



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

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

The attached materials are being sent to you pursuant to the requirements for the Optional DNS Process (WAC 197-11-355). A DNS on the attached proposal is likely. This may be the only opportunity to comment on environmental impacts of the proposal. Mitigation measures from standard codes will apply. Project review may require mitigation regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for this proposal may be obtained upon request.

File No. 23-101054-LP
Project Name/Address: ACST-Bellevue MDP Revision/1445 120th Avenue NE
Planner: Laurie Tyler
Phone Number: (425)-452-2728

Minimum Comment Period: March 16, 2023, 5PM

Materials included in this Notice:

- ☒ Blue Bulletin
- ☒ Checklist
- ☒ Vicinity Map
- ☒ Plans
- ☐ Other:



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

Pine Forest Properties Transit Oriented Redevelopment

1. Name of proposed project, if applicable Alexandria Center for Science & Technology – Bellevue (ACST-Bellevue)
2. Name of applicant Pine Forest Properties, Inc. ARE-Seattle NO.47, LLC
3. Contact person Tiffany Brown Christian Gunter Phone (425) 454-1900 (206) 408-1550
4. Contact person address 11980 NE 24th Street, Suite 200, Bellevue, WA 9800
400 Dexter Avenue North, Suite 200, Seattle, WA 98109
5. Date this checklist was prepared October 24, 2016 January 20, 2023
6. Agency requesting the checklist City of Bellevue No change

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

Phase 1 could commence as early as 2018, pending coordination with City of Bellevue and Sound Transit regarding construction of the East Link light rail line and work on the 120th Avenue NE and NE Spring Blvd roadway improvements.

Phases 0 and 1 could commence as early as 2024.

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.

It is anticipated that this project will be completed in three phases, all of which are detailed and included in this proposal.

It is anticipated that this project will be completed in four phases, all of which are detailed and included in this proposal.

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

An FEIS for the Bel-Red Corridor Project was issued by the City of Bellevue in July of 2007. The FEIS designates a Preferred Alternative, identified by the Bel-Red Steering Committee in May 2007, which would increase density in the western half of the Bel-Red Corridor in three closely spaced development nodes at the future East Link Light Rail stations. The project area is within a transit node as identified in the Preliminary Preferred Alternative of the FEIS (Figure 1-2). An FEIS for the Citywide 2009-2020 Transportation Facilities Plan update was issued by the City of Bellevue in March 2009.

In addition to the information provided above, a traffic impact analysis report and updated geotechnical report will be issued with the Master Development Permit.

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.

Sound Transit has adopted the East Link Light Rail alignment plans that require acquiring Pine Forest property from the north parcel. The City of Bellevue has adopted the Bel-Red Subarea Plan and Transportation Improvement Plans that include a widened 120th Avenue NE and a new NE Spring Blvd. These new and expanded roadways will require acquiring additional property from the north and eastern portions of the Pine Forest property. The City of Bellevue has approved the Master Development Plan (MDP) for the neighboring Spring District..

The former owners of the property negotiated a settlement agreement with the City of Bellevue to allow the north parcel (the "Remnant Parcel") to be used by Sound Transit. The Sound Transit work is complete, and the Remnant Parcel is expected to be reconveyed to ARE 47, LLC in Q1 2023.

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

Development Agreement for a Catalyst Project; Master Development Plan; Design Review; Clearing and Grading Permit; Developer Extension Agreements; Fire Sprinkler and Alarm System Permits; ROW Use Permit; Building Permits

Master Development Plan; Design Review; Clearing and Grading Permit; Developer Extension Agreements; Fire Sprinkler and Alarm System Permits; ROW Use Permit; Building Permits

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.)

Demolition of four existing buildings on three parcels. Construction of five buildings totaling approximately 894,720 gross (approximately 805,248 net) square feet of building area, 1,357 underground parking stalls and associated site amenities and improvements.

Demolition of four existing buildings on three parcels. Construction of five buildings totaling approximately 1,844,376 gross (approximately 1,076,541 net) square feet of building area, 1,652 underground parking stalls and associated site amenities and improvements.

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.

1415 and 1445 120th Avenue NE. NE Spring Blvd. and 120th Avenue NE intersection. See attached.
No change.

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)? 10% No change

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.

The site is expected to be underlain by dense to very dense glacial till at a depth between 15 and 20 feet. Above the glacial till is expected to be a thin layer of soft silt and clay. Fill materials and other silty sand are expected in the upper layers. Soils are classified as Tukwila muck and Alderwood gravelly sandy loam by the US Dept. of Agriculture.

No change

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

Lake Bellevue is south of the project site, across NE 12th Street. Lake Bellevue has peat soils underlain by the same layer of dense to very dense glacial till. Surface improvements, such as parking lots constructed on hog fuel, show signs of settlement around Lake Bellevue.

No change

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.

The project area will be excavated to construct underground parking garages and other improvements. It is estimated that approximately 170,000 cubic yards will be removed. Some minor amounts of fill materials may be imported for landscaping and constructing other improvements.

The project area will be excavated to construct underground parking garages and other improvements. Approximately 120,000 cubic yards will be cut from the site and 30,000 cubic yards of fill will be required. Some minor amounts of fill materials may be imported for landscaping and constructing other improvements.

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

Soil erosion could occur from clearing and construction operations during redevelopment. Exporting excavated soil could also increase the potential for erosion. Erosion can be prevented and/or controlled by implementing erosion control measures and Best Management Practices during construction. Storm water can be collected and treated on-site prior to discharge.

No change

7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? 75% No change

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

Whenever possible, earthwork related construction should proceed during the drier periods of the year. Disturbed areas should be revegetated as soon as possible. Temporary erosion control plans and measures should be implemented during construction activities until permanent erosion control measures are established. All site construction activities will conform to the City of Bellevue standards and conditions and Best Management Practices. Exported materials could be used as fill for the City of Bellevue road improvement projects in the vicinity to reduce impacts.

No change

Air

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

Redevelopment of the site will include demolition of existing structures and infrastructure and construction of new buildings and other site improvements. Construction will require the use of heavy trucks, excavators, graders and pavers along with a range of smaller equipment such as generators, pumps and compressors. The Bel-Red Corridor FEIS predicts an increase in carbon monoxide of approximately 40 percent over the No-Action Alternative, and emissions of particulates would increase by about 30 percent. The FEIS states these emissions are not expected to violate air quality standards.

No change

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

No off-site sources of emissions or odor are anticipated.

No change

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

Construction contractors would be required to comply with PSCAA regulations to minimize dust emissions. Demolition contractors would be required to comply with EPA and PSCAA regulations related to the safe removal and disposal of any hazardous materials. Construction contractors would have to comply with PSCAA air emission regulations. Construction contractors will utilize Best Management Practices for control of dust, air and odor emissions and particulates.

No change

Water

1. Surface Water

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

No surface water bodies exist on the site. A small drainage course exists on the east side of NE 120th Street, across from the site. This surface water drains to Lake Bellevue. It is anticipated that the City will provide the appropriate treatment of this surface water with the 120th Avenue NE street improvement project. Lake Bellevue is south of the site, across NE 12th Street.

No surface water bodies exist on the site. Lake Bellevue is south of the site, across NE 12th Street.

- 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.

The project site is within 200 feet of Lake Bellevue the two water bodies described above. Except for the construction work for the site redevelopment, no other work is proposed within 200 feet of the described waters by the property owner.

The project site is within 200 feet of Lake Bellevue.

- 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.

No fill or dredge materials will be placed in or removed from surface waters or wetlands as a result of the proposed project on the proposal site. The drainage course noted above will be addressed as part of the City's 120th Avenue NE roadway improvement project.

No change

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

The proposed project will not require surface water withdrawals or diversions. The project will convey surface water to its natural historic discharge location, matching existing drainage patterns.

No change

- e. Does the proposal lie within a 100-year floodplain? No No change
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.

Stormwater from rooftops and roadways will be collected, treated and conveyed through approved systems that connect to the City public stormwater system. No waste materials will be discharged to surface waters from the proposed project.

No change

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.

The proposed project does not involve withdrawals of or discharges to groundwater. Proposed excavation depths are above measured historic groundwater elevations.

No change

- 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.

The proposed project does not include the discharge of waste materials into the ground from septic tanks or other sources. The residences, offices, and commercial/retail space with the development will be connected to the City public sewer system.

In addition to the information provided above, project will comply with required utility code and permits.

3. Water Runoff (including stormwater)

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

Stormwater runoff will be generated by rooftops, driveways, and roadways. This runoff will be collected, treated, and will outfall to City facilities and Lake Bellevue by means of an approved drainage system designed in accordance with the Stormwater Management Manual for Western Washington and City of Bellevue stormwater regulations. Impervious surface area will be reduced. Compared to existing conditions, water quality will be improved.

No change

Future projects 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.

It is not anticipated that waste materials will enter ground or surface waters associated with this proposal.

No change

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

The project will convey surface water to its natural historic discharge location, matching existing drainage patterns.

No change

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

The proposal will comply with all applicable requirements of the Drainage Design & Erosion Control and applicable stormwater manual. To reduce the amount of stormwater runoff, natural drainage practices will be implemented, including rain gardens and previous concrete where appropriate. Internal, private roadways are narrower than standard street sections, reducing the use of asphalt pavement and therefore reducing runoff. During construction, contractors will be required to have a Spill Prevention Control and Countermeasure and a Stormwater Pollution Prevention Plan in place. Stormwater systems will be designed and operated in accordance with relevant standards, codes and requirements and will be treated prior to discharge into an approved public stormwater system. Impervious surface area will be reduced from existing conditions. Compared to existing conditions, water quality will be improved.

No change

Plants

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

- ☒ deciduous tree: alder, **maple**, aspen, other Typical urban landscaping around the perimeter and within parking lots.
No change
- ☒ evergreen tree: **fir, cedar**, pine, other Typical urban landscaping around the perimeter and within parking lots.
No change
- ☒ shrubs Typical urban landscaping around the perimeter and within parking lots. **No change**
- ☒ grass Typical urban landscaping around the perimeter and within parking lots.
- ☐ 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?

The majority of the existing vegetation on site will be removed with the proposed redevelopment. Existing vegetation consists of typical urban landscaping consisting of deciduous and conifer trees, shrubs and groundcovers in parking lots and landscaping abutting public streets.

No change

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

There are no threatened or endangered species known to occur on or near the site.

No change

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

There is limited vegetation currently on the site. Future landscaping will provide significant landscaping along public streets, especially NE 12th Street. The park and open space areas in the project also provide areas for significant urban landscaping utilizing native species.

No change

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

No known noxious weeds or invasive species known to be on or near the site beyond typical invasive species in an urban environment.

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 Typical urban birds such as robins, crows, sparrows, etc.
No change

Mammals: ☐deer, ☐bear, ☐elk, ☐beaver, ☒other Typical urban mammals such as squirrels, etc. No change

Fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, ☐other None No change

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

There are no threatened or endangered species known to occur on or near the site.

No change

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

Yes, however, most of Western Washington is generally located in the Pacific Flyway for migratory waterfowl.

No change

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

Future landscaping with native species will provide opportunities for small urban animals, such as squirrels and native birds.

No change

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

No known 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.

The development will require electricity and natural gas energy for heating / cooling associated with residential, office and commercial / retail uses.

The development will require electricity and natural gas energy associated with residential, office and commercial / retail uses. The Office / Life Science buildings are planned to be powered via electricity, not gas boilers. Natural gas is intended to be extended into the Office / Life Science buildings to feed the retail spaces, amenities, and the small amenity structures outside the Office / Life Science building footprints.

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

Due to the topography around the site and the separation by the BNRR railroad, East Link and other public rights-of-way, the proposal will not likely affect the potential use of solar energy by adjacent properties.

No change

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

The proposal is being designed to encourage multi-modal transportation and leverage the location adjacent to the East Link light rail station. This will reduce the amount of fossil fuels used for transportation.

Proposed measures may include maximizing natural light, using ENERGY STAR™ approved appliance and water conserving fixtures, increased insulation in roof and walls, and other common and appropriate measures. All buildings will be constructed in accordance with International Building Codes and Washington State Energy Code standards.

The proposal is being designed to encourage multi-modal transportation and leverage the location adjacent to the East Link light rail station. This will target reductions in the amount of fossil fuels used for transportation by Tenants and visitors. Proposed measures may also include maximizing natural light, optimized building solar orientations, using ENERGY STAR™ approved appliance and water conserving fixtures, increased insulation in roof and walls, and other common and appropriate measures. All buildings will be constructed in accordance with International Building Codes and Washington State Energy Code standards, along with pursuing LEED certification – target Gold.

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.

As with all sites, there may be a risk of spills during construction.

No change

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

Subsurface investigation activities identified petroleum constituents, metals and cPAHs, demonstrating the presence of anthropogenic fill material with residual contamination concentrations. There is no evidence of any release of contamination on or from the Property. One groundwater sample contained vinyl chloride, which represents the tail end of an off-property plume from an upgradient source and does not represent evidence of any release of contamination on or from the property. Urban anthropogenic fill commonly contains low concentrations of contaminants.

- 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.

We are not aware of hazardous chemical/conditions that might impact project development and design.

- 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.

Small amounts of hazardous substances (such as lubricating oils) and mechanical equipment which utilizes petroleum fuel will be maintained, stored or used on the property during the project, but only in commercially reasonable quantities and only in those areas where storage and use will not result in any release of contamination into the environment. All health and safety protocols will be followed pursuant to the Health and Safety Plan prepared by the relevant contractors and consultants. No hazardous substances will be produced during the course of the project.

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

The need for special emergency services is not anticipated with this proposal.

No change

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

Spill Prevention and Control Plans will be utilized by contractors working on-site during construction. OSHA regulations will be adhered to by the contractor during construction. All demolition and disposal of hazardous materials will be done in accordance with federal, state and local regulations.

No adverse environmental health impacts, and no mitigation necessary.

2. Noise

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

Noise from nearby roadways exists, including freeways I-405 and SR-520 and major arterial NE 12th Street. Noise from these facilities and other surrounding uses is standard and will not affect the proposal.

No change

- 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.

During the phasing of development, the site will produce short-term construction noise. The Bel-Red Corridor FEIS states that long-term noise impacts would be similar to the No-Action Alternative (70 to 72 dBA) in areas proposed for residential development. Noise would predominately be generated during normal business hours and be in conformance with BCC 9.18.

No change

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

Short-term noise impacts will be controlled by observing regulated construction hours of operation as approved by the City of Bellevue in conformance with BCC9.18. The contractor will be required to keep all machinery in good working condition. The contractor will employ Best Management Practices to control noise from their activities.

No change

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.

The site is currently used for professional office and warehouse uses. To the north is an automobile dealership. To the east is the Spring District, which is currently used for warehouse, storage, manufacturing, distribution and accessory uses and for which a MDP has been approved by the City of Bellevue. To the south is Lake Bellevue, a mix of residential, office and commercial uses. To the west is the old railroad right-of-way, beyond that is smaller medical office uses.

~~The site is currently used for professional office and warehouse uses. To the north is an automobile dealership. To the east is the Spring District, which is currently used for warehouse, storage, manufacturing, distribution, and accessory uses and for which a MDP has been approved by the City of Bellevue. To the south is Lake Bellevue, a mix of residential, office and commercial uses. To the west is the old railroad right-of-way, beyond that is smaller medical office uses. The proposal will not affect current land use son nearby or adjacent properties.~~

a mix of residential, office, retail/restaurant uses and park space, including the 120th East Link Light Rail Station.

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?

Prior to the 1960's when Safeway became the first urban user, the Bel-Red Corridor area was used for agricultural production. It is unknown if the proposed site was used for agriculture.

No change

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

No

3. Describe any structures on the site.

The north parcel has a one story warehouse building with a footprint of approximately 119,804 square feet and a total gross square footage of 146,991. The south parcel has three (3), one and two story office buildings with a total combined footprint of approximately 74,311 square feet and a total gross square footage of 131,574 square feet.

~~The overall site has three (3), one and two story office buildings with a total combined footprint of approximately 74,311 square feet and a total gross square footage of 131,574 square feet.~~

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

All existing buildings on the proposed site will be demolished as part of the site redevelopment. The buildings will remain operational until demolition.

No change

5. What is the current zoning classification of the site? BR-OR-2 No change

6. What is the current comprehensive plan designation of the site? BR-OR-2 No change

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

Not applicable.

No change

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

All existing buildings on the proposed site will be demolished as part of the site redevelopment. The buildings will remain operational until demolition.

No change

9. Approximately how many people would reside or work in the completed project? 2,111 2,742

10. Approximately how many people would the completed project displace? 0 No change

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

The applicant is not proposing any measures to avoid displacement impacts. The north parcel may employ up to 441 people. This building will be demolished when the City of Bellevue and Sound Transit begin construction of the East Link light rail line and NE Spring Blvd improvements. In the Bel-Red Corridor FEIS, the City considers potential mitigation for the displacement of industrial workers to include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue.

The applicant is not proposing any measures to avoid displacement impacts. In the Bel-Red Corridor FEIS, the City considers potential mitigation for the displacement of industrial workers to include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue.

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

This proposal is compatible with and conforms to the City's existing Comprehensive Plan and the FEIS for the Bel-Red Corridor Project. Alignment with these plans ensures compatibility with existing and projected land uses and plans. Any future development that may be proposed within the Bel-Red Corridor and/or the affected geographic area would be reviewed for compliance with existing regulations in place at the time of the application.

No change

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

Not applicable

Housing

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

The proposal will construct approximately 351,648 net square feet of residential floor area. Using an assumption that units will average 750 square feet per unit, this will create approximately 469 residential units. Units will generally be priced at levels consistent with the current market. The Amenity Incentive System requires the first 1.25 FAR above the base of 1.0 FAR be earned through affordable housing. If rental, affordable housing will be provided at 80 percent median income; if ownership, affordable housing will be provided at 100 percent median income. Actual number of units will depend on how the Amenity Incentive System is used.

This proposal will construct 397 residential units. Units will generally be priced at levels consistent with the current market. The Amenity Incentive System requires the first 1.25 FAR above the base of 1.0 FAR be earned through affordable housing. If rental, affordable housing will be provided at 80 percent median income; if ownership, affordable housing will be provided at 100 percent median income. Actual number of units will depend on how the Amenity Incentive System is used.

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

The proposal will not eliminate any existing housing units as none are currently on-site.

No change

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

The proposal will not have an impact on existing housing units and no housing impact reduction or control is necessary.

No change

Aesthetics

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

Land use zoning (BR-OR-2) on the site allows a base building height of 45 feet and a maximum height of 125 feet for buildings that participate in the FAR Amenity System, BCC 20.25D.090. The proposal will conform to the Bellevue Land Use Code. There are building materials proposed to date.

Land use zoning (BR-OR-2) on the site allows a base building height of 45 feet and a maximum height of 125 feet from average finished grade plus an additional 15 feet above the maximum building height for mechanical uses for buildings that participate in the FAR Amenity System, BCC 20.25D.090. The proposal will conform to the Bellevue Land Use Code. There are limited building materials proposed to date. Through the administrative design review process, the exterior materials in the proposal will be further developed in conformance with current code regulations.

Individual
Design Review
applications
required for
each phase of
development.

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

The BelRed Corridor FEIS included a view/visual analysis component (Appendix C). The analysis found that taller buildings on the ridgetop location of The Spring District would be prominently visible from several public vantage points. From City Hall and the western terminus of the SR-520 Trail at NE 24th Street, these buildings would intersect the distant ridge lines but would not block significant views, such as Mount Rainier. Closer to the transit node, at the public vantage points on BelRed Road and on 124th Avenue NE, the buildings would be prominent but would not block significant views. The project site is significantly lower in elevation than The Spring District at the southern end and building heights are 25 feet lower, so any view or visual impacts will be greatly reduced. The project site will be at a similar elevation at the intersection of NE Spring Blvd and 120th Avenue NE with The Spring District. Since the proposed Pine Forest MDP building height is 25 feet lower than The Spring District, the view or visual impacts will be less than The Spring District.

No change

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

Streetscapes, buildings, and open space views and connections have been carefully considered during this phase of the site development planning. Approximately 25% of the overall project area will be dedicated to open space, park and landscaping. Specific measures to reduce or control aesthetic impacts will be considered when building designs are completed and approved by the City of Bellevue through the design review process.

Streetscapes, buildings, and open space views and connections have been carefully considered during this phase of the site development planning. Approximately 25% of the overall project area will be provided as open space and landscaping. Specific measures to reduce or control aesthetic impacts will be considered when building designs are completed and approved by the City of Bellevue through the design review process.

Light and Glare

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

New residences and businesses along with street lighting and traffic on the roadway network will increase light and glare at night.

In addition to the information provided above, project will also comply with light and glare requirements per land use code.

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

It is not anticipated that light or glare from this proposal will be a safety hazard or interfere with views.

No change

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

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

No change

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

Exterior lighting will meet City design standards through administrative design review for each building. Future development will be subject to review under BCC 20.20.522. Dark sky compliant fixtures could be used to minimize light and glare from the proposal.

Exterior lighting will meet City design standards through administrative design review for each building. Future development will be subject to review under BCC 20.20.522. Dark sky compliant fixtures could be used to minimize light and glare from the proposal. There are no adverse light and glare impacts, and no mitigation is necessary.

Recreation

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

Wilburton Hill Park and Botanical Gardens and Kelsey Creek Park are located approximately a mile from the proposal site. Other parks and recreation facilities in the vicinity include Cherry Crest Mini Park, Highland Community Center, Glendale Country Club, and Hidden Valley Sports Park. The Spring District will create a new public park on its site.

No change

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

The proposal will not displace any existing recreational uses.

No change

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

The proposal will create passive and active recreation opportunities for site users, residents, and the public. These will include several distinctive landscaped areas that will provide a varied and enriching pedestrian experience. Included in the proposal are three separate large plazas, a network of connected landscape features, a nature path, and pedestrian-oriented, landscaped green streets.

There are no adverse recreation impacts, and no mitigation is necessary.

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.

The Washington State Department of Archaeology and Historic Preservation online GIS map tool does not indicate there are any places or objects listed on any registers within the immediate vicinity of the proposal.

No change

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

None known.

No change

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.

The Washington State Department of Archaeology and Historic Preservation online GIS map tool was used to determine if 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 (reference question 1. of the section titled, "Historic and Cultural Preservation").

No change

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.

The development will not have any impact on historical or cultural landmarks.

No change

Transportation

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

The proposal site is currently served by NE 12th Street and 120th Avenue NE. When completed, NE Spring Blvd. will provide additional access to the site. Freeway access includes SR-520 located north of the site and I-405 to the west.

The proposal site is currently served by NE 12th Street, NE Spring Blvd, and 120th Avenue NE. Freeway access includes SR-520 located north of the site and I-405 to the west.

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?

MT 226 stops at the corner of NE 12th Street and 120th Avenue NE. This stop serves Bellevue Transit Center, Eastgate Park and Ride and Crossroads. MT 234 and 235 stops at the corner of NE 12th Street and 116th Avenue NE. This stop serves the Bellevue Transit Center, Kenmore, Kirkland, and Totem Lake. King County Rapid Ride B-Line is located on NE 8th Street and serves Bellevue Transit Center, Crossroads, Redmond Transit Center, and Overlake.

King County Metro Route 226 stops are located on the northwest and southeast corners NE 12th Street and 120th Avenue NE. These stops serve the Bellevue Transit Center, Eastgate P&R and Bellevue College. In addition, King County Metro Route 250 stops are located on the southeast and southwest corners of NE 12th Street and 116th Avenue NE. These stops serve the Bellevue Transit Center, Bear Creek P&R, Redmond Transit Center, Kirkland Transit Center, and South Kirkland P&R. King County Rapid Ride B-Line is located on NE 8th Street and serves Bellevue Transit Center, Crossroads, Redmond Transit Center, Redmond Technology Station, and Overlake.

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

At full build-out, the proposal will include approximately 1,3571 parking spaces. The northern parcel has approximately 234 parking spaces and the southern parcel The existing site has approximately 305 parking spaces which would be eliminated by the redevelopment proposal.

At full build-out, the proposal will include approximately 1,652 parking spaces. The existing has approximately 305 parking spaces which would be eliminated by the redevelopment proposal.

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

The proposal will include the addition of one private road classified as a local street internal to the development. The proposal coordinate with planned improvements to 120th Avenue NE to provide frontage improvements at access points. The City will acquire much of the northern parcel for the East Link light rail project and NE Spring Blvd improvements.

The proposal will include the addition of north-south and east-west private road classified as local streets internal to the development. The proposal will provide frontage improvements on the perimeter public streets of 120th Ave NE, NE 12th Street, and Spring Blvd where required to meet current City standards (120th Ave NE and Spring Blvd were recently constructed by the City of Bellevue and therefore frontage improvements may be limited). The project will also construct a new traffic signal on 120th Ave NE at the intersection with the new east-west private road.

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

The proposal does not directly use water, rail, or air transportation. Water or air transportation are not in the immediate vicinity of the site. The western property line is shared with the Eastside Rail Corridor, which the East Link light rail line will utilize for a portion of their alignment. The 120th Avenue East Link station is in the immediate vicinity of the proposal site.

The project site is in close proximity to the Sound Transit Line 2 (East Link) light rail line which is expected to open for service by 2025. Water or air transportation are not in the immediate vicinity of the site.

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

The completed project at build out is estimated to generate 10,508 gross daily trips on a weekday. Approximately 1,226 trips during the AM peak hour and 1,217 trips during the PM peak hour will be generated from the site.

Full buildout of the project is estimated to generate approximately 4,930 net new weekday vehicular daily trips with 585 trips occurring during the weekday AM peak hour and 600 trips occurring during the weekday PM peak hour. The AM peak is expected to occur between 7 and 9 AM and the PM peak hour between 4 and 6 PM. Less than 3% truck traffic is expected. These estimates were based on the City of Bellevue's adopted trip rates and the ITE Trip Generation Manual.

7. Will the proposal interfere with, affect or be affected by the movement of agricultural and

No

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

The Bellevue City Code (BCC 14.60.070) establishes transportation management program requirements that will apply to development within the proposal site. Specific plan elements will be developed as part of the administrative design review for each phase and building.

As a transit-oriented development, there will be additional measures such as signage for non-motorized travel modes and marketing activities to promote vehicle trip reduction within the District. The City's Bel-Red Corridor FEIS proposes King County Metro Route 233 be routed along NE Spring Blvd through the proposed redevelopment, further increasing public transit options.

With the addition of the Sound Transit East Link Light Rail expected to open in 2024, vehicle trips will decline as residents, employees and visitors take advantage of the proximity of light rail. The development focuses on pedestrian connections to increase accessibility to the East Link Station.

The non-motorized experience will include a comprehensive sidewalk and trail system, including wide sidewalks, pedestrian plazas, shared use lanes, bicycle lanes and through-block pedestrian connections. The pedestrian/bicycle trail that currently terminates near the proposal site will be extended along NE 16th Street, further increasing non-motorized options for residents and employees within the District.

New traffic associated with the development is expected to impact offsite transportation facilities during the AM and PM weekday peak hours. The City of Bellevue has identified roadway improvements needed to support the Bel-Red Corridor Plan vision and to accommodate the Sound Transit East Link project.

Roadway improvements nearby the Pine Forest Properties Transit-Oriented Development include: 120th Avenue NE project (PW-R-164) – Segment 2 and 3 includes improvements to 120th Avenue NE between NE 8th Street and Northup Way. This roadway improvement project is adjacent to the east property line of the proposal site. This project will include an enhanced intersection with the new proposed NE Spring Blvd to accommodate the proposed alignment of Sound Transit's East Link light rail route. The roadway cross section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage and water quality treatment. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The 120th Avenue NE Improvements project in association with the extension of NE 4th Street, the planned extension of NE 6th Street, the planned NE Spring Blvd/16th Street multi-modal corridor, and improvements to 124th Avenue NE will support increased connectivity between Downtown Bellevue, the new Bel-Red transit-oriented development node, and the Overlake regional growth centers. The new route will provide an alternate to and relieve congestion at key intersections including NE 8th Street at 112th Avenue NE and NE 8th Street at 116th Avenue NE. Improvements will enhance travel time and mobility options for passenger cars, transit, freight, pedestrians and bicycles. This widening project, identified in the City's Bel-Red Corridor FEIS, will accommodate increased density and vehicle trips associated with new development nodes in the corridor, including the Pine Forest Properties Transit-Oriented Development.

124th Avenue NE project – the project includes improvements to 124th Avenue NE between the planned NE Spring Blvd / 16th Street and Northup Way by widening to a four lane arterial with a two-way left turn lane, sidewalks and landscaping. This project is expected to be complete during Phase 2 of The Spring District development.

NE Spring Blvd / 16th Street project – Segment 1, Zone 1 of the project is adjacent to the Pine Forest Properties Transit-Oriented Development north property line. This roadway project starts at 116th Avenue NE and will eventually connect to NE 20th Street. This project will need to acquire additional right-of-way from Pine Forest Properties to accommodate the planned roadway improvements. The roadway cross section will consist of four travel lanes, including two travel lanes in each direction. A sixteen (16) foot multi-purpose path is planned on the north side of the roadway. The south side would have a six (6) foot sidewalk and both sides will have curb and gutter. There will be a four (4) foot landscaping strip between the roadway and multi-purpose path to provide separation. The NE Spring Blvd / 16th Street Multi-Modal Corridor Project is one of several high-priority transportation improvements that resulted from the Bel-Red Corridor plan to address residential and commercial growth anticipated in the Bel-Red and Wilburton areas.

The Bellevue City Code (BCC 14.60.070) establishes transportation management program requirements that will apply to development within the proposal site. Specific plan elements will be developed as part of the administrative design review for each phase and building. With the addition of the Sound Transit East Link Light Rail expected to open in 2025, vehicle trips will decline as residents, employees and visitors take advantage of the proximity of light rail. The development focuses on pedestrian connections to increase accessibility to the East Link Station. The payment of transportation impact fees will be required for developments within the proposal site that will help to fund both non-motorized and motorized future transportation projects throughout the City.

Public Service

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

There will be an incremental increase in demand for all public services including additional students for local schools.

No change

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

Increases in the tax base for the City and other taxing districts providing services will offset the additional incremental demand generated from the proposal.

No change

Utilities

1. Check the utilities currently available at the site:

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

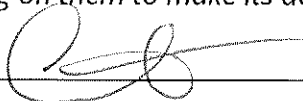
2. Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed.

City of Bellevue water and sewer utilities will be extended to service the demands generated by the proposal. Telephone, cable, internet services could be provided by either CenturyLink Communications or Comcast Corporation. Electricity and natural gas will be provided by Puget Sound Energy. The Bel-Red Corridor FEIS predicts that demand for utilities would increase substantially over the No-Action Alternative; however, the increases are not expected to result in the need for significant capacity increases by utility providers.

No change

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 Christian Gunter

Position and Agency/Organization Senior Vice President - Development, ARE-Seattle NO.47, LLC

Date Submitted January 24, 2023

Alexandria Center for Science & Technology - Bellevue (ACST-Bellevue)
Master Development Plan Amendment
Project Narrative

ARE-Seattle No.47, LLC



ALEXANDRIA.

Gensler

Master Development Permit
DC Permit #21-115876
January 24, 2023

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Proposed Life Science Use and MDP Amendment

The Notice of Decision for the original Master Development Plan (“MDP”) for this site was published on June 28, 2018 (13-113123-LP) as the Pine Forest Master Development Plan. The original MDP included two office buildings and four residential buildings. The proposed MDP amendment has been renamed as the Alexandria Center for Science and Technology - Bellevue (ACST-Bellevue) and includes three office/life science buildings and two residential buildings.

Life Science Use

A large driver for the MDP amendment was the desire to bring more life science use to the Bellevue market. In an email dated May 10, 2021, Laurie Tyler confirmed that the life science use would be classified as a health-related service under the “Professional Services: Medical Clinics and Other Health Care Related Services” land use category for Bel-Red, which is a permitted use in the BR-OR-2 zone. There will also be office use and accessory office associated with the life science laboratory space, so in the MDP amendment documentation, the use is described as “Office/Life Science”.

MDP Amendment Process

Bellevue’s Land Use Code (“LUC”) includes a section on modifications to an approved MDP. The lead-in language to that section says, “There are two ways in which to modify or add to an approved Master Development Plan: process as a new Master Development Plan or process as a Land Use Exemption.” LUC 20.30V.160. This establishes two procedural paths for MDP amendments.

One path is through an administrative land use exemption (“LUX”). An MDP amendment can be processed as a LUX if the modification satisfies four criteria. LUC 20.30V.160. One of those criteria is that modification must not add more than 20 percent of the square footage assigned to any single building. The proposed ACST-Bellevue project would add more than 20 percent of square footage, so the LUX modification is not an option.

This amendment will be administered under the second amendment process as a new MDP, pursuant to LUC 20.30V.160.A, which says, “Except as provided in subsection B of this section, an amendment to a previously approved Master Development Plan is treated as a new application.”

Under this second scenario, the original MDP is still being amended. Although the applicable procedure requires compliance with the submittal, notice, public comment, written decision, and appeal period components for a new MDP, the City considers this an update to the existing MDP.

Proposal Description and Design Intent

The Puget Sound region is among the nation's top centers for Life Science research, traditionally focused on clusters where similar work is being performed. Building upon the introduction of the Sound Transit Light Rail extension to the Bel-Red Corridor, this transit-oriented development seeks to support Office/Life Science use in Bellevue to serve as a new cluster. The Pine Forest Master Plan is positioned well to serve this new use but requires amendments to account for the unique infrastructural and programmatic needs that traditional office space cannot readily accommodate.

This Proposed Amendment builds upon the groundwork of the existing approved MDP, retaining residential housing and retail use with the introduction of Office/Life Science or office uses in the commercial structures. The project maintains the construction of proposed access points in the right-of-way and internal private roadways, utility infrastructure, outdoor plazas and open space, street frontage improvements, and site landscaping. The project will maintain an entrance and identity for the new Bel-Red Corridor, connections to the 120th Light Rail station, limit surface parking, support pedestrian and active-uses, and create a distinct and livable residential community.

The primary design moves of the amendment reconfigure the placement of the Office/Life Science buildings on the site and establish urban corridor connections to the adjacent Spring District to enhance Bel-Red Corridor identity. A large central, landscaped open space organizes both Office/Life Science buildings, softens the transition between residential and Office/Life Science or commercial uses, distributes retail/ active-uses throughout the site, and maintains a mid-block connection along 120th Avenue NE. Landscaping is anticipated to support Bellevue's "City in a Park" character in a distinctly pacific northwest outdoor experience.

MDP Amendment Clarifications

The following clarifications identify areas of project still needing further development and coordination with the City of Bellevue.

1 - Parking layouts are still undergoing further refinement. The current design exceeds minimum parking ratios, but the final stall count is expected to fluctuate when the parking layout design is refined.. The Design Team will identify updates to parking counts and coordinate with the City of Bellevue throughout the permitting process.

2 - The Design Team has only updated text and tables in the Annotated MDP Staff Report and will update diagrams and exhibits later in the process. This strategy was agreed upon during the DC process, and updated diagrams and exhibits will be extracted from the MDP materials once the City has reviewed and accepted the proposed design.

3 - Proposed material selections and applications will be included in Administrative Design Review proposals for the individual buildings.

4 - While all of the turning movements work within the boundaries of the roadway curbs, there are some SU-30 movements that overlap into opposite lanes more than the Design Team would typically prefer. The curbs at the corners will most likely be offset to allow more turning radius, but more coordination is required with the adjacent development teams to work through the changes to the crosswalks and site plans.

5 - The focus of this MDP submittal is on the private main sizing, alignment, and phasing. Coordination is ongoing with plumbing so the building services for Phases 3 and 4 are not currently shown in the plans. Building services will be included in the next submittal.

02 | Proposal Comparison to Current MDP

	Existing MDP		Proposed MDP Amendment	
Program	Residential Office Retail		Residential Office/Life Science Retail	
Area (gross sf)	353,584 sf	Residential	191,829 sf	Residential (*)
	412,200 sf	Office	701,687 sf	Office/ Life Science
	6,000 sf	Retail	14,441 sf	Retail
	771,784 sf	Total Area	907,957 sf	Total Area
(*) Completion of Phase 1 work satisfies the 20% Residential Component to allow the construction of Office/ Life Science Buildings				
Floor Area Ratio (FAR)	2.02	Phase 1 FAR	3.10	Phase 1 FAR
	3.06	Phase 2 FAR	2.12	Phase 2 FAR
	3.19	Phase 3 FAR	2.89	Phase 3 FAR
			3.68	Phase 4 FAR
	2.65	Total MDP FAR	2.95	Total MDP FAR
Phases	Three		Four	
Parking	1,394	Parking Stalls (Cars)	1,625	Parking Stalls (Cars)
Surface Calculations	270,934 sf	Impervious Area	263,810 sf	Impervious Area
	74.40%	Impervious (%)	72.40%	Impervious (%)
	96,107 sf	Pervious Area	99,876 sf	Pervious Area
	25.60%	Pervious (%)	22.60%	Pervious (%)

02 | Proposal Comparison to Current MDP

Project Goals & Elements of Existing MDP	Proposed MDP
Establish Entrance and Identity for the new Bel-Red Corridor and incorporating the East link light Rail Line and NE Spring Boulevard	The Development will maintain the gateway characteristics of the existing MDP and seamlessly connect to the East Link Rail Station and Spring District with program components adding to vibrant Bel-Red neighborhood. There will be two gateway moments at the Intersection of NE Spring Boulevard and 120 th Avenue NE and at 120 th Avenue NE and NE 12 th Street.
Connect to the future East Link Rail Station on 120 th Ave NE	The site will maintain a seamless pedestrian at grade experience and access to the Light Rail Station via the intersection at NE Spring Boulevard and 120 th Avenue NE.
Create a complementary project to Downtown Bellevue	The project will provide a transit-oriented development consistent with the planning goals of the Bel-Red Corridor that are complementary to Downtown Bellevue.
Create a distinct and livable residential community	The proposed development will retain a mix of residential and commercial development with open spaces and plaza contributing to the residential community.
Site access via NE Spring Boulevard, 120 th Ave NE, and NE 12 th Street	All previously approved site access points to the public right-of-way have been maintained.
Central open space and plaza	The commercial buildings have been reorientated toward the surrounding public street frontages, allowing for a gracious central open space. Access to the central open space is provided via a pedestrian connection at the NE corner of the site, a pedestrian mid-block connection and pedestrian pathways along Central Drive.
Limited Surface Parking	Limited surface parking will be maintained with temporary parking available for ride share and drop off along Central Drive.
Connection to Spring District Development	Connection will be maintained via signaled intersection close to Mid-Block Connection.
Connection to Wilburton and Lake Bellevue	Connection will be maintained via Central Drive consistent with the existing MDP.
120 th Ave NE & NE 12 th Street Plaza	A pedestrian plaza will be maintained on the SE corner of the site.
Pedestrian Nature Trail	The nature trail has been removed. Pedestrian facilities through the site instead focus on connections through Central Drive to better engage with the retail/active use offerings in the central open space.
Central Drive Green Street	Central Drive will be developed consistent with Green Street Standards where applicable.
Light Rail Buffer	The development will maintain a zone of dense planting along the western edge of the site.
Mid Block Connection	The project will maintain an ADA accessible midblock crossing along 120 th Avenue NE.

03 | Proposed Building Areas

BUILDING AREAS																					
		PHASE 1 - RESI 1				PHASE 2 - RESI 2				PHASE 3A - Office/Life Science Building 1				PHASE 3B - Office/Life Science Building 2				PHASE 4 - Office/Life Science Building 3			
AVERAGE FINISH GRADE		171'-7"				155'-7"				163'-3"				173'-11"				174'-10"			
	FLOOR	Floor-to-Floor Height (Ft)	Building Height¹	GSF / Floor²	Gross FAR Floor Area³	Floor-to-Floor Height	Building Height¹	GSF / Floor²	Gross FAR Floor Area³	Floor-to-Floor Height	Building Height¹	GSF / Floor²	Gross FAR Floor Area³	Floor-to-Floor Height	Building Height¹	GSF / Floor²	Gross FAR Floor Area³	Floor-to-Floor Height	Building Height¹	GSF / Floor²	Gross FAR Floor Area³
	8							423	0												
	7	13.5	251.5	37,681	35,892	10.7	215.5	17,658	17,010												
	6	10.5	241	42,362	40,215	10.4	205.1	20,126	19,479												
	5	10.5	230.5	42,362	40,215	10.4	194.7	21,373	20,726												
	4	10.5	220	42,362	40,215	9.8	184.9	21,446	20,799												
	3	10.5	209.5	42,362	40,215	9.8	175.1	21,446	20,799												
	2	10.5	199	35,070	32,435	11	164.1	20,980	20,490												
	1	11.5	187.5	36,382	29,685	14.2	149.9	40,519	4,222												
TOTAL RESIDENTIAL AREA				278,581	258,872			163,971	123,525												
	1							1,469				11,381				791					800
TOTAL RETAIL & RESTAURANT AREA								1,469				11,381				791					800
OFFICE	ROOF																				
	9									13.5	284	964		18	297	1,057		18	297	1,039	
	8									13.5	270	27,884	25,603	13.5	270	25,726	23,469	13.5	270	26,277	24,002
	7									13.5	257	27,884	25,603	13.5	257	25,726	23,469	13.5	257	26,277	24,002
	6									13.5	243	27,884	25,603	13.5	243	25,726	23,469	13.5	243	26,277	24,002
	5									13.5	230	27,884	25,603	13.5	230	25,726	23,469	13.5	230	26,277	24,002
	4									13.5	216	27,884	25,603	13.5	216	25,726	23,469	13.5	216	26,277	24,002
	3									13.5	202.5	27,884	25,603	13.5	202.5	25,726	23,469	13.5	202.5	26,277	24,002
	2									13.5	189	27,884	25,603	13.5	189	25,726	23,469	13.5	189	26,277	24,002
	1									16	173	35,809	33,232	16	173	21,202	15,888	16	173	30,404	23,922
TOTAL OFFICE AREA												231,961	212,453			228,067	203,640			241,659	215,938
GARAGE	P1	12	175.5	42,893	2,401					14	159.25	67,586	5,534	13.75	159.25	27,076	2,015	13.75	159.25	43,167	3,357
	P2	9	166.5	45,712	3,189					9.75	149.5	76,090	19,667	9.75	149.5	34,814	2,175	9.75	149.5	45,215	4,559
	P3									9.25	140.25	79,334	3,793	9.25	140.25	35,921	2,630	9.25	140.25	43,578	2,539
	P4									9.25	131	79,334	3,793	9.25	131	35,921	2,991	9.25	131	43,574	2,899
TOTAL GARAGE AREA				88,605	5,590			0	0			302,344	32,787			133,732	9,811			175,534	13,354
TOTAL SITE BUILDING AREA				367,186	264,462			163,971	123,525			534,305	245,240			361,799	213,451			417,193	229,292
																		Total GSF / Floor		1,844,454	
																		Total Gross FAR Floor Area		1,075,970	

MDP - TABLES 1/18/2023 5:38 PM

Per LUC 20.25D.150, each development within a Bel-Red land use district must comply with the provisions of the following Bel-Red Subarea Design Guidelines:

Character and Site Guidelines

1. Integrate the Natural Environment
2. Promote Architectural Compatibility
3. Establish and Strengthen Gateways
4. Protect and Enhance Surface Water Resources
5. Integrate Art

Response

The series of commercial and residential spaces are part of a larger open space and landscape integration into Bellevue's character as a "city in a park". The project is connected to the larger urban fabric, enhancing the adjacent public streetscape and experience. There is a strong sense of identity as an aspirational community focused on research and invention.

The Office/Life Science buildings form active urban edges along NE Spring Boulevard and 120th Avenue NE, while vehicular and pedestrian access are located strategically within the site for clear connection, wayfinding, and identity for entering the Bel-Red Corridor. While the Bel-Red Development Standards do not require a build-to-line for this site, the urban break to accommodate the East Link tracks to the western side of the development suggest an urban form-making relationship more aligned to Spring District to maintain compatibility.

The site design addresses the gateway nature of the MDP by continuing and connecting to the relatively flat intersection of NE Spring Boulevard and 120th Avenue NE with an open plaza design that supports active ground floor uses and clear visible cues leading to the site's central open space.

The proposal aims to optimize pervious surfaces throughout the site and utilize natural drainage techniques to the maximum extent feasible.

Two gateway moments are located at NE Spring Blvd/120th Avenue NE and 120th Avenue NE/NE 12th Street and provide an opportunity to coordinate with the City of Bellevue on public art opportunities or other artistic elements that would be appropriate for these locations through the Administrative Design Review process.

Pedestrian Emphasis Guidelines

1. Define the Pedestrian Environment
2. Enhance the Pedestrian System
3. Protect Pedestrians from the Elements
4. Create a Variety of Successful Outdoor Spaces
5. Provide Places for Stopping and Viewing

Response

Along 120th Avenue NE, an ADA accessible and terraced pedestrian connection is designed to be open and inviting and will also provide a unique street-engaging connection point for the center of the commercial development. The private internal streets will be developed as green streets to the extent feasible, which includes wide sidewalks that are bordered by streetscape landscape planters. Overall pedestrian protection will be addressed with each phase of development through individual building design review applications to ensure pedestrians are protected from the elements.

The MDP anticipates several plaza/open space areas throughout the development to serve both public and private interests. The proposed central open space will provide the focal point for the project with active uses such as retail, outdoor dining, art opportunities, and the primary entrances to all three Office/Life Science buildings (Office/Life Science Buildings 1, 2, & 3) and the Phase 1 residential building. In addition, residential amenity areas will provide a quieter enclave for residents within the busy urban environment along the southern portion of the development site.

Architectural Guidelines

1. Encourage High Quality Materials
2. Provide Interesting Building Massing
3. Create Attractive Building Silhouettes and Rooflines
4. Foster Attractive Rooftops
5. Promote Welcoming Residential Entries
6. Promote Visually Interesting Upper Floor Residential Windows

Response

Each phase of development will be required to submit Administrative Design Review applications to review each building design for conformance with these design guidelines. It should be noted that the proposed MDP meets the required BR-OR-2 dimensional requirements, such as floor plate size, setbacks, stepbacks and building spacing.

Lighting Guidelines

1. Orient Lighting toward Sidewalks and Public Spaces
2. Integrate Building Lighting

Response

The MDP includes a preliminary street lighting plan. Additional exterior lighting for pedestrians, open spaces and buildings will be submitted for each phase of development in each individual Administrative Design Review application.

Sign Guidelines

1. Consider Size and Placement of Wall Signs
2. Orient Hanging Signs to Pedestrians

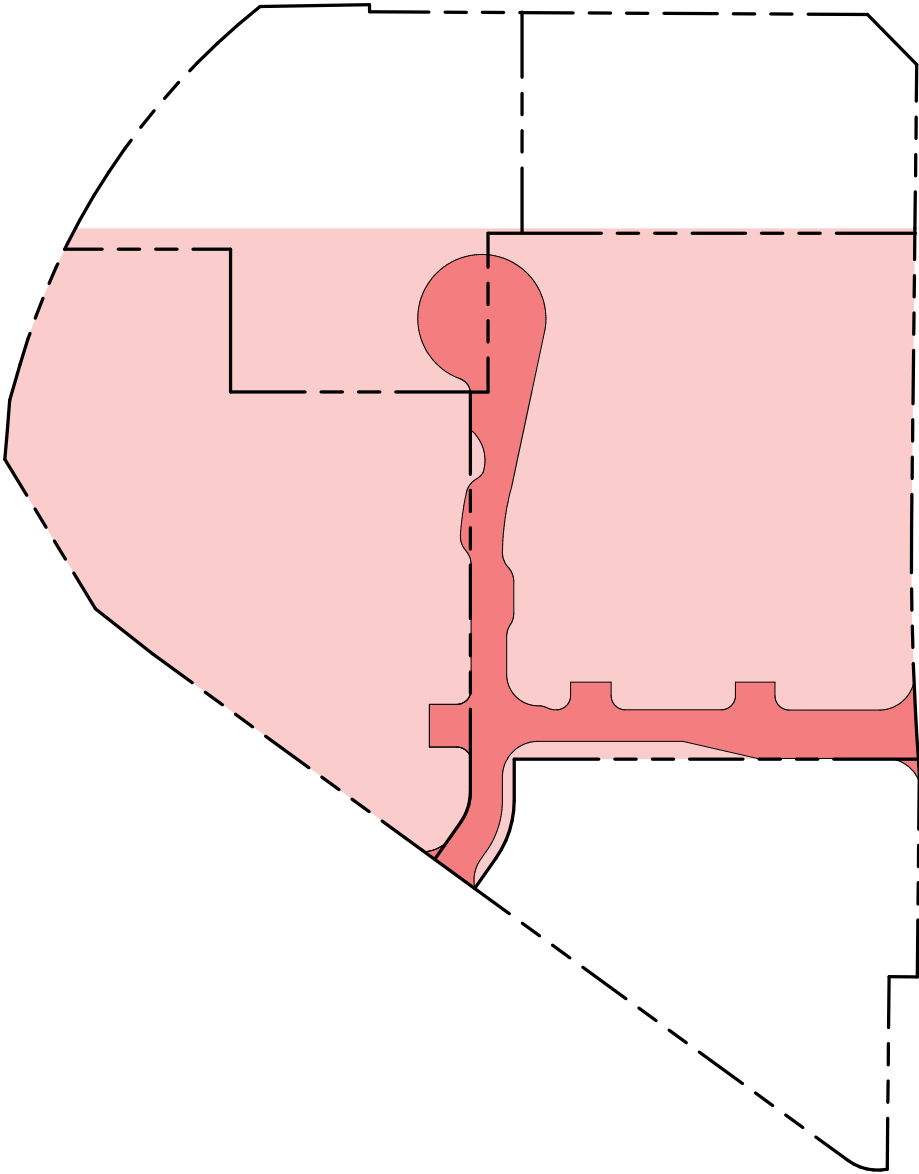
Response

Signage is not contemplated as part of this MDP submittal. A sign master plan will be submitted for the overall MDP development through the course of the Administrative Design Review process for Phase 3A & 3B.

05 | Phasing Diagrams

Legend

- Current Phase - Demo
- Current Phase - Roadwork
- Future Lot Lines







Phase 0

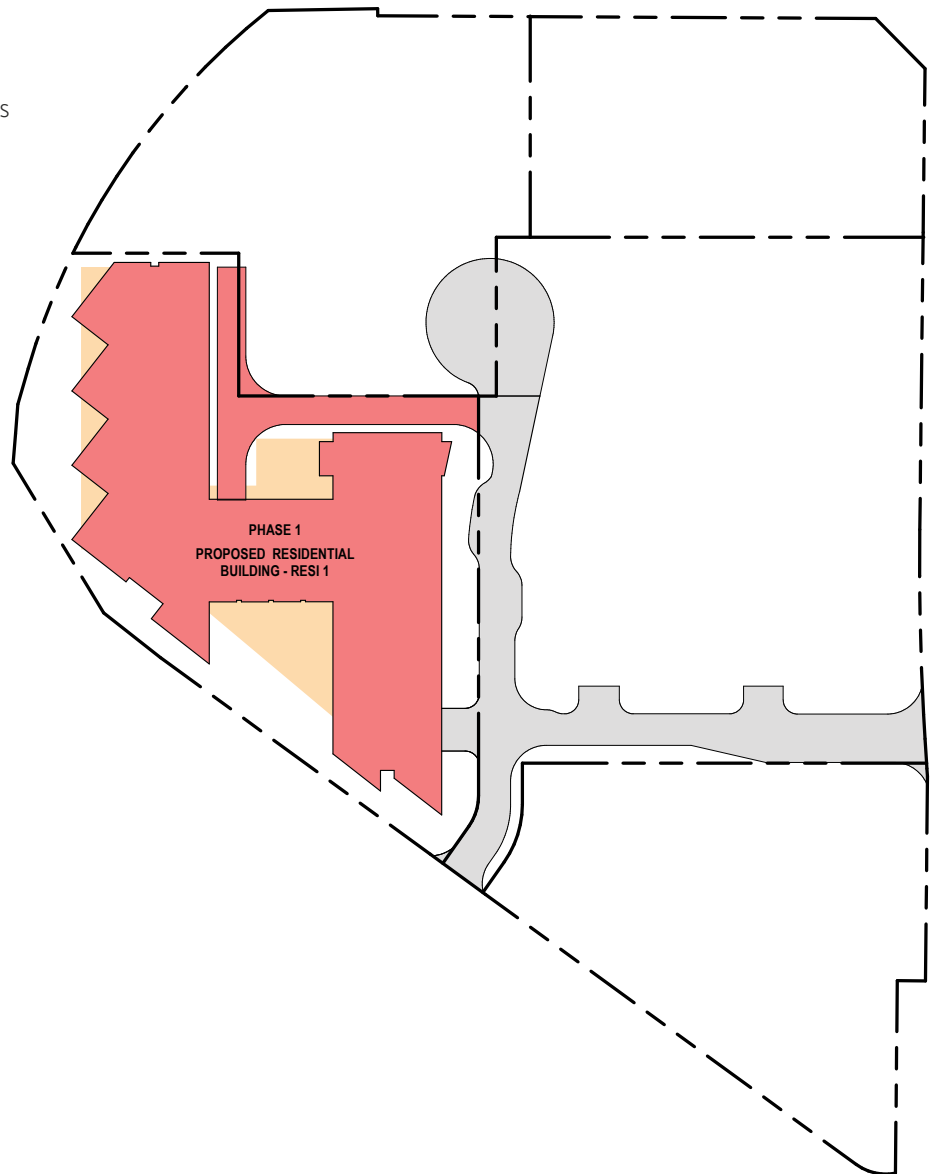
Pre-development work will begin in advance of the completion of Phase 1 work and includes site preparations, demolition of two of the three existing structures, right-of-way work at NE 12th Street and 120th Avenue NE, the construction of site utilities, and interior roadway work. A temporary turn-around will be provided north of Road B to maintain access during work in later phases until the Central Drive can be connected to NE Spring Boulevard.



05 | Phasing Diagrams

Legend

-  Previous Phase - Roadwork
-  Current Phase - Roadwork & Buildings
-  Current Phase - Below Grade Garage
-  Future Lot Lines



Phase 1

The first residential building will be constructed along with Road B that provides fire department access for this project.







Sidewalk and street frontage improvements along NE 12th Street west of the Central Drive intersection are included in this phase.

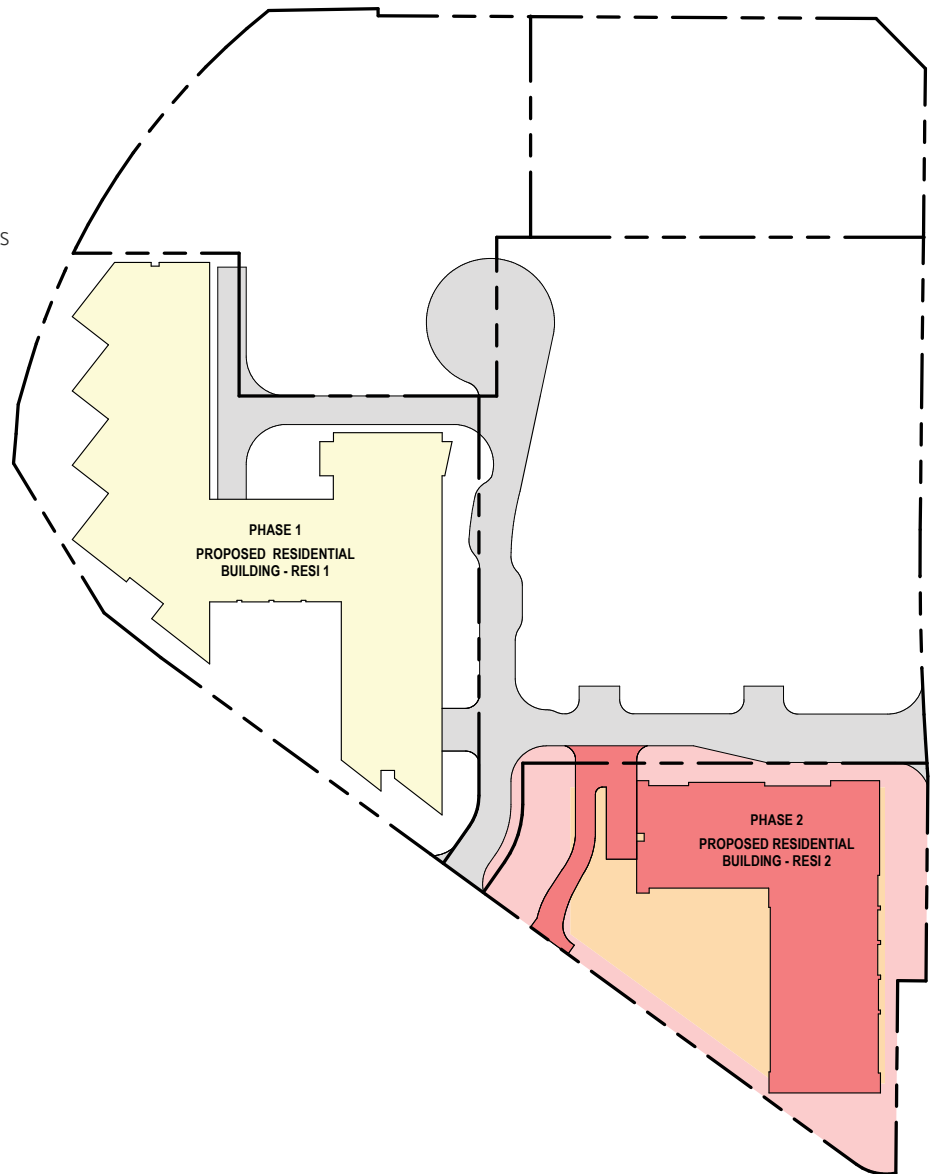
Note: The Phase 1 development will fulfill the 20% residential use requirement for the commercial components of the MDP.



05 | Phasing Diagrams

Legend

-  Previous Phase - Roadwork
-  Previous Phase - Residential Use
-  Current Phase - Demo
-  Current Phase - Roadwork & Buildings
-  Current Phase - Below Grade Garage
-  Future Lot Lines



Phase 2






This phase includes the removal of the remaining existing building located in this portion of the development site, and the construction of the second residential building.

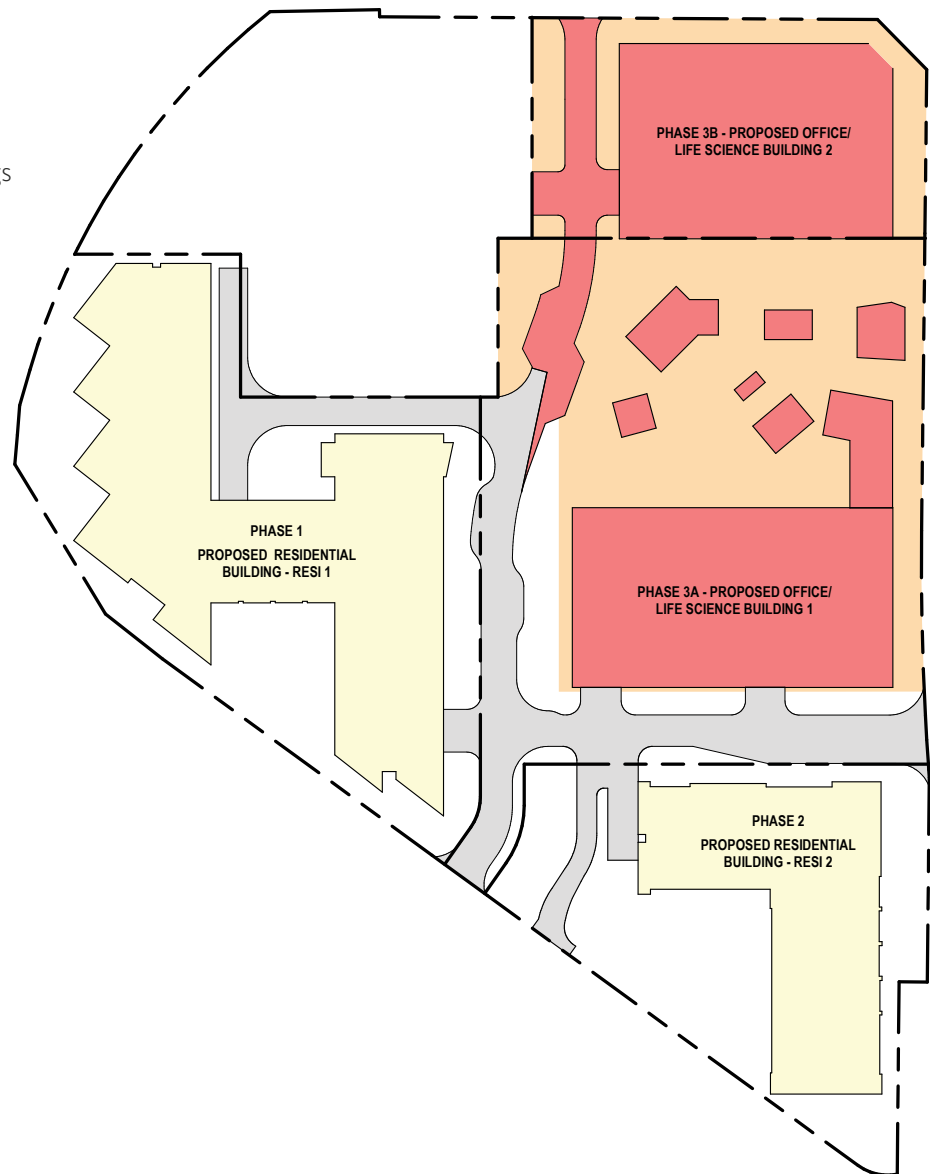
Work in this phase includes sidewalk widening, street frontage improvements, and the completion of the gateway feature at the intersection of NE 12th Street and 120th Avenue NE.



05 | Phasing Diagrams

Legend

-  Previous Phase - Roadwork
-  Previous Phase - Residential Use
-  Current Phase - Roadwork & Buildings
-  Current Phase - Below Grade Garage
-  Future Lot Lines



Phase 3

Work in this phase includes the construction of two Office/Life Science buildings, below grade garage, and associated retail/active-use structures. The phase will be subdivided into two separate subphases to sequence development.

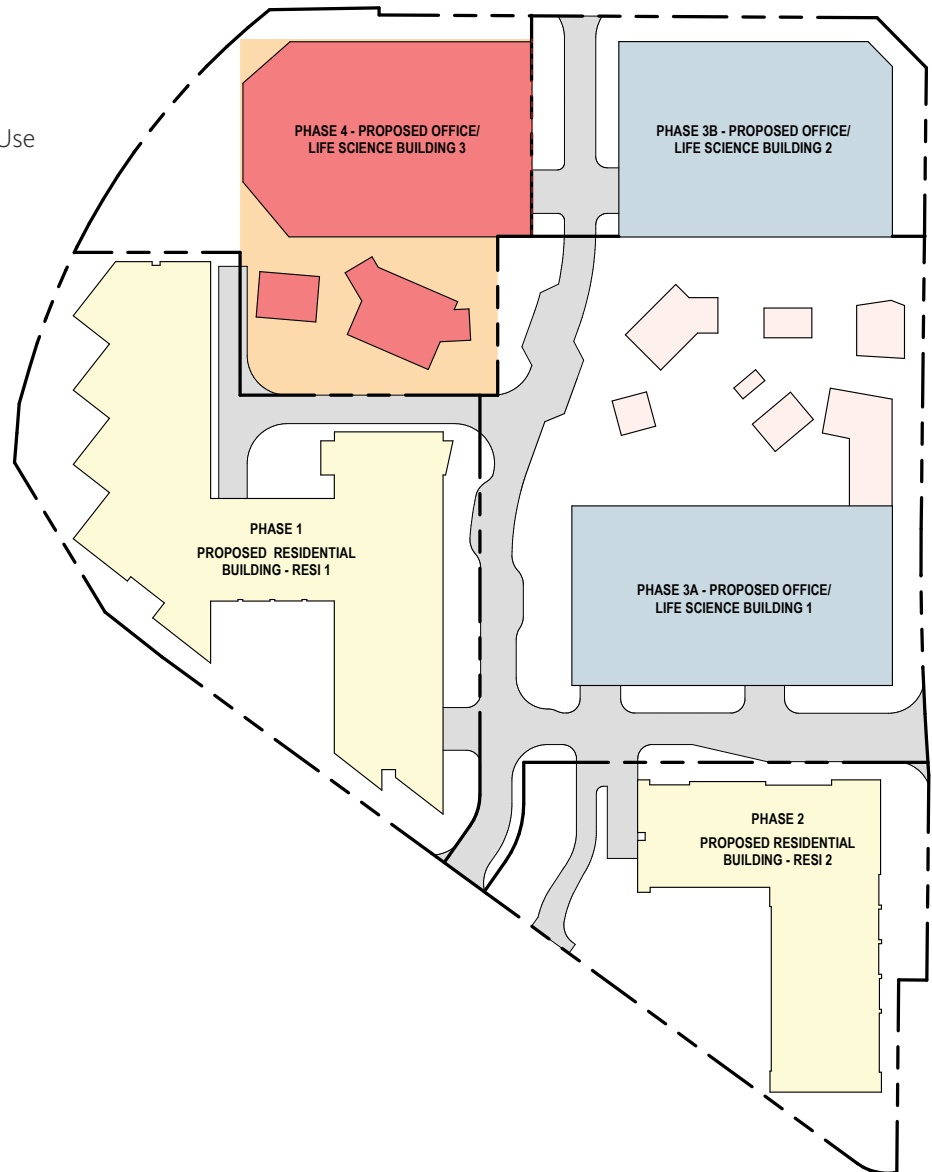
Work in this phase includes completion of the gateway feature at the intersection of NE Spring Boulevard and 120th Avenue NE, along with the completion of Central Drive to its northern terminus. Street frontage improvements along 120th Avenue NE north of Road A and NE Spring Blvd will be made. The temporary turn-around will be removed.



05 | Phasing Diagrams

Legend

- Previous Phase - Roadwork
- Previous Phase - Residential Use
- Previous Phase - Office/Life Science Use
- Previous Phase - Retail/Active Use
- Current Phase - Below Grade Garage
- Current Phase - Buildings
- Future Lot Lines



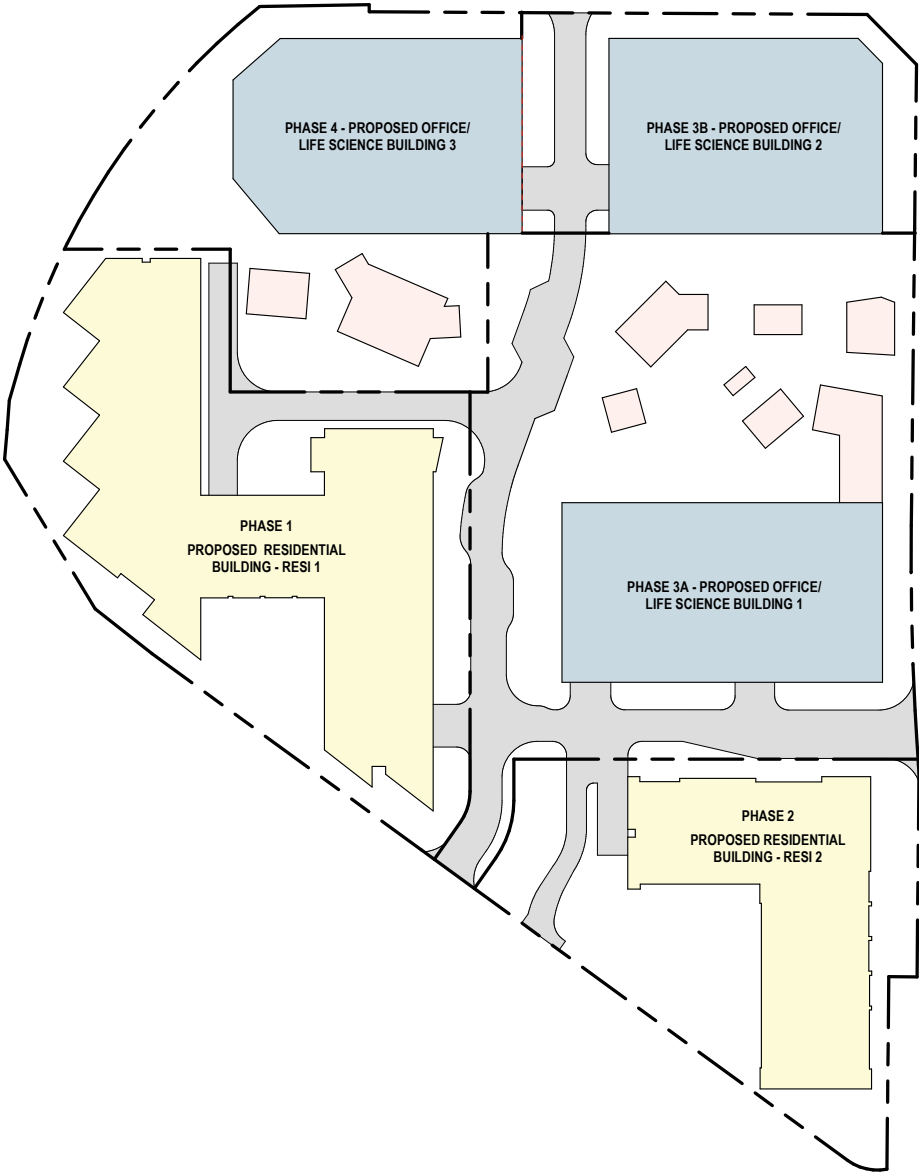
Phase 4

The third Office/Life Science building and below grade garage will be constructed, along with associated retail/active use structures.

05 | Phasing Diagrams

Legend

- Roadwork
- Residential Use
- Office/Life Science Use
- Retail/Active Use
- Future Lot Lines



Complete

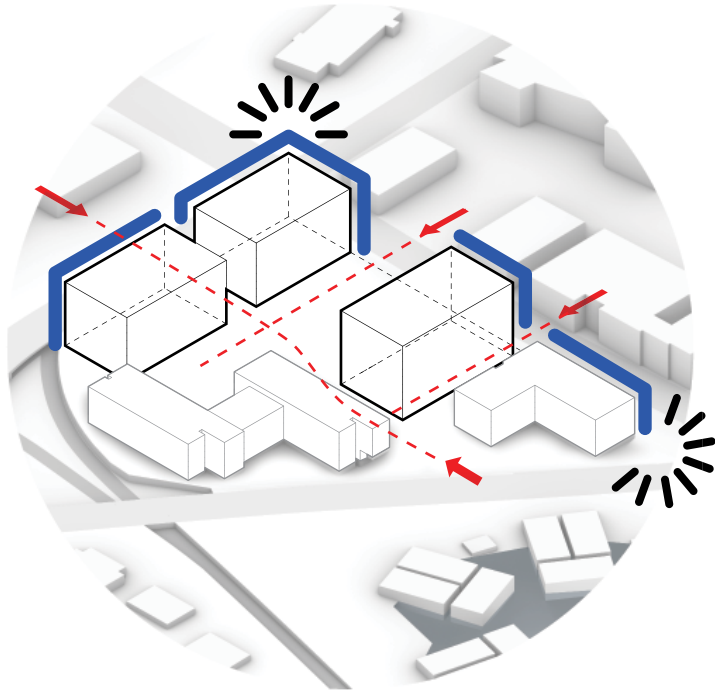
This diagram shows the complete build out of the MDP and associated uses.





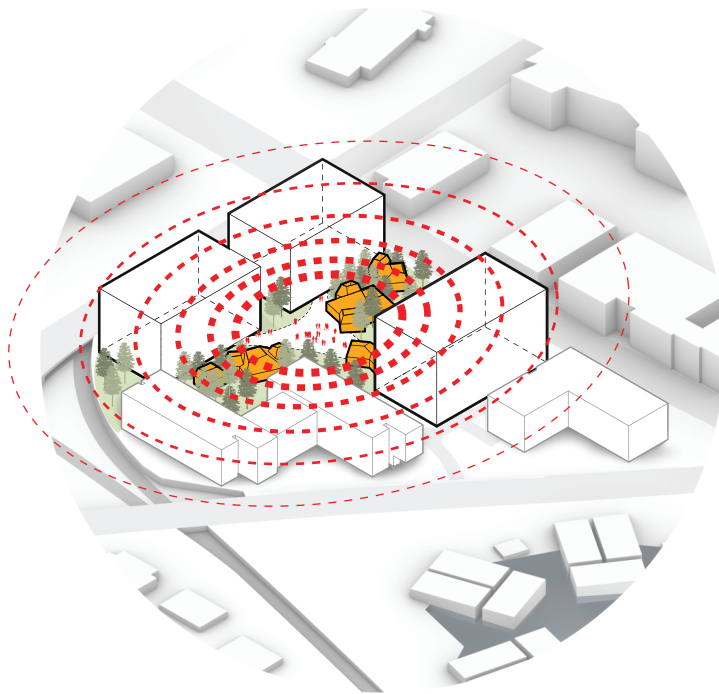
Urban Frontages

Maintaining the street edges along NE Spring Blvd and 120th Avenue NE provides continuity and an urban extension of the adjacent Spring District's urban and pedestrian qualities. Two gateway feature and plaza moments support clear way-finding and entry into the Bel-Red corridor, per LUC 20.25D.150.B.2.b.



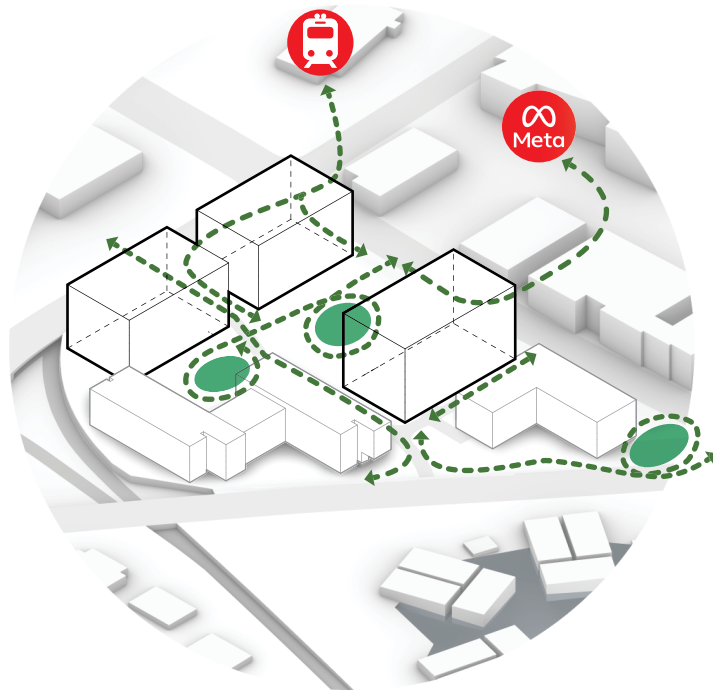
Connection to the PNW

A central open space and mid-block connection creates an organizing focal point for the site, and enhances Bellevue's "City in a Park" character, per LUC 20.25D.150.B.2.b. The combination of urban design that creates a place and landscape that celebrates the outdoors creates a memorable and authentic experience for residents, tenants, and neighbors alike.



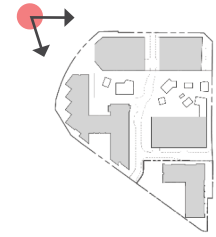
Collective Wellbeing

Biophilic connectivity has long-lasting benefits on human health and wellness - trees especially provide life-sustaining oxygen, equalize global temperatures, and used to support our health. This concept celebrates the forest surrounds, and our ability to experience the forest floor in our own individual ways. Secondary unique spaces support activity and foster engagement with our environment, per LUC 20.25D.150.B.1.c.i.



08 | Imagery and Response to Design Guidelines

Perspective view looking southeast



Existing MDP

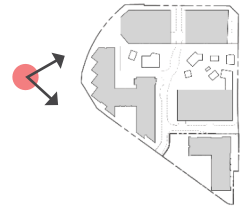


Proposed MDP Amendment



08 | Imagery and Response to Design Guidelines

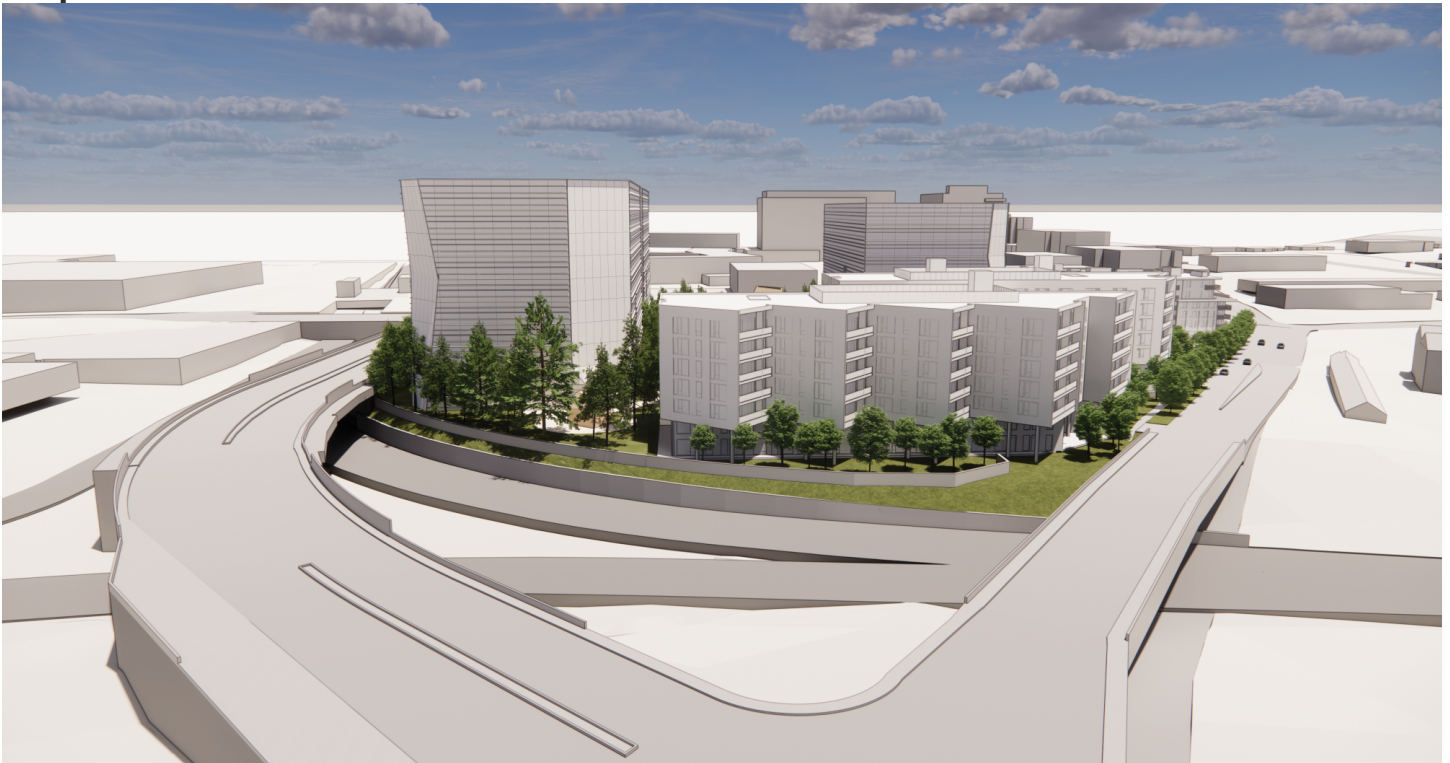
Perspective view looking east from Spring Blvd
and NE 12th Street



Existing MDP

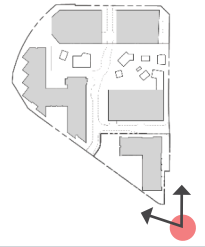


Proposed MDP Amendment



08 | Imagery and Response to Design Guidelines

Perspective view looking northwest from corner of NE 12th Street and 120th Avenue NE



Existing MDP

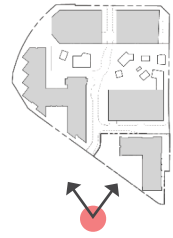


Proposed MDP Amendment



08 | Imagery and Response to Design Guidelines

Perspective view looking northeast from
NE 12th Street



Existing MDP

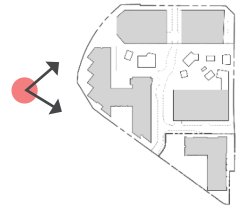


Proposed MDP Amendment

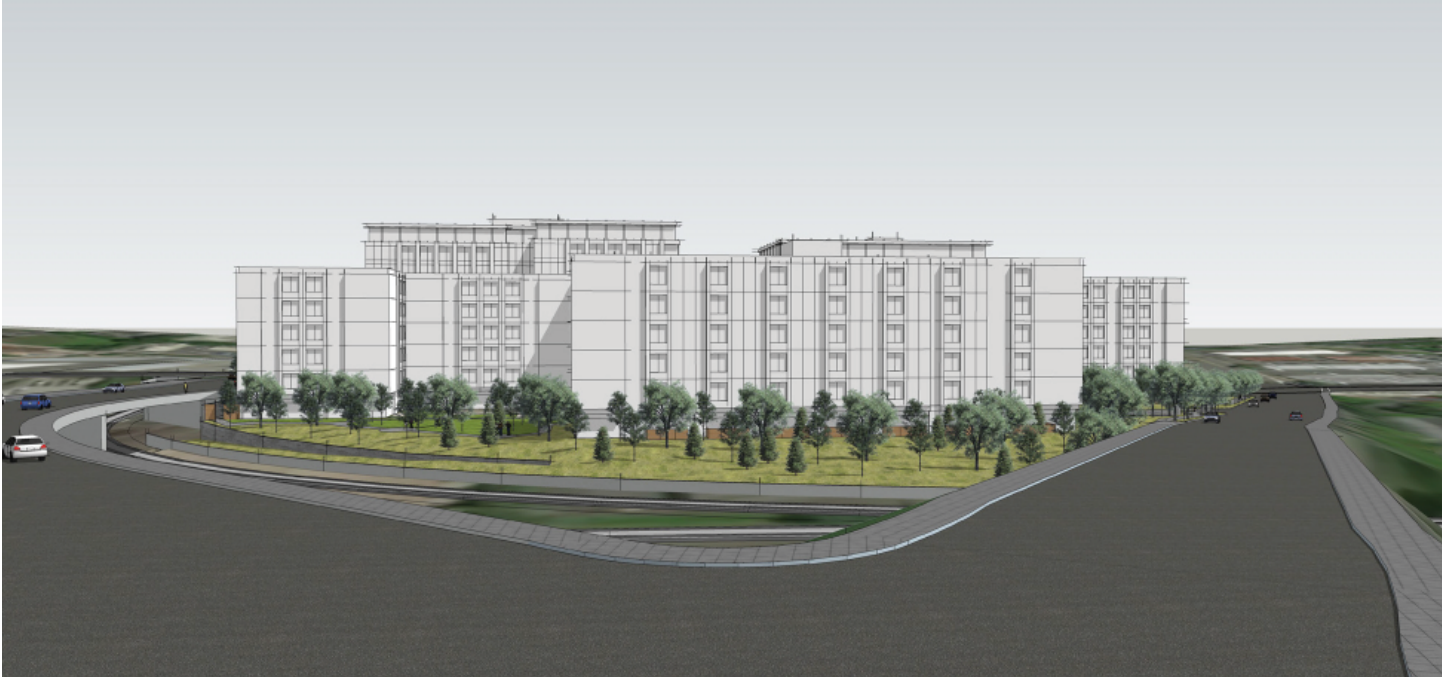


08 | Imagery and Response to Design Guidelines

Ground plane view looking east from the corner of NE Spring Blvd and NE 12th Street



Existing MDP

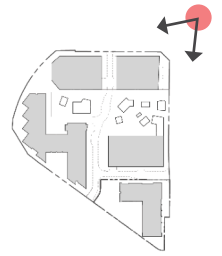


Proposed MDP Amendment



08 | Imagery and Response to Design Guidelines

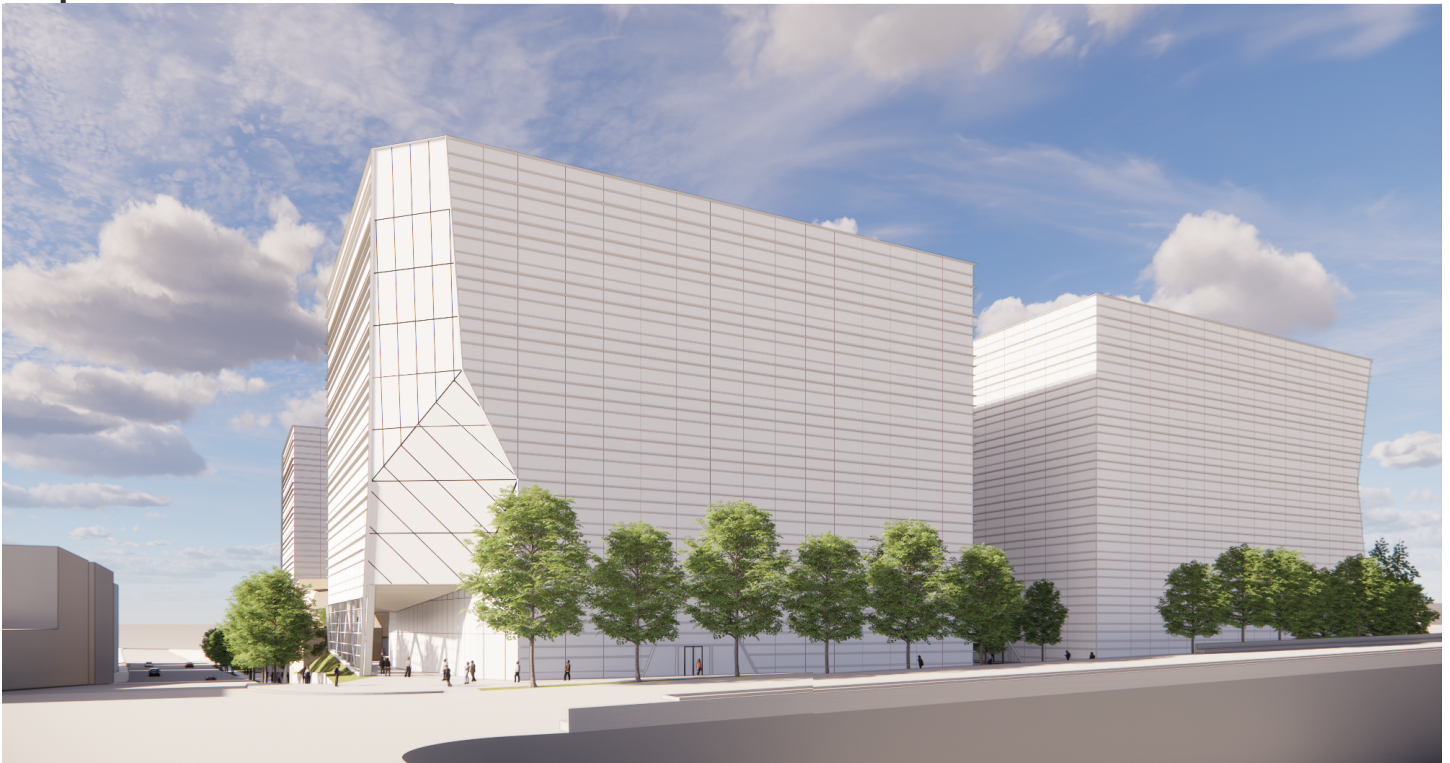
Ground plane view looking southwest from the corner of NE Spring Blvd and 120th Avenue NE



Existing MDP

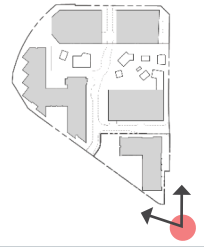


Proposed MDP Amendment



08 | Imagery and Response to Design Guidelines

Ground plane view looking northwest from the corner of NE 12th Street and 120th Avenue NE



Existing MDP

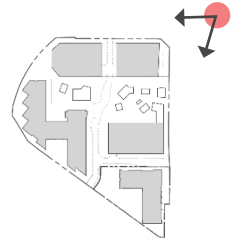


Proposed MDP Amendment



08 | Imagery and Response to Design Guidelines

Perspective view of Mid-Block Connector
between Office/Life Science Buildings 1 & 2



Existing MDP

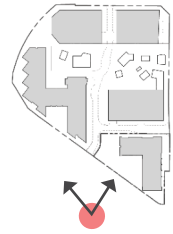


Proposed MDP Amendment



08 | Imagery and Response to Design Guidelines

Perspective view from the south



Existing MDP



Proposed MDP Amendment



09 | Appendix A

Key Comprehensive Plan Policies

Section VIII.A of the original MDP decision discussed the Project's consistency with the Comprehensive Plan, including specific policies from the Bel-Red Subarea Plan. The revised MDP meets the Comprehensive Plan in the same or enhanced ways. See Section VIII.A of the annotated MDP decision for further detail.

Additionally, please see the discussion below of three key Comprehensive Plan policies.

S-BR-2 - Promote a differentiated economic niche for Bel-Red, retaining many existing businesses while attracting new businesses in a form not found elsewhere in Bellevue. Take advantage of opportunities afforded by Bel- Red's strategic location between Downtown Bellevue and Redmond's Overlake employment center, as well as the opportunities brought about by light rail and high capacity transit coming through the area.

Response

This development will create Bellevue's first mission-critical life science research use. The inclusion of life science in Bel Red, will expand and diversify the area's economic base, strengthen its workforce with added life science employment and offer a lab use that cannot be completed from home. The site's strategic Bel-Rel location and proximity to light rail will help attract life science tenants to this new market.

S-BR-39 - Promote the development of "green streets" throughout the corridor, with an abundance of street trees and areas of landscaping to improve and reduce the amount of stormwater runoff, be aesthetically pleasing, and provide an attractive pedestrian experience.

Response

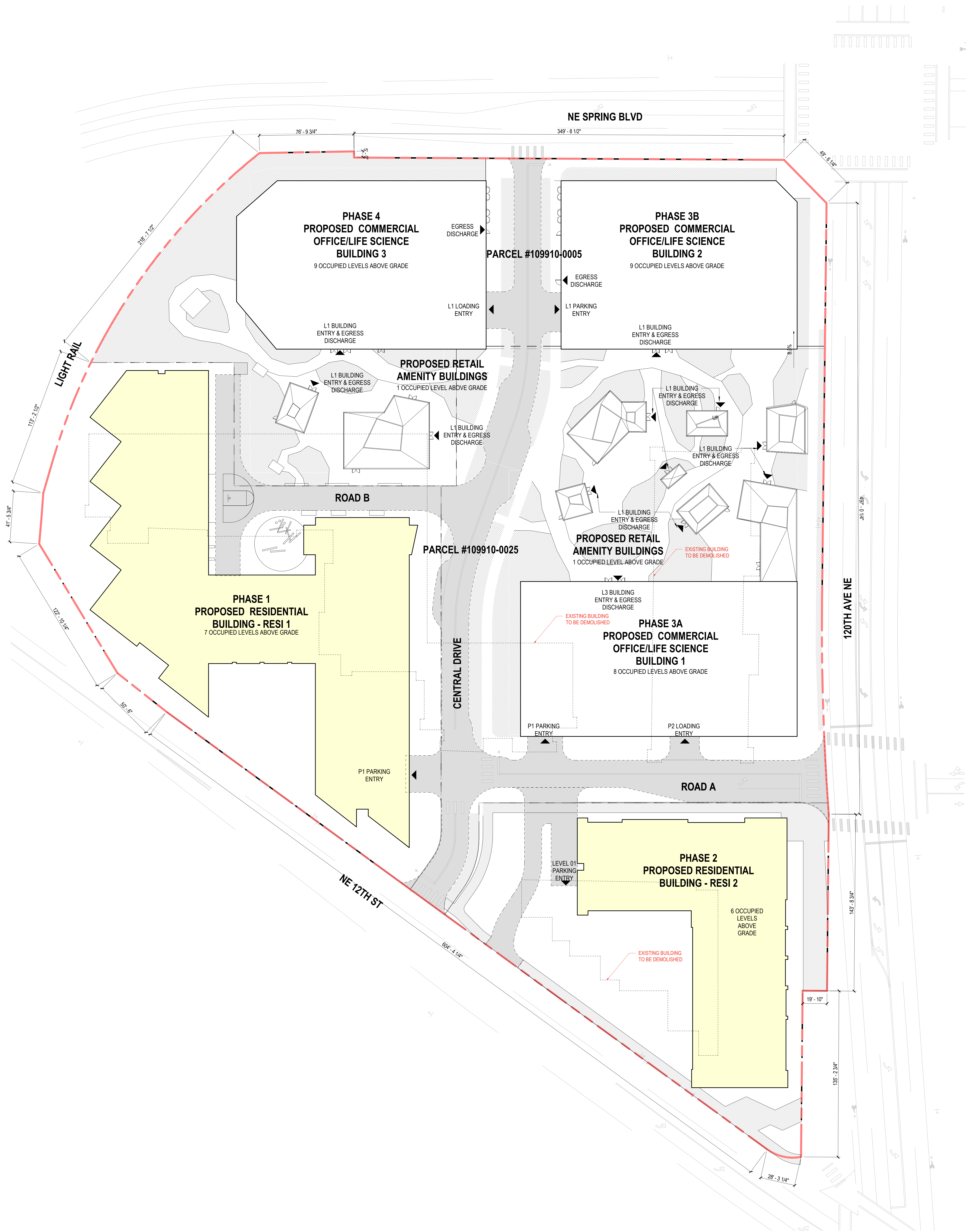
Central Drive, which connects NE 12th Street and NE Spring Boulevard, is designed to meet Green Street standards to the extent feasible. Beyond the green street improvements, the site includes areas of landscaping and will create and attractive and engaging pedestrian experience.

S-BR-16 - Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development, in public and private projects.

Response

This project fosters place-making both at the public edge and within the site by integrating intentional and unique spaces with the Office/Life Science and Residential buildings. A landscaped central open space serves as a focal point for the development and creates a mid-block connection along 120th Avenue NE with accessible, visual, and physical connections to the surrounding streets. At the northwest and southwest of the site along 120th Ave NE, plazas offer respite from the street and make connections between the new development, the light rail station, and the City's urban design and arts program.

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SHEET NOTES

GENERAL NOTES

ACST - Bellevue

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Bellevue, WA 98005



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Date	Description
01.24.2023	ADMINISTRATIVE DESIGN REVIEW
01.24.2023	MASTER DEVELOPMENT PLAN

Municipal Stamp

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name

ACST - Bellevue

Project Number

032.2361.000

Description

ADDRESSING SITE PLAN

Scale

1" = 30'-0"

A0.02

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* Note: The Building Façade Design and material selections are preliminary and will be further refined in the subsequent revision cycle.

ACST - Bellevue

1445 120th Avenue NE
Bellevue, WA 98005



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Municipal Stamp

Seal / Signature

NOT FOR
CONSTRUCTION

Project Name

ACST - Bellevue

Project Number

032.2361.000

Description

BIRDSEYE PERSPECTIVE - MDP

Scale

1 1/2" = 1'-0"

G3.02M

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