduction requirement of 12,150 GSF per floor. Refer to sheet A-0.3.1 in the plan set for additional clarification regarding how the project has met the floor plate reduction requirements.

Outdoor Plaza Space: An outdoor plaza space in the amount of 10 percent of the site shall be provided for towers which exceed the trigger height. The plaza shall be provided within 30 inches of the adjacent sidewalk and shall comply with all requirements for outdoor plazas in the Amenity Incentive System of LUC 20.25A.070.D.2. The subject site is 46,934 square feet; therefore, a 4,693 square foot outdoor plaza is required for the project.

The project includes a 4,700 square foot outdoor plaza space within the project limit area that encompasses the north side of the development, accessible from both the public sidewalk along Bellevue Way NE, as well as the Downtown Park to the west. This exceeds the 10% requirement of 4,693 square feet by 7 square feet. The design of the central outdoor plaza meets the intent of LUC 20.25A.070.D.4 (2. Outdoor Plaza) and the guidelines of LUC 20.25A.160.E.2 for general open space design. The proposed outdoor plaza space includes 157 linear feet of seating elements and 940 square feet of landscape areas, which meet code requirements. The outdoor plaza also incorporates feature lighting throughout the plaza and spill out areas for the adjacent active uses within the podium, in addition to artistic paving and art elements to further engage users. Refer to Sheets A-0.0.2.6 and L2.01 in the plan set for a detailed site plan of the plaza and adjacent amenities provided. In addition, the proposed plaza shall be open to the public at all times and a public access easement shall be recorded. [Refer to Section XII for Conditions of Approval regarding Public Art and Outdoor Plaza Space.](#)

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

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

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

Refer to Sheet L11.01 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 0.3 for a large site. The subject site achieves a green factor score of 0.388, which the proposal meets by providing the following:

- Soil Cells
- Landscaped Areas with Soil Depth Less than 24 Inches
- Landscaped Areas with Soil Depth of 24 Inches or More
- Shrubs or Large Perennials
- Small and Large Trees
- Green Roof on top of podium
- Native or Drought Tolerant Landscaping
- Landscape Areas at Sidewalk Grade
- Bicycle Racks

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

Mechanical Equipment Screening

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

the height of the equipment and shall be screened from above.

The proposal consolidates all mechanical equipment for the tower on level 23, which includes a mechanical penthouse structure. The MEP room is screened by the vertical extension of the building's curtain wall system while the mechanical penthouse will be screened through an aluminum screen wall. Any individual units will be painted to blend into the surrounding adjacent roofing membrane. One piece of rooftop equipment to support the interior swimming pool is proposed on the podium rooftop at level 4; however, the majority of this rooftop is a green roof, and the equipment should be adequately screened. [Refer to Section XII for Condition of Approval regarding Mechanical Equipment.](#)

Exhaust Control

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

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

A through block pedestrian connection is required along the north side of the development, between Bellevue Way NE and the Downtown Park. There is currently an existing driveway with special paving to provide both a visual and physical connection into the Downtown Park from Bellevue Way NE, while still allowing for Park's maintenance vehicles to enter the park and to access the businesses to the north. The project proposes to relocate the required through block connection out of the driveway and incorporate it into the outdoor plaza space at the northern side of the podium. This will allow for the safety of pedestrians navigating through this area without having conflicts with vehicles utilizing the driveway to the north of the development, and maintenance vehicles entering the park. The design of the through block pedestrian connection will also better align with the mid-block crossing of Bellevue Way, which meets the site in the northeast corner, where the outdoor plaza begins. The required through block connection in conjunction with the mid-block crossing will mitigate direct impacts to the multimodal transportation system resulting from the project.

The design of the through block connection meets the intent of the design guidelines specified in LUC 20.25A.160.D.4, including pedestrian scaled lighting, landscaping, trees, high-quality durable materials, and seating areas. It also complies with the Americans with Disabilities Act (ADA) to provide a fully accessible connection. Per LUC 20.25A.160.D.3.c and d, the through-block pedestrian connection is required to be open to the public 24 hours a day, and owners of the property are required to execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation. In addition, directional signage shall identify circulation routes for all users and state the hours that

the space is accessible to the public. [Refer to Section XII for Condition of Approval regarding Through-Block Pedestrian Connection.](#)

H. Pet Relief Areas

The City of Bellevue has no code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as the introduction of office tenants who are permitted to bring pets into work, City staff have started requesting applicants provide these spaces internal to their site. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. This development has provided a larger pet relief area at the southwest corner of the property for use by the tenants of the building.

[Refer to Section XII for Condition of Approval regarding Pet Relief Areas.](#)

IV. Design Guidelines

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

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

1. Context (LUC 20.25A.150)

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

- High quality materials are proposed for the façade, such as large format ceramic tile. Aluminum and glass window wall and curtain wall dominates the tower form.
- Public access is provided around all four sides of the project in meaningful and significant ways. To the east along Bellevue Way, the building has been stepped back at the new signalized crossing to allow more maneuvering space for pedestrians, as well as along the retail frontage to provide additional space for pedestrians. To the north, a widened through block pedestrian connection with public plaza is proposed. To the west, a public path through the park allows residents and visitors to visually and physically connect to the residential amenity functions and access the park entrance to the building. To the south, the building proposes a feature screen wall at the transition to the park, which will provide visual interest.
- On-site parking is proposed to be accessed via a gate located on the southwest side of the site. All vehicles for residents, visitors, commercial, loading and trash will use this access.
- The tower form is oriented in the north/south direction so that it will cast minimal shadows on pedestrians in the streetscape.

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:

- Along the through block pedestrian connection, separation of vehicles and bicycles from pedestrians has been proposed via a landscape buffer and curb to minimize conflicts. A generous sidewalk has been proposed around the two

streets fronting the project.

- All pedestrian areas around the project are ADA compatible. A new signal crossing is proposed mid-block to connect the park pedestrian access across Bellevue Way NE and to mitigate direct impacts to the multimodal transportation system resulting from the project.
- The residential entrance is proposed to be located off Bellevue Way NE via a curved metal canopy which echoes the shape of the signature curved roof form. It will clearly define the entrance from the adjacent sidewalk. A residential entry from the park side is also proposed and will repeat the same curved forms as the main entrance on Bellevue Way NE.
- Organic curvilinear forms have been chosen for the landscape plan elements to tie into the architectural expression of curves which gets its inspiration from the adjacent City Park.
- Loading, refuse and other building and site services are incorporated within the building footprint.

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:

- A variety of experiences are provided on the different facades. From more residential feel with landscape facing the park, art screen and vehicle entry facing NE 2nd Street, retail and building entries on Bellevue Way NE, to the public pedestrian through-block connection and public plaza to the north.
- Continuous weather protection is provided for all retail activities, as well as residential entries.
- The curved forms of the project concept have been brought to the ground plane to create well defined and inviting outdoor hardscape and landscape areas with a consistent design language.
- The landscaped planter walls will have opportunities for seating to help with activation. Curved forms create wider spaces along the public path to pause and sit on the integrated benches at the planter edges. Ground plane materials are scored and separated in curved patterns to integrate into plaza and project aesthetic. Materials are similar to park standards but applied in a sympathetic design form to the project.
- While not required, a restaurant use is planned for the northern retail space which can allow outdoor seating to spill out to the patio along Bellevue Way NE, or towards the park.
- An artistic pattern of perforations is proposed to be placed on a screen located at the ground level of the southwest corner of the site.
- Continuous rhythm of lights will provide an inviting and safe ambiance.

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 surface treatment of the tower and surface treatment of the podium have been expressed slightly differently to visually break down the volume and provide an appearance of a proportionally slim building and provide human scale.
- The residential entrance will have a signature form canopy that will be distinct

and signify the building entry. This design is repeated at the top of the tower and the residential entry facing the Downtown Park.

- Where active ground floor uses are proposed, transparent windows will be provided.
- Feature architectural up lighting is proposed to illuminate the amenity canopy roof and tower roof forms. By lighting the building form, the building will add visual interest to near and far views.
- The tower has been positioned on the site to be as far away from neighboring properties as possible which reduces visual and physical impacts.
- The tower has been oriented with the long direction in the north/south direction to maximize solar orientation. Operable windows have been provided for natural ventilation, which also helps provide cross ventilation within the tower.
- The project volumes are broken down into simple forms which provide visual interest and articulation. The tower is created with distinctive arc treatments with different proportions. These arcs break the volumes for proportion and are also used on the podium utilizing similar language but in horizontal orientation.
- A rhythm of equal proportions for the window wall runs throughout the project as a consistent background, unifying the different curved shapes.
- The rooftop mechanical rooms and elevator machine room are integrated into the tower exterior plane. Level 3 contains a residential amenity area that will be landscaped for residential use.

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 pedestrians. Per LUC 20.25A.170.B, Bellevue Way NE is designated as an 'A' right-of-way and NE 2nd Street is designated as a "C" right-of-way. In addition, the applicant has chosen to exempt the FAR for ground level active use space on Bellevue Way NE and NE 2nd Street, as well as requested that the residential lobby on Bellevue Way NE be considered an active use space through a departure. Therefore, the streetscape directly in front of these active use spaces is required to be designed as an "A" right-of-way (LUC 20.25A.070.C.1.a).

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

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

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

Bellevue Way NE meets the intent of each of these standards, except where a departure has been requested. The applicant has requested an Administrative Departure to deviate from the Build-To Line to accommodate a curvilinear building base and to provide an

outdoor plaza at the northeast corner of the building. Due to these design considerations, the building cannot provide weather protection over the public sidewalk, but the building as designed will still provide weather protection along the building edge and meet the remaining design standards for an 'A' right of way, including transparency. In addition, the applicant has requested an Administrative Departure to consider the residential lobby as an active use, which will allow for the entire street wall to provide 100% active uses. Refer to Section V below for departure discussion regarding "A" Rights-of-Way and Residential Lobby as Active Use. [Refer to Section XII for Condition of Approval regarding Street Level Glazing.](#)

Mixed Streets – "C" Rights-of-Way

The "C" rights-of-way shall have a moderate orientation to pedestrians. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access. Design attention shall be given to sidewalk-related activities and amenities. "C" rights-of-way are to provide a major pedestrian connection between the core area and residential areas surrounding downtown. The following standards/guidelines are required for a "C" rights-of-way streetscape design:

- Transparency – 75%; and
- Weather Protection – 75%; and
- Points of Interest – Every 75 linear feet of façade, maximum; and
- Vehicular Parking – no surface parking or vehicular access directly between perimeter sidewalk and main pedestrian entrance; and
- 50% of street wall shall incorporate active or service uses.

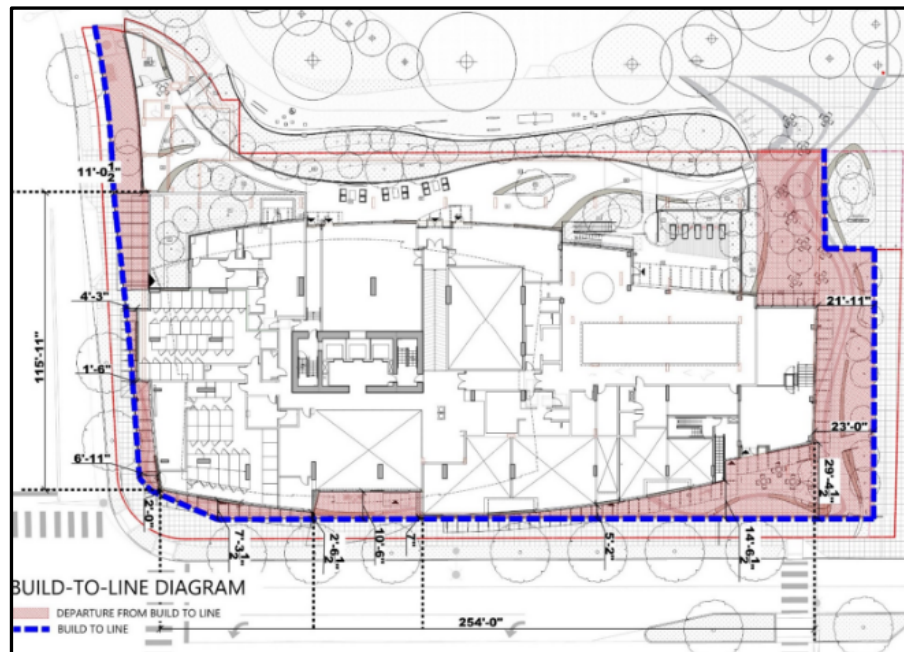
NE 2nd Street meets the intent of each of these standards except where a departure has been requested. The applicant has submitted an Administrative Departure to deviate from the Build-To Line, as the building base is curvilinear and not parallel to the street/sidewalk. This allows for additional space behind the build-to line to support activation of the active use spaces within the building on this street frontage. In addition, an Administrative Departure to deviate from the 'C' right of way guidelines has been requested for weather protection and transparency along this frontage. This is due to the inclusion of the garage entrance on the west side of this building frontage. Weather protection is proposed above the garage entrance but will be located 2 feet higher than the code permits (14' in lieu of 12') above grade. Transparency is provided for the active use spaces, which will have the greatest impact on the pedestrian experience but will not be provided for the garage entry portion of this frontage. Refer to Section V below for additional departure discussion.

V. Administrative Departures (LUC 20.25A.030)

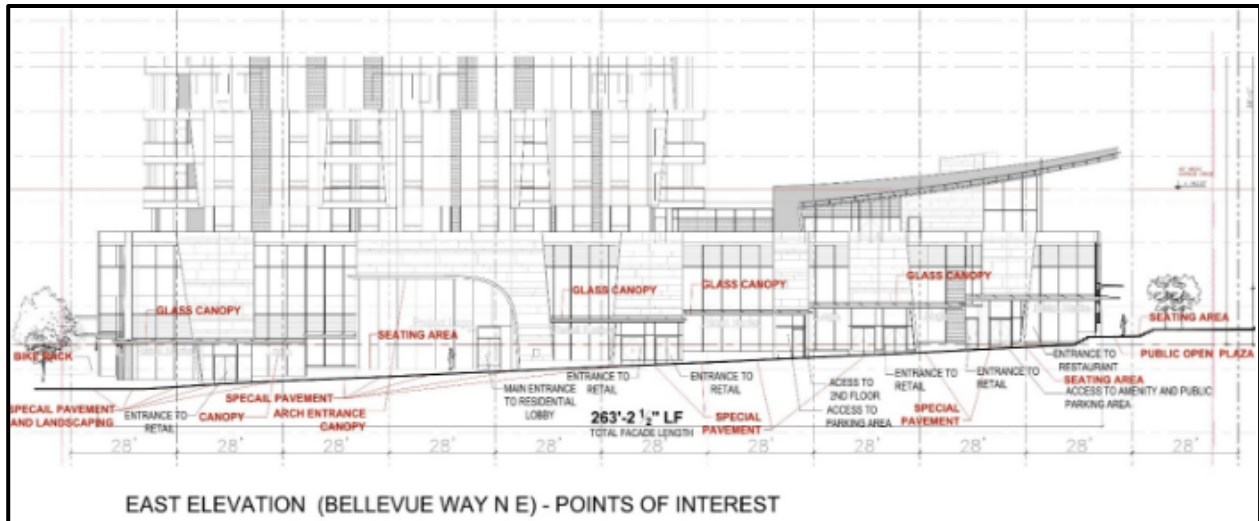
The applicant has requested Administrative Departures to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. The applicant proposed six administrative departures for this Design Review proposal, which include the following:

- 1) **Build-to Line** - for street frontages on NE 2nd Street and Bellevue Way NE. The proposal is requesting to depart from this section of the code in certain locations around the building to accommodate a somewhat irregular shaped lot and a curvilinear shaped podium which allows for ground-level open space that retains the intended connection between the

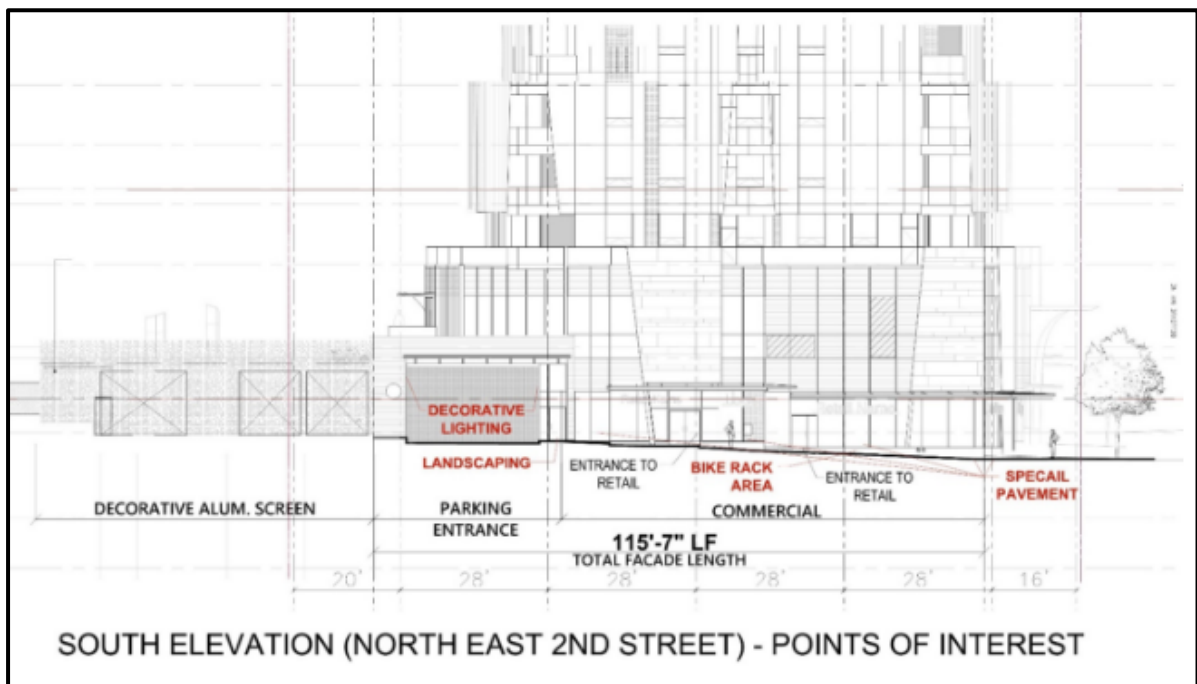
publicly accessible pedestrian realm and ground-level internal portions of the building. A larger setback (29') from the build-to line at the northeast corner of the site aims to provide visual and physical access from the Bellevue Way mid-block connection, to the required through block pedestrian connection running along the north side of the building into the adjacent Downtown Park. This setback also provides outdoor plaza space which ties into the outdoor plaza space along the north side of the development and at the northwest corner of the development, in coordination with the adjacent Downtown Park.



- 2) **Compact parking Stalls** - The project proposes 13% compact stalls (37 out of 275), which is permitted through an administrative departure.
- 3) **'A' ROW Guidelines for Bellevue Way NE** – The project requests a Departure for the Bellevue Way NE frontage because the required 75% weather protection is not located over the public sidewalk due to build-to line request and the building frontage does not meet 100% active use spaces at the ground level (residential lobby entrance requires a separate departure to be considered an active use space). Overall, the Bellevue Way NE frontage demonstrates compliance with the intent of each 'A' ROW guideline even with these exceptions. The frontage still provides at least 75% weather protection behind the back of sidewalk, 75% transparency, point of interest and 100% active use spaces with the departure to allow a residential lobby to be considered an active use (see below).

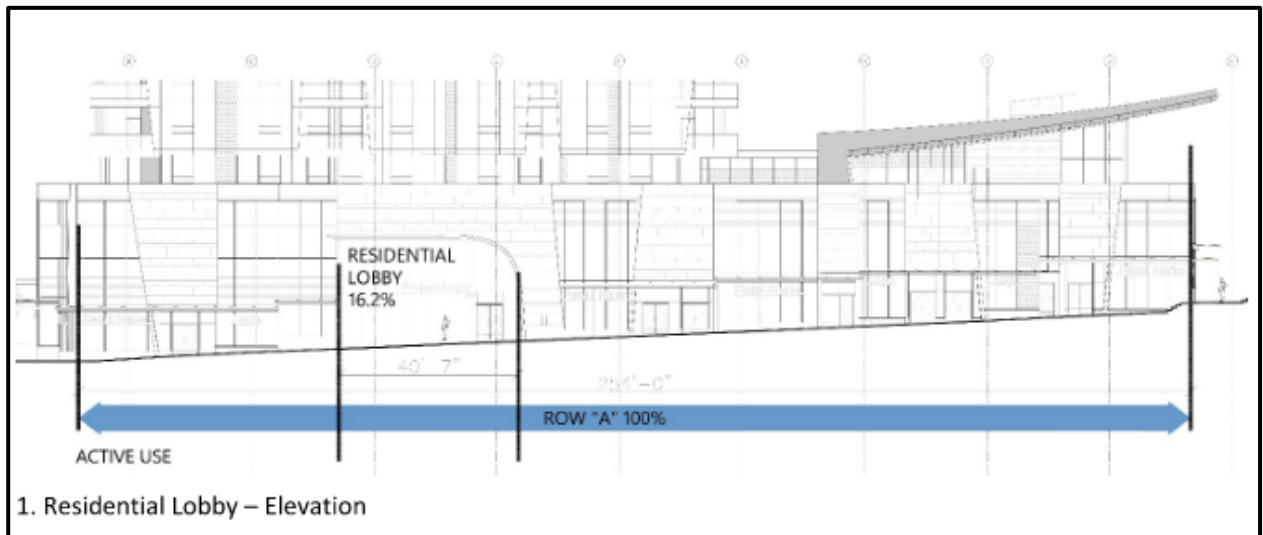


- 4) **'C' ROW Guidelines for NE 2nd Street** – The project requests a Departure for the NE 2nd Street frontage due to the building frontage not meeting the Build-To Line. Project demonstrates compliance with the intent of each 'C' ROW guideline including points of interest and active use spaces, except for transparency (65% in lieu of 75%) and weather protection (61% in lieu of 75%) for the eastern portion of the building. This is due to the inclusion of the garage entrance on the west side of this building frontage. Weather protection is proposed above the garage entrance but will be located 2 feet higher than the code permits (14' in lieu of 12') above grade.



- 5) **Residential Lobby as Active Use Space** – The project requests a Departure to allow the main residential lobby entrance on Bellevue Way NE to be considered an active use, which would then allow the entire building frontage on this ROW to provide 100% active use spaces to meet the 'A' ROW guidelines. The proposed lobby entrance will be a visually

attractive part of the street environment and a main focal point of the building frontage with the dramatic curved canopy above the entrance. At the exterior, a large transparent façade, wooden bench, potted plants and special paving are proposed. At the interior, a lounge area with fireplace, concierge service desk and mail/parcel room will make this space an active tenant and visitor use area. Combined, these features will result in a vibrant and active space along the building frontage.



- 6) **5' Type III Landscape Buffer** – The project requests a Departure to deviate from the required 5' of Type III landscaping at the side yard, which is along the northern property boundary for the project. The northern property boundary is located within a shared driveway that contains a required access/utility easement. The driveway is shared between the subject site, the Downtown Park to the west and the adjacent property to the north (Goldfarb Jewelers). As this access must remain open and clear, the applicant has proposed to shift the 5' of type III landscaping 10' to the south, to be coordinated into the through block pedestrian connection next to the building. The landscape buffer would range from 5'-4" to 12'-4" wide and contain a variety of trees, plants and shrubs, which when combined with the varying planter widths will meet or exceed the code standards for a 5' Type III landscape buffer.

Finding: Staff has reviewed each of these Administrative Departure requests to ensure that each request has met the Departure decision criteria in LUC 20.25A.030.D.1.b. After reviewing the six (6) submitted Departure Requests against the Departure Decision Criteria, staff have found these Departures acceptable, and can approve them as part of this Design Review application. A copy of the Administrative Departure Request Form for each request is attached to this report as Attachment C.

VI. Public Notice and Public Comment

Application Date:	May 24, 2021
Notice of Application (500 feet):	July 8, 2021
Public Meeting:	July 28, 2021
Minimum Comment Period:	July 22, 2021

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on July 8, 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 virtual public meeting was held through Zoom on July 28, 2021, and was attended by only one member of the public, who did not have any comments. During the overall review of the project, seven (7) members of the public provided written comments, including the Department of Ecology, regarding the proposal, and there are seven (7) parties of record besides the applicant. Most of the written comments received had similar comments and concerns. Below is a summary of those comments received by the City regarding this proposal:

- 1. The Department of Ecology requested review of the Environmental Site Assessment (ESA) prepared regarding the property. Ecology also requested that the SEPA checklist be updated to acknowledge the potential environmental health hazards that could affect workers and public safety on the site due to potential contamination in the vicinity of the site. The checklist was revised to acknowledge the information that Ecology provided and include information on anticipated health and safety measures. Ecology reviewed the revised SEPA checklist prepared by the applicant (attached to this decision) and acknowledged the updated SEPA checklist had addressed their prior written comments and concerns via email on March 11, 2022, a copy of which is in the project file.*
- 2. The Park Row development will replace the existing strip mall and will be 21 stories, which is more than twice the height of the tallest building that is currently in close vicinity of the park. This new building will destroy the pleasant aesthetics of the Downtown Park and surroundings and will be out of place as it won't blend in with the existing skyline. The height of the structure should be reconsidered to be consistent with the other buildings in the vicinity of the Downtown Park.*

Response: The project will not exceed the maximum building height permitted in the DT-Mixed Use (DT-MU) land use district, which permits a tower to be constructed up to 288' before mechanical and 308' with mechanical. The top of the proposed tower (penthouse roof) will be at 278.6' and the top of parapet will be 290.0', as measured from average finished grade. The City Council updated the Downtown Land Use Code in 2017 which permitted taller buildings in the DT-MU land use district. City staff are charged with enacting the codes that are implemented through the code development process and must act consistent with those codes. So long as the proposal meets the dimensional requirements for tower height in this land use district, the project can be approved.

Buildings located south of the Downtown Park are located in the DT-Old Bellevue (DT-OB) land use district, which does not permit buildings to be constructed as tall as in the DT-MU land use district. This is why building heights are much lower adjacent to the Downtown Park from the south side. The building heights permitted in DT-OB more appropriately align with the development along and adjacent to Main Street in the Old Bellevue neighborhood.

The applicant has taken the site and surroundings into consideration when designing the project, which includes keeping the tallest portion of the building on the southern end of the site to allow for a lower podium mass adjacent to the required through block

pedestrian connection and entrance to the Downtown Park on the north end of the site. The building has been designed to meet the Downtown Design Guidelines in LUC 20.25A.140-20.25A.180. The architectural design of the tower will complement the adjacent existing and new emerging skyline in this area of downtown. The western elevation, which fronts the Downtown Park, was also carefully designed to provide an aesthetically pleasing façade when viewed from the park.

- 3. The planned private vehicle and commercial vehicle ingress and egress on NE 2nd Street will cause significant traffic issues that will spill onto Bellevue Way, making the corner of Bellevue Way NE and NE 2nd Street more dangerous to pedestrians and vehicles than it already is, and impacting vehicular and pedestrian access to the Park and nearby businesses as well.*

Response: The City directed the Park Row development to locate their access off NE 2nd Street. The City concluded that this was the best location because this street is the lower classified roadway and will limit impacts to the principal arterial Bellevue Way. While queuing is not expected, if queueing was to occur, the proposed driveway location limits these impacts. The driveway has been designed to meet all City of Bellevue safety standards, including pedestrian sight distance.

- 4. The removal of the mature trees on the east side of the Downtown Park as part of the project does not appear to have been reported on the original SEPA checklist submitted on 5/21/2021. There is general concern over the disproportionate distribution of trees in the greater Seattle area and allowing this development to remove these mature trees will only further contribute to this issue. This will alter the natural beauty of the Park, and will likely impact wildlife/bird habitat, and will contribute to climate change.*

Response: The City of Bellevue Parks and Community Services Department has been working closely with the development team for this project to ensure that the proposal has a seamless transition to the east side of the Downtown Park. This coordination has been on-going throughout the review of the project and has included multiple meetings and conversations between the applicant and Park's staff. As part of the project, several actions will occur adjacent to the eastern boundary of Downtown Park. The applicant will relocate the existing refuse enclosure in the northeast corner of the development (on Park property) to the west side of the Park, as part of the overall development plan. In its place will be a plaza, including a vegetated planter and seating for the public. The project also proposes to maintain and widen a multi-use pathway in the Park adjacent to the development for Parks' maintenance vehicles and installation of additional park user facilities. Re-establishment of vegetation removed as part of the project will occur. The applicant proposes to remove 26 Port Orford cedars along the Park's eastern property line to visually and physically open the east side of the Downtown Park to allow for better coordination between the project and the Downtown Park. The cedars were originally planted closely together as a hedgerow and a recent arborist report recommends thinning. Additionally, given location on the property line, survivability may be reduced with construction impacts. The project proposes to re-establish 40 trees of different sizes and species, subject to review and as permitted by Parks' staff, to replace the existing and less ecologically beneficial monoculture condition along the Downtown Park boundary. The City Parks Department has ultimate authority to allow for these changes, so long as

the necessary steps are taken to execute the project. Plans were reviewed in light of environmental impacts and public benefit. Refer to Section VII.G below for additional discussion.

5. *A 21-story building will further contribute to view obstruction and block the sun for half the day, particularly in the Downtown Park.*

Response: Applications for Design Review require the submittal of shade/shadow studies to show how the proposal would cast shade/shadows during the different times of year (Spring, Summer, Winter) and the different times of day (morning, noon, afternoon). Refer to plan sheet pages 241-242 in the issued plan set for reference. These studies are necessary to understand impacts to the adjacent pedestrian realm, streets, properties, and any parks/open spaces on or off-site. Due to the orientation of the subject site being a linear, north-south orientation, the tower is also oriented north-south, with a taller mass at the southern end of the site, and a lower podium mass at the north end of the site. Design consideration was given to ensure that the required through block pedestrian connection, plaza space and entrance to the Downtown Park on the north side of the subject site would not have a looming tower above these areas, and that the lower podium would be more connected to the pedestrian user of these spaces. Orienting the tower east-west would not be feasible, given the orientation of the property. Given the dense urban nature of Downtown, it is acknowledged that the project's additional taller tower will result in shade/shadow in the surrounding environment during certain periods of the day and certain times of times of year. However, the proposed tower height is consistent with the surrounding urban environment in Downtown, as well as current code, and is not unique or more impactful than what is allowed under current code. When the City Council approved the new Downtown Land Use Code in 2017, this environmental impact was considered as part of the code change and is consistent with the City's intention to create a denser (taller tower heights) yet more livable urban Downtown Bellevue.

VII. Technical Review

A. Land Use/Environmental Health/Noise

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

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

uses and properties. [Refer to Section XII for Conditions of Approval regarding Construction Hours and Use of Best Available Noise Abatement Technology.](#)

2. [Garage Exhaust:](#) Exhaust fans blowing air over a sidewalk or publicly accessible area can create noise levels exceeding those allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk or publicly accessible area, prior to the issuance of any Certificate of Occupancy. [Refer to Section XII for Condition of Approval regarding Garage Exhaust.](#)

B. Transportation

Project Summary

The Park Row project is located in the NW corner of the Bellevue Way NE and NE 2nd Street intersection. The west side of the project borders the Downtown Park while there are several retail and food establishments to the north. The 22-story residential tower proposes to construct up to 143 multi-family units, 2,500 sf of fast casual restaurant, and 10,000 sf of ground floor retail, classified as strip retail plaza under 40,000k.

The parcel has a single existing building consisting of 16,284 sf of strip retail plaza under 40k and 1,473 sf of fast casual restaurant. There is an existing access location off NE 2nd Street and a second back of house access off NE 2nd Street for garbage pick-up. There is a third access off Bellevue Way NE, and a fourth shared access off Bellevue Way NE with the adjacent properties to the north. This north driveway aisle provides ingress and egress from Bellevue Way for Goldfarb Jewelers, MOD Pizza, Bellevue Rare Coins, and maintenance access to the Downtown Park. A Transportation Impact Analysis was prepared by Transportation Engineering Northwest, dated October 6, 2022, and was factored into the review of this application.

Existing Site



Multimodal Site Access

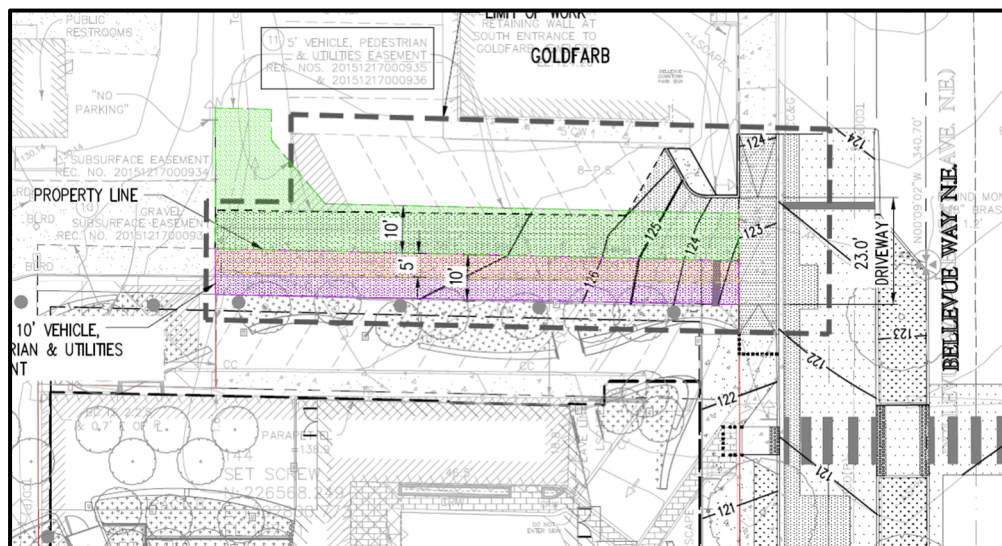
Vehicle Access and Loading

All existing access locations are to be removed, with the exception of the shared access along the north property line. This shared access will continue to provide access to the properties to the north of the project site and maintenance access to Downtown Park but will not provide any access to the project. A single new access off NE 2nd Street will be provided to serve all vehicular demands of the Park Row project.

The new access off NE 2nd Street will continue to be restricted to right in and right out. Due to the turn restrictions this driveway will need to be wider than a standard driveway to accommodate the large refuse vehicles making right turns into and out of the project. The project has designed the underground garage to not only accommodate deliveries, refuse, move-in, move-out, and rideshare but for these demands to turnaround on-site without backing into the public road. This new access has been shown to meet both the City's pedestrian and vehicular sight distance standards.

The existing driveway aisle to the north is shared by Goldfarb, MOD Pizza, Bellevue Rare Coins, the existing Park Row development, and City of Bellevue Downtown Park maintenance access. There is an existing 15-ft easement for public pedestrian and vehicular access as well as parks maintenance access. 10-ft of this existing easement is on the Goldfarb property to the north, and 5-ft is on the Bosa Park Row property for a total of 15-ft.

There is a ramp off this driveway aisle south into the existing development that will be removed along with the angled park stalls on Bosa Park Row property. The driveway aisle will be not only preserved but widened to meet fire and transportation standards to a minimum width of 20-ft. This 20-ft will require an additional 5-ft public access easement from the project site to the City for pedestrians, vehicles, and park maintenance access. In the exhibit below the existing easement is shown in green on Goldfarb property and orange on Park Row property. The purple shows the new 5-ft easement on Park Row property that will provide a full 20-ft wide easement to meet fire and Transportation standards.



Pedestrian Access

There are currently 8-foot-wide concrete sidewalks along the projects east frontage on Bellevue Way NE and south frontage on NE 2nd Street. There is also an existing shared pedestrian and vehicular access route between the Downtown Park and Bellevue Way NE along the north property line. This is located on private property with a 15-ft wide easement for pedestrians, vehicles, and parks maintenance access.

The project will be constructing a new 11-ft wide sidewalk with a 5-ft wide planter strip separating it from the vehicular travel lanes on Bellevue Way NE. The project will be constructing new 7-ft wide sidewalk with a 5-ft wide planter separating it from the vehicular travel lanes on NE 2nd Street. At the intersection corner of Bellevue Way NE and NE 2nd Street two new ADA complaint ramps will be installed. The signal pole and all appurtenances will be replaced by the project including ADA compliant push buttons for pedestrians.

The MIP, Mobility Implementation Plan, contains performance targets for pedestrian crossings. In PMA 1 where the project is located, the performance target for pedestrian crossings on arterials calls for a 300-foot spacing. This project will install a signalized pedestrian crossing across Bellevue Way NE that will satisfy this performance target and mitigate direct impacts to the multimodal transportation system resulting from the project. The crossing will also connect existing pedestrian routes that extend into the Downtown Park on the west and through the property on the east to Safeway and 105th Avenue NE on the east side of Bellevue Way NE. This signal also serves to address an existing jaywalking issue that would be expected to become worse with the pedestrian trips generated by this project. City Staff and the project's traffic consultant, Transportation Northwest, have studied the new signalized midblock crossing and have not found any traffic operations concerns or notable vehicular delay associated with its completion. Instead, the midblock crossing is necessary to ensure a safe and accessible pedestrian environment in connection with any additional trips (pedestrian, bicyclists, and automobiles) generated by the project.

There is an existing 15-foot-wide public easement for pedestrian access to the Downtown Park along the north property line that overlaps the existing vehicular drive aisle. Having vehicles and pedestrians in the same area affects pedestrian safety and comfort, so to remedy this situation the project will construct a minimum 10-foot-wide pedestrian path separated from the existing drive aisle. This pedestrian path will be placed adjacent to the building with a planter providing separation from the driveway aisle. This path will also require a public access easement upon it.

Transit Service Access

There are existing transit stops in the vicinity of the project that can be accessed via the sidewalk network for the 550 and 556 routes. The 550 route connects Downtown Bellevue with Downtown Seattle. The 556 route connects the University District in Seattle with the City of Issaquah, there are stops in the middle of the 556 route within the City of Bellevue. Both routes can also be used to take residents to the DT Bellevue Transit Center, which is a HUB for many more bus routes as well as light rail.

[Refer to Section XII for Conditions of Approval regarding Vehicular Access and Turning Restrictions and Provisions for Loading.](#)

Sight Distance for Vehicles and Pedestrians

Sight distance requirements for vehicles and pedestrians were evaluated at the proposed driveway approaches and new street intersections and shown to meet the City's standards. Any proposed landscaping, signage, and street furnishings shall be placed to not obstruct the sight lines for vehicles and pedestrians.

[Refer to Section XII for Conditions of Approval regarding Transportation Infrastructure Improvements & Civil Engineering Plans, Building and Site Plan – Transportation, and Street Frontage Improvements.](#)

Street Lighting

Street lighting photometric analysis is required adjacent to the proposed site along NE 2nd Street, Bellevue Way NE, the signalized midblock pedestrian crossings on Bellevue Way NE, and the north drive aisle. New streetlight poles and replacement of existing luminaires with new poles and LED fixtures are required to meet the City's current standards. The new midblock crossings on Bellevue Way NE will be required to show that it meets the photometrics for a midblock crossing.

[Refer to Section XII for Conditions of Approval regarding Transportation Infrastructure Improvements & Civil Engineering Plans and Building and Site Plans – Transportation.](#)

Transportation Infrastructure

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

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

Bellevue Way NE improvements include installation of new curb and gutter, planter strip, sidewalk, street lighting, and signalized midblock pedestrian crossing. Right of way dedication is required to the back of the curb, sidewalk and utility easement is required to the back of the land use required sidewalk width.

NE 2nd Street improvements include installation of new curb and gutter, planter strip, sidewalk, street lighting, and a new project access that meets all City of Bellevue Transportation standards. Right of way dedication is required to the back of the curb, sidewalk and utility easement is required to the back of the land use required sidewalk width.

At the intersection of Bellevue Way NE and NE 2nd Street improvements include two new wide compliant ADA ramps and all new black powder coated signal equipment.

Along the north property line improvements include widening of the existing drive aisle to a total width of 20 feet. A public access easement will be provided to the City for the additional 5 feet of widening. Installation of a separated 8-foot-wide pedestrian path with a public access easement is required on the north side of the project site to provide pedestrian access to Downtown Park.

[Refer to Section XII for Conditions of Approval regarding Transportation Infrastructure Improvements & Civil Engineering Plans, Building and Site Plans – Transportation and Street Frontage Improvements.](#)

Impact Fees

Transportation impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan.

Impact fees for this project will be calculated during review of the building permit. 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. The current city adopted impact fee rates are posted on the City of Bellevue website.

[Refer to Section XII for Condition of Approval regarding Transportation Impact Fee.](#)

Concurrency

The City Multimodal Concurrency Code 14.10 requires development projects to assess cumulative impacts that may result from growth and development within the city. This code allows development approval and issuance of a concurrency certificate only if the city is able to determine that the unallocated Mobility Unit supply necessary to provide for the Mobility Unit demand from a proposed development is available at the time of opening or within six years, consistent with the city's transportation LOS standard. This analysis is based on a projected land use scenario and improvements to the transportation system that would occur during this time period through construction of TFP projects.

A concurrency determination was completed for this project on October 19, 2022. When complete, this project will require 12 mobility units. The supply of Mobility Units is sufficient to accommodate this level of development. No concurrency certificate will be issued for this development. [Refer to Section XII for Condition of Approval regarding Concurrency.](#)

Right of Way Dedication and Easements

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, to accommodate the street widening described elsewhere in this document, and to construct new grid streets as described elsewhere in this document the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way.

Right of way dedication is required to the back of the curb on Bellevue Way NE and NE 2nd Street.

A sidewalk and utility easement is required from the back of the curb to the back of the sidewalk Bellevue Way NE and NE 2nd Street.

A public access easement is required for the eight-foot-wide pedestrian path on the north side of the building.

A public access easement is required for the five additional feet that will be added to the north drive aisle. This will need to have the same rights conveyed as the existing easement at a minimum.

[Refer to Section XII for Conditions of Approval regarding Existing Easements and Dedication of Right-of-Way and Easements.](#)

Use of the Right of Way During Construction

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

If work is to take place on private property such as property owned by Goldfarb, the project will be responsible for getting the applicable property rights prior to GD permit issuance.

[Refer to Section XII for Condition of Approval regarding Holiday Construction & Traffic Restrictions and Right-of-Way Use Permit.](#)

Pavement Restoration

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

Near this project, Bellevue Way NE and NE 2nd Street has been classified as "Overlay Required."

[Refer to Section XII for Condition of Approval regarding Pavement Restoration.](#)

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. and 14.60.080.

[Refer to Sections XII for Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program.](#)

C. Utilities

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

Storm Water

Stormwater runoff from the site will be conveyed South through the public storm drain system to the existing 12-inch and 60-inch storm mains along Bellevue Way NE, which eventually drains to Lake Washington. Washington State DOE surface water requirements 1-9 are triggered for the site:

1. A preliminary design was submitted with the land use application and will comply with the requirements based on review of the documentation.
2. A CSWPPP will be prepared and submitted with construction permit submittal.
3. Source control is not needed, and no pollutants are anticipated.
4. Stormwater runoff from the proposed project site will be routed to the existing drainage system to maintain historic drainage patterns and outfalls.
5. The project discharges to flow control exempt waters, so it is exempt from LID performance standard. Infiltration is not feasible due to horizontal setbacks as building footprint occupies all the site area, but soil quality and depth using amended soil will be implemented in disturbed vegetation areas.
6. The project will create less than 5,000 square feet of new or replaced pollution-generating hard surface and less than $\frac{3}{4}$ acre of pollution-generating pervious surface, so runoff treatment is not required.
7. The City of Bellevue has determined that projects located within the Meydenbauer Trunk BDZ drainage basin can discharge to the existing storm infrastructure without detention, provided historic drainage points are maintained. The project score complies with this.
8. There are no wetlands in the vicinity of this project.
9. A Storm Drainage Operation and Maintenance Schedule will be filed with King County.

Water

The project proposes to connect the domestic, irrigation and fire services to the 10" water main in Bellevue Way NE. There is adequate capacity in the water main to supply the site.

Sewer

Sewer for the site is proposed to connect to the 8" sewer main in Bellevue Way NE. There is adequate capacity in the sewer system to serve the development.

[Refer to Section XII for Condition of Approval regarding Utilities Conceptual Approval.](#)

D. Clearing and Grading

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

E. Fire

The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the 2018 Bellevue Fire and Building Codes (modifications of the International Building and Fire Codes) and good fire protection practices. This review was based upon and limited to the information presented on drawings received March 2023. The Fire Department can approve the Design Review application.

F. Building

The plans for this decision have not been sufficiently developed for a thorough review under the International Building Code requirements. This review will occur during review of the Building Permits. The plans generally conform to the requirements applicable to this stage of the design process.

G. Parks Department

Staff from the Parks and Community Service department ('Parks') have been working with the applicant on changes proposed to the Downtown Park property. This includes designing the interface between the project and the eastern edge of Downtown Park with improvements that confer a public benefit to Downtown Park while improving or adding value to the existing features and attributes of the park for users. An activated and permeable connection between the development and the park will advance the City's vision for a livable downtown with integrated open space. The result of this coordination with Parks to ensure a successful project that meets Park's Department requirements is documented below. Any modifications to these requirements are subject to the approval of Parks. [Refer to Section XII for Condition of Approval regarding Park's conditions.](#)

- **Bollards:** Two bollards are shown at the east end of the plaza along the mid-block park entrance. Three bollards will be required to prevent unauthorized entry of vehicles into Downtown Park.
- **Vehicular paving:** Vehicular grade paving is not included along the northwest corner of the plaza planter. To ensure that cast-in-place concrete is not damaged should a truck turn closely to the seating wall, it is required that vehicular grade CIP be installed for any full 2' x 2' pavers adjacent to this corner of the planter (appears to be 5 or 6 blocks).
- **Doggie Bag Dispensers:** Three dispensers are shown. The dispenser along the path near the dog relief area should be moved slightly south to the applicant's property to simplify maintenance responsibility. Park Row will be required to maintain this dispenser and the dispenser on applicant's property at the terrace entrance. Additionally, the dispenser at the intersection of the plaza and multi-purpose path on Parks property should be removed, as dispensers will be installed on Parks property at department discretion.

- **Planting:** *Carex morrowii* 'Variegata' (Japanese Sedge) and *Deschampsia caespitosa* (Tufted Hairgrass) are required to be removed from the planting plan and replaced with other species agreed to between Parks and the applicant. These species are aggressive or difficult to remove.
- **Maintenance Facilities:** The existing fenced area on Parks property, along the mid-block crossing, is proposed to be removed with enclosed infrastructure relocated. To ensure ongoing maintenance of Downtown Park and functionality for users, all infrastructure is required to be constructed and operational in its new location prior to demolition of existing facilities. This includes:
 - dumpsters and a vehicle to be relocated to a new enclosure along the western boundary of Downtown Park;
 - electrical vault to be relocated north of the mid-block entrance; and
 - irrigation system to be relocated as shown on plans, including a new controller near the multi-use path.
- **Tree Replacement:** It is proposed that 26 Port Orford Cedars are to be removed and replaced by 40 trees of varying species and size in a similar location. To provide for a quality transition between public and private property and establish vegetative cover in this area of the park, the applicant will be required to adhere to monitoring and survivorship standards determined through a maintenance agreement between Parks and the applicant. Parks reserves the right to require or recommend additional trees or different species to be included in plans prior to issuance of demolition permit.
- **Agreements and Easements:** Easements or agreements will be needed with approval from Parks before certain permits are granted or certain construction activities may occur. Parks continues to work with the applicant to complete required documents. The schedule below is preliminary and subject to change.
 - Special Use Agreement for work in Downtown Park prior to building construction, including relocation of trash enclosure, electrical vault at mid-block park entrance, and irrigation. Required before issuance of demolition permit.
 - Easement for construction of electrical conduit under Parks property along NE 2nd St. Requires City Council approval.
 - Temporary Subsurface Tieback Easement for work to complete underground parking. Required before issuance of shoring permit.
 - Temporary Crane Swing Easement. Required prior to constructing the crane.
 - Special Use Agreement or Right of Entry for all additional work in Downtown Park to Parks satisfaction, including but not limited to, plaza and path surfacing, fitness station installation, bike rack installation, landscaping, and tree removal. Required at end of the project, prior to temporary certificate of occupancy (TCO) and before construction is initiated on Parks property.
 - Long-term Maintenance Agreement for maintenance of grounds and improvements. Required prior to TCO.

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.

In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, may 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, including SEPA comments as it relates to shade/shadow and tree removal impacts (refer to Section VI above) are 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 XII of this report.**

A. Land Use and Vegetation

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

Tower Height: The tower height proposed by the project will result in more shade/shadow in the surrounding environment than under existing conditions, but the proposed tower height is consistent with current code and is not unique or more impactful than what is allowed under current code. The environmental context in Downtown Bellevue, the City's vision for Downtown Bellevue, and the existing and allowed surrounding land uses are all consistent with the project, as proposed, and the project is unlikely to result in land use or aesthetic impacts that are inconsistent with neighborhood character, surrounding uses, or uses and tower heights permitted and encouraged under the City's current code and policies. The shade and shadow study indicates areas that will receive shade and shadows depending on the time of day and time of year. Based on the study, as well as the surrounding urban environmental context in Downtown Bellevue and anticipated development in the vicinity of the project in Downtown, the project is unlikely to result in significant, adverse environmental impacts due to existing and proposed tower heights.

Downtown Park Tree Removal: As explained throughout this Staff Report, the project will remove 26 Port Orford cedars along the Downtown Park, with removal of some of the cedars recommended independent of the project. The project proposes to re-establish 40 trees of different size and species, subject to review and as permitted by City of Bellevue Parks' staff, to replace the existing and less ecologically beneficial monoculture condition along the Downtown Park boundary. This replanting will occur in and around areas where the tree removal is occurring, and the replanting will not only add trees to the Park boundary but will also provide for vegetation cover and a quality transition in this area of the Park. The applicant will be required to monitor the vegetation replacement through a maintenance agreement between Parks and the applicant, and the City may require additional trees or different species to be included in the vegetation management

associated with the project prior to issuance of demolition permit. For each of these reasons, it is not anticipated that any tree removal associated with the project will result in unmitigated, significant adverse environmental impacts.

B. Storm Drainage, Water, Sewer

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

C. Transportation

System Impacts and Mitigation

This project proposes to construct 143 multi-family units, 2,500 sf of fast casual restaurant, and 10,000 sf of strip retail plaza under 40k in PMA 1. This proposal fits within the land use assumptions in the current Comprehensive Plan and the future growth targets ratified by the Bellevue City Council through the adoption of Resolution No. 10080 on March 28, 2022. Based on the SEPA checklist and environmental record, it is not anticipated that this project will adversely affect the vehicular, transit, pedestrian and bicycling performance targets identified in the City's Multimodal Implementation Plan (MIP). The applicant's transportation consultant, Transportation Northwest, performed a Traffic Impact Analysis, as further detailed below, and supports the conclusion that the project will not result in unmitigated significant adverse transportation impacts based on increased travel time, congestion, or impacts to the multimodal transportation network beyond what would be expected under existing conditions. Based on the analysis in the TIA, as well as the analysis supporting the current Comprehensive Plan and the Addendum to Existing Environmental Documents for the 2021 King County Planning Policies ratified by the City of Bellevue, this project will not result in probable significant adverse transportation impacts.

Operational Impacts and Mitigation

City staff directed the applicant's traffic consultant, Transportation Northwest, to analyze the operational impacts for vehicular, transit, pedestrian, and bicycling modes of travel of this proposal in order to recommend mitigation if necessary.

For vehicle traffic operations, issues that were analyzed in the TIA included Level-of Service (LOS) and vehicle queues at the surrounding intersections during the p.m. peak hours, and delivery, garbage, and fire truck circulation/operations on the project site.

All site access locations are acceptable with the proposed transportation infrastructure improvements. These improvements include frontage improvements along Bellevue Way NE and NE 2nd Street adjacent to the proposed development.

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

1. Bellevue Way NE and NE 4th Street
2. Bellevue Way NE and NE 2nd Street
3. Bellevue Way NE and Midblock Pedestrian Crossing Signal

All intersections remained at acceptable LOS levels with the proposed transportation infrastructure improvements. The potential impact of the signalized midblock pedestrian crossing on Bellevue Way NE to be constructed with the project was also analyzed by Transportation Northwest and City staff. Bellevue Way NE is currently identified in the Comprehensive Plan as a vehicle-priority corridor, however there were no traffic operations issues or notable vehicular delay identified to Bellevue Way NE with the addition of this signal and no additional mitigation is required.

To improve pedestrian safety, circulation and connectivity to the surrounding area and transportation system, the project will construct an 11-foot-wide sidewalk and 5-foot-wide planter strip with new curb and gutter along Bellevue Way NE, a 7-foot-wide sidewalk, 5-foot-wide planter strip, and new curb and gutter along NE 2nd Street, and a signalized midblock crossing on Bellevue Way NE. The signal will align with a pedestrian corridor that leads into the Downtown Park as well as a pedestrian midblock route through the development on the east side of Bellevue Way NE. The urban residents of the 143 multi-unit development, as well as the patrons of the restaurant, commercial, and retail uses proposed by the project, will all benefit from the transportation improvements that are necessary to offset the impacts of the development. The required through block connection when combined with the mid-block crossing will mitigate direct impacts to pedestrian safety and the multimodal transportation system resulting from the project to less than significant and will ensure a safe and accessible multimodal transportation system in connection with any additional trips (pedestrian, bicyclists, and automobiles) generated by the project.

To improve access to transit, the new sidewalk and signalized pedestrian midblock crossing will lead to bus stops serving the 550 and 556 routes. The 550 route connects Downtown Bellevue with Downtown Seattle. The 556 route connects the University District in Seattle with the City of Issaquah, there are stops in the middle within the City of Bellevue. Both routes can be used to take residents to the DT Bellevue Transit Center, which is a HUB for many more bus routes as well as light rail.

No additional bicycle infrastructure improvements will be constructed with this project; however, the project will provide the on-site improvements including parking which will further ensure and facilitate use of a safe and accessible multimodal transportation system.

Given the above analysis of impacts and mitigation (including, but not limited to, the mid-block crossing and through block crossing), the project is not anticipated to create probable significant adverse transportation impacts.

IX. Changes to Proposal Due to Staff Review

A. Site Design

1. Coordinated the relocation of the required east-west through block pedestrian connection from the existing shared access driveway to the area adjacent to the base of the tower which results in a safer connection for pedestrians and aligns with a required mid-block crossing at Bellevue Way NE.
2. Requested relocation of the special banding paving to be located outside of the required sidewalk area.
3. A number of modifications were requested by the City of Bellevue Parks Department

throughout the review of the project to ensure that the design would interface with the Downtown Park along the western edge and more specifically at the northwest corner. The applicant requested to relocate the existing refuse enclosure out of this area to provide a more open and inviting plaza space and welcoming entry to the Downtown Park east entrance. The applicant will design and construct a new refuse enclosure on the west side of the Downtown Park, which is currently in building permit review.

B. Building Design

1. Received conceptual design for the proposed perforated metal panel art would look like along NE 2nd Street.
2. Clarified that the tower does not exceed maximum building height (288'). The proposed top of penthouse (top of tower) is located at 278.50' above average finished grade, which is below maximum building height before mechanical. The only portion of the tower above maximum building height (288') is 2' of mechanical screen which tops out at 290' above average finished grade.

X. Decision Criteria

A. *Design Review (LUC 20.30F.145)*

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

1. The proposal is consistent with the Comprehensive Plan.

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

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

Finding: The project will provide a new residential tower along Bellevue Way NE and adjacent to the Downtown Park, complementing the ever-changing downtown skyline in the vicinity of the subject site. Consideration was given to create a dynamic tower design that will also provide an activated public realm at the base of the tower. The design of the project will be a welcome addition to the city skyline and provide a unique and memorable active pedestrian zone along NE 2nd Street, Bellevue Way NE and along the north side of the tower, which will include a required through block pedestrian connection, public plaza and expanded entrance to the Downtown Park.

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

Finding: The project incorporates high quality public and semi-public spaces along the northern side of the development, as well as the eastern side of the development. An outdoor public plaza will be installed at the northeast corner of the site, fronting Bellevue Way NE, which connects in a linear format down the north side of the building to a larger northwest corner outdoor public plaza space behind the tower and adjacent to the Downtown Park east entrance. These spaces include landscaping,

weather protection, invite public use, offer opportunities for public seating, art, and active use spill-out zones. By wrapping the outdoor plaza space around the northern side of the building, this results in a new activating pedestrian environment that is currently lacking in this area of downtown that will also help to serve and activate the adjacent Downtown Park.

- **Urban Design Policy UD-32: Provide design treatments for blank walls that are visible from the public right of way.**
Finding: The project incorporates a perforated metal art panel installation to conceal the blank wall of the at grade garage, facing NE 2nd Street. This wall, while not part of the base of the tower, screens mechanical equipment within the first level of the garage beyond. By placing this artwork along the wall, the experience for both pedestrians and those traveling by vehicle will be enhanced with a floral/vegetated perforated metal art that can be viewed during the day and will also be up lit by night. This allows for a more graceful and interesting transition towards Downtown Park, west of the site.
- **S-DT-47: Implement a series of signalized, unsignalized and grade-separated mid-block crossings, the unique design of each crafted in consideration of adjacent superblocks, traffic flow and the intended quality of the pedestrian environment.**
Finding: The project will install a signalized mid-block crossing on Bellevue Way NE to provide better connectivity with development east of the site, as well as synchronize with a required through block pedestrian connection along the north side of the development, which provides direct access into the Downtown Park.
- **S-DT-115: Within density and height limits permitted in the Land Use code, work with adjoining property owners through the Design Review process to ensure a graceful transition between the Park and future development. The ground level of buildings facing Downtown Park should include pedestrian oriented uses, be visually accessible, and where appropriate, provide pedestrian connections for the general public and for commercial uses that complement the Park. A continuous north-south pathway on private properties separating adjoining development from the Park shall not be required.**
Finding: The City of Bellevue Park's Department has worked with the developer throughout the review process to ensure that the development proposed will not impact but complement and further activate the adjacent Downtown Park. This includes relocating an existing refuse enclosure to the west side of the Park to allow for a more graceful and aesthetically pleasing east entrance to the Park. A new public plaza and combined through block pedestrian connection on the north side of the development will also provide new activation for the Park.

For a more detailed discussion of how the project complies with the

Comprehensive Plan, refer to Attachment B – Comprehensive Plan Matrix.

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

Finding: The tables and information in Section's III, IV and V of this report summarize the applicable requirements and analyze the proposed project for consistency with the applicable requirements. The proposal complies with all Land Use Code requirements including but not limited to building height, lot coverage, floor area ratio, sidewalks and streetscapes, parking, loading, and trash and recycling. Six Administrative Departures have been requested, which include Build-To Line, Compact Parking, A and C Rights-of-Way and Residential Lobby as Active Use and 5' of Type III Landscaping. All six Departures will be approved in this Design Review decision. Refer to Section V above for detailed discussion regarding each requested Departure. In addition, refer to Attachment C for Administrative Departure Request Forms.

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

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

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

Finding: The proposed project is compatible with and responds to the existing character, appearance and quality of development of the subject property, as well as properties within the Downtown-Mixed Use land use district, adjacent to the site. The residential tower is oriented in the north-south direction, consistent with the site orientation to align the building mass with the site and surroundings. The proposed development will be the newest addition to the east side of the Downtown Park along Bellevue Way NE; however, potential new development project(s) could be constructed to the north, also adjacent to the Park, east and south-east of the site, which would include additional residential/commercial office towers in the same land use district (DT-MU). Therefore, the proposed development would be compatible with future adjacent development. In addition, the publicly accessible outdoor plaza space(s) on the northeast, north and northwest areas of the site will provide new opportunities to enhance the livability of Downtown Bellevue, by providing an engaging public outdoor space that will be further activated by the adjacent active use spaces within the lower level of the tower. This development will be the first to provide new activation for the east side of the Downtown Park.

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

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

XI. Decision

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

XII. Conditions of Approval

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

A. GENERAL CONDITIONS:

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Clearing and Grading Code - BCC 23.76	Janney Gwo,	425-452-6190
Bellevue Development Standards	Ryan Miller,	425-452-7915
Transportation Code - BCC 14.60	Ryan Miller,	425-452-7915
Trans. Improvement Program - BCC.22.16	Ryan Miller,	425-452-7915
Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia,	425-452-6988
Bellevue Utilities Code - BCC Title 24	Chris Brookes,	425-452-6825
Construction Codes - BCC Title 23	Sheri Crawford,	425-452-2843
Code - BCC Title 20	Laurie Tyler,	425-452-2728
Sign Code - BCC Title 22B	Laurie Tyler,	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler,	425-452-2728
Uniform Fire Code - BCC 23.11	Derek Landis,	425-452-4112
Parks Department	Tom Kuykendall,	425-452-7924

2. CONSTRUCTION HOURS

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

a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new construction.

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

3. DESIGN REVIEW MODIFICATIONS

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

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

4. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

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

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

5. 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

6. ROOFTOP/BUILDING LIGHTING

To ensure that the proposed building and rooftop lighting complements the Bellevue skyline at night, these exterior lighting features shall be adjustable/dimmable so that it remains compatible with existing tower structures.

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

7. 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. Minor connection permits for building sewer connection UA and meter drop-ins under a UC application will be required. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit. Easements public and private will be required as needed to serve the site and recorded prior to utility acceptance of the improvements. Easement relinquishments will need to be completed prior to building permit approval when the existing easement crosses the building area.

Building Temporary Occupancy will not be granted until all the utilities constructed under the UE permit have been inspected and accepted by the Utilities Department.

AUTHORITY: BCC Title 24.02, 24.04, 24.06
REVIEWER: Shelbi Meyer, Utilities

8. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

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

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

9. VEHICULAR ACCESS AND TURNING RESTRICTIONS

Access to the project's underground garage is approved off NE 2nd Street. Access is restricted on NE 2nd Street to right-in and right-out.

There are currently no turning restrictions imposed on the project on Bellevue Way NE. The City reserves the right to place turn restrictions on the north shared driveway at any time.

AUTHORITY: BCC 14.60.150
REVIEWER: Ryan Miller, Transportation

10. PROVISIONS FOR LOADING

The property owner shall accommodate all loading demands on site with access to a public street. This must include an off-street location for garbage and refuse pick-up acceptable to the garbage hauler, for deliveries, residential move-in, and residential move-out, retail deliveries, and rideshare. On-street loading and unloading will not be permitted on Bellevue Way NE or NE 2nd Street. The internal parking garage shall accommodate all project loading demands and allow for all vehicles to turnaround on-site. Backing into the public street and across the public sidewalk is not permitted.

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

11. CONCURRENCY

This project requires 12 MUs to be reserved from the available balance. A

concurrency certificate will not be issued with this staff report publication.

AUTHORITY: BCC 14.10
REVIEWER: Ryan Miller, Transportation

12. PARKS COORDINATION

As outlined in Section VII.G of this report, the applicant is required to complete the items listed to ensure a successful project that meets the City of Bellevue Parks and Community Services Department standards and requirements.

AUTHORITY: LUC 20.30F.145(D); BCC 3.43.335
REVIWER: Ryan Walker, Parks and Community Services Department

B. PRIOR TO CLEARING AND GRADING PERMIT:

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

13. FINAL LANDSCAPE AND IRRIGATION PLANS

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

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

14. STREET TREES AND RIGHT OF WAY/STREETScape LANDSCAPING

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

Department contacts listed above at least 24 hours before planting to schedule the inspection.

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

15. SOIL VOLUME

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

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

16. 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 site must drain to the sanitary sewer.
- c. 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.
- d. Pet relief areas must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects.

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K, UPC 304.0, 2021 COB Sanitary Sewer Engineering Standards. Reference section S3-01 Planning Criteria, subsection S3-01.4(B) System Parameters

REVIEWERS: Tom Kuykendall, Parks Department
Laurie Tyler, Land Use Division
Chris Brookes, Utilities Department

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

- a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.
- b. No drip irrigation will be allowed within any City right-of-way.
- c. Schedule 40 irrigation pipe is required.
- d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.

- e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.
- f. Parks Department Contacts:
 - Mike Hauer, MHauer@bellevuewa.gov or (425) 452-4480; or
 - Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

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

18. 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: Ryan Miller, Transportation

19. TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS & CIVIL ENGINEERING PLANS

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

Transportation Infrastructure Improvements on Bellevue Way NE, NE 2nd Street,

and offsite shall include the following:

1. Bellevue Way NE

- a. Install new concrete curb and gutter
- b. Install a minimum 5-foot wide planter strip with the following:
 - i. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
 - ii. Soil preparation and root barrier
 - iii. Street trees, ground cover, and landscaping
- c. Install a minimum 11-foot wide concrete sidewalk
 - i. The design and appearance of sidewalks shall meet the City' standards.
 - ii. A felt joint is required between at the back of sidewalk to separate public and private. A public concrete sidewalk panel shall not span onto private property.
- d. Install a new ADA compliant driveway approach for the north shared access with Goldfarb.
- e. Install street lighting that meets Bellevue's standards at the time of GD permit review.
 - i. Installation of small cell poles, arms, and LED fixtures are required.
 - ii. A combined street tree and streetlight plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
- f. Reconstruct the signalized Intersection of Bellevue Way NE and NE 2nd Street
 - i. Install two wide compliant ADA ramps
 - ii. Replace the signal pole, mast arm, and all other signal equipment at the intersection corner of Bellevue Way NE and NE 2nd Street. All signal appurtenances shall be powdered coated black. Install two new compliant push buttons.
- g. Install midblock Signalized Pedestrian Crossing
 - i. Install two wide ramps, a refuge island with landscaping and irrigation, signage, channelization, street lighting, signal cabinet, loops, and all other necessary infrastructure for a midblock signalized pedestrian crossing that meets City standards.
 - ii. The City shall provide the developer the following signal components for the midblock signalized pedestrian crossing: Terminal Cans, Type PS poles, Type III signal Pole with Mast Arms and Anchor Bolts, Vehicular Signal Heads, Pedestrian signal heads, D-Mounts, APS Push Buttons, and APS CCU if needed. The labor, signal pole foundation, and any other materials not specifically listed above are the responsibility of the developer.
 - iii. The project is responsible for providing metered power and a

signal cabinet for this new signal.

2. NE 2nd Street

- a. Install new concrete curb and gutter
- b. Install a minimum 5-foot wide planter strip with the following:
 - i. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
 - ii. Soil preparation and root barrier
 - iii. Street trees, ground cover, and landscaping
- c. Install a minimum 7-foot wide concrete sidewalk
 - i. A felt joint is required between at the back of sidewalk to separate public and private. A public concrete sidewalk panel shall not span onto private property.
- d. Install street lighting that meets Bellevue's standards at the time of GD permit review.
 - i. Installation of small cell poles, arms, and LED fixtures are required.
 - ii. A combined street tree and streetlight plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
- e. Extend c-curb west to fill in gap and provide uninterrupted c-curb to the intersection of 103rd Avenue NE and NE 1st Street.

3. North Property Line, Shared Driveway

- a. Provide a minimum pavement width of 20-ft.
- b. Dedicate a 5-ft wide public access easement for pedestrians, vehicles, and parks maintenance to the City.
- c. Remove the existing angled parking stalls on the Park Row property and install a minimum 8-ft wide pedestrian path adjacent to the building with a public access easement upon it. This path needs to be separated from the shared drive aisle by a planter strip.
- d. Install removable bollards as required at the west end of this drive aisle.

4. General Requirements

- a. All intersections, ramps, and the sidewalk shall be ADA compliant.
- b. Provide channelization and signage as required to meet City standards.
- c. A signage and channelization civil plan is required.

5. Signal and Fiber

- a. Conduit and junction boxes are required along the length of Bellevue Way NE and NE 2nd Street.

6. Structures Extending into the Sidewalk and Utility Easement

- a. No structure may extend into the Right of Way

- b. No garages are proposed or approved to extend under the sidewalk and utility easements.
- c. No balconies or portion of the building may extend over the sidewalk and utility easement.
 - i. The only exception is land use required removable weather protection. This may extend over the sidewalk into the sidewalk and utility easement or multi-use easement.
 - 1. Weather protection must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
 - 2. Weather protection must meet Transportation's vertical clearance requirements.
 - 3. Weather protection shall be located at least 9-ft above the sidewalk grade and designed/constructed to be removable.

7. The Americans with Disabilities Act (ADA)

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

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

8. No soil nailing or shoring is allowed under a street right of way or sidewalk/utility easement or multi-use easement without an indemnification agreement that protects the city.
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 SW-140-1 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.
11. A dedicated channelization and signage plan is required.

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

AUTHORITY: BCC 14.60; Transportation Department Design Manual;
Americans with Disabilities Act
REVIEWER: Ryan Miller, Transportation

20. EXISTING EASEMENTS

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

AUTHORITY: BCC 14.60.100
REVIEWER: Ryan Miller, Transportation

21. DEDICATION OF RIGHT OF WAY AND EASEMENTS

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, and to accommodate the street widening described elsewhere in this document, the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way.

Sidewalk and utility easement is required from the back of the curb to the back of the sidewalk.

A public access easement is required for the 8-ft wide pedestrian path on the north side of the building.

A public access easement is required for the 5-additional feet that will be added to the Goldfarb drive aisle. This will need to have the same rights conveyed as the existing easement at a minimum.

AUTHORITY: BCC 14.60.090
REVIEWER: Ryan Miller, Transportation

C. PRIOR TO BUILDING PERMIT:

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

22. METAL ART FEATURE SCREEN

The final design of the perforated metal feature screen proposed along NE 2nd Street to the west of the garage entrance shall be reviewed and approved prior to above grade building permit issuance.

AUTHORITY: Land Use Code 20.30F
REVIEWER: Laurie Tyler, Land Use Division

23. EXTERIOR BUILDING LIGHTING

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

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

24. GARAGE EXHAUST

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

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

25. 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 Division

26. COMPACT PARKING STALLS

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

stalls.

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

27. STREET LEVEL GLAZING

To ensure visibility from the sidewalk into the active use spaces on NE 2nd Street and Bellevue Way NE, clear (non-tinted, non-reflective) window glass shall be used. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

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

28. GARAGE ENTRY

The garage entry on NE 2nd Street shall be treated to screen the inside of the garage entry when open from the adjacent sidewalk, including the ceiling of the garage entry. This may be achieved by incorporating a similar material, color and overall aesthetic as the exterior of the podium, or a different material applied inside. The treatment shall be reviewed and shown on the building permit plans.

AUTHORITY: Land Use Code 20.25A.170 and 20.25A.180
REVIEWER: Laurie Tyler, Land Use Division

29. MECHANICAL EQUIPMENT

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

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

30. TRANSPORTATION IMPACT FEE

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

AUTHORITY: BCC 22.16

REVIEWER: Ryan Miller, Transportation

31. 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. Civil engineering plans for the new public streets 131st Avenue NE, NE 15th Street shall be permitted and approved prior to issuance of any building permit. Civil engineering plans for the required frontage improvements for Spring Boulevard and 132nd Avenue NE shall be permitted and approved prior to issuance of any building permit

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

32. 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 and 14.60.080.

AUTHORITY: BCC 14.60.070; 080
REVIEWER: Ryan Miller, Transportation

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

33. 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

34. 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 Division

35. PUBLIC ART

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

AUTHORITY: LUC 20.25A.070.D.4 – Outdoor Plaza
REVIEWER: Laurie Tyler, Land Use Division

36. THROUGH-BLOCK PEDESTRIAN CONNECTIONS

A proportionate share of the required through-block pedestrian connection is required, running east-west, on the north side of the development. 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

37. 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. There are no implied approvals of the sign package provided as part of this application.

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

38. LANDSCAPE INSTALLATION ASSURANCE DEVICE

All site landscaping shall be 100% complete per the plan approved by the City prior to TCO. Alternatively, the following may be submitted: 1) a red-marked plan

identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) an executed surety device (Assignment of Savings, Letter of Credit, or Bond) dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation and inspection approval.

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

39. 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

40. 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

41. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements must be constructed by the applicant, inspected by the Transportation Department inspector, and accepted by the Transportation Review Engineer.

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

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

42. PAVEMENT RESTORATION

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be completed.

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

43. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM

The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to issuance of the initial certificate of occupancy.

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

DOWNTOWN DESIGN GUIDELINES

Provide a written response to each Standard/Guideline.

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

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

<u>LUC GUIDELINE</u>	<u>NARRATIVE REGARDING HOW EACH APPLICABLE STANDARD and/or GUIDELINE HAS BEEN MET</u>
<u>LUC 20.25A.150 - CONTEXT</u>	
Relationship to Height and Form of Other Development – LUC 20.25A.150.A	
<p>2. Guidelines</p> <ul style="list-style-type: none"> a. Architectural elements enhance area’s overall character b. Locate building away from lower intensity land use districts c. Minimize off-site impacts d. Incorporate architectural elements proportionate to size of building e. Use forms, proportions, etc. that are suggested by and complement adjacent buildings. 	
<p>Response:</p> <ul style="list-style-type: none"> a. <ul style="list-style-type: none"> - Podium height is consistent with adjacent neighbors. To the east, the Avalon Safeway development through block parking access structure lines up with the proposed amenity roof structure in height, which also is similar to the mature park trees around the perimeter ring of the park to the west. - Point tower form is consistent with downtown area massing b. <ul style="list-style-type: none"> - low-rise podium to blend into the surrounding heights and forms of other developments in the area. The tower height is consistent with other buildings in this zoning district. c. <ul style="list-style-type: none"> - high-quality materials being proposed for the façade such as large format ceramic tile. Aluminum and glass window wall and curtain wall dominates the tower form. d. <ul style="list-style-type: none"> - follows adjacent setback lines to allow free flow of pedestrians on the ground plane. Canopy structures at the residential entry are proposed to be interesting curved structures clad with aluminum and having integrated lighting. The Amenity canopy roof structure is meant to give scale and a significant way-finding element for pedestrians at the mid-block connection. The scale and rhythm of solid and glass elements on the ground plane façade provides interest. e. <ul style="list-style-type: none"> -proposed height is within the guidelines to complement adjacent buildings. The balcony glass extensions recall One88 by Bosa across the street in detail, but with a different proportion – here the elements form curves. 	
Relationship to Publicly Accessible Open Spaces – LUC 20.25A.150.B	
<p>2. Guidelines</p> <ul style="list-style-type: none"> a. Preserve & maximize solar access b. Enhance user’s experience of adjacent public open space c. Promote use and accessibility of publicly accessible open spaces through site and building design. 	
<p>Response:</p> <ul style="list-style-type: none"> a. <ul style="list-style-type: none"> - Tower form preserves and maximizes solar access into existing and new public space b. <ul style="list-style-type: none"> - Enhanced streetscape provided on the east side of the project provided for public enjoyment - Public plaza proposed pedestrian entry to park - Building massing stepped back at north side for enhanced pedestrian experience and scale along the pedestrian connection to the park. 	

c.
- Public access has been provided around all four sides of the project in meaningful and significant ways. To the east along Bellevue Way, the building has been stepped back at the new signalized crossing to allow more maneuvering space for pedestrians, also along the retail frontage to provide additional space for pedestrians. To the north, a widened mid-block connection with public plaza is proposed. To the west, a public path through the park allow residents and visitors to visually and physically connect to the residential amenity functions and access the park entrance to the building. To the south, the building is proposing a feature screen wall at the transition to the park which will provide visual interest.

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

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

Response:
a.
- Project is sited to form a street wall closer to the build-to line which previously was surface parking for strip retail and fills in this previously open block. Elevation has been brought up adjacent to the park to create a flush condition.
b.
*- On-site parking is proposed to be accessed via a gate located on the southwest side of the site. All vehicles for residents, visitors, commercial, loading and trash will use this access. On Level 1, a separate commercial and residential loading bay is provided alongside the trash loading bay. Residents can move-in via a double sided elevator so as not to have to enter the main lobby. A letter from Republic trash services is included in this submittal which states that they have reviewed the proposal for trash pickup and it is approved.
 - There is a southbound transit stop half a block north on Bellevue Way NE
 - Many other options for public transit within a short walking distance.*

Emphasize Gateways – LUC 20.25A.150.D

2. Guideline
a. Use architectural & landscape elements to emphasize gateways

Response:
a.
- While not directly on a gateway route, pedestrians, cyclists, transit passengers, and motorists will experience a sense of being Downtown by the building's tower form and ground floor commercial retail use which would be expected in the downtown area. A lower building with soaring roof form signals the important pedestrian connection at the mid block of Bellevue Way NE.

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

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

Response:
a.
- Sun Shade studies have been completed for analysis to place the tower form to the extreme southern edge of the site. Lower massing towards the north along the pedestrian access to the park.
b.
- The tower form is oriented in the north/south direction so that it will cast minimal shadows on pedestrians in the streetscape
c.
- Enhance streetscape provided on the eastern and northern sides of the property for pedestrian enjoyment

LUC 20.25A.160 - SITE ORGANIZATION

On-Site Circulation – LUC 20.25A.160.B**2. Guidelines**

- a. *Site Circulation for Servicing & 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 & Guest Loading Zones, Porte Cocheres, & 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 & Cycling Connections*
 - i. *Include direct, logical, safe, and continuous routes for pedestrians and cyclists;*
 - ii. *Provide pedestrian access through the site that is available to all and consistent with the Americans with Disabilities Act;*
 - iii. *Include landscaping, pedestrian-scale lighting, and other amenities that enhance use of such connections during every season; and*
 - iv. *Locate bicycle parking so that it has direct and visible access to the public street, building entrances, transit, and other bicycle infrastructure.*

Response:

- a.
 - i. ***- Along the through-block connection, separation of vehicles and bicycles from pedestrians has been proposed via a landscape buffer and curb to minimize conflicts. A generous sidewalk has been proposed around the two streets fronting the project.***
 - ii. ***- Access to residential and commercial off-street parking is via a gate at the southwest corner of the site off NE2nd. An internal gate on P1 will separate visitors and commercial users from the residential parking on P1 and P2.***
 - iii. ***- All loading is proposed to be done on Level 1 inside the parkade. Access to services such as PSE vault will also be from within the parkade.***
 - iv. ***- All vehicle access to the project is proposed to be shared via the one vehicle curb cut on NE2nd.***
 - v. ***- Any turnaround required by site servicing will be done inside the parkade. Turning studies have been provided in the TIA.***
 - vi. ***- Above ground mechanical has been set back from the sidewalk and concentrated at the southwest corner of the site. A feature screen and the landscape buffer will improve the standard louver appearance.***
- b.
 - i. ***- The site is bounded by the major arterial route of Bellevue Way, which does not allow on-street parking. NE2nd Street at the southern boundary is a collector arterial, one lane westbound and also does not allow on-street parking.***
 - ii. ***- On-site loading zones are located within the parkade on Level 1.***
 - iii. ***- A single curb cut is proposed in the project for all vehicle uses to minimize conflicts.***
 - iv. ***- Commercial users and visitors can walk out through a corridor to Bellevue Way or beside the vehicle driveway to access NE 2nd.***

- v. – **Vehicle entry to the site from NE2nd will be right-in, right-out and will not cross lanes.**
 - vi. – **Long term parking will not be permitted in on-site loading areas.**
 - vii. – **There is no private bus activity planned for this project.**
 - viii. – **Not applicable – project does not have hotel use proposed.**
- c.
- i. -**Enlarged public sidewalks have been provided all around the proposed project. Public bicycle parking is proposed to be located so that it has direct and visible access to the building entrances.**
 - ii. – **All pedestrian areas around the project are ADA compatible. A new signal crossing is proposed mid block to connect the park pedestrian access across Bellevue Way NE.**
 - iii. – **Enhanced landscaping and pedestrian scaled lighting is proposed for the public realm.**
 - iv. - **Bicycle parking is provided at the exterior of the building on the southeast corner and in the southwest corner of the public plaza along the mid-block connection.**

Building Entrances – LUC 20.25A.160.C

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

Response:

- a.
 - **The primary building entrance for the project's residential component is proposed to be located off Bellevue Way NE.**
 - **The Residential entrance is proposed to be enhanced via a curved metal canopy which echos the shape of the signature curved roof form. It will be clearly visible and define the entrance from the adjacent public sidewalk.**
 - **A residential entry from the park is also proposed and will repeat the same curved forms as the main entry on Bellevue Way Ne to tie them into the same language.**
 - **A pedestrian parking access is proposed mid-site from Bellevue Way NE. to allow retail customers easy access to parking without needing to access through the main vehicle gate when on foot.**
 - **All entrances will be accessible.**

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

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.*

Response:

- a. - **The existing through-Block connection at the north of our site is proposed to be enhanced and enlarged with a public plaza. Currently it is a double loaded parking service road serving City Park service vehicles and trash collection, current users of the site, as well as retail to the north of the proposed site. The space is proposed to be reclaimed for enhanced pedestrian use as a plaza and entry gateway to the Downtown Park portion of the Grand Connection, and Parks will re-locate the trash to another part of the site.**
- b. - **The parking existing for the northern property is not intended to be disturbed. The existing parking stalls are at a 30-degree angle and approximately 9.0' wide. A total of 32' is dedicated from our northern property line to accommodate road widening, landscape buffer, and public sidewalk. The 10' road dedication abuts a curb and landscape buffer which undulates in the east west**

- direction to provide interest while keeping a minimum 10' pedestrian accessible path beside the building.**
- c. – The through-block is at grade and shall be open to the public 24 hours a day. Signage relating to Park hours shall be posted for the plaza portion.**
- d. – A legal agreement shall be executed providing that such property is subject to a nonexclusive right of pedestrian use and access by the public.**
- e. – Directional signage for circulation and accessible hours shall be posted per City standards.**

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

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

Response:

- a.**
- Linking the downtown together via proposed pedestrian crossing of Bellevue Way to the through block connection/public plaza.
- b.**
Open spaces provided for public use with a variety of functions. Restaurant use proposed adjacent to the through-block connection with outdoor seating. Fitness stations proposed along park edge adjacent to residential development. Benches are proposed throughout the through-block connection and an artistic screen is proposed on the southwest corner of the site.
- c.**
Large expansive roof expression of amenity building recognizes the importance of the through-block connection.
- d.**
Residential Amenity deck faces all three sides to accentuate and enhance the ground level connection. Ribbons of contrasting material are woven through the paving pattern and rise out of the ground to create bench forms and landscape planter elements.
- e.**
Public space is expressed by open plaza spaces and landscaped seating/planter elements.
- f.**
Pedestrian scaled lighting is proposed along the building frontage. Linear lighting is proposed along the canopy, spotlights are proposed at the residential entrance canopy, and pole lights are proposed along the landscape elements in the public plaza.
- g.**
High quality materials such as large format ceramic tile, aluminum, glass, corten steel, and wood are proposed to be used on the project.
- h.**
Celebrating the adjacent Downtown Park, extensive landscape has been integrated in every aspect of the project. Organic curvilinear forms have been chosen for the landscape plan elements to tie-into the architectural expression of curves which gets its inspiration from the adjacent City Park. Landscape elements are proposed on all surfaces to be a pleasant view from adjacent higher-up neighbours and provide interest from close views, for example the amenity roof is proposed with a sedum roof planted in a pattern of different colours. On the groundplane, the landscape elements provide buffers to vehicles with a straight line, while on the pedestrian side curves move to provide a variety of nooks for people to sit a bit out of the circulation path.
- i.**
Large ovoid raised planters with perimeter seating are a feature of the through-block connection's landscape strategy to soften and create a feeling of enclosure.
- j.**

Flowing lines in the paving material will create an artistic feature that engages pedestrians and visually creates a cohesive style from above.

k.

All public areas of the project are proposed to meet ADA.

l.

The large cantilevered roof form provides weather protection. Aluminum and glass canopies cover retail entry doors. The through-block connection also is provided with overhead canopy protection to match the retail spaces.

m.

With this development, the southern portion of the through-block connection will be developed. Current vehicle access to the northern site will not be impeded.

n.

Wood seating benches are proposed to be decorative elements around raised planters. Some planters solve grade differences, while others are placed to create a variety of seating types available to the public. Lighting is proposed to be integrated into the benches.

o.

The building has been pulled back on all sides to allow for more visibility.

Open Space – LUC 20.25A.160.E

2. Guidelines

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

Response:

a.

- Adjacent public park benefit is celebrated by providing open space along the through-block connection and enhanced streetscape along Bellevue Way NE.

b.

- Gathering spaces are connected to downtown park

c.

- Additional landscape elements on the north plaza include built-in planters

d.

- Building massing oriented to maximize open space

e.

- sloped, curved cantilevered roof along the north edge will create a focal point at the near distance

- Tower form will create a focal point at the far distance

f.

- Enhanced pavement and landscaping provided along through-block connection

g.

- Open space and enhanced streetscape provides opportunities for flexible programming

- Proposed removal of park hedges will open up this side of the park to more sunlight and encourages year-round use

h.

- South side of project animated by retail use, parkade entry, and perforated, and illuminated metal screening backdrop for landscape

- **West side of project animated by residential use, residential entry, public fitness stations, pet relief, and access to through-block connection plaza**
- **East side of project animated by retail use, residential entry, pedestrian entry to parking, and mid-block signalized pedestrian crossing of Bellevue Way NE**
- **proportion of the podium is well-proportioned to fit into existing streetscape**
- **These elements are of a small scale fitting the overall project scale but will encourage active and passive recreation as well as spontaneous and planned events.**
- i.**
- **All entrances and open plaza spaces will comply with ADA guidelines**
- j.**
- **All retail uses are proposed with pedestrian weather protection including the through-block connection retail spaces on the north.**
- **Steel and glass canopies proposed**
- **Residential entry canopy is proposed to be metal with integral lighting in a curved form similar to the rooftop signature form**
- k.**
- **Artistic perforated metal screen is proposed along the southwest portion of the site to screen mechanical louvres, gas meters, and generator exhaust. The perforated screen is proposed with lighting and will be a backdrop to the landscaping transition to the Downtown Park.**
- l.**
- **Enhanced streetscape to include high quality paving, landscape, benches, and pedestrian-scaled lighting**
- m.**
- **Clear views are provided for the project to and from adjacent streets and buildings**
- **Continuous overhead protection proposed to maximize comfort of pedestrians**
- n.**
- **City requirements for electrical connections within the plaza facing the park to be identified by City staff.**
- o.**
- **Loading, refuse handling, and other building and site service uses are incorporated within the building.**
- p.**
- **Decorative lighting is proposed on ground level.**

LUC 20.25A.170 - STREETScape AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

- i. Provide sense of enclosure & comfortable/continuous street edge*
- ii. Provide transparent windows*
- iii. Create visual interest on walls*
- iv. Provide varied pedestrian experience on facades*
- v. Provide weather protection.*
- vi. Signs & lighting should complement pedestrian scale*
- vii. Building edges shall maintain visual & physical connections to the sidewalk*

Response:

- i.**
- **Pedestrian experience zone provides a continuous, visually rich pedestrian experience along its ground-floor street front**
- ii**
- **Transparent windows are provided throughout the project**
- iii**
- **Facade treatment is visually rich with large format ceramic tile, aluminum and glass, painted concrete, and decorative metal.**
- iv**
- **A variety of experiences are provided on the different facades. From more residential feel with landscape facing the park, screen and vehicle entry facing NE 2nd, retail and building entry on Bellevue Way NE, to the public pedestrian through-block connection and public plaza to the north.**
- v.**
- **Continuous weather protection is provided with metal and glass canopies**
- vi.**

- Building lighting and a combination of blade signs, individual lettering, and panel signs for retail is complementary to pedestrian scale
vii.
- Building edges are tied into adjacent developments to maintain visual and physical connection to the sidewalk

2. Protect Pedestrians from the Elements

Guidelines

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

Response:

- i.
- Continuous weather protection is provided for all retail activities, as well as residential entries
- ii.
- Steel and glass canopies shall be integrated into the facade
- Second floor uses will also have canopy protection on the west side of the building as they are at grade on L2 on the west.
- iii.
- Projection of canopies over sidewalk varies from 4'-0" to 6'-0"
- iv.
- A varied pedestrian experience is provided by the articulation of the canopy types
- v.
- Painted steel and laminated safety glass will be used for the canopies. The residential canopy is proposed to be constructed of a glossy metal with integrated lighting. The large cantilevered Amenity roof is proposed with painted steel or wood outriggers and clear glass.
- vi.
- Blade designs for signage will complement accent fins in the facade above
- vii.
- Canopy height minimum is 9'-0" on a part of the eastern facade
- viii.
- Canopy heights are proposed to be typically 12' above the sidewalk to maintain a sense of enclosure for pedestrians. The vehicle entry is proposed to be 14' above grade.
- ix.
- Pavement below the weather protection shall be sloped to drain
- x.
- Weather protection along the building elevation shall have a horizontal orientation
- xi.
- Continuous weather protection is being proposed to tie into the contemporary continuous storefront facade below

3. Create a Variety of Outdoor Spaces

Guidelines

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

- vii. *vii. Provide [structures](#), pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and*
- viii. *viii. Provide pedestrian [walkways](#) and courtyards in residential or office [development areas](#).*
- ix.

Response:

- i.*
- The curved forms of the project concept have been brought to the ground plane to create well defined and inviting outdoor hardscape and landscape areas with a consistent design language.
- ii.*
- Plaza has been spatially defined by landscape planters along its northern edge. Large open spaces have been provided to allow a variety of activities to take place. Landscape provides a sense of enclosure for the public plaza space and separation from the vehicle access to the north.
- iii.*
- The landscaped planter walls will have opportunities for seating to help with activation. Curved forms create wider spaces along the public path to pause and sit on the integrated benches at the planter edges. Ground plane materials are scored and separated in curved patterns to integrate into plaza and project aesthetic. Materials are similar to park standards, but applied in a sympathetic design form to the project.
- iv.*
- The building edge and cantilevered roof at the north provides a pedestrian scale containment of the plaza space. The natural boundary of trees to the west provides a similar function of definition and containment. The new public space will have a strong sense of individuality by its curved forms, but will be understood to belong to the public realm by means of materials carried over from the park.
- v.*
- Landscape planters have been provided to create a transition from open space to the street
- vi.*
- Outdoor space is open to remain flexible for various programming
- vii.*
- Open plaza has opportunities for movable seating
- viii.*
Through-block connection provides pedestrian walkway for downtown residents and visitors

4. Provide Places for Stopping and Viewing

Guidelines

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

Response:

- i.*
- Many opportunities for sitting, stopping, and viewing have been created along the through-block connection.
- ii.*
Restaurant use is planned for the northern retail space which can allow outdoor seating to spill out to the patio along Bellevue Way NE, or towards the park.
- iii.*
-Wide landscaped planter with integrated benches provide opportunities for seating on Level 1
-Residential amenity spaces are provided adjacent to public paths and will provide residential seating opportunities and ‘eyes on the street’ overlook.
- iv.*
- The building has been pulled back adjacent to the pedestrian street crossing to create space for stopping, and transition to the through-block connection.
- v.*

-Additional setback from build-to line provides separation from vehicular traffic along Bellevue Way NE. Along the through-block connection, a raised planter and curb has been introduced to create a separation from vehicular traffic.

vi.

- Landscape, special paving, and seating opportunities have been concentrated along the through-block connection to provide comfortable and inviting places for the public to stop, sit, rest and visit.

5. Integrate Artistic Elements

Guidelines

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

Response:

- i.**
- An artistic pattern of perforations is proposed to be placed on a screen located at ground level of the southwest corner of the site.**
- ii.**
- The screen will mark the terminus of the project, and signal a transition from hard-edged buildings to the softer organic landscape of the downtown park.**
- iii.**
- The screen is proposed to be lit from the front. Special lighting is also proposed at the residential entrance canopy.**
- iv.**
- Mechanical louvres will be hidden behind the perforated screen to enhance the view from the sidewalk.**
- v.**
- material of the screen and residential entry canopy is proposed to be aluminum to withstand public use and weathering. See separate proposal package from Ombre.**

6. Orient Lighting toward Sidewalks & Public Spaces

Guidelines

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

Response:

- i.**
- Lighting is proposed to be located under the canopy gutter, parallel to the building.**
- ii.**
- A thin, linear fixture is proposed along the building frontage.**
- iii.**
- Various treatments are proposed to light the Residential entry, consisting of illuminated building name and logo adjacent to the front door, overhead and side lighting in the canopy, and illuminated building address on the support beam.**
- iv.**
- Continuous rhythm of lights will provide an inviting and safe ambiance**
- v.**
- Landscape planters will be lit from the canopy above**
- vi.**
- Lighting to be integrated into the stair handrails at residential entry and stairs on Level 1**

- vii. **- Recessed lighting in stair, parapet walls and handrails will illuminate walkways and stairs**
- viii. **- LED fixtures will be used**
- ix. **- Pole lighting is proposed at the public plaza**
- x. **- Catenary lighting may be considered along the through-block connection**
- xi. **- Decorative lighting is proposed on Level 3 residential Amenity Deck which will be seen from adjacent developments. Tower roof is proposed to be lit with uplighting on the rooftop solid canopy.**

7. Orient Hanging and Blade Signs to Pedestrians

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

- Response:**
- i. **- The project is proposing to incorporate hanging blade signage for the retail units on Level 1**
- The blades will hang down from the canopies and be oriented parallel to the building
- Residential signage will be mounted to the glass at the entrance
 - ii. **- Signage may be internally illuminated**
 - iii. **- Aluminum signage is proposed for durability**
 - iv. **- Signs will be mounted to the building in a durable fashion**
 - v. **- Signage will consist of individual three-dimensional letters.**

8. Build Compatible Parking Structures

- Standards & Guidelines**
- i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:
 - (1) 114th Ave NE;
 - (2) Through-block **pedestrian connections**;
 - (3) Main Street between 112th Ave NE and 114th Ave NE;
 - (4) NE 2nd Street between 112th Ave NE and 114th Ave NE;
 - (5) NE 4th Street between 112th Ave NE and 114th Ave NE; and
 - (6) NE 6th Street between 112th Ave NE and 114th Ave NE;
 - ii. Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;
 - iii. On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block **pedestrian connections** above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;
 - iv. Openings shall be provided adjacent to **interior property lines** to avoid blank walls and shall be glazed to function as windows;
 - v. Parking garage floors shall be horizontal to accommodate adaptive reuse;
 - vi. Stairways, elevators, and parking entries and exits shall occur at mid-block;
 - vii. Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;
 - viii. Design shall include vertical expression of **building structure** that provides continuity with the surrounding **development**;
 - ix. Profiles of parking **structure** floors shall be concealed and not visible to the public through façade treatments and materiality

while providing openings consistent with residential and nonresidential [buildings](#);

- x. Parking garages and structured parking should be designed to be compatible with the urban streetscape;
- xi. Sill heights and parapets shall be sufficient to screen view of automobiles;
- xii. Rhythm and spacing of openings should reflect a typical commercial or residential [development](#); and
- xiii. Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International [Building Code](#) Section 406.5.2, as amended by the Bellevue [Building Code](#), whichever is greater, to ensure the natural ventilation of the garage.

Response:

- i.
 - All areas adjacent to right of way are minimum 20’ deep
- ii.
 - The majority of parking is below grade. At grade parking is fronted by retail or residential lobby use.
- iii.
 - Not applicable
- iv.
 - Not applicable
- v.
 - Not applicable
- vi.
 - Vehicle entry is located at southwest edge of project due to small nature of the site
- vii.
 - Single vehicle entry/exit proposed a the southwest corner
- viii.
 - Not applicable
- ix.
 - Not applicable
- x.
 - Not applicable
- xi.
 - Not applicable
- xii.
 - Not applicable
- xiii.
 - Not applicable

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

1. Pedestrian Corridor/High Streets – “A” ROW

Standards & Guidelines

- i. [Transparency](#): 75 percent minimum;
- ii. [Weather Protection](#): 75 percent minimum, six feet deep. When a [building](#) is adjacent to two or more rights-of-way, [weather protection](#) shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection [A.2](#) of this section for more guidelines on [weather protection](#);
- iii. *Points of Interest*. Every 30 linear feet of the *façade*, maximum;
- iv. *Vehicular Parking*. No surface parking or [vehicle](#) access shall be allowed directly between [sidewalk](#) and main pedestrian entrance; and
- v. One hundred percent of the [street wall](#) abutting the [build-to line](#) shall incorporate [Active Uses](#).

Response:

Project is located along Bellevue Way NE which is designated as an ‘A’ ROW

- i.
 - 75% min. transparency is achieved on Bellevue Way
- ii.
 - Weather protection has been provided for the required 75%. Graphics illustrating this can be found in the drawing set
- iii.
 - Point of Interest diagram has been provided in the drawing set

- The combination of retail spaces, residential entry, parking pedestrian entry, through block connection provides the required points of interest along the facade.

iv.

- Not applicable – no vehicular access or parking along Bellevue Way NE

v.

- Departure attached to the drawings set for a residential lobby to be considered an active use, then 100% of the street wall can be considered active use.

2. Mixed Streets – “C” ROW

Standards & Guidelines

i. Transparency. 75 percent;

ii. Weather Protection:. 75 percent. When a [building](#) is adjacent to two or more rights-of-way, [weather protection](#) shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection [A.2](#) of this section for more guidelines on [weather protection](#);

iii. Points of Interest. Every 75 linear feet of façade, maximum;

iv. Vehicular Parking:. No surface parking or [vehicle](#) access directly between [perimeter sidewalk](#) and main pedestrian entrance; and

v. Fifty percent of [street wall](#) shall incorporate [Active Uses](#) or Service Uses.

Response:

Project is located on NE2nd Street which is designated as a ‘C’ ROW

i.

- Due to the site having four sides ‘open’ to either streets, through block connection, or the park, a small portion of the site was designated for back of house. The southwest portion of the site has been conceptually treated as a transition area to the Downtown Park and enhanced with a perforated metal screen. 61.72% Transparency has been provided, and an Administrative Departure has been included in the drawing set.

ii.

- Weather protection has been provided for the required 75%. Graphics illustrating this can be found in the drawing set

iii.

- Point of Interest diagram has been provided in the drawing set

- The combination of retail spaces, vehicle entry, and artistic screening provides the required points of interest along the facade.

iv.

- Vehicular parking does not impede direct access to main pedestrian entrance

v.

- 50% Street Wall Active use has been achieved.

LUC 20.25A.180 - BUILDING DESIGN

Overall Building Design – LUC 20.25A.180.B

1. Encourage High-Quality Materials

Guidelines

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

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

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

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

Response:

i.

- The tower and podium create gaps and breaks up the block with different material expressions

ii.

- The ceramic tile is a high quality finish, and the edges will be set into continuous aluminum frames for a clean crisp modern look. The volume of the tower with the extended glass surface at the balconies will create a lightness and introduce curved forms into the

elevation to match the movement of the plan

iii.
 - **Facade materials include large format ceramic tile, aluminum composite panels and curtain wall system.**
 - **Glass and metal with painted concrete highlights and white coloured aluminum accents at guardrails. Corten steel elements in the landscape, as well as similarly coloured aluminum screens and paint on the tower amenity canopy will tie these tones to the large format ceramic tile colour.**

iv.
 - **Ground level uses will be clad with large format storefront glazing with structural silicone joints.**
 - **One mullion colour will unify podium and tower elements.**

2. Provide Interesting Building Massing

Guidelines

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

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

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

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

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

Response:

i.
 - **The project has been divided into distinct and separate but harmonious volumes of tower and podium**

ii.
 - **The surface treatment of the tower and surface treatments of the podium have been expressed slightly differently to visually break down the volume and provide an appearance of a proportionally slim building and provide human scale**

iii.
 - **Proportion of tower mullions at a human scale**

iv.
 - **Variation of tripartite divisions achieved by varying the proportion of the balcony glass extensions to create illusion of curves in elevation.**

v.
 - **Spandrel panels at slab levels provide vertical articulation**

Connected Floor Plates – LUC 20.25A.180.C

Guidelines

a. *From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and*

b. *The connection should appear to be distinct from the adjacent masses.*

Response:

a.
 - **The tower form and Amenity building have been setback from the podium to give the appearance of a separate building.**

b.
 - **The podium blocks have been notched back to provide visual separation from the tower and to appear as separate buildings, although they are connected behind.**

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

2. Articulate Building Base

Guidelines

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

- ii. *Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and*
- iii. *A building’s profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.*

Response:

- i.
 - ***Curved forms on the tower have been proportioned to create a scale that relates to neighboring buildings.***
 - ***The cantilevered roof of the Amenity building brings the scale down to pedestrian level at the through-block connection.***
- ii.
 - ***Large format ceramic tile has been chosen as a durable material for the podium façade.***
- iii.
 - ***Residential entrance proposed with signature form canopy to be distinct and signify building entry. Repeats the tower top and park entry residential canopy***

3. Provide Clear, Unobstructed views/ground floor uses

Guidelines

- i. *Transparent windows should be provided on façades facing streets, parks, and open spaces;*
- ii. *Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;*
- iii. *Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.*

Response:

- i.
 - ***Where active Ground floor uses are proposed, they will be provided with transparent windows***
- ii.
 - ***Window coverings are not proposed to be installed on Ground floor Active uses***
- iii.
 - ***Interior spaces are open for future Tenant Improvement***

4. Design Inviting Retail & Commercial Entries

Guidelines

- i. *Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;*
- ii. *Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;*
- iii. *Building lighting should emphasize entrances;*
- iv. *Provide transom, side lights, or other combinations of transparency to create visual interest;*
- v. *Provide double or multiple door entries; and*
- vi. *Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.*

Response:

- i.
 - ***Ground level commercial retail activities are planned for NE2nd, Bellevue Way NE and the through-block connection to the Downtown Park.***
 - ***Maximum transparency is proposed by the use of structural silicone glazing and no intermediate solid piers to create an inviting and refined look at the residential entry. Commercial glazing to have minimal exposed mullions.***
- ii.
 - ***Double height metal canopy with lighting proposed for residential entry***
 - ***canopies with integrated lighting and blade signage at commercial units***
- iii.
 - ***Additional lighting will be provided above retail entrances to signify entrances***
- iv.
 - ***Structural silicone glazing and large panel sizes to maximize transparency***
 - ***Frameless glass doors to maintain the modern aesthetic***

<p>v. - Double doors proposed for all Commercial spaces and Residential entrance</p> <p>vi. - Similar style of entrances proposed as it is a small site to keep the design aesthetic clean and modern</p>

<p>6. Encourage Retail Corner Entries</p> <p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. <i>Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;</i> ii. <i>Locate primary building entrance at the corner;</i> iii. <i>Use weather protection, special paving, and lighting, to emphasize corner entry;</i> iv. <i>Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and</i> v. <i>Use doors with areas of transparency and adjacent windows.</i>

<p>Response:</p> <ul style="list-style-type: none"> i. - The project is primarily a residential project with a variety of smaller ground level retail opportunities ii. - The residential entrance to the project is proposed to be on the southeast portion of the site, with priority at the corner for retail use. iii. - The corner entry for the potential restaurant use along the through-block pedestrian connection has been enhanced by weather protection, special paving, and landscape elements. iv. - Building has been set back to emphasize the corner entry v. - Large glazing panels proposed to maximize transparency

<p>6.Encourage Inviting Ground Floor Retail & Commercial Windows</p> <p><i>Guidelines</i></p> <ul style="list-style-type: none"> i. <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;</i> ii. <i>Use clear window glazing;</i> iii. <i>Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;</i> iv. <i>Install transom windows or other glazing combinations that promote visual interest.</i>
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<p>Response:</p> <ul style="list-style-type: none"> i. - Unobstructed views into the commercial uses are provided. - Glazing is proposed to extend full height to maximize transparency. ii. - Glazing to be clear iii. - Restaurant use is proposed with doors facing the park and plaza as well as to Bellevue Way NE iv. - Frameless glass provides visual interest with modern aesthetic

<p>7. Provide Multiple Entrances</p> <p><i>Guideline</i></p> <p><i>Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.</i></p> <p>-Multiple entrances for the commercial retail have been allowed for, but will may be adjusted with future tenant leasing.</p> <p>- Residential entrance has also been provided from the Downtown Park</p>
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<p>8. Integrate Building Lighting</p> <p><i>Guideline</i></p>

Architectural lighting to enhance and articulate building design

- 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. **-Feature Architectural uplighting is proposed to illuminate the Amenity canopy roof and tower roof forms. By lighting the building form, the building will add visual interest to near and far views.**
- ii. **-Lighting will be shielded so as not to cast glare into residential units nor onto adjacent development or streets**
- iii. **-Residential entrance canopies are proposed to contain accent lighting with varying sizes of downlights to create a star field effect.**
- iv. **-In-bench lighting, and bollards are proposed to enhance the pedestrian experience.**
- v. **-Uplighting for trees is proposed to be integrated into the landscape to enhance the public realm.**
- vi. **-Exterior lighting can be provided with dimmable controls.**

Middle (Tower) – LUC 20.25A.180.E

1. Tower Placement

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:

- i. **- The tower has been positioned on the site so as to be as far away from neighbouring properties as possible which reduces visual and physical impacts**
- The parking podium blocks are separated from the tower by volumetric and material breaks
- ii. **- Due to the small site size, the tower has been located on the extreme southeastern edge of the site**
- The tower defines the streetwall along Bellevue Way NE and NE2nd Street
- Scale and interest have been provided along the pedestrian through- block connection by the proposed cantilevered roof form which allows for wayfinding within the park, as well as from Bellevue Way NE.

2. Maximize Energy Efficiency

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:

- i.**
- *The tower has been oriented with the long direction in the north/south direction to maximize solar orientation*
- ii.**
- *Glazing extensions on the building shelter balconies for passive solar gain*
- iii.**
- *Operable windows have been provided for natural ventilation*
- *Multiple windows and doors within suites provides opportunities for cross ventilation*
- iv.**
- *A single tower is proposed*

3. Design Tower to Provide Visual Interest & Articulation

- 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:**
- i.**
- *The project volumes are broken down into simple forms which provides visual interest and articulation.*
- *The tower is composed of distinct treatments of arcs with different proportions*
- *These arcs break the volumes for proportion, and are also used on the podium utilizing similar language but in horizontal orientation.*
 - ii.**
- *Towers are wrapped with aluminum curtain wall and glass spandrel panels*
- *Large radiused arcs are a theme that ties various elements of the project together:*
 - *façade of the tower*
 - *cantilevered roof of Amenity*
 - *plan of the tower and podium*
 - *landscape elements*

4. Promote Visually Interesting Upper Floor Residential Windows

- b. Guidelines**
 - i.** *The windows of a residential [building](#) should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows;*
 - ii.** *Windows should be residential in character;*
 - iii.** *Windows should be operable; and*
 - iv.** *Windows should have trim round framed openings and be recessed from the [building](#) façade, not flush.*

- Response:**
- i.**
- *A rhythm of equal proportions for the window wall runs throughout the project as a consistent background, unifying the different curved shapes.*
 - ii.**
- *Glazing transparency and reflectivity are appropriate for residential use*
 - iii.**
- *All residential units are proposed to have multiple opening windows for cross-draft purposes within the suites.*
 - iv.**
- *To enhance the depth of the window frames, glazing is set back from the outer metal surface.*

Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

- b. Guidelines**
 - i.** *[Building](#) rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and*

- attractive skyline;
- ii. Include [towers](#) or similar vertical architectural expressions of important [building](#) functions such as entries;
- iii. Vary roof line heights; and
- iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.

Response:

- i.
 - Elements from the tower body (glass window wall) are proposed to extend above the tower rooftop to create a visually connected and continuous form.
- ii.
 - Rooftop curved form is a signature elevation element that is repeated at the residential entries on the east (park) and west (street) sides of the building.
- iii.
 - The project contains a lower rooftop element for visual interest to the pedestrian realm below
- iv.
 - Building glazing has been set back at various levels up the tower to create shadow lines and visual interest

2. Foster Attractive Rooftops

b. Guidelines

- i. Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall [building](#) design. LUC [20.25A.130](#) provides guidance for rooftop mechanical equipment;
- ii. Provide rooftop terraces, gardens, and [open spaces](#);
- iii. Incorporate green roofs that reduce [stormwater](#) runoff;
- iv. Consolidate and screen mechanical units; and
- v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring [developments](#) are minimized.

Response:

- i.
 - Mechanical rooms and elevator machine room on the roof are integrated into the tower exterior plane
- ii.
 - Level 3 contains residential Amenity and will be landscaped for residential use
- iii.
 - Planters and landscape elements are provided on Level 3 and ground plane, however are not designed for managing stormwater runoff, however they will provide some benefit by slowing down the release rate of water and some evapotranspiration. This project site is located in the Meydenbauer Trunk No Detention Zone, therefore, flow control is not required.
- iv.
 - Aluminum louvers are proposed on the tower roof to screen mechanical equipment.
- v.
 - Level 3 rooftop Amenity deck will be occupied and guidelines from our acoustic consultant will be followed to mitigate noise on neighbouring developments.

COMPREHENSIVE PLAN POLICIES
Comprehensive Plan - Volumes 1 and 2

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

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

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

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Housing (HO) Policies	
HO-2: Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.	This proposed mixed use multi-family high-rise project is proposing a variety of housing sizes, ranging from one bedroom(738 s.f.), to three bedroom and den units(2445 s.f.). The mix of residential and retail in the downtown core is compatible with Bellevue's goal to increase housing opportunities while protecting existing neighbourhoods and the environment.
HO-13: Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	The project is proposing high quality materials with appropriate scale and interesting building forms to enhance the character of the surrounding areas.
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	Ground level activation is proposed via retail shops, residential lobby, and public engagement along the mid block crossing to the park, and along the park edge.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a “City in a Park.”	Street trees as well as significant landscaped podium on Level 2 will create near and far landscaped views. Additional landscape is proposed along NE2nd on approach to the park, and between the park edge and the residential activities facing the park.
UD-3: Foster and value the preservation of open space as a dominant element of the city’s character.	The project is proposing a public plaza to expand the required through-block connection. With the additional space, a separation is achieved from the vehicle access to the north property via a playful landscaped buffer and ADA compliant covered walkway adjacent to the building. Special activities can be programmed in the open plaza space.
UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features	The building face has been angled and cut to provide a seamless pedestrian environment on all sides of the building. All edges of the building are welcoming and approachable.

Bosa – Park Row, October 05, 2022

<p>UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.</p>	<p>The tower exterior glazed form continues past the roof at varying heights to provide interesting near and far perspectives.</p>
<p>UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.</p>	<p>The project ground level extends close to the build-to line and fills the corner of the block with active use as well as vehicle access to the project. The park edge and through block connections provide additional opportunities for the public to access and interact with the park facilities.</p>
<p>UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.</p>	<p>The corner of the building has been pulled back to allow freer movement of pedestrians at the new signal crossing. Pedestrian oriented access to the park is proposed to be lined with retail space. Ground level grade differences are handled with a combination of stairs and accessible slopes.</p>
<p>UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.</p>	<p>A large public plaza is proposed for the northwestern portion of the site adjacent to the park entrance, as well as smaller plazas along Bellevue Way will reinforce the City's goal of a 'City in a Park'. A perforated metal feature screen is proposed for the southwest portion of the site. A variety of opportunities for public interest are proposed in the form of special paving banding, bench seating, undulating walls, and special lighting</p>
<p>UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.</p>	<p>Additional sidewalk space at the intersection of NE2nd and Bellevue Way and at the north end of the site creates a generous transition for pedestrians moving through downtown. The through block connection to the park is proposed to be extended across Bellevue Way with a new signal crossing, enhanced landscaping and paving.</p>
<p>UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.</p>	<p>Curtain wall cladding on the tower form with balconies and facade articulation and decoration is an attractive addition to the downtown. Large format porcelain tiles on the podium façade will compliment and ground the building into the landscape.</p>
<p>UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.</p>	<p>Near and far perspectives are inviting and memorable from the residential tower on the skyline. The amenity roof form will be an iconic and wayfinding element for the park entry, visible along Bellevue Way and from within the park.</p>

Bosa – Park Row, October 05, 2022

<p>UD-25: Ensure that site and building design relates and connects from site to site.</p>	<p>The project supports the character of the neighbourhood and improves the overall urban design of the area. The mid-block connection is designed to preserve and improve vehicle access on the Goldfarb property to the north, as well as introduce new accessible pedestrian walkway and interesting landscape buffer to the road. The connection is proposed to be widened and will incorporate a public plaza.</p>
<p>UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.</p>	<p>Opportunities for gathering and natural materials for seating at ground level will engage passersby.</p>
<p>UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.</p>	<p>Continuous pedestrian protection from weather is proposed above all retail uses along NE2nd and Bellevue Way NE as well as towards the park. Additional canopy feature is proposed on the amenity building for residential users on Level 3 and the tower roof. Feature residential entrance is proposed with high quality material and lighting in a signature tower curved form.</p>
<p>UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.</p>	<p>An artistic use of rust colored perforated aluminum with integrated lighting is proposed for the southwest portion of the site along NE 2nd. The curved, perforated decorative panel is conceived to be a backdrop and transition to the landscape elements in the park. Back of house exhaust, intake and gas meters will be behind this screen.</p>
<p>UD-29: Integrate rooftop mechanical equipment screening with building architecture.</p>	<p>The tower glazing will extend above the roof to screen rooftop mechanical in a signature curved form. The same curved form is repeated at the building entry on Bellevue Way and in the park. Additional mechanical elements on the roof are proposed to be screened by a metal trellis structure.</p>
<p>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.</p>	<p>Greenroofs are proposed for all podium roofs, some of which will be usable by residents, and all of which will be visible and enhance far views into the project. Additional landscape is proposed on Level 1 to soften the transition to the park and enhance the pedestrian connection to the park.</p>
<p>UD-32: Provide design treatments for blank walls that are visible from the public right of way.</p>	<p>To cover mechanical louvres on NE 2nd Street at the southwest corner of the site, an artistic treatment of a perforated aluminum screen is proposed. A perforated pattern will be lit from below and provide a pleasing view from the street.</p>

<p>UD-33: Encourage public and private development to incorporate access to sunlight.</p>	<p>Allowable density has been allocated as a point tower form to allow maximum sunlight and open views through.</p>
<p>UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.</p>	<p>Clear glass and steel canopies are proposed above all pedestrian connections (level 1 and level 2). The retail canopies are proposed to be painted white while the residential amenity cantilevered roof is proposed with a wood finish or painted steel to look like wood, and the residential entry canopies with a metal cover and integrated lighting.</p>
<p>UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.</p>	<p>The building entrances will be clearly defined with signage as well as by their position relative to the sidewalk. A strong connection between inside and outside activities has been provided with active uses along the street frontages and along the pedestrian connection to the park. Residential entries will have signature canopy forms and special materials to distinguish them from retail uses.</p>
<p>UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.</p>	<p>All parking is proposed to be below grade or screened from street view on Level 1 with active uses. All vehicles will enter/exit the project from a curb cut on NE 2nd located at the southwest portion of the site. A pedestrian connection to the parking has been provided mid block on Bellevue Way.</p>
<p>UD-37: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.</p>	<p>Landscape areas are maximized on podium roofs to compliment amenity spaces for residents.</p>
<p>UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.</p>	<p>Exterior reflection of glazing is limited as this is a residential development. Light from within the project will be controlled using appropriate site design and technology.</p>
<p>UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.</p>	<p>The proposed project is proposed as a point tower and situated so as to reduce wind impacts on public spaces.</p>
<p>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.</p>	<p>While the project is too small to trigger storm water management facilities, a large portion of the podium roof is proposed with landscaped areas which will assist in reducing rate of stormwater flow.</p>

<p>UD-42: Use low impact development principles early in the site design and development process.</p>	<p>The project proposes a people-oriented designed site and building to ensure a safe, engaging, and quality pedestrian environment with interesting architectural and landscaping.</p>
<p><u>DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS</u></p>	
<p>UD-44: Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.</p>	<p>The project mitigates potential impacts to the surrounding area by incorporating the urban streetscape aspects of adjacent developments. The project creates focal points and landmark within the community and reduces the visibility of parking areas from public areas. Context appropriate design in the architecture has been considered with the use of window wall glazing to incorporate the character of the downtown.</p>
<p>UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.</p>	<p>The proposed project completes the urban streetwall of the adjacent developments by filling in the corner of the block with compatible uses.</p>
<p>UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.</p>	<p>The project is within the downtown and within walking distance of existing and planned transit facilities.</p>
<p>UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.</p>	<p>Physical buffers between the sidewalk and traffic, such as street trees, landscaping, and plazas increase the feeling of safety and comfort and help create a more pleasant experience for pedestrians.</p>
<p>UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.</p>	<p>Sidewalks are made more enjoyable with urban design features including street trees, additional landscaping, raised planters with seating, pedestrian scale lighting on the building, and special paving treatments. Views to the park are enhanced by the new proposed active use along the pedestrian path.</p>
<p>UD-49: Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.</p>	<p>Proposed building facades are aligned with adjacent developments to highlight pedestrian areas and foster a cohesive pedestrian environment.</p>

<p>UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.</p>	<p>The majority of the proposed building is sited at the build-to line, but has been pulled back at NE2nd and Bellevue Way to provide additional public realm and ease the pedestrian traffic flow around the corner. Additional space has been provided at the proposed mid-block pedestrian crosswalk and signal location.</p>
<p><u>SIGNS and WAYFINDING</u></p>	
<p>UD-51: Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.</p>	<p>The project signage is proposed to consist of multiple types - vertical blade signs hanging from the canopy; individual lettered signage on the building; and public parking signage, all of which will be compatible with the visual character of the community.</p>
<p><u>VEGETATION and LANDSCAPING</u></p>	
<p>UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.</p>	<p>Plantings for Pacific Northwest character include evergreen shrubs, deciduous accent shrubs, perennials, ornamental grasses, and evergreen groundcover which have been selected based on hardiness, drought tolerance, seasonal interest, and appropriateness for urban conditions.</p>
<p><u>PUBLIC SPACE</u></p>	
<p>UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.</p>	<p>Pedestrian experience through the project is enhanced by landscaped seating areas along the pedestrian connection to the park, both at the Bellevue Way side and the Park side. Fitness stations are proposed along the eastern edge of the park.</p>
<p>UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.</p>	<p>The pedestrian access to the park provides public access to sunlight through seating opportunities combined with landscape features. The open corners allow easy connection to surrounding uses and activities.</p>
<p>UD-60: Incorporate weather protected areas into major public places.</p>	<p>Weather protection is proposed above pedestrian routes around the project on Level 1.</p>
<p>UD-61: Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with</p>	<p>All areas of the project have strong visual connections and 'eyes on the street' from active uses, including the park side.</p>

security or visual access.	
<u>SIDEWALKS, WALKWAYS, and TRAILS</u>	
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.	Sidewalks are furnished with street lighting, additional landscaping, street trees, planter strips, public art, bike racks, railings, and accessible access so as not to interfere with pedestrian circulation.

<u>VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)</u>	
Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
DOWNTOWN (SD-T) POLICIES	
POLICYS-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.	This high quality mixed use residential project will add retail activity and residential density to the downtown core. High pedestrian orientation is provided with enhanced streetscape, landscape, and public benefits such as gathering space and fitness stations.
POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.	Interesting amenities such as plazas and fitness stations are proposed to enhance the urban experience and help create a livable and highly pedestrian-oriented environment.
POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.	The proposed project is articulated and detailed to ensure an aesthetically pleasing urban environment with a high level of pedestrian orientation.
POLICY S-DT-91. Reinforce the unique character of the Old Bellevue area by encouraging residential development, specialty retail, and other development with an emphasis on pedestrian activity.	The proposed project reinforces the unique character of the Old Bellvue area by its extensive ground floor retail uses, interesting pedestrian oriented elements such as special paving, benches, artistic screening, and lighting. The project is primarily residential.
POLICYS-DT-107: Create connections along public sidewalks and through-block connections that link key parks and open spaces and include dispersed recreation opportunities and urban plazas where appropriate.	Public sidewalks have been widened and enhanced for better pedestrian enjoyment and usage. The corners of the site have been pulled back along Bellevue Way NE to allow a freer movement of pedestrians. The northern setback is aligned with the new proposed signal crossing on Bellevue Way NE, and flows into the widened and enhanced through-block connection which is introduced with a new plaza. The new plaza space will provide additional activity and pause point and serve as an important public pedestrian access point to the Downtown Park.
POLICYS-DT-114: Strengthen pedestrian connections between the Downtown Park and Meydenbauer Beach Park. Both public and private open spaces help make Downtown a livable place.	The proposed project strengthens connections to the Downtown Park by creating a wide pedestrian path enhancing the existing open space network. The private open space of the residential project facing the park is visually and physically connected to the ground level of the park for more interaction and interest.

<p>POLICYS-DT-115: Within density and height limits permitted in the Land Use Code, work with adjoining property owners through the Design Review process to ensure a graceful transition between the Park and future development. The ground level of buildings facing Downtown Park should include pedestrian oriented uses, be visually accessible, and where appropriate, provide pedestrian connections for the general public and for commercial uses that complement the Park.</p>	<p>At the through-block connection, the building massing has been brought down to pedestrian scale to signify this important connection. Extensive landscape and open space is being proposed to create space for the transition from the downtown Park to Bellevue Way NE. Ground level use is proposed to be a restaurant at the north side adjacent to the through-block connection. Outdoor seating and benches will encourage pedestrian interaction and will create a dynamic and interesting point within the city.</p>
<p>POLICYS-DT-162: Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.</p>	<p>The proposed project improves the grading from the existing through-block connection with an accessible pedestrian sidewalk connection from Bellevue Way NE to the Downtown Park.</p>
<p>POLICYS-DT-162.1: Provide mid-block crossings designed to meet the pedestrian needs and context at specified locations.</p>	<p>The proposed project is proposing a signalized crossing near the through-block connection. The addition of a signal light will allow easier access for pedestrians directly at the Downtown Park’s eastern entrance.</p>

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:21-109345-LD

Project Name: Bosa - Park Row

Administrative Departure requested for LUC: LUC 20.25A.020.A and LUC 20.25A.060.A.1
Build-to Line

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:

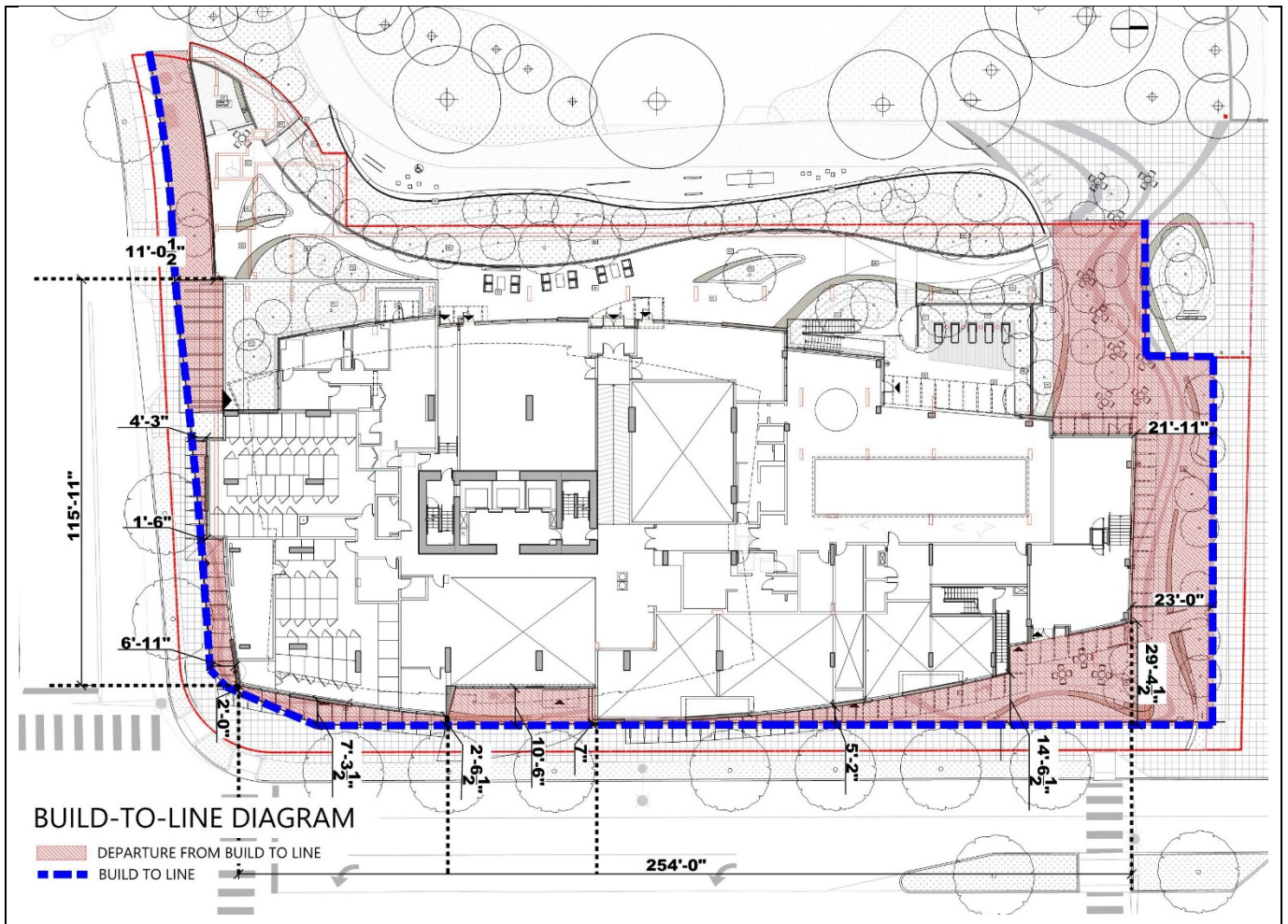
<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

Response:

LUC 20.25A.020.A and LUC 20.25A.060.A.1: In Downtown, front setbacks rarely apply. Buildings are built to the “build-to” line, which is the back of the required sidewalk, except where a plaza, building modulation or other ground-level open space is proposed, and an administrative departure is approved.

A departure is requested from LUC 20.25A.020.A to modify the location of the “build-to” line in certain locations to allow additional ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the adjacent buildings. The project proposes to depart from the build-to-line at the northeast portion of Bellevue Way NE. By pulling the facade back, more space is created for the new signalized mid-block connection across Bellevue Way NE, and allows easier pedestrian access to the through-block connection to the Downtown Park, this will significantly add to the public realm. Additional stepback of the façade at the southeast corner allows a more generous sidewalk and transition area around the corner of the block. The building line on the ground floor follows the project language and is curved and does not follow the parallel road setback line. These areas all support logical connections into and around the site, the building, and the open spaces (see diagram below).



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 activation of the pedestrian realm via logical building entrances, active uses at the ground level, and the provision of public and semi-public open space within major developments. The requested departure from the “build to line” requirements will allow for the provision of publicly accessible open space and a perceptively more generous walkway for pedestrians. The departure will not impact the provision of active uses and maintains the logical building entrances that are envisioned in the Comprehensive Plan. Pedestrian safety is enhanced by providing the necessary sight triangles for garage access.

The design advances the following specific Comprehensive Plan policies;

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

UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighbourhoods by considering through-traffic, view, building scale, and land use

impacts.

UD-25: Ensure that site and building design relates and connects from site to site.

UD -44: Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.

UD-66: Design streets to be visually appealing connections between different parts of the city for motorists, bicyclists and pedestrians.

S-DT-3: Develop Downtown as an aesthetically attractive area.

S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.

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-116: Provide an equitable distribution of neighbourhood-serving parks and open spaces throughout Downtown. These amenities should include a mix of passive, green open space along with more formalized hardscape areas.

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

Response:

The departure criteria are met with the proposed design. The Downtown Design Guidelines encourage areas where they allow internal activities to spill out to the sidewalk and activate it.

a. Additional landscaping such as seasonal pots and plantings large planters with built-in seating and lighting is proposed.

b. Decorative paving. Special paving is proposed through the ROW line to the building in a curved pattern to tie into the design language of the tower.

d. Additional weather protection. Deeper protection is proposed along Bellevue Way NE.

e. Other features suggested that assist in activating the space. A large public plaza integrated at the northwest portion of the site to enhance the through-block connection with integrated bench seating.

4. Visual access shall be provided to abutting commercial spaces. Enhance streetscape abuts ROW to provide a visual connection to abutting commercial spaces.

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

Response:

The proposed location of the building on the site and the areas where they do not meet the build to line are the minimum necessary to accommodate generous sidewalks and open space and maintain the architecture.

- 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.020 states that an administrative departure from the “build-to line” standard is appropriate to accommodate access to building and ground-level modulation of the building frontage. This design proposes enhanced streetscapes, active use and entrance and building modulation which meets the LUC’s requirement for approving this departure.

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:21-109345-LD

Project Name: Bosa - Park Row

Administrative Departure requested for LUC: 20.25A.080.F.2 Compact Parking

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:

The project seeks a departure to provide up to 65% compact stalls in the garage to increase garage efficiency. The project is located in the heart of downtown, in the DT-MU. Currently in the project, there are 37 compact stalls and the percentage of compact stalls is 13%. Total number of parking stalls is 275. LUC 20.25A.080.F.2 allows the approval of up to 65% of parking spaces in accordance with the dimensions for “compact” stalls if approved through an administrative departure.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.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 the environmental impacts of regulatory decisions on the City’s commitment to providing sufficient infrastructure. Reducing the number of “standard” parking stalls advances the Plan by right-sizing the parking to fit the anticipated needs of the project. Further, smaller parking stalls encourage smaller cars and promote a more efficient garage floorplate, both of which promote more efficient use of resources.

The design advances the following specific Comprehensive Plan policies:

- EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the city’s commitment to providing 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.

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

Response:

LUC 20.20.590 states that property owners may design and construct up to 50% of the approved parking spaces in accordance with the dimensions for “compact” stalls rather than “standard” stalls. LUC 20.25A.080.F.2 supersedes that code section for downtown Bellevue projects and allows up to 65% of approved parking spaces in accordance with the dimensions for “compact” stalls if approved through an administrative departure.

The project is located in the Downtown MU zone and proposes to include up to 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 land use code allows up to 65% compact stalls with a departure, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. The project seeks a departure for and proposes to include up to 65% compact stalls. The project will work through its final garage design as the design advances to make sure it maximizes efficiency in its garage floorplates. Currently in the project, there are 37 compact stalls and the percentage of compact stalls is 13%. Total number of parking stalls is 275.

The actual number and percentage of compact stalls project may vary slightly. The project will continue to develop its garage design and ensure its ultimate design includes the minimum necessary to right-size the parking.

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 compact stalls listed above have been met. There is no Development Agreement applicable to this site.

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:21-109345-LD

Project Name: Bosa - Park Row

Administrative Departure requested for LUC: 20.25A.170.B.1.b – ‘A’ ROW

Provide written responses using this form (in Word format) to

1) describe the Departure requested and

2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.

Provide a *separate* Administrative Departure Request Form for each Departure requested.

Response sections below will expand to fit your answers as more space is needed.

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

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

The project proposes to depart from the build-to-line. The setback from build-to-line varies from 29'-4" to 0'-8", refer to Departure 1 - Build-to-line Diagram on a page 2. The building meets the ROW guidelines, except 20.25A.170. B.1.b ii - Weather Protection. Weather Protection is provided not directly above the public sidewalk due to departure from build-to-line, but it is provided along the entire building with 6 feet-deep canopies & various heights from 9'-7" to 25'-1". All the canopies are 6 feet deep, and more than 75% façade has canopies of the required height (from 9'-7" to 12'-0").

Commercial Retail Unit spaces are proposed to be exempt from FAR calculations, the façade directly in front of all CRU meets all ‘A’ ROW guidelines.

20.25A.170. B.1.b

Standards and Guidelines

i. Transparency: 75 percent minimum; (Provided, see graphics below)

ii. Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; (Provided. See graphics below.)

iii. Points of Interest. Every 30 linear feet of the façade, maximum; (100% Provided along the entire street frontage, see graphics below.)

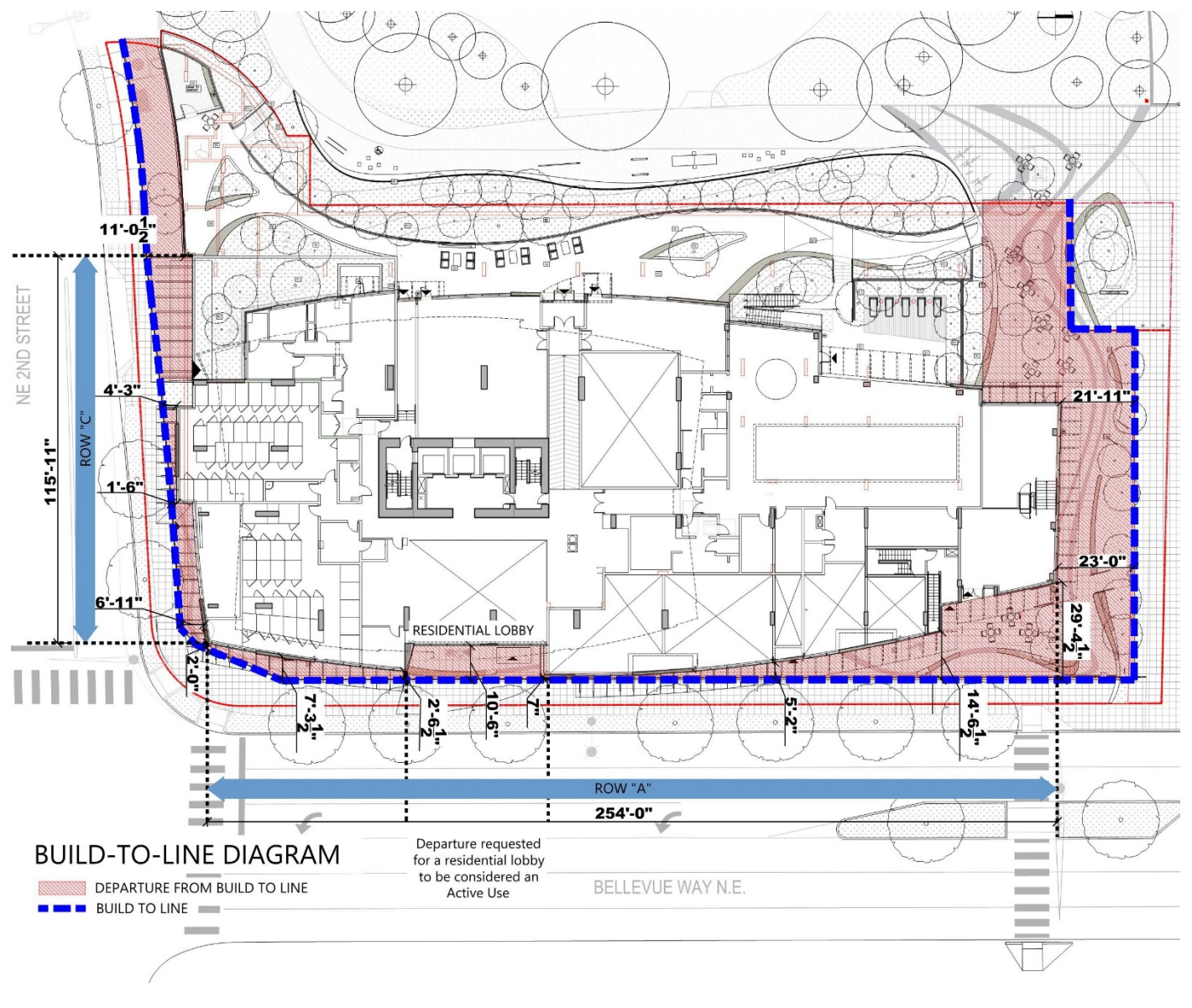
iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; (Complies with the requirement.) and

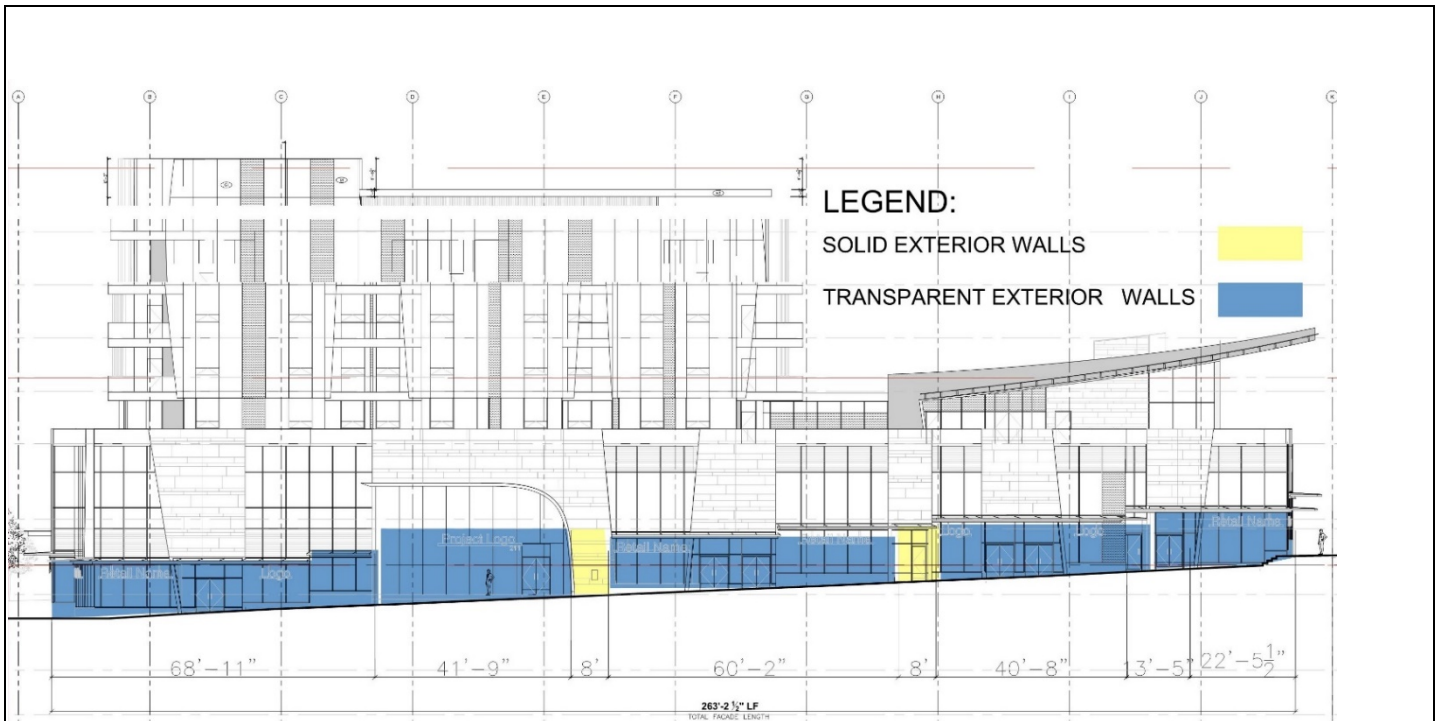
v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses. (Departure requested for a residential lobby to be considered an Active Use, see separate departure. Departure requested to modify the location of the "build-to" line in certain locations, see separate departure.)

Response:

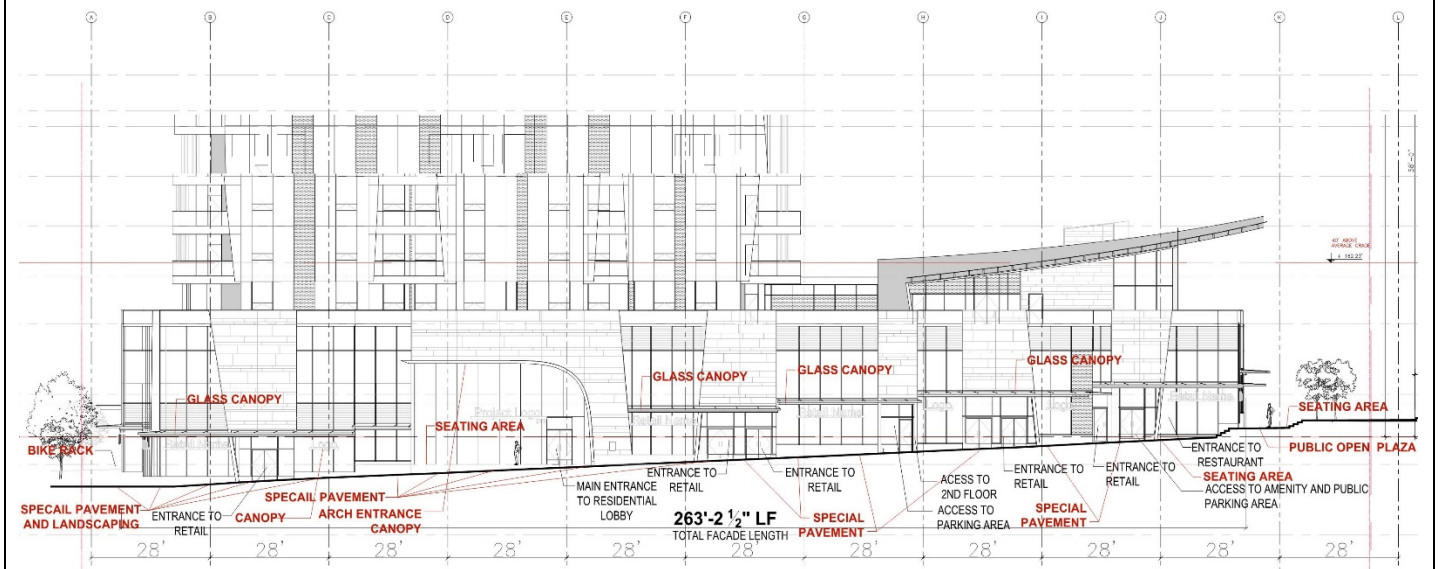
LUC 20.25A.170. B.1.b.ii requires weather protection along 75% of the building frontage on the sidewalk that is 6' deep. LUC 20.25A.020 defines weather protection as "[a] continuously covered area projecting from a building that functions as weather protection or a canopy projecting from the elevation of the building that is designed to provide

pedestrians protection from the elements.” The project proposes to provide weather protection on the entire sidewalk along the building with 9’-7” to 25’-1” tall canopies, the depth of which would meet the 6’ code minimum, and the length of which would be equal to 100% of the building frontage. The project proposes to provide weather protection on the sidewalk above the residential lobby under 25’ tall canopies, the depth of which would meet the 6’ code minimum. See the graphics below. This proposal requires a departure because weather protection doesn’t extend over the public sidewalk, because the building is pushed back from “build to line” from 29’-4” to 0’-8”, see Departure No1. Nevertheless, the proposed design meets the required Weather Protection along the building and promotes an attractive and functional pedestrian environment.

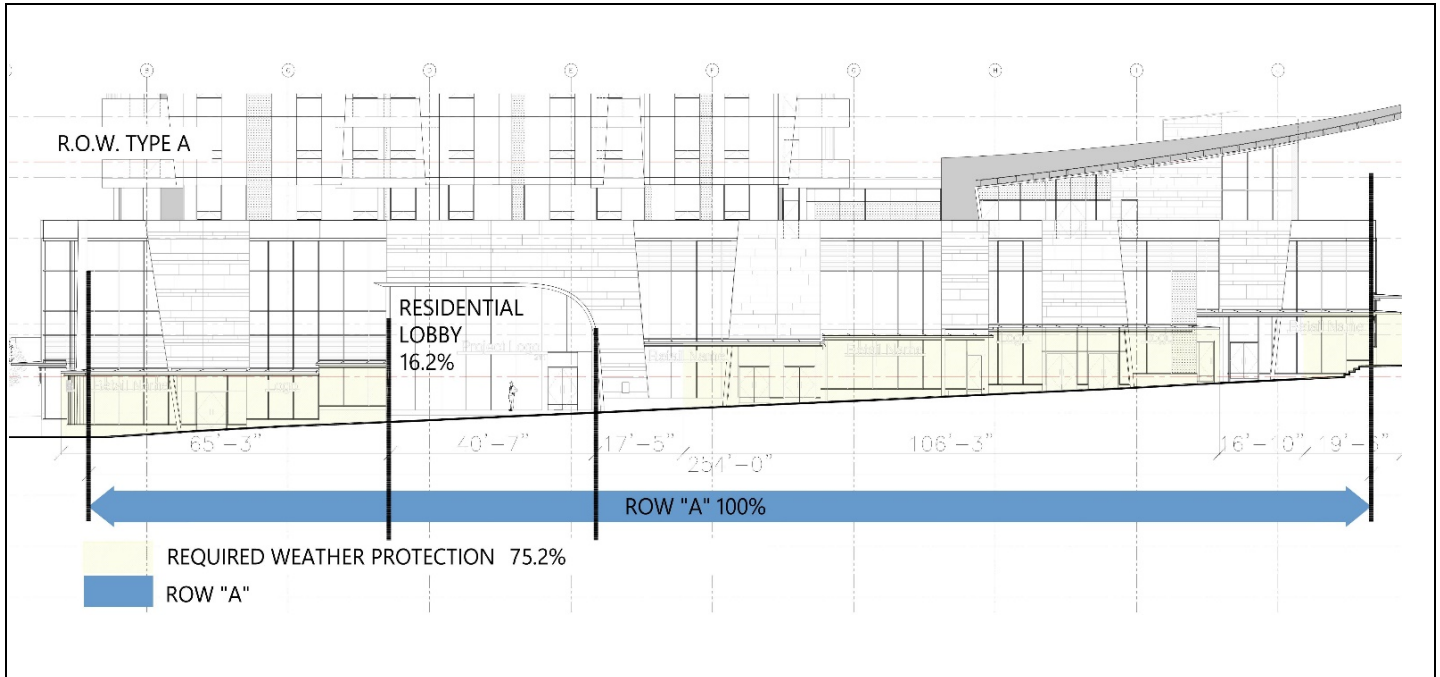




EAST ELEVATION (BELLEVUE WAY N E) - TRANSPARENCY



EAST ELEVATION (BELLEVUE WAY N E) - POINTS OF INTEREST



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 proposed canopy design advances Comprehensive Plan goals and policies. The Comprehensive Plan encourages providing weather protection and other elements that promote an attractive and functional pedestrian environment. This results in a signature space that is welcoming for pedestrians along the public path and inviting to the adjacent active use spaces.

This design with the departure advances the following Comprehensive Plan policies:

- LU – 35: Adopt and maintain policies, codes and land use patterns that promote walking in order to increase public health.
- UD – 1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.
- UD – 4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.
- UD – 12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
- UD – 24: Encourage the creation of iconic visual reference points in the community through innovating site and building designs.
- UD – 34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.
- 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.
- UD – 60: Incorporate weather protected areas into major public places.
- S-DT – 35: create a pedestrian environment with a sense of activity, enclosure, and protection.

<p>ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and</p>
<p>Response: The project provides weather protection along the entire building facade, but not above the main pedestrian sidewalk, due to a setback from the build-to-line. The purpose of the weather protection requirements in the land use code is to ensure a baseline level of weather protection, balanced with superior design and variation in building façade. Specifically, LUC 20.25A.170.A.2.a states that the intent of the code with regard to weather protection is to “provide pedestrians with protection from wind, sun, and rain while allowing light to filter through to the occupants below.” Additional guidelines call for “providing a sense of enclosure for the pedestrian” and coordinating “awning and marquee design...with building design.” Id. A.2.b. Here, the canopy design advances the purpose and intent of the code by meeting the dimensional requirements for canopy coverage in a location that provides meaningful weather protection to pedestrians along the building, thereby providing protection from the elements for pedestrians and achieving a coordinated design with the path.</p>
<p>iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and</p>
<p>Response: The proposed design meets the land use code dimensional requirements for canopy coverage, the departure is to allow canopies along the sidewalk to be pushed back from “build to” line with the building. This is the minimum necessary departure to accommodate the design.</p>
<p>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).</p>
<p>Response: The design meets the criteria for a departure listed above. There are no specific, additional departure requirements in the land use code for weather protection, and there is no applicable Development Agreement.</p>

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:21-109345-LD

Project Name: Bosa - Park Row

Administrative Departure #2 requested for LUC: 20.25A.170.B.3.b – 'C' ROW

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:

20.25A.170.B.3.b

Standards and Guidelines.

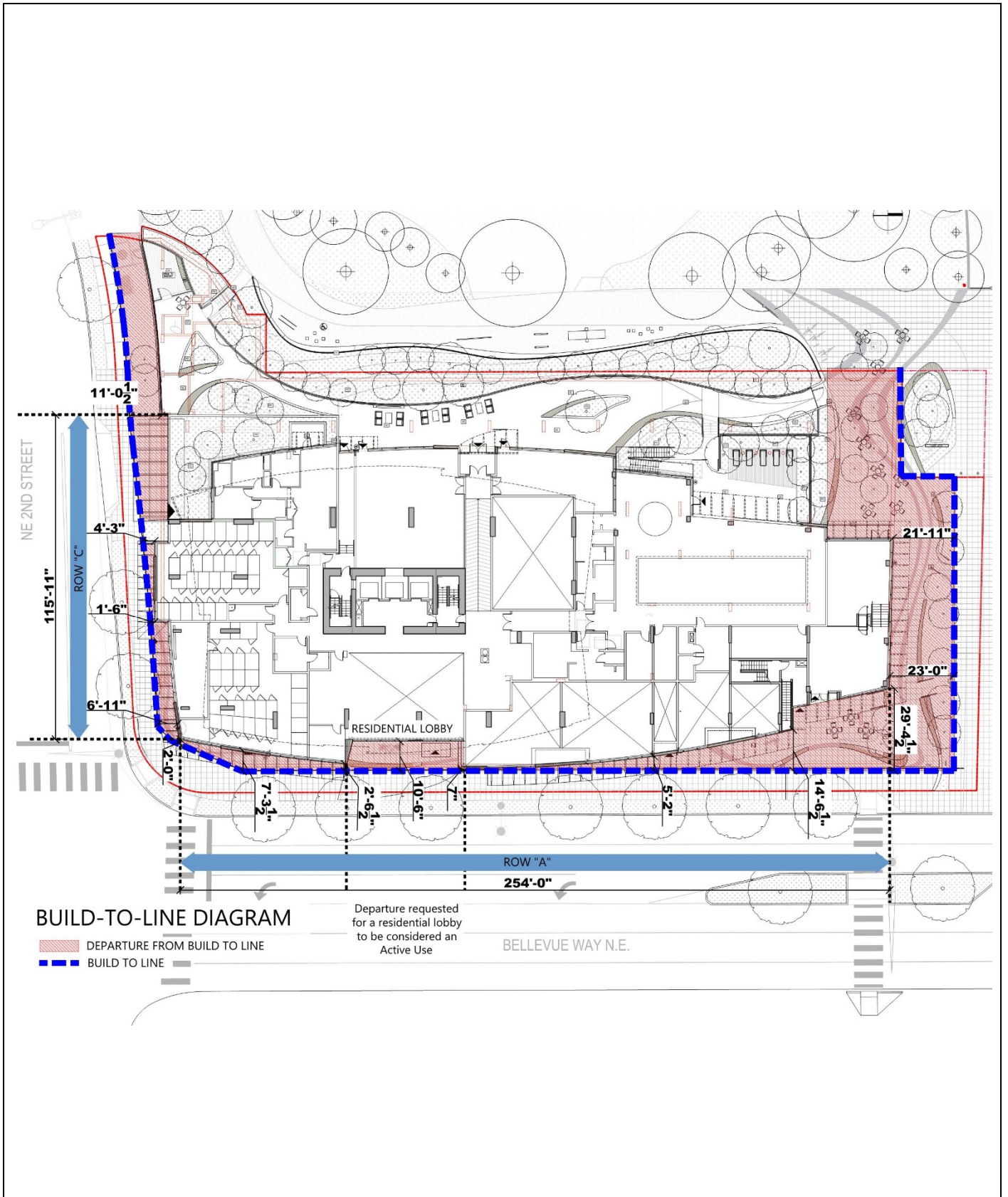
- i. Transparency. 75 percent; (63.47% Provided. Departure requested.)*
- ii. Weather Protection:. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; (61.72% Provided. Departure requested.)*
- iii. Points of Interest. Every 75 linear feet of façade, maximum; (Complies with requirement)*
- iv. Vehicular Parking:. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; (Complies with requirement) and*
- v. Fifty percent of street wall shall incorporate Active Uses or Service Uses. (Complies with requirement)*

Commercial Retail Unit spaces are proposed to be exempt from FAR calculations, the façade directly in front of all CRU meets all 'A' ROW guidelines.

Response:

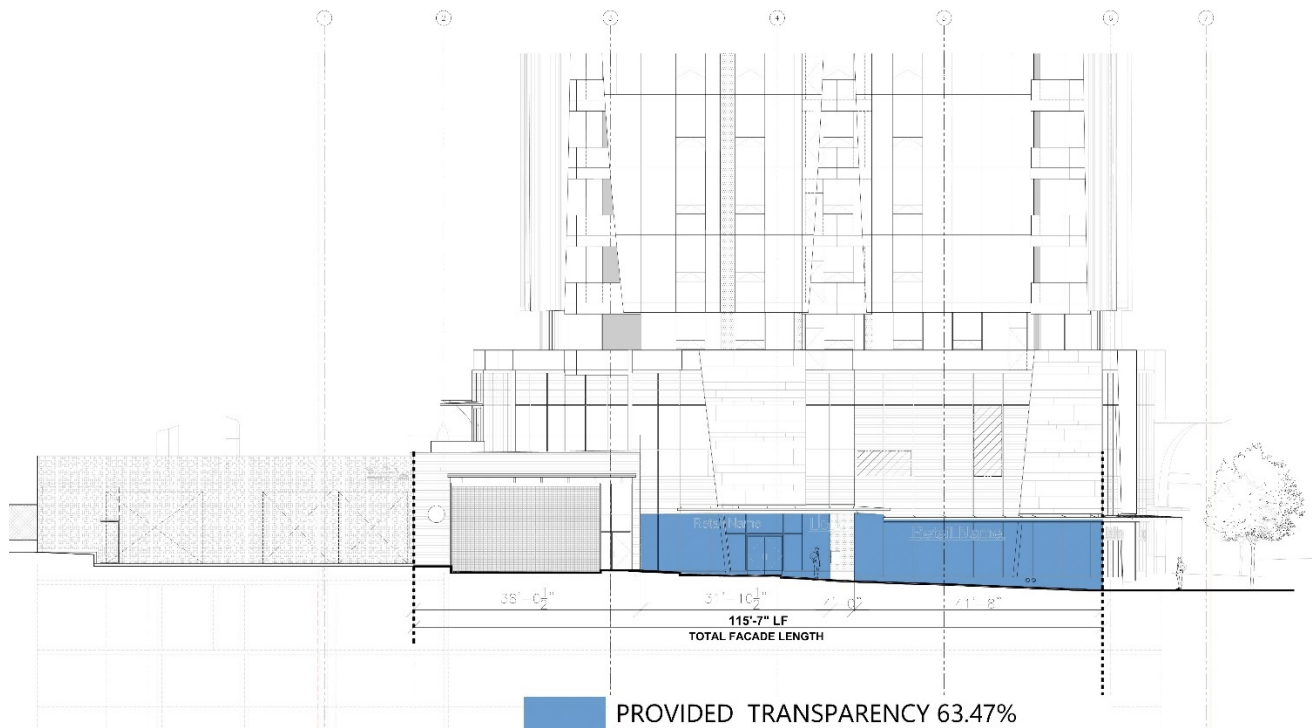
The building does not meet the build-to-line requirement. The project proposes various distances between the building and build-to-line from 1'-6" to 11 '-1/2" in 'C' ROW along NE 2nd Street. See diagram below.

The building design meets the requirements for the 'C' ROW guideline regarding active/service uses by providing retail, active and services uses along the majority of NE 2nd Street. The design also meets the intent of the guidelines regarding build-to line (see departure 1), weather protection, and transparency for portions of the type 'C' ROWs along NE 2nd Street as outlined in the following sections.



Transparency: A departure is requested to reduce the required transparency along NE 2nd Street from 75% to 63.47%. On NE 2nd Street, the building design focuses transparency where it counts most, by providing 100% transparency toward the retail/active use. A highly transparent retail/active use frontage at east side of the facade creates visual interest and a focal point. This glazing is very impactful from the oblique view of the pedestrian or passerby, providing a great deal of visual engagement to the active use spaces at ground level. The design meets the intent of the code, by activating the public realm. Less transparency occurs further down the west side of the facade of the building at the parkade entrance. The parkade entrance takes 38' long and serves retail spaces, restaurant & residents of this building. Reduced transparency is necessary for the visual design and structure. The entrance walls to the parkade entry are proposed to be upgraded with the large format tile cladding and cove lighting. This enhanced vehicle entrance will be visible to pedestrians passing and will be very visible as the overhead gate will be open during business hours of the retail.

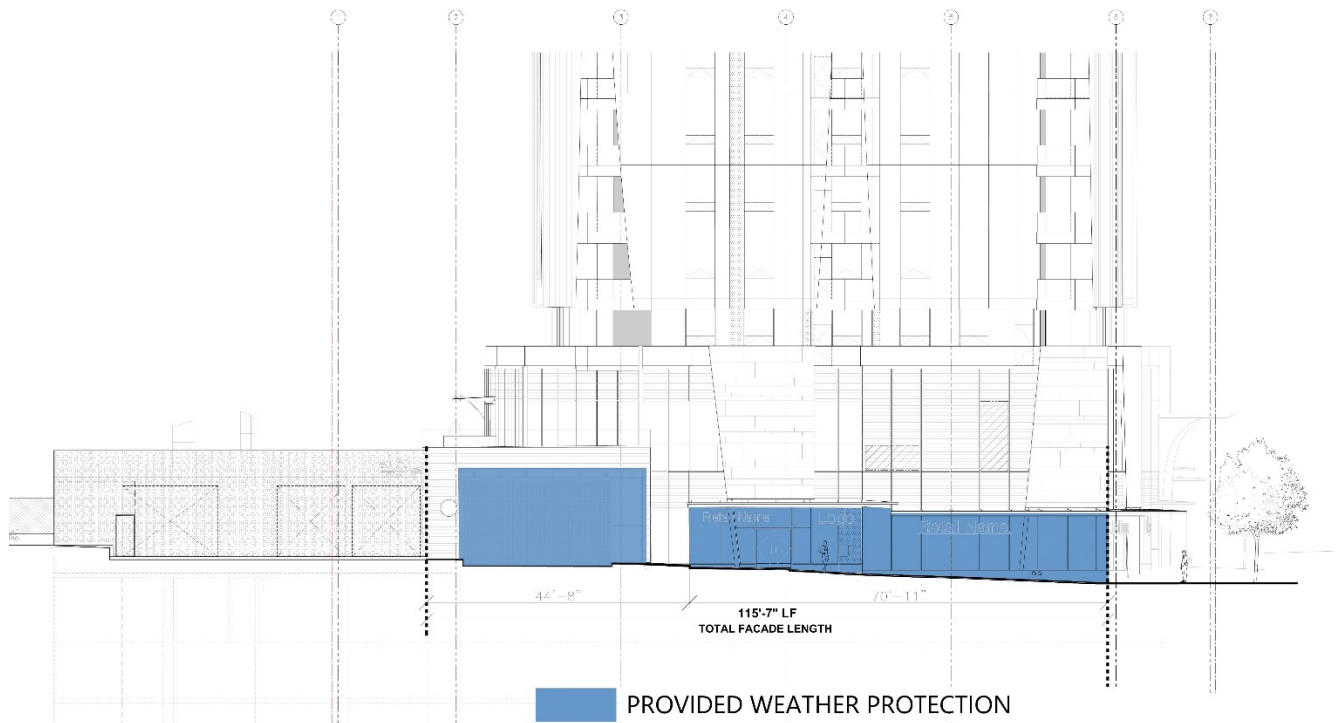
The design has prioritized the glazing where it has the greatest impact on the pedestrian experience (along retail/active use) and has utilized other design devices to create a visually inviting frontage along NE 2nd Street without having to rely solely on glass or transparency. A combination of high-quality material, building modulation and textured facades create an inviting environment for pedestrians along this frontage. See the diagram below:



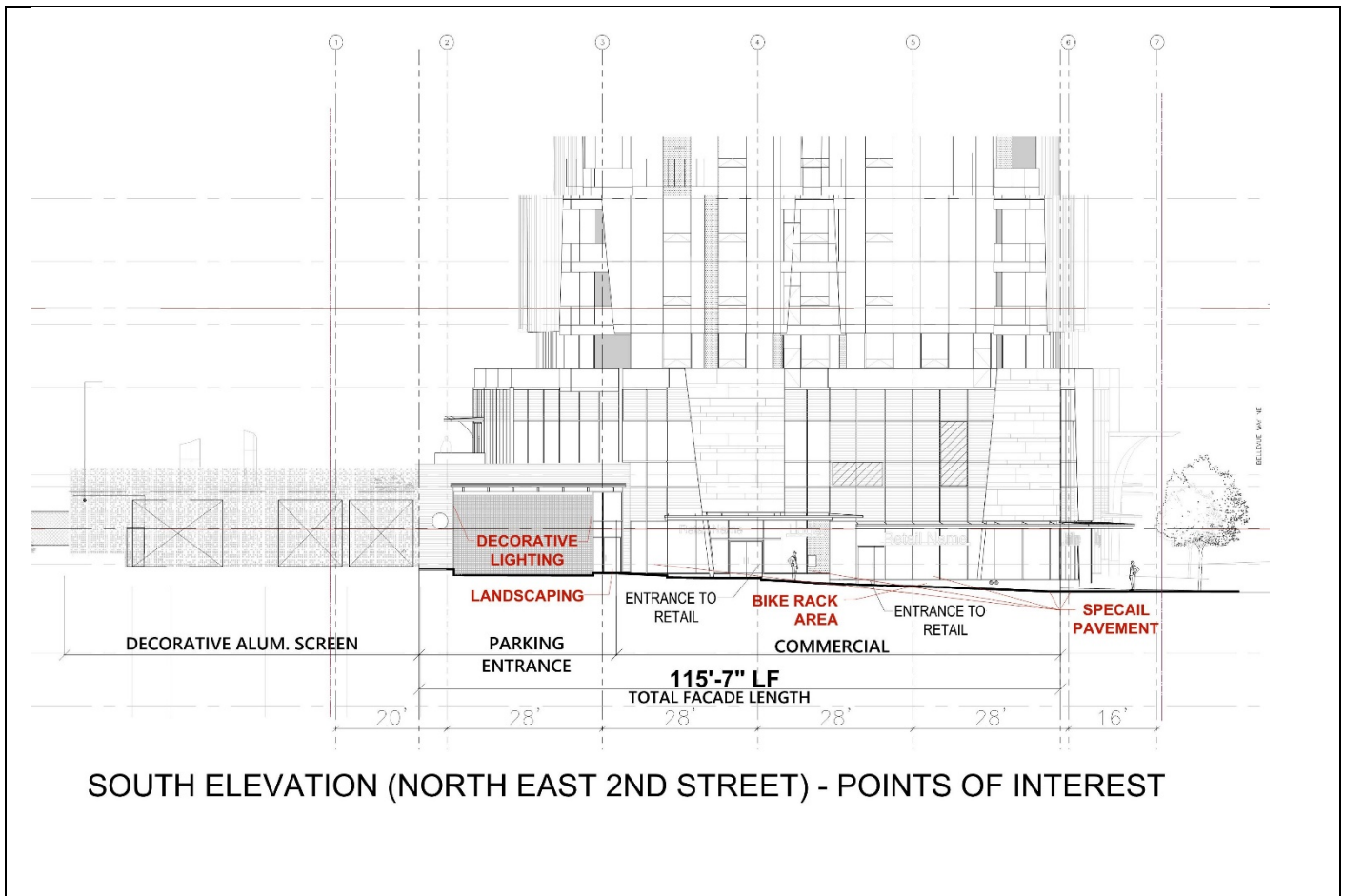
SOUTH ELEVATION (NORTH EAST 2ND STREET) - TRANSPARENCY

Weather Protection: A departure is requested to decrease the length of weather protection required along the eastern portion of NE 2nd Street. The proposed design provides weather protection for the most part of public way along the NE 2nd Street (61.72% of canopy lower than 12' and at least 6' wide), however it is 14' high, 13'-7" long and 12'-6" wide at the parkade entrance. The building's service functions are located in this zone (parking, loading, maintenance, transformer access, etc.) A canopy is still being proposed above the parkade entrance, albeit two feet higher than the max, due to min 14' for the loading height requirement. The canopy will still provide some pedestrian protection and is a reasonable departure to meet the needs of the loading height. The visual design will tie into the residential amenity canopy with dark brown coloured steel beams and clear glass to differentiate it from the retail canopies adjacent. The entrance walls to the parkade entry are proposed to be upgraded with the large format tile cladding and cove lighting. This enhanced vehicle entrance will be visible to pedestrians passing.

See diagram below:



SOUTH ELEVATION (NORTH EAST 2ND STREET) - WEATHER PROTECTION



SOUTH ELEVATION (NORTH EAST 2ND STREET) - POINTS OF INTEREST

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 resulting design with the departure advances Comprehensive Plan goals and policies. The City's Comprehensive plan encourages logical building entrances; and, including public and semi-public open spaces in major developments. This design results in a signature space that is welcoming for pedestrians along the public path and inviting to the adjacent active use spaces. The design with the departure also provides a significant public space, it is offering weather protection over the public sidewalk along the building, seating, landscaping and other inviting amenities.

The design advances the following specific Comprehensive Plan policies:

- UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.
- UD-4: Create a safe, engaging and attractive pedestrian environment by using appropriate urban design features.

- UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
- UD-28: 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-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.
- S-DT-35: Create a pedestrian environment with a sense of activity, enclosure, and protection.

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

Response:

The Land Use Code's intent for transparency is to engage pedestrians while on the public sidewalk or adjacent right-of-way. The design with the departure advances the Land Use Code's intent because of the transparency of the retail/active use, further engaging the public through active spaces, and creating more frontage with transparency bordering usable outdoor space.

The Land Use Code's intent for weather protection is to protect pedestrians from wind, sun, and rain while allowing light to filter through to the occupants below. LUC 20.25A.170.A.2.a. The design with the departure advances the Land Use Code's intent because the width and depth of the proposed canopies exceed the minimum dimension and provide additional weather protection for pedestrians. At the same time, the additional height/design of the canopy in front of the garage gives pedestrians awareness of upcoming cars and provides more light/air.

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

Response:

The design with the departure is consistent with the Comprehensive Plan and intent of the Land Use code noted above. The Comprehensive Plan allows for at grade enclosed parking structures to depart from providing active use/transparency along this portion of NE 2nd Street. This design provides enhanced points of interest & meets the intent of the code. This is the minimum necessary departure to accommodate the design.

The design with the departure is consistent with the Comprehensive Plan and intent of the Land Use code noted above. The extent of weather protection proposed provides a significant amount of shelter where pedestrians are likely to be walking, waiting for mass transit and gathering. This is the minimum necessary departure to accommodate the design.

- 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 project design meets the intent of the standards and guidelines outlined in LUC 20.25A.170.B.3.b. There are no specific, additional departure requirements in the land use code for weather protection, and there is no applicable Development Agreement.

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:21-109345-LD

Project Name: Bosa - Park Row

Administrative Departure requested for LUC: 20.25A.170.B.1.b.v
Active Use

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>

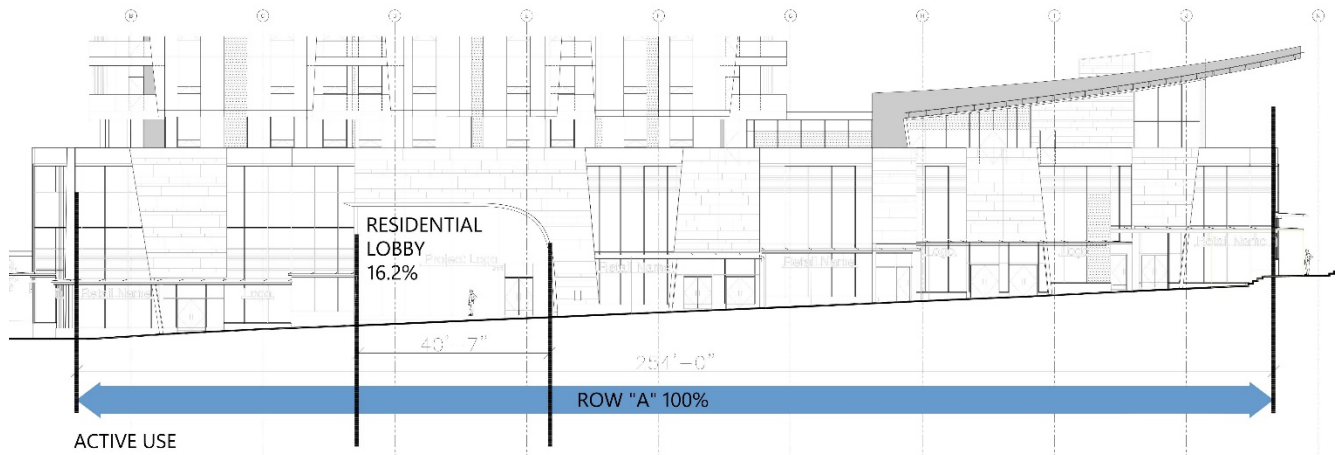
Written Description of Departure Being Requested:

20.25A.170.B.1.b Standards and Guidelines

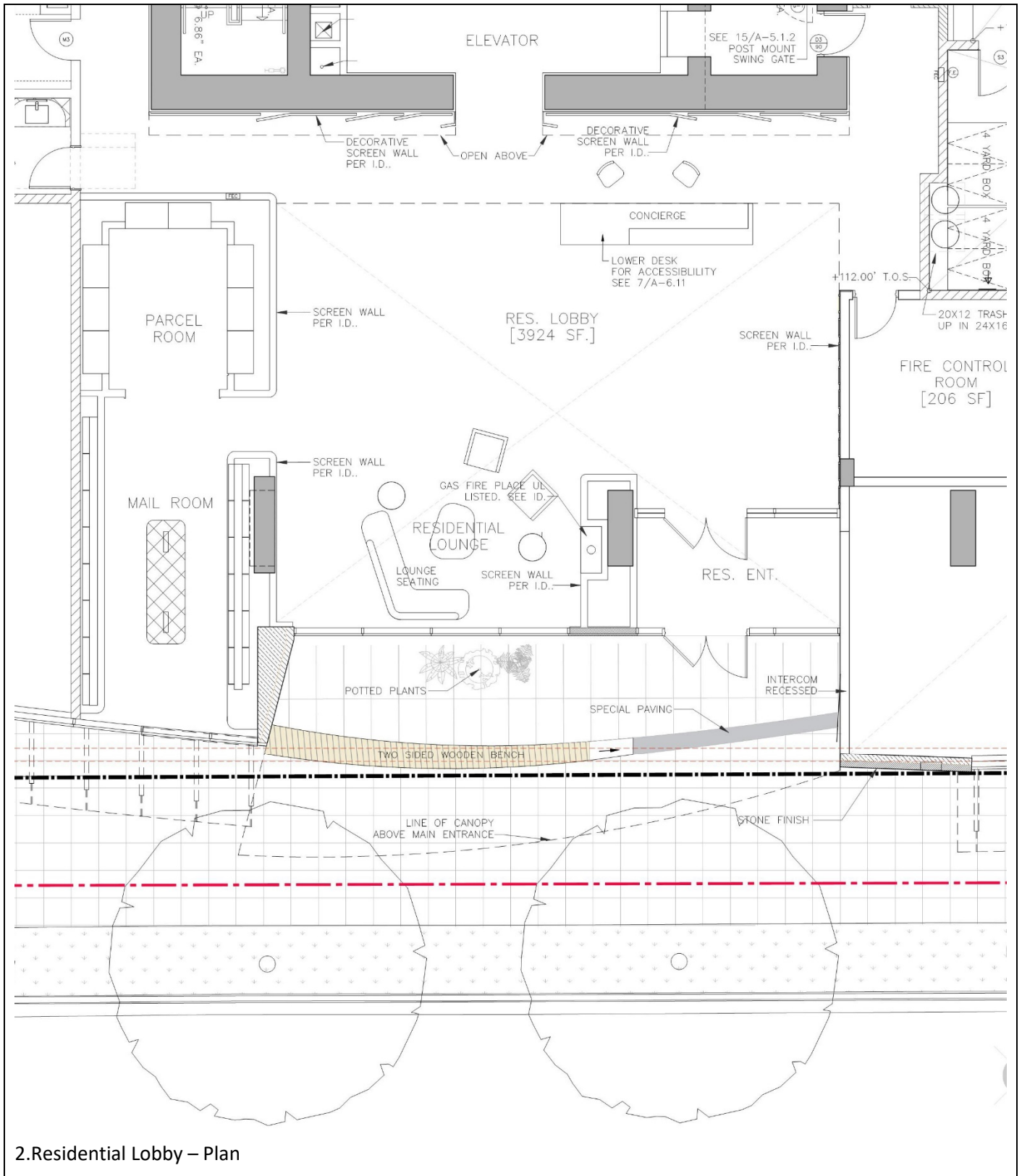
v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses. **(83% Provided)**

Response:

A departure is requested from LUC 20.25A.170.B.1.b.v to consider Residential Lobby as an active use. The project proposes an esthetically dominant lobby entrance, which will be a visually attractive part of a street environment, the main focal point of the façade composition. See the graphics below.



1. Residential Lobby – Elevation



2. Residential Lobby – Plan



3. Residential Lobby – Render

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 goals and policies encourage active uses in Downtown Bellevue. The project advances these goals and policies by locating a residential lobby along Bellevue way for a portion of the building that is 16% of the total façade length.

The design advances the following specific Comprehensive Plan policies;

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.

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

S-DT-3. Develop Downtown as an aesthetically attractive area.

S-DT-10. Require design review to ensure high quality, aesthetically pleasing Downtown development.

S-DT-25. Provide for a range of Downtown urban residential types and densities.

S-DT-26. Encourage residential uses to occur in mixed-use structures or complexes.

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

Response:

The proposed design of the Residential Lobby along Bellevue will contribute to the vibrancy and functionality of the area. A sitting bench and potted plants in front of the Residential Lobby (see graphics 2. *Residential Lobby – Plan*) will enhance the public realm, promote social interaction, and contribute to the livability of the surrounding area. Large glass and a transparent facade in the Residential Lobby create an inviting space visible from the sidewalk (see graphics 3. *Residential Lobby – Render*). The Residential Lobby will be used by residents and visitors. The lobby area includes Mail Room, Parcel Room, Concierge Service, Lounge area with fireplace & access to elevators (see graphics 2. *Residential Lobby – Plan*). This makes it an active tenant & visitor use area.

The Land Use Code’s intent is to provide a vibrant & alive space. The design with the departure advances the Land Use Code’s intent because the residential lobby meets the intent of incorporating interactive, varied uses along Bellevue way. With 143 residential units within the development, the Lobby space will be a busy access point for all visitors, deliveries, and residential interaction with the City.

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

Response:

By accepting the Residential Lobby as active use, 100% of the required ‘A ROW’ active use can be achieved. The proposed design meets the land use code intent for Active Use.

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 design meets the criteria for a departure listed above. There are no specific additional departure requirements in the land use code, and there is no applicable Development Agreement.

2019 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:21-109345-LD

Project Name: Park Row

Administrative Departure requested for LUC: 20.25A.110.B.2

Provide written responses using this form (in Word format) to

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

Response sections below will expand to fit your answers as more space is needed.

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

<https://bellevue.municipal.codes/LUC>

Written Description of Departure Being Requested:

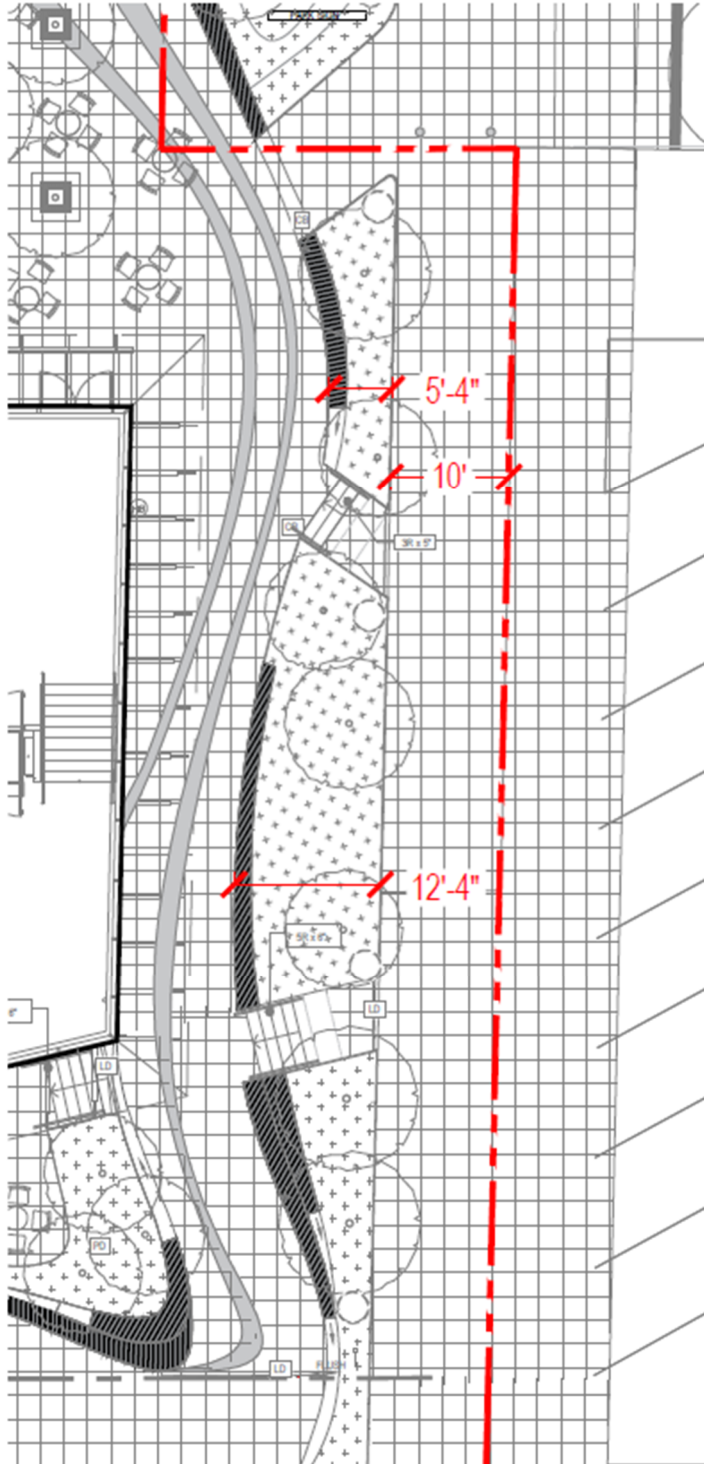
Provide a written narrative below, describing the departure being requested (reason for request, design, dimensions, etc.) and how Departure fits into the design of the project as a whole. Attach diagrams, plans, and/or renderings as needed to this Administrative Departure Request Form to adequately describe the Departure.

The Park Row Project is requesting a Departure to the required 5', Type III Landscape Side Yard Buffer along the northern property line per <https://bellevue.municipal.codes/LUC/20.25A.110.B.2>.

Chart 20.25A.110 Landscape Development Requirements

Land Use District/Overlay	Location On-Site		
	Street Frontage	Rear Yard	Side Yard
DT-O-1 DT-O-2 DT-OB	If buffering a parking area – 8' Type III (1)	None Required	None Required
DT-MU DT-R DT-OLB Perimeter Overlay	If buffering a parking area – 8' Type III (1)	If buffering a surface vehicular access or parking area – 5' Type III	If buffering a surface vehicular access or parking area – 5' Type III

The proposed landscape buffer has an undulating width between 5'-4" and 12'-4" and is located 10' from the property line. This is part of a larger design gesture that leads into a park entry plaza. It is the design team's understanding that the vehicular access / driveway is potentially temporary. In time the driveway will turn into a formalized pedestrian entry, with Park maintenance service access. This buffer will function as one side of the future pedestrian condition to Bellevue Way.



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	<p>Per Comprehensive Plan Chapter 12: Parks, Recreation & Open Space, the proposed departure will enhance Park Access and connections points, meeting PA-12 and PA-14.</p> <p>Per Comprehensive Plan Downtown: the proposed departure creates an attractive, functional and integrated Downtown space and better established entry point to the Park. The Design also increases the amount of vegetation downtown, meeting S-DT-1, 2, 3, 35, 39, 40 and 57.</p>
ii. The resulting design will be more consistent with the purpose and intent of the Land Use Code; and	<p>Although the proposed landscape buffer is not located along the property line, the landscape planters will vary in width 5'-4" and 12'-4"', exceeding the 5' width. These planters will include 7 flowering trees, shrubs of minimum 20' in length, includes seasonal color for 10%, and utilizes native species for at least 50%. The planting follows finished grade at curb height, except behind the undulating bench (6-18") where it will mound against.</p> <p>The planting will further soften the visual impact of the new building massing, as well as, mask the amount of paving on the neighboring property to the north, enhancing the pedestrian experience adjacent to this new building and for visitors of the Downtown Park.</p>
iii. The modification is the minimum reasonably necessary to achieve the Comprehensive Plan objective or Land Use Code intent; and	<p>This proposal will still provide a minimum 5' wide landscape buffer, but it will be located 10' from the northern property line due to required easements to maintain a 10' wide pedestrian and vehicular driveway along the northern property line. Proposed landscape planters will meet and exceed the LUC standards for 5' width, type III landscape buffer along this side yard.</p>
iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; OR	
v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).	

The proposed landscape buffer is meeting the requirements for a 5' wide, Type III landscape buffer, as specified in LUC 20.25A.110.B.2 and LUC 20.20.520.G.3 with the exception of the location of the buffer being set back 10' from the northern property line to allow for continued pedestrian and vehicular access to the Downtown Park.



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

To: Manoochehr Azizi
c/o Amanat Architect
1515 West 7th Ave Suite #100
Vancouver, B.C., Canada V6J 1S1

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 plans¹ you submitted on **October 1, 2021** for the property located at **201 Bellevue Way NE, Bellevue, WA 98004** and proposed development at that location, we have determined the following:

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

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

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

Sincerely,

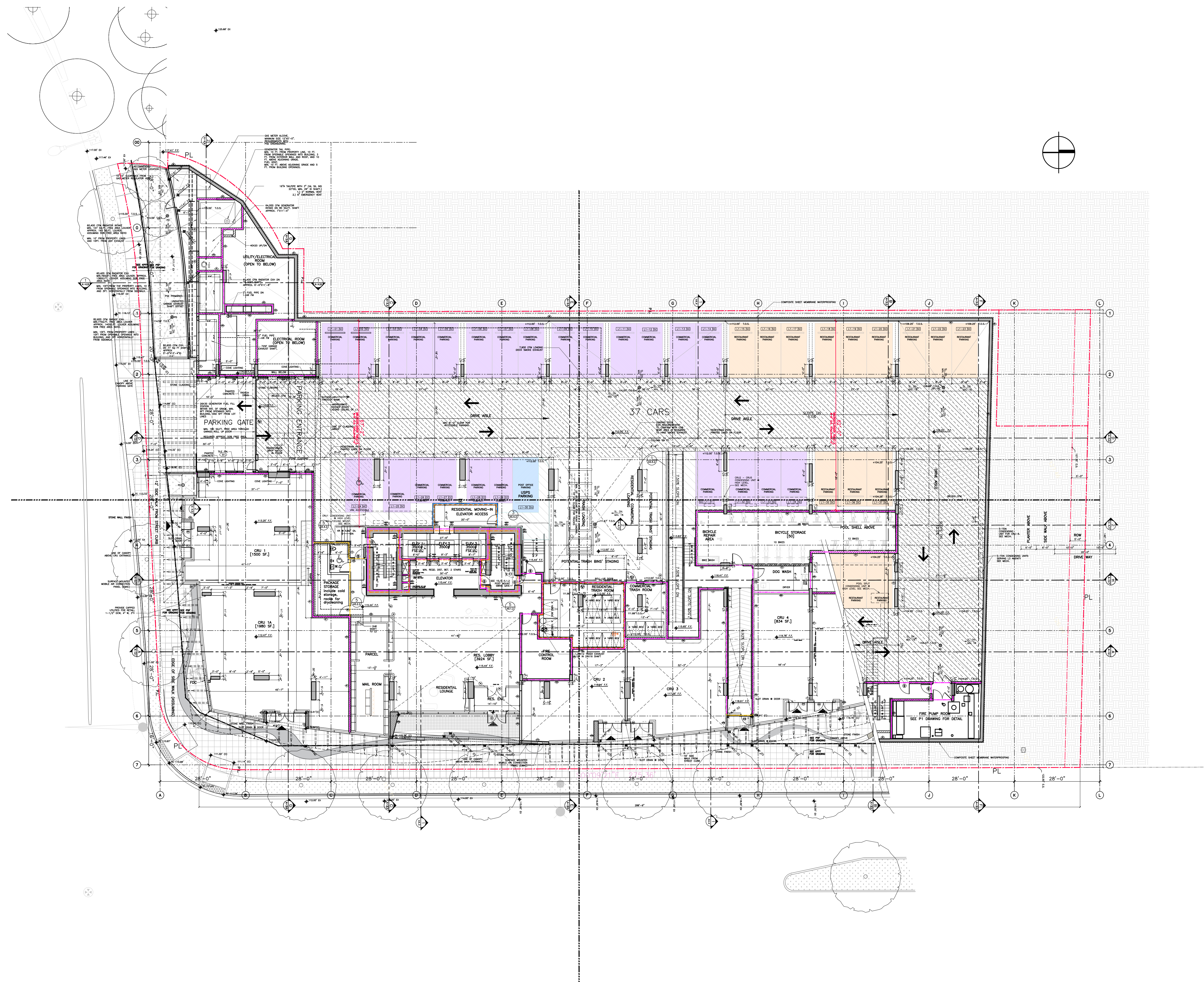
John Gelzer, Republic Services
Operations Supervisor
JGelzer@republicservices.com

In partnership with the City of Bellevue
Development Services



¹ Attached as submitted for tracking reference

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



PLAN LEGEND

	CONC. WALL - SEE DWG A-0.6
	CONC. BLOCK WALL - SEE DWG A-0.6
	PARTITION WALL - SEE DWG A-0.6
	2 WALL ASSEMBLY REFERENCES - STAGED LOWER WALL ASSEMBLY STOPS 3/2 ABOVE SLAB
	3 HOUR FIRE BARRIER WALL NOTE: "B" DESIGNATES 3 HOURS FIRE RATING SEPARATION. SEE A-0.6
	2 HOUR FIRE BARRIER WALL NOTE: "B" DESIGNATES 2 HOURS FIRE RATING SEPARATION. SEE A-0.6
	1 HOUR FIRE BARRIER WALL NOTE: "B" DESIGNATES 1 HOUR FIRE RATING SEPARATION. SEE A-0.6
	1 HOUR FIRE PARTITION WALL NOTE: "B" DESIGNATES 1 HOUR FIRE RATING SEPARATION. SEE A-0.6
	1/2 HOUR FIRE PARTITION WALL NOTE: "B" DESIGNATES 1/2 HOUR FIRE RATING SEPARATION. SEE DWG A-0.6
	1 HOUR SMOKE BARRIER NOTE: FOR SMOKE BARRIER SEE 2018 IRC ON PAGE A-0.1.1
	OPENING EDGE OF GLASS EDGE OF SLAB
	SPANDREL GLASS
	ALUMINUM
	INSULATED METAL PANEL
	SUSPENDED CEILING EDGE OF SUSPENDED CEILING ABOVE
	SLOPED FLOOR SLAB
	PAINTED LINE ON FLOOR PEDESTRIAN PATH
	ACCESSIBLE ROUTE
	ASSEMBLY REFERENCE - WALL / FLOOR / ROOF - SEE DWG A-0.6
	DOOR TYPE - NON RATED DOORS - SEE DWG A-0.8
	DOOR TYPE - RATED DOORS - SEE DWG A-0.8 DOOR BARRIERS IN MARKETS
	WINDOW TYPE - SEE DWG A-0.8
	RECESSED FIRE EXTINGUISHER CABINET
	EXPOSED FIRE EXTINGUISHER - TYPE A4
	STAND PIPE
	EXIT SIGN SEE ELEC. DRAWING
	MANIFOLD SEE MECH. DRAWING
	ELECTRICAL PANEL BOX SEE ELEC. DRAWING
	COMMUNICATION & SECURITY BOX SEE ELEC. DRAWING
	HOSE BIB
	GAS BIB
	CAR CHARGING SPOT SEE ELEC. DRAWING
	LEVEL-CAR COUNTING CAR TYPE (CAR TYPE SEE A-0.1 PARKING BREAKDOWN)
	ACCESSIBLE COMMON ROOM
	TYPE "A" UNIT
	TYPE "A" FULLY ACCESSIBLE BATHROOM COMPLYING WITH ASG 117(2018) 1003.11.1 AND 1003.11.2
	TYPE "B" BATHROOM COMPLYING WITH ASG 117(2018) 1003.11.1
	TYPE "B" OPTION "B" BATHROOM COMPLYING WITH ASG 117(2018) 1004.11.3.2
	RESIDENTIAL PARKING
	RESIDENTIAL TANDEM PARKING
	VISITOR PARKING
	COMMERCIAL PUBLIC PARKING
	RESTAURANT PUBLIC PARKING
	POST OFFICE/UTILITY PARKING

- NOTES:**
1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD BEFORE COMMENCING ANY PORTION OF THE WORK, AND SHALL NOTIFY THE PROJECT MANAGER IN WRITING IMMEDIATELY IF THERE ARE ANY DISCREPANCIES IN THE DRAWINGS AND/OR THE SPECIFICATIONS. COMMENCEMENT OF WORK SHALL CONSTITUTE FULL ACCEPTANCE OF SITE CONDITIONS.
 2. DIMENSIONS SHOWN ARE FROM FINISH FACE OF CONCRETE, GRID LINES AND CENTER OF STUD WALLS UNLESS NOTED OTHERWISE.
 3. DO NOT SCALE DIMENSIONS ON ANY AND ALL DRAWINGS.
 4. DRAWINGS TO BE READ IN CONJUNCTION WITH DOCUMENTS CREATED BY CONSULTANTS LISTED ON SHEET A-0.1.

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REVISION 13:	
REVISION 11:	
REVISION 10:	
REVISION 9:	
REVISION 8:	
REVISION 7:	
REVISION 6:	
REVISION 5:	
REVISION 4:	
REVISION 3:	
REVISION 2:	
REVISION 1:	

ORIGINAL DATE: 000

PREPARED BY:

AMANAT ARCHITECT.
100, 1515 W 7TH AVE, VANCOUVER, BC, V6J 1S1
TEL: (604) 433-9812 FAX: (604) 433-7192
WWW.AMANATARCHITECT.COM

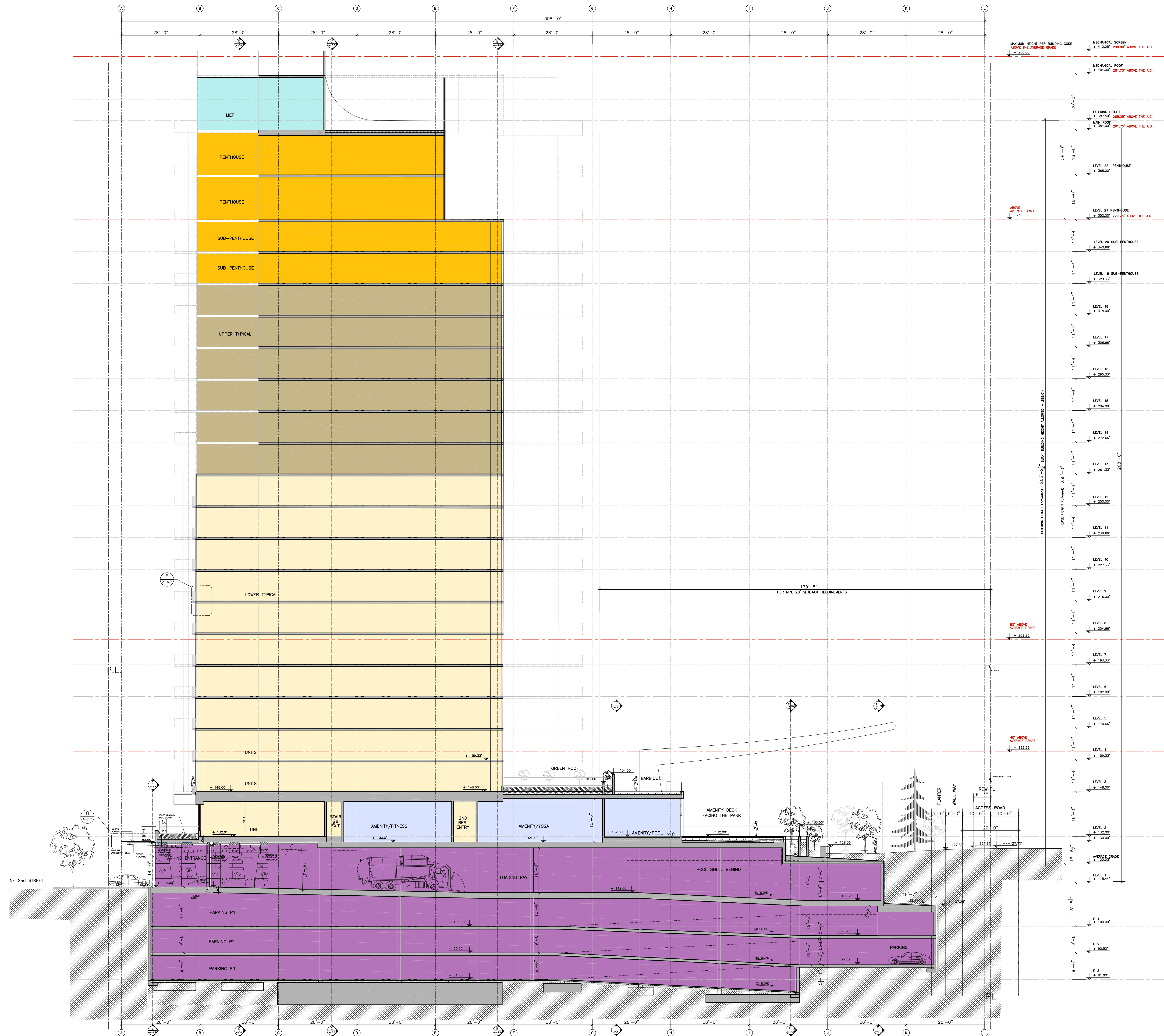
PROJECT NAME: **PARK ROW**
BELLEVUE, WASHINGTON
ROSA DEVELOPMENT WASHINGTON INC.

SHEET TITLE: **L1 FLOOR PLAN**

DRAWN BY: CAD
CHECKED: H.A.
SCALE: 1/16" = 1'-0"
PRINTED:

DRAWING NO. **A-1.04**

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- NOTES:
1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD BEFORE COMMENCING ANY PORTION OF THE WORK, AND SHALL NOTIFY THE PROJECT MANAGER IN WRITING IMMEDIATELY IF THERE ARE ANY DISCREPANCIES IN THE DRAWINGS AND/OR THE SPECIFICATIONS. COMMENCEMENT OF WORK SHALL CONSTITUTE FULL ACCEPTANCE OF SITE CONDITIONS.
 2. DIMENSIONS SHOWN ARE FROM FINISH FACE OF CONCRETE, GRID LINES AND CENTER OF STUD WALLS UNLESS NOTED OTHERWISE.
 3. DO NOT SCALE DIMENSIONS ON ANY AND ALL DRAWINGS.
 4. DRAWINGS TO BE READ IN CONJUNCTION WITH DOCUMENTS CREATED BY CONSULTANTS LISTED ON SHEET A-0.1.

ISSUED:	ADR RE-SUBMITTAL - 2022.10.05
	ADR RE-SUBMITTAL - 2022.02.11
	ADR RE-SUBMITTAL - 2021.10.15
	ADR SUBMITTAL - 2021.05.21

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REVISION 13:	
REVISION 11:	
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REVISION 9:	
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REVISION 6:	
REVISION 5:	
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REVISION 3:	
REVISION 2:	
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PREPARED BY:

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100, 1515 W 7TH AVE, VANCOUVER, BC, V6J 1S1
TEL: (604) 433-9812 FAX: (604) 433-7192
WWW.AMANATARCHITECT.COM MAIL@AMANATARCHITECT.COM

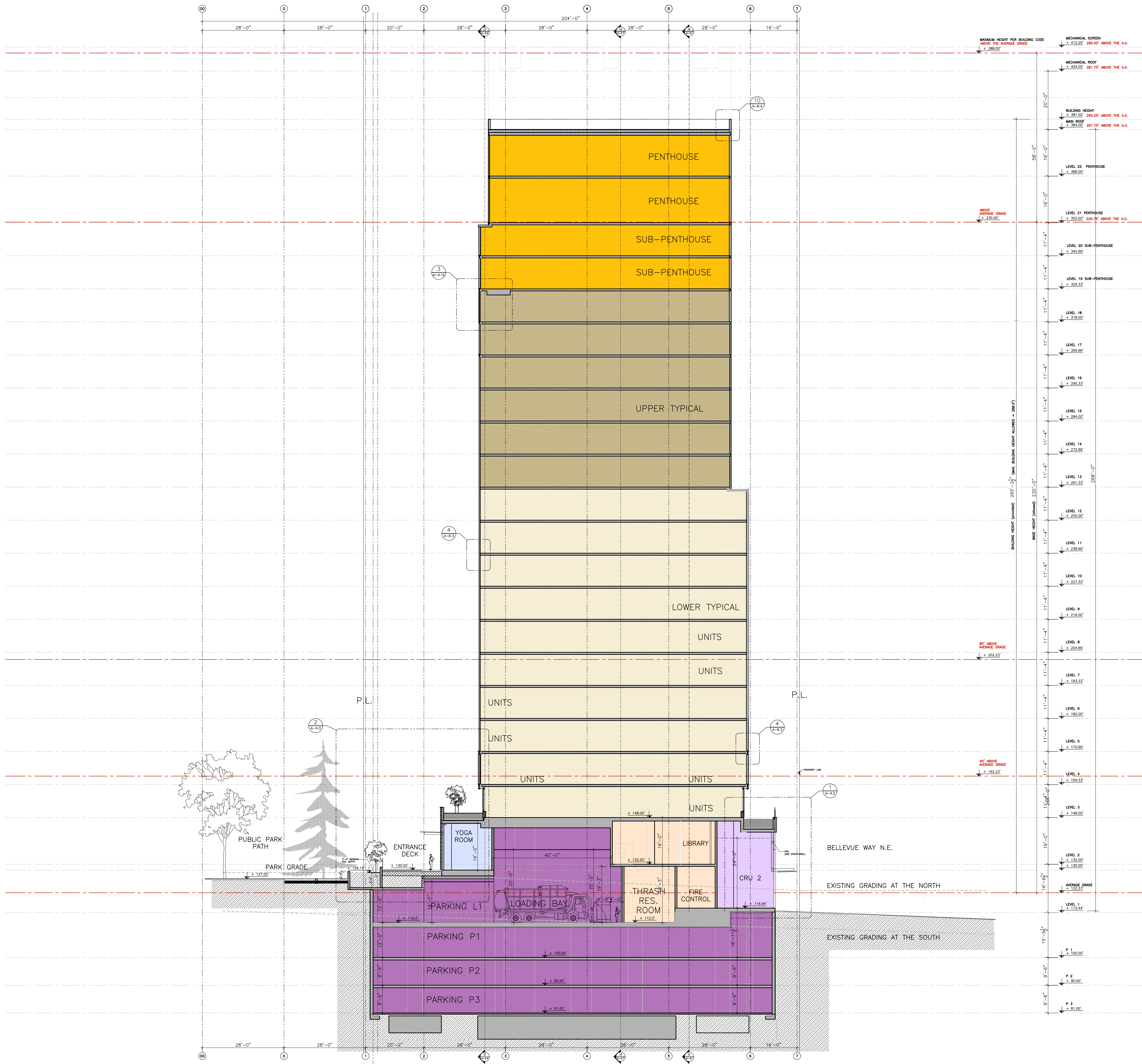
PROJECT NAME: **PARK ROW**
BELLEVUE, WASHINGTON
804 DEVELOPMENT, WASHINGTON INC.

SHEET TITLE: **SECTION D**

DRAWN BY: CAD
CHECKED: HA
SCALE: 1/16" = 1'-0"
PARK ROW - A 3.0 SEC
JOB #:
PRINTED:

DRAWING NO. **3.04**

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- NOTES:
1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS IN THE FIELD BEFORE COMMENCING ANY PORTION OF THE WORK, AND SHALL NOTIFY THE PROJECT MANAGER IN WRITING IMMEDIATELY IF THERE ARE ANY DISCREPANCIES IN THE DRAWINGS AND/OR THE SPECIFICATIONS. COMMENCEMENT OF WORK SHALL CONSTITUTE FULL ACCEPTANCE OF SITE CONDITIONS.
 2. DIMENSIONS SHOWN ARE FROM FINISH FACE OF CONCRETE, GRID LINES AND CENTER OF STUD WALLS UNLESS NOTED OTHERWISE.
 3. DO NOT SCALE DIMENSIONS ON ANY AND ALL DRAWINGS.
 4. DRAWINGS TO BE READ IN CONJUNCTION WITH DOCUMENTS CREATED BY CONSULTANTS LISTED ON SHEET A-0.1.

ADR RE-SUBMITTAL - 2022.10.05
ADR RE-SUBMITTAL - 2022.02.11
ADR RE-SUBMITTAL - 2021.10.15
ADR SUBMITTAL - 2021.05.21

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REVISION 13:	
REVISION 11:	
REVISION 10:	
REVISION 9:	
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REVISION 6:	
REVISION 5:	
REVISION 4:	
REVISION 3:	
REVISION 2:	
REVISION 1:	

ORIGINAL DATE: 000

PREPARED BY:

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TEL: (604) 433-9812 FAX: (604) 433-7192
WWW.AMANATARCHITECT.COM MAIL@AMANATARCHITECT.COM

PROJECT NAME: **PARK ROW**
BELLEVUE, WASHINGTON
BOSA DEVELOPMENT WASHINGTON INC.

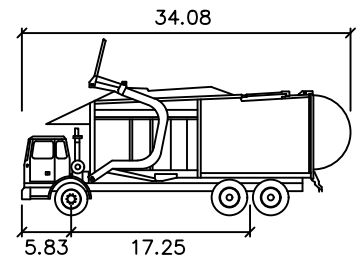
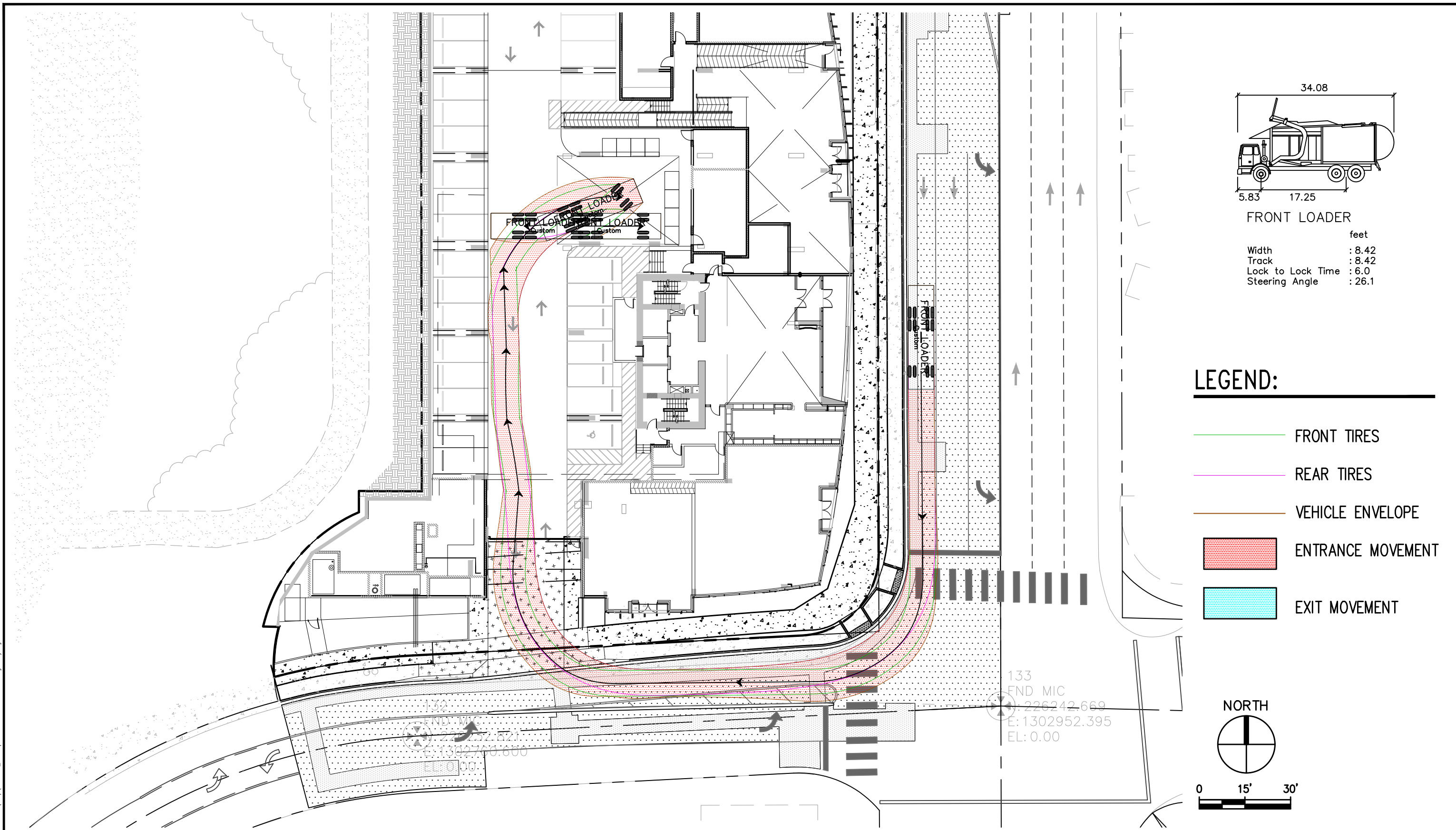
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CHECKED: HA	
SCALE: 1/16" = 1'-0"	3.05
PARK ROW - A 3.0 SEC	
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ATTACHMENT E

Vehicle Turning Studies



FRONT LOADER

feet


Width : 8.42
Track : 8.42
Lock to Lock Time : 6.0
Steering Angle : 26.1

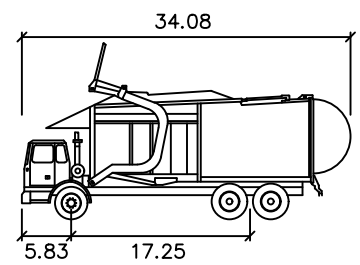
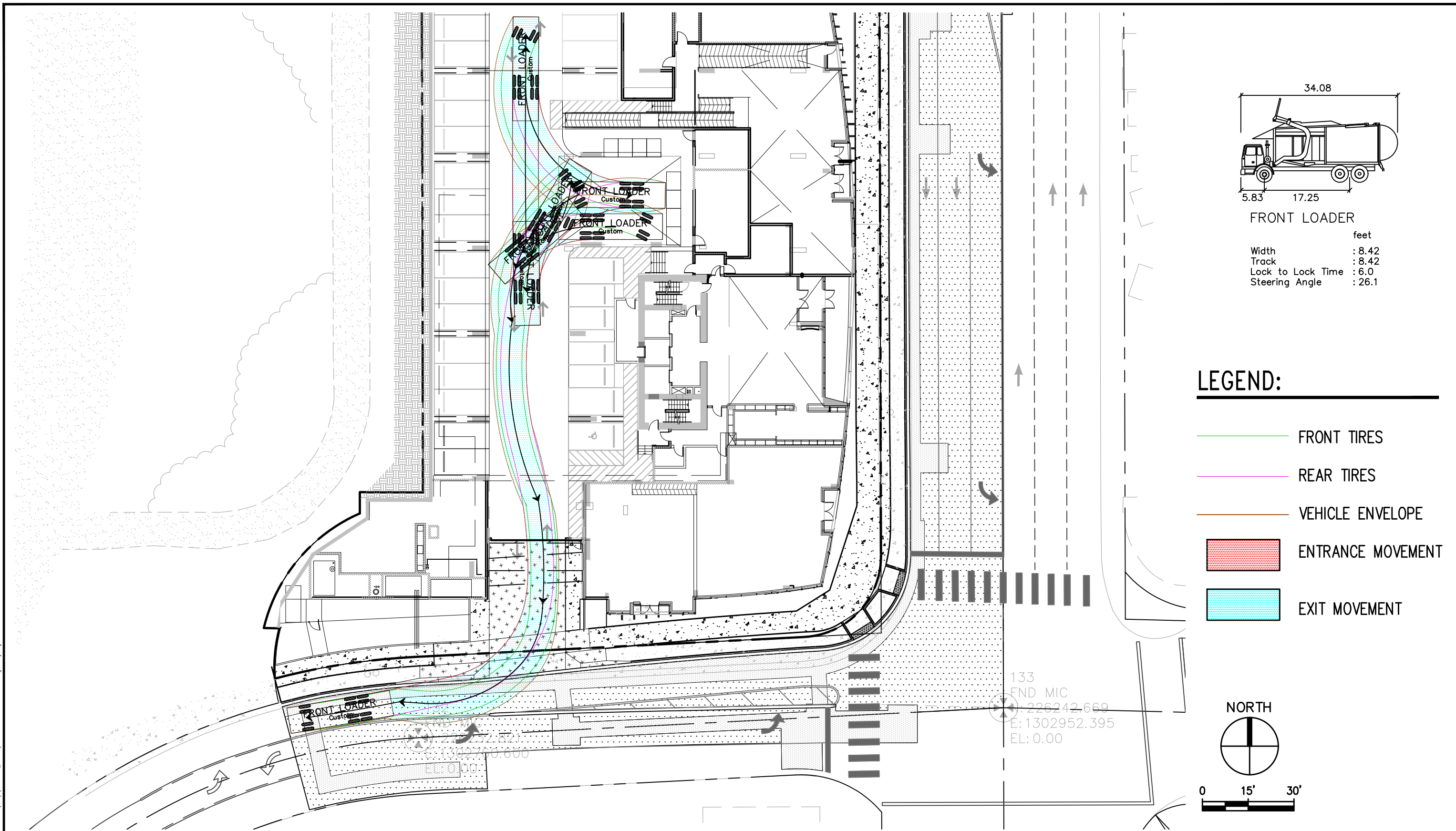
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- FRONT TIRES
- REAR TIRES
- VEHICLE ENVELOPE
- ENTRANCE MOVEMENT
- EXIT MOVEMENT

NORTH



Project Title BOSA Park Row Turning Study		Drawing Title Front-Loader Turning Study		ASI/RFI/CSK Number AT-001.1	
Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1"=30'
				Date 09/30/2022	Drawn/Ck'd By JAZ/JCG




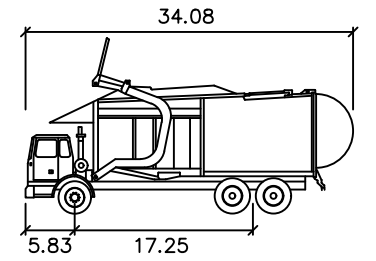
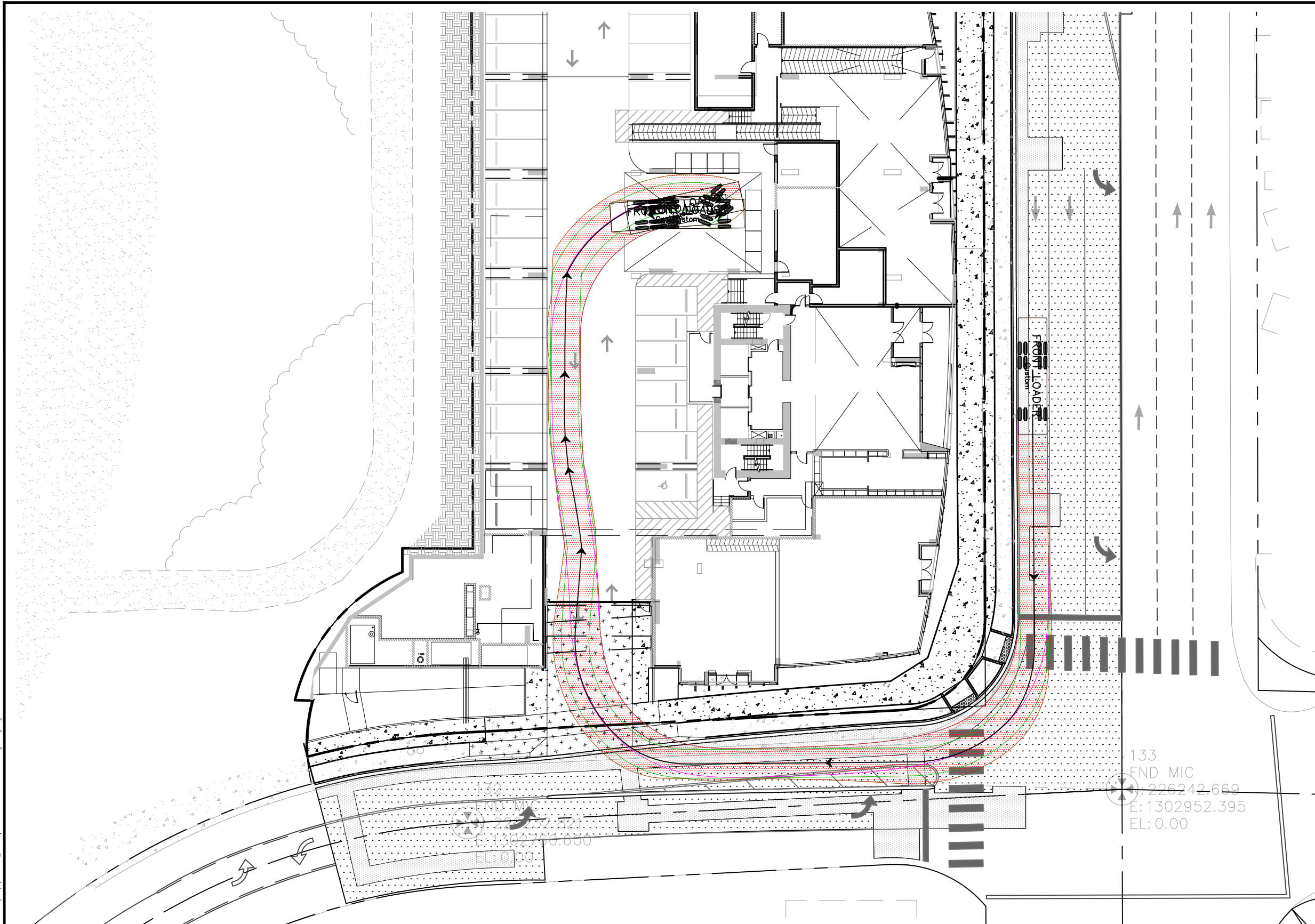
FRONT LOADER
feet
Width : 8.42
Track : 8.42
Lock to Lock Time : 6.0
Steering Angle : 26.1

LEGEND:

- FRONT TIRES
- REAR TIRES
- VEHICLE ENVELOPE
- ENTRANCE MOVEMENT
- EXIT MOVEMENT



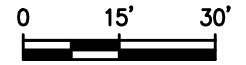
Project Title BOSA Park Row Turning Study		Drawing Title Front-Loader Turning Study		ASI/RFI/CSK Number AT-001.2	
Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1"=30'
				Date 09/30/2022	Drawn/Ck'd By JAZ/JCG




FRONT LOADER
 feet
 Width : 8.42
 Track : 8.42
 Lock to Lock Time : 6.0
 Steering Angle : 26.1

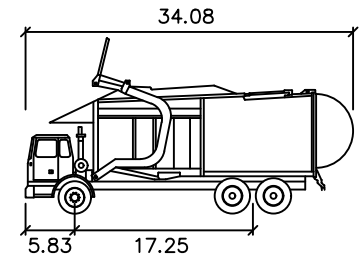
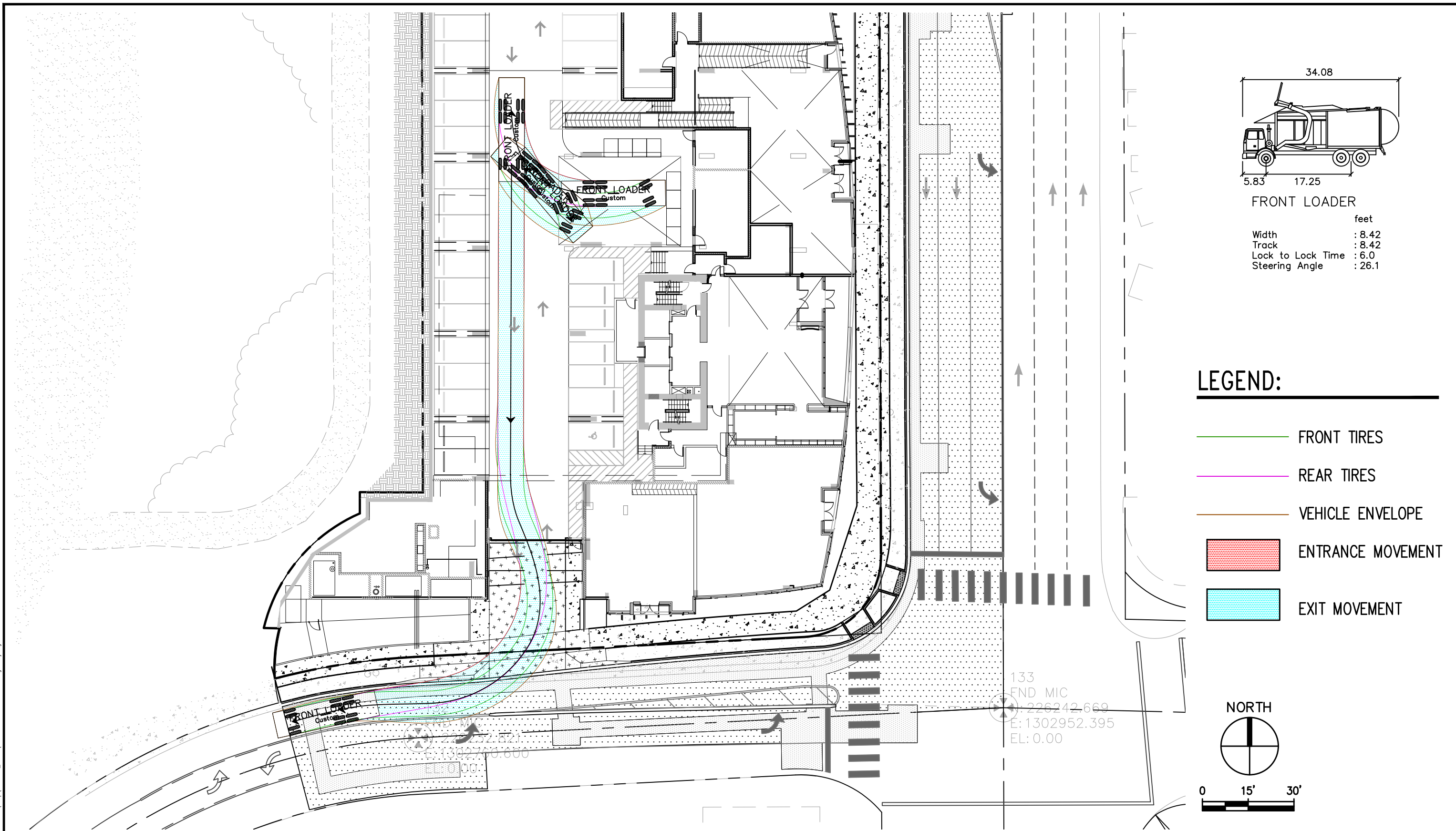
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- FRONT TIRES
- REAR TIRES
- VEHICLE ENVELOPE
- ENTRANCE MOVEMENT
- EXIT MOVEMENT



133
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 EL: 0.00

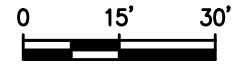
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Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1"=30'
				Date 09/30/2022	Drawn/Ck'd By JAZ/JCG




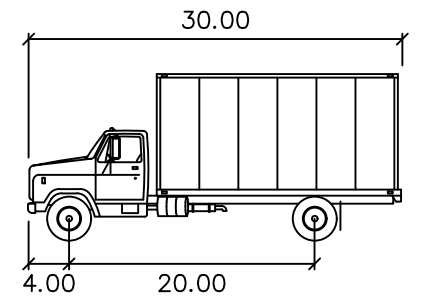
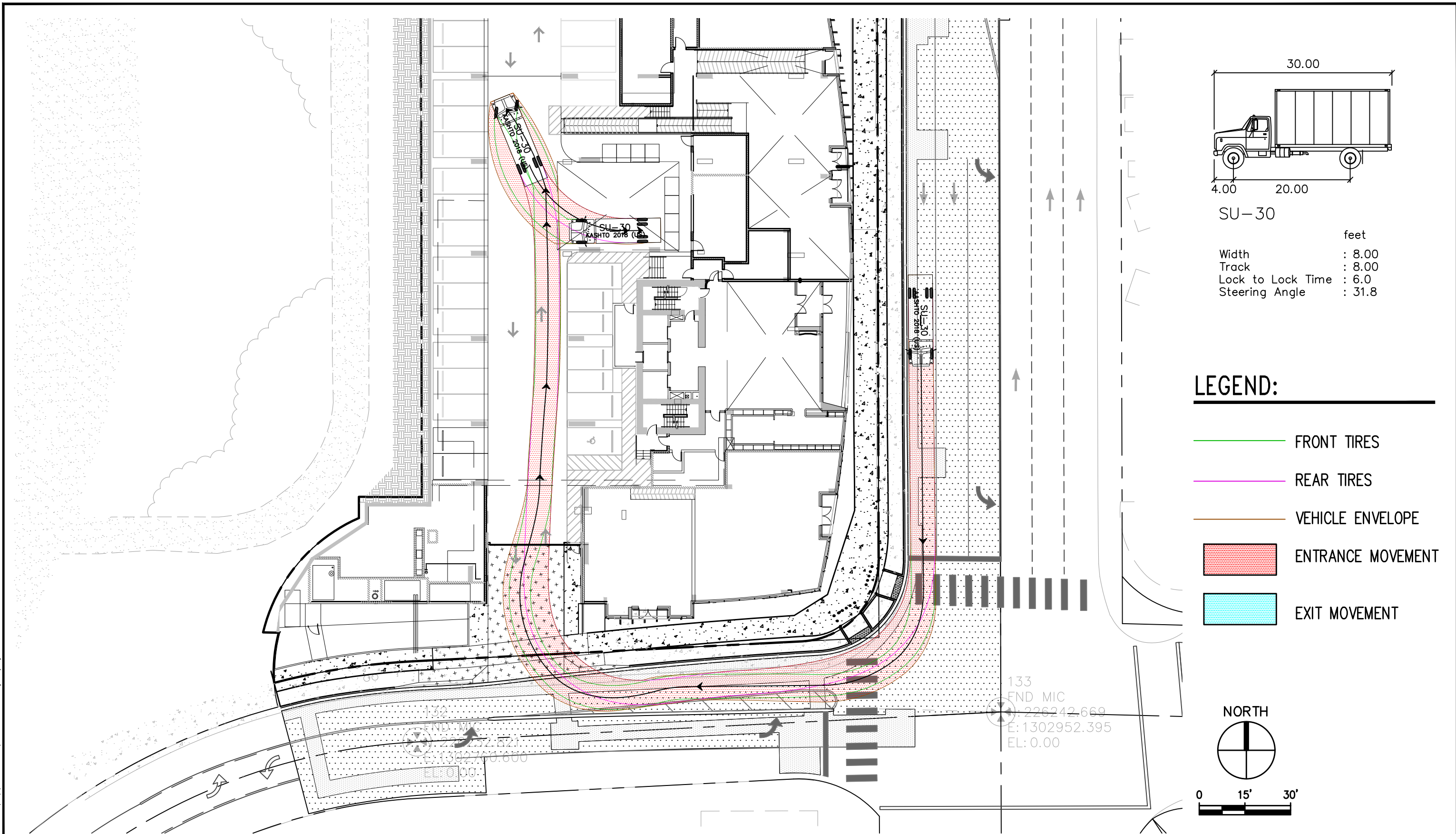
FRONT LOADER
feet
Width : 8.42
Track : 8.42
Lock to Lock Time : 6.0
Steering Angle : 26.1

LEGEND:

- FRONT TIRES
- REAR TIRES
- VEHICLE ENVELOPE
- ENTRANCE MOVEMENT
- EXIT MOVEMENT



Project Title BOSA Park Row Turning Study		Drawing Title Front-Loader Turning Study		ASI/RFI/CSK Number AT-001.4	
Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1"=30'
				Date 09/30/2022	Drawn/Ck'd By JAZ/JCG



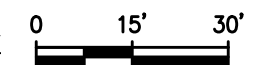
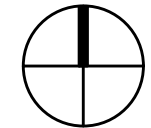
SU-30


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- Steering Angle : 31.8

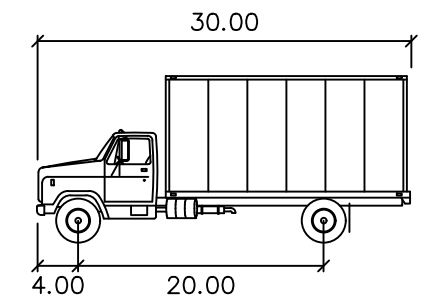
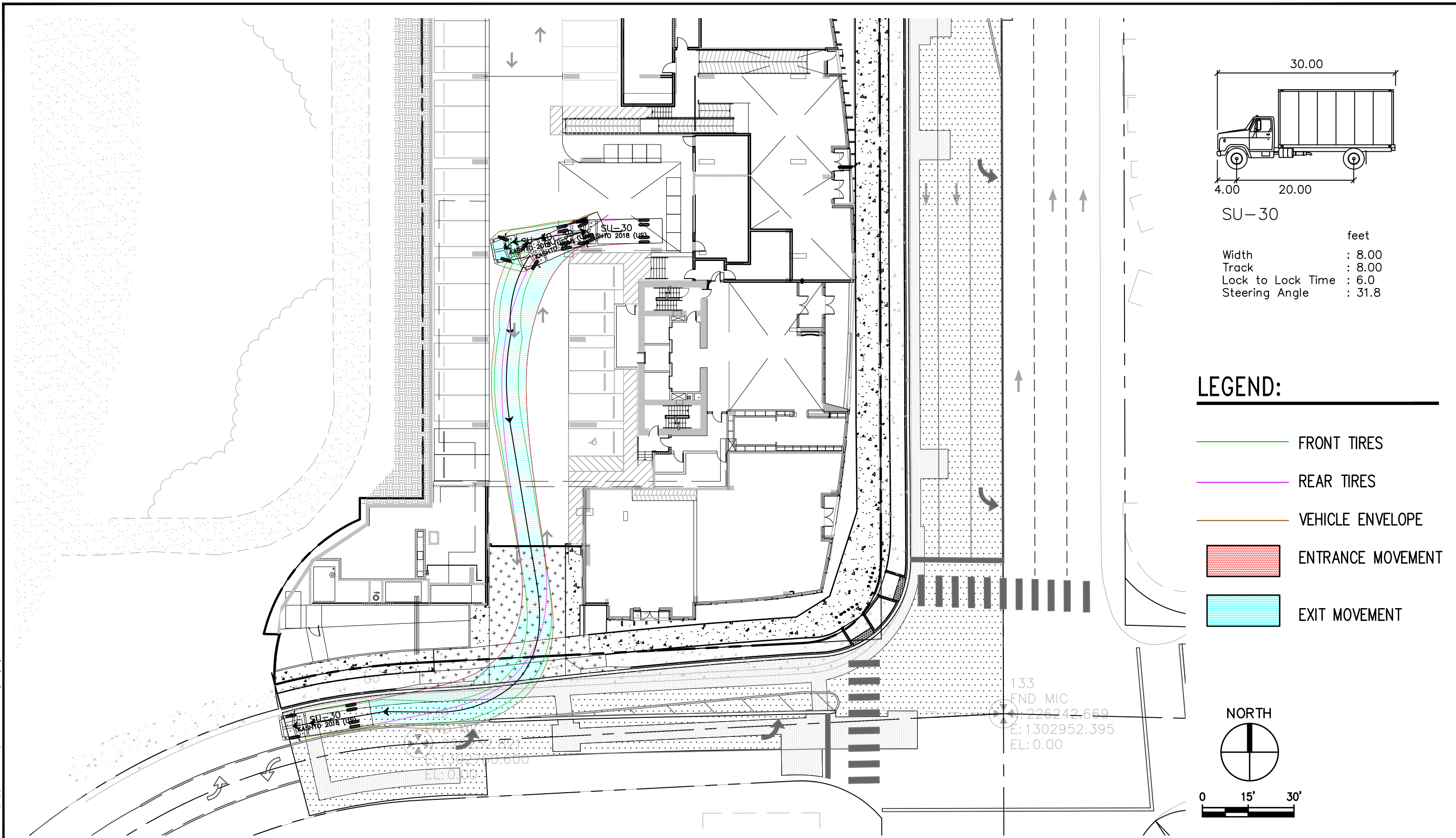
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- REAR TIRES
- VEHICLE ENVELOPE
- ENTRANCE MOVEMENT
- EXIT MOVEMENT

NORTH



Project Title BOSA Park Row Turning Study		Drawing Title SU-30 Turning Study		ASI/RFI/CSK Number AT-002.1	
Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1" = 30'
		Date 09/30/2022	Drawn/Ck'd By JAZ/JCG		



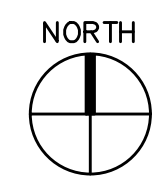
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feet

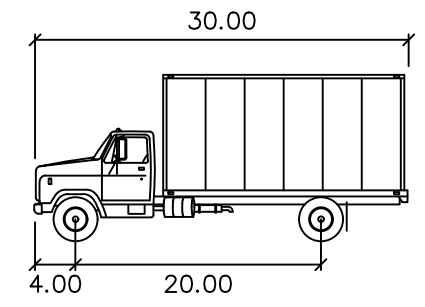
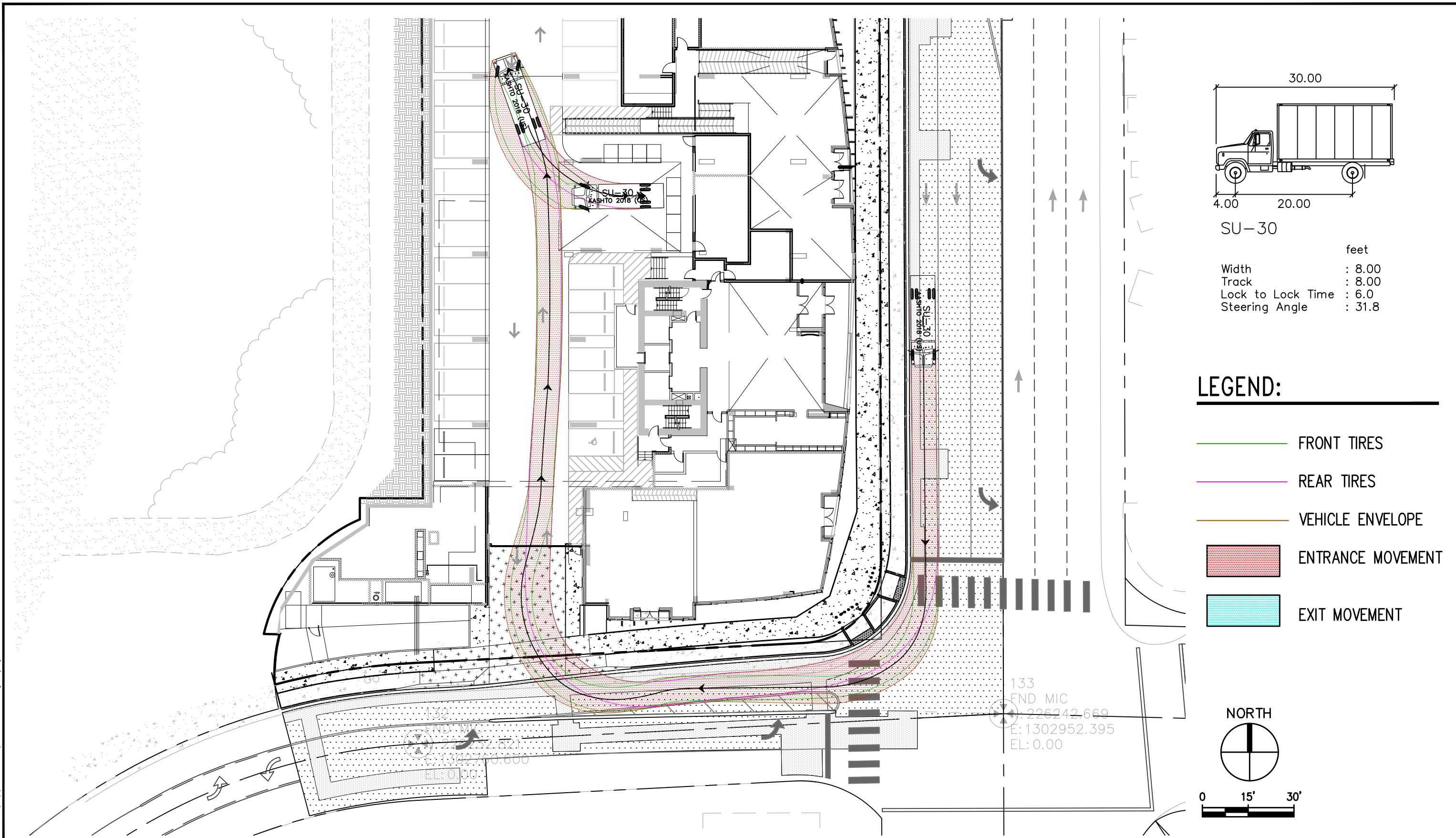
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 Steering Angle : 31.8

LEGEND:

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- REAR TIRES
- VEHICLE ENVELOPE
- ENTRANCE MOVEMENT
- EXIT MOVEMENT



Project Title BOSA Park Row Turning Study		Drawing Title SU-30 Turning Study		ASI/RFI/CSK Number AT-002.2	
Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1" = 30'
		Date 09/30/2022	Drawn/Ck'd By JAZ/JCG		



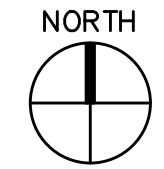
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feet

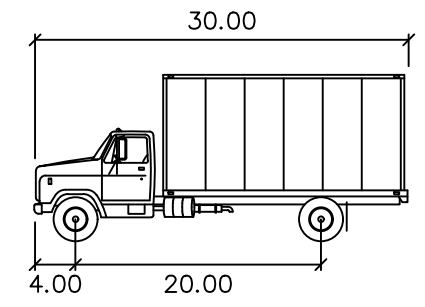
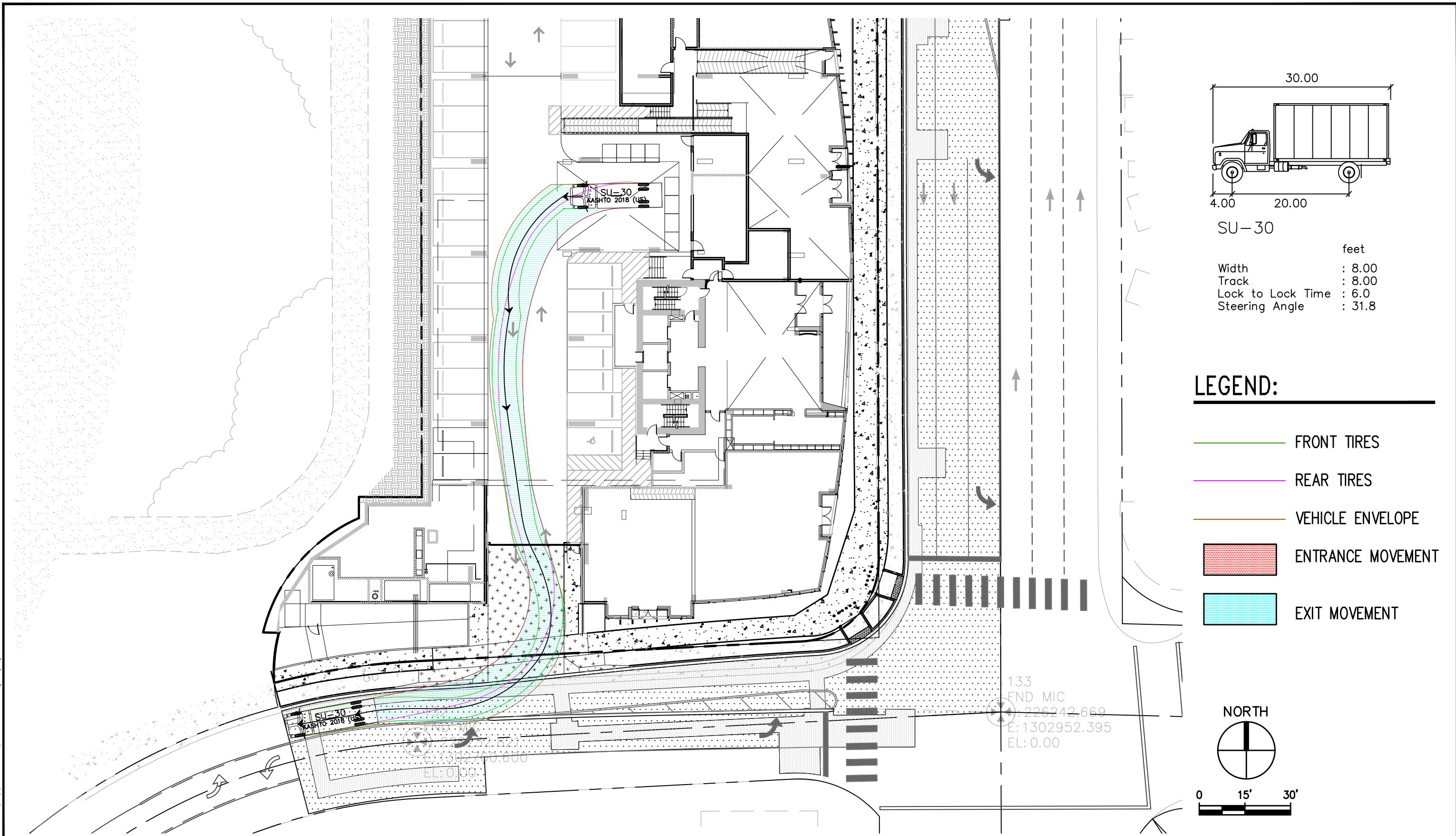
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- VEHICLE ENVELOPE
- ENTRANCE MOVEMENT
- EXIT MOVEMENT



Project Title BOSA Park Row Turning Study		Drawing Title SU-30 Turning Study		ASI/RFI/CSK Number AT-002.3	
Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1" = 30'
		Date 09/30/2022	Drawn/Ck'd By JAZ/JCG		



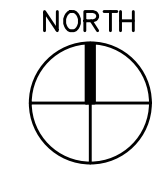
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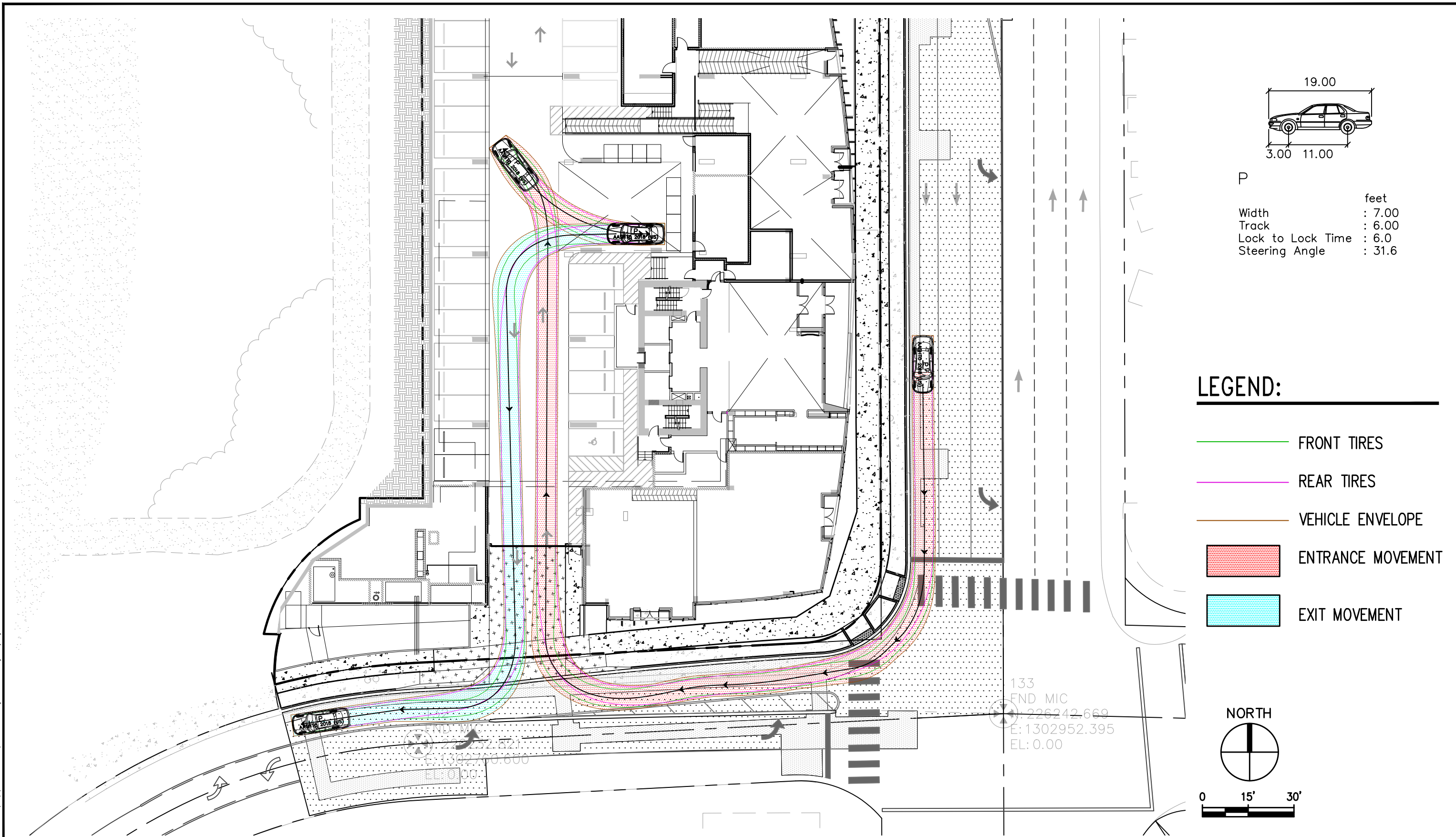
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- ENTRANCE MOVEMENT
- EXIT MOVEMENT



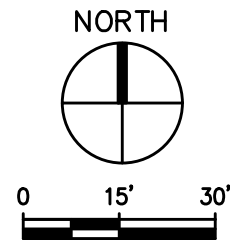
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Project Title BOSA Park Row Turning Study		Drawing Title SU-30 Turning Study		ASI/RFI/CSK Number AT-002.4	
Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1" = 30'
		Date 09/30/2022	Drawn/Ck'd By JAZ/JCG		

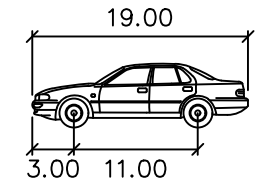
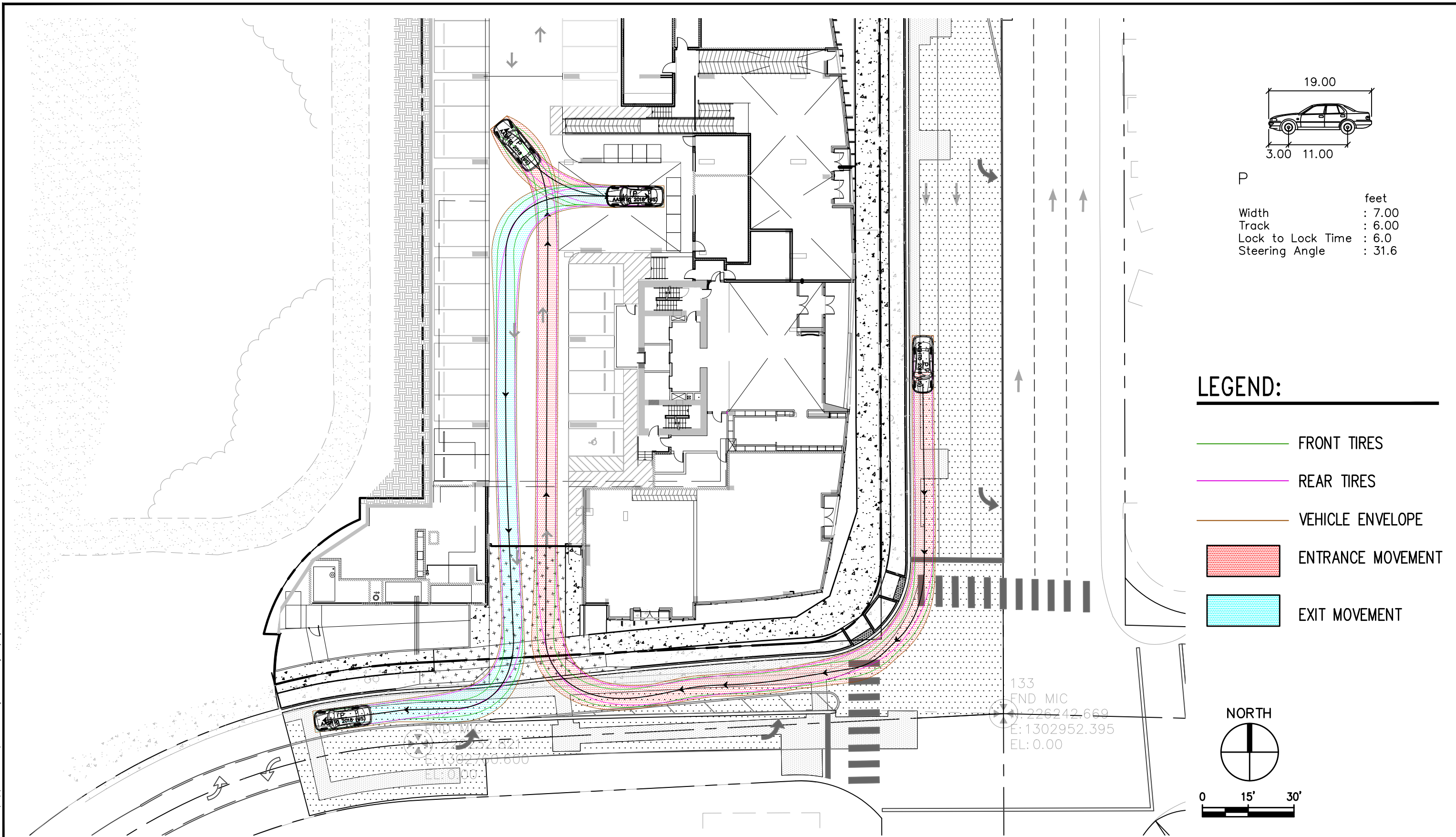


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- ENTRANCE MOVEMENT
- EXIT MOVEMENT



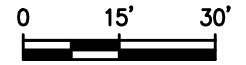
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Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1" = 30'
		Date 09/30/2022	Drawn/Ck'd By JAZ/JCG		




P	feet
Width	: 7.00
Track	: 6.00
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Steering Angle	: 31.6

LEGEND:

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- REAR TIRES
- VEHICLE ENVELOPE
- ENTRANCE MOVEMENT
- EXIT MOVEMENT



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E: 1302952.395
EL: 0.00

Project Title BOSA Park Row Turning Study		Drawing Title Passenger Vehicle Turning Study		ASI/RFI/CSK Number AT-003.2	
Client RYAN MILLER - CITY OF BELLEVUE		 1601 5th Avenue, Suite 1600 Seattle, WA 98101 206.622.5822 www.kpff.com		Drawing Reference N/A	Scale 1" = 30'
				Date 09/30/2022	Drawn/Ck'd By SAG/JCG



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 _____
2. Name of applicant _____
3. Contact person _____ Phone _____
4. Contact person address _____
5. Date this checklist was prepared _____
6. Agency requesting the checklist _____

7. Proposed timing or schedule (including phasing, if applicable) **Subject to change.**

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

9. List any environmental information you know about that has been prepared or will be prepared, that is directly related to this proposal. **Documents located in project file.**

Geotechnical Report

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.

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

Review staff report for complete/final project description.

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.)

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.

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)? _____

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.

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

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.

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

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

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

Air

- 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
mitigation
measures per
Clear & Grade
Code BCC
23.76**

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

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

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.

- 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.

- 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.

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

- e. Does the proposal lie within a 100-year floodplain? _____
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.

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.

- 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.

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.

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

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

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

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

Plants

Vegetation limited to street trees/streetscape planter. Planter areas with shrubs/grasses located on-site.

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

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

All vegetation will be removed from the site and replaced with new street trees and streetscape planters. Review staff report for landscape descriptions.

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

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

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

Animals

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

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.

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

Yes, the Pacific Flyway which is a major north-south migration route for birds, extending from Alaska down to Patagonia.

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

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

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.

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

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.

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.

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

- 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.

- 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.

d. Describe special emergency services that might be required.

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

2. Noise

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

Project will follow BCC 9.18 for Noise standards.

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.

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

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.

Multi-family residential is not located on site, but is located across Bellevue Way to the East and South-East.

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?

- 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?

3. Describe any structures on the site.

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

5. What is the current zoning classification of the site? _____

Downtown

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

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

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

9. Approximately how many people would reside or work in the completed project? _____

10. Approximately how many people would the completed project displace? _____

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

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

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

Housing

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

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

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

Aesthetics **Review staff report for latest project description and compliance with downtown design guidelines.**

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

~~_____~~
Review staff report.

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

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

Light and Glare

Project subject to Light and Glare requirements of LUC 20.20.522. Review staff report for latest lighting description.

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

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

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

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

Recreation

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

Downtown Park is adjacent (west) of the site.

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

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

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.

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.

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.

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.

Transportation Review staff report for latest description regarding 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.

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?

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

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).

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

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?

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.

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

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.

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

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.

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 _____

Position and Agency/Organization _____

Date Submitted _____