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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	Block 15 – Spring District
LOCATION:	12343 NE Spring Boulevard
FILE NUMBERS:	21-122598-LD
PROPONENT:	Carolyn Wennblom, Wright Runstad & Company,

DESCRIPTION OF PROPOSAL:

Proposal to construct an 11-story, 317,458 gross square foot office building, with 579 below grade parking stalls. This application also includes street frontage improvements on 124th Avenue NE, landscaping and exterior lighting. The site is located at the corner of NE Spring Boulevard and 124th Avenue NE in the BR-OR-1 land use district and is approximately 2.03 acres (88,438 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: 11/14/2024

APPEAL DATE: 12/2/2024

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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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: Reilly Pittman **Date:** November 14, 2024

Reilly Pittman, Environmental Coordinator
Development Services Department

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

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	The Spring District – Block 15
Proposal Address:	12343 NE Spring Boulevard
Proposal Description:	Construction of an 11-story office building with 579 below grade parking stalls. The project limit is comprised of 2.03-acres of the 36-acre "The Spring District" Master Development Plan and is zoned BR-OR-1.
File Numbers:	21-122598-LD (Design Review)
Applicant:	Carolyn Wennblom**,** Wright Runstad & Company
Decisions Included:	Design Review
Process:	Process II, (LUC 20.35.200)
Planner:	Kimo Burden, Planning Manager
SEPA Threshold Determination:	**Determination of Non-Significance (DNS)** with incorporation by reference of the Bel-Red Corridor Project Draft and Final Environmental Impact Statements issued July 19, 2007

Reilly Pittman
Reilly Pittman, Environmental Coordinator
Development Services Department

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

Toni Pratt, Land Use Director
By Antoinette Pratt, Land Use Director

Application Date:	October 28, 2021
Completeness Date:	November 12, 2021
Notice of Decision Date:	November 14, 2024
Appeal Deadline:	December 2, 2024, at 5pm

For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6800. Appeals must be received in the City Clerk's Office by 5 pm on the date noted for appeal of the decision.

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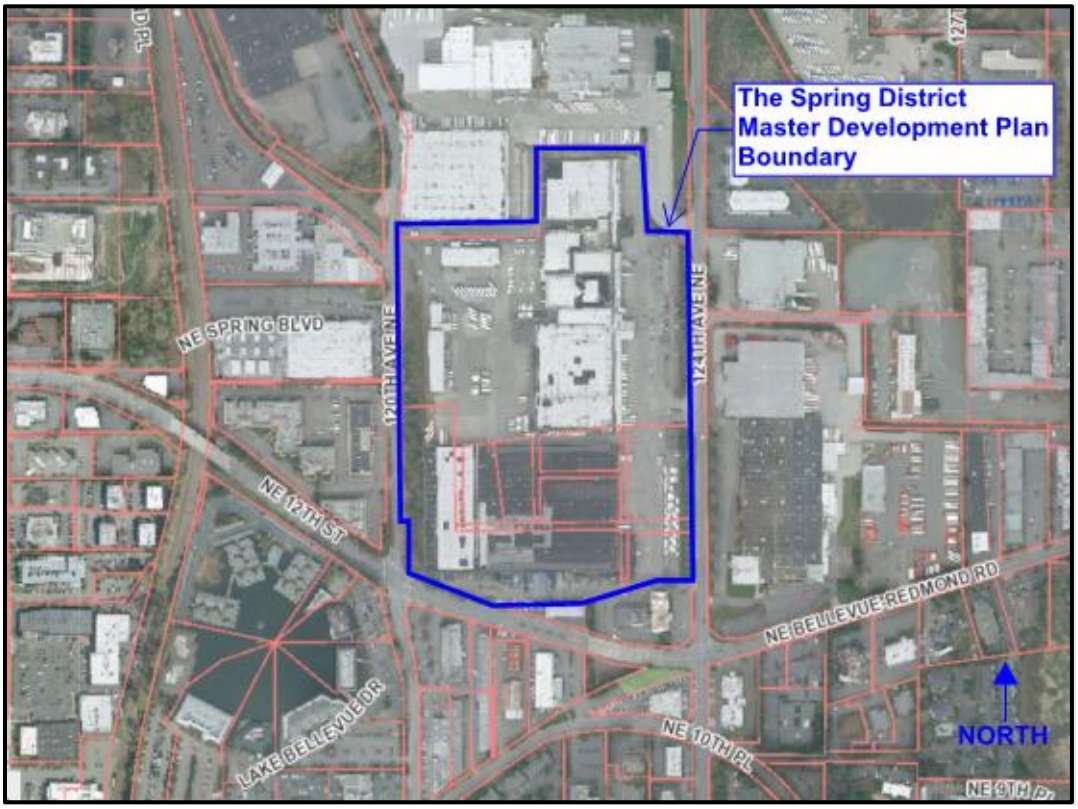
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Attachments:
A - Project Plans
B - Environmental Checklist
C - Impervious Surface Memo, dated March 30, 2023
D – Lot Coverage Cumulative Diagram, dated March 30, 2023
E – FAR Amenity Spreadsheet
F – Republic Services Approval Letter dated February 1, 2023
G - Certificate of Concurrency – Phase 3

I. REQUEST and REVIEW PROCESS

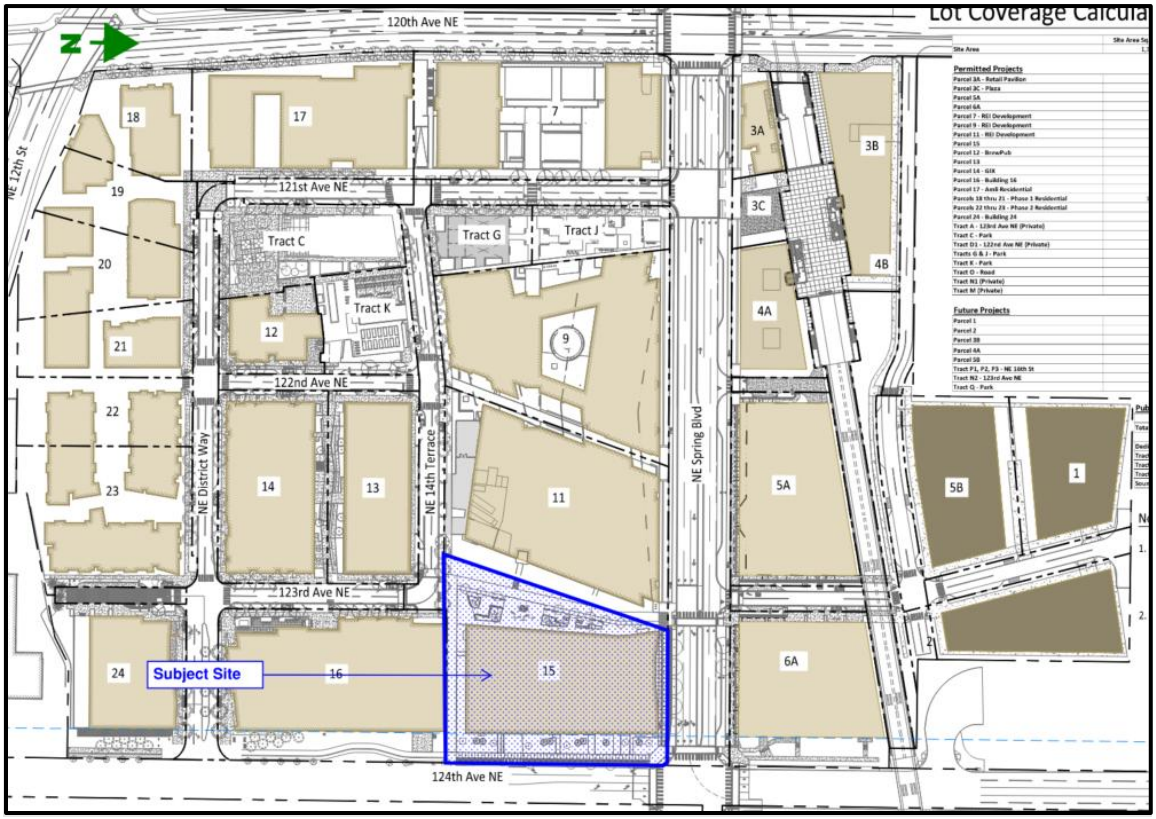
The applicant requests Design Review approval to develop Block 15 of the Spring District Master Development Plan (MDP). The total site area within the project limit for the building and associated improvements is 88,438 square feet (2.03 acres). The request is to construct a 317,458 gross square foot, 11 story office building with approximately 579 below grade parking stalls. Ground floor retail spaces will front NE Spring Boulevard within level one of the structure. The proposal is subject to review under the State Environmental Policy Act (SEPA) and this decision includes a SEPA Threshold Determination.

The Spring District
Master Development Plan Boundary



The Block 15 office development is located within Phase 3 of the Spring District MDP. The project continues the current development pattern from south to north, which began with Phase 1 and 2 Residential. The development of Block 15 will now complete all blocks of development south of Spring Boulevard within the MDP project area.

Project Limit for this Proposal within Master Development Plan Boundary



A. Site Design

The subject site is located southwest of the intersection of NE Spring Boulevard and 124th Avenue NE. Block 16 is located adjacent to the south and to the west is Block 11. The subject site is generally rectangular in shape and measuring approximately 316 feet from east to west and approximately 336 feet from north to south. The topography of the site is primarily flat and consists of an existing surface parking lot. The subject site contains one (1) significant tree that will be removed as part of the project.

A singular garage access point will be located on 124th Avenue NE. This access point will serve the four levels of below grade parking and the refuse/recycling and loading dock area for the development. The primary entrance to the building will be on the north side of the building, fronting NE Spring Boulevard. Secondary pedestrian entrances will be provided along the south and east facades of the building. Two retail spaces fronting NE Spring Boulevard at the ground level of the building will have individual entries, separate from the structure's main entrance.

The existing 14-foot-wide public multi-purpose path connection located on the west side of the site will remain and a small portion will be removed for the proposed construction. This portion of the multi-purpose path will be replaced in kind. A 14-foot-wide pedestrian connection exists along the southern property line. This pedestrian connection provides direct access from 124th Avenue NE to Block 11 and from NE Spring Boulevard to NE 14th Terrace. Both pedestrian connections will require public access easements and will be required to have public access signage to indicate to users that these connections are publicly accessible. **Refer to Section**

XI.D for Condition of Approval regarding Public Access Signage.

Street frontage improvements for NE Spring Boulevard and 124th Avenue NE includes a sidewalk, planter strip, street trees, curb, gutter and bike lanes (NE Spring Boulevard only) which was installed as part of two different City of Bellevue CIP projects. Construction of the proposed project will not include street frontage improvements or street frontage landscaping on Spring Boulevard. The 124th Avenue NE frontage is not currently installed and contains a Seattle City Light easement. This area will have 30-feet of substantial landscaping. Approval from Seattle City Light is required to construct any structure within the easement area. Reconstruction of any existing sidewalk, bike lanes, planters is required if removed for building construction.

The applicant recorded a seventh amendment to the original Binding Site Plan (April 29, 2021, King County Recording Number 20210429001060) which allows for flexibility in site development, including building location, shared open space, and shared parking.

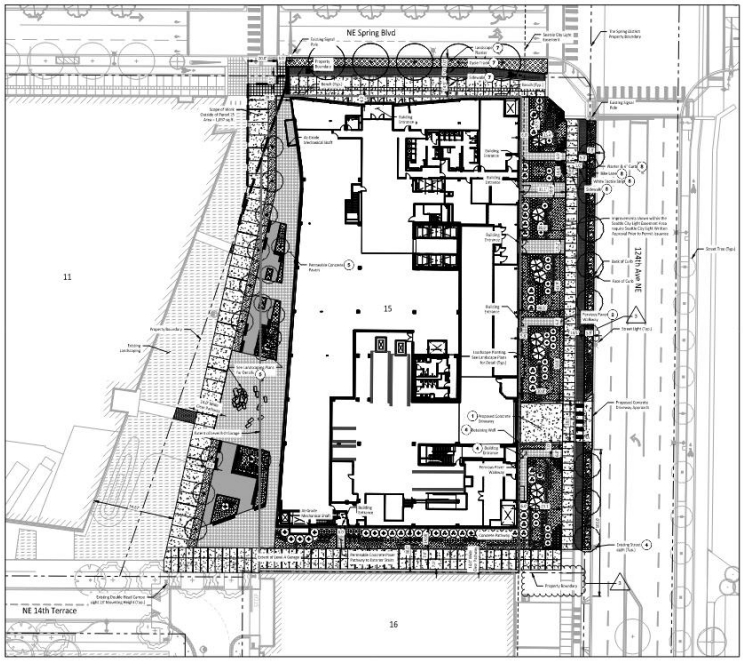
The Sound Transit East Link 120th Light Rail Station and light rail line are located north and north-west of the site along NE Spring Boulevard. The light rail station opened in summer of 2024 is proposed to be accessible from the subject site via one pedestrian pathway which runs north-south between the subject development and the adjacent development to the west.

A new vehicular access is proposed on the east side of the building via NE 124th Avenue which provides access to the loading and parking for the building. All required parking for Block 15 will be accommodated within the below grade garage. Excess parking will also be available for use by visitors and patrons of the greater Spring District MDP. A separate bike parking entry will be located in the northeastern corner of the building along 124th Avenue NE.

The primary pedestrian entrance to the building is located on NE Spring Boulevard. Two retail/commercial uses are proposed at the ground level of the building along NE Spring Boulevard. The project also intends to provide 45 general Spring District retail/commercial parking stalls available to the public on parking level A within the below grade garage. The retail uses have their own entrance. The upper-level office floors will be accessed via elevators accessible from the lobby near the NE Spring Boulevard main building entrance. Bicycle parking is provided on level 1 in the northeast corner of the building, with an entrance located on 124th Avenue NE.

Proposed landscaping includes maintaining and enhancing the existing streetscape planting along NE 14th Terrace and incorporating new streetscape planting along 124th Avenue NE and NE Spring Boulevard. Additional landscaping is provided in the proposed plaza on the west side of the building. In addition, the roof will be designed to incorporate a green roof between the mechanical penthouse enclosure.

Site Plan



B. Building Design

The structure is intended to provide a simple and elegant massing strategy articulated with a glass and brick podium that is complimentary to the neighboring GIX building to the south-west. Angular lines of the podium floors break from the rectangular massing and at different scales and are inspired by the geometry of the adjacent META building. The curvilinear carveouts in the east and west façade of the building on floors 3-11 and the rooftop, provide visual interest from the plaza area and 124th Avenue NE. The exterior decks on alternating floors 5, 7, 9 and 11 provide passive activation and visual connection to the plazas and the greater Spring District. Mechanical penthouses are proposed on the roof which will be screened with metal paneling and are also concealed with building parapets.

The simplicity in building form will provide a strong continuous pedestrian experience at the ground level and on the shared pedestrian connection with the Block 16 building to the south. Exterior decks are provided at multiple levels which offer views of the surrounding Spring District.

Per LUC 20.25D.080.A, Footnote 2, a required 15-foot-deep step-back is required along the North elevation facing NE Spring Boulevard. Refer to Section III.B below for additional details and discussion.

Birdseye Perspective: Looking North-East



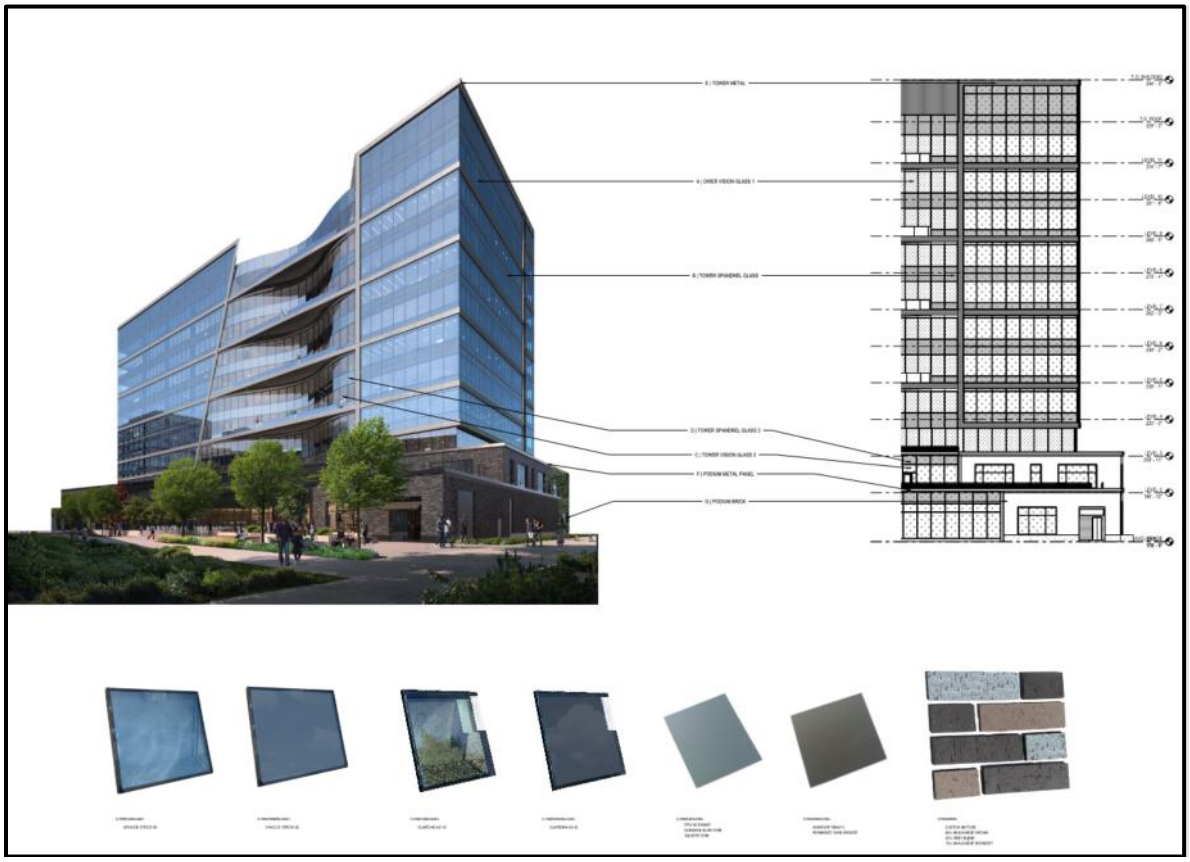
Birdseye Perspective: Looking South West



The Block 15 building is proposed as an 11-story building with 4 floors of underground parking. The first floor of the proposed structure consists of two ground floor retail/commercial spaces, the main building entrance lobby, office spaces, loading, bike storage, locker rooms and building mechanical/electrical rooms. Floors 2-11 are proposed as office space. The below grade parking levels will provide parking, along with a fire pump room, mechanical, storage and support spaces. Approximately, 579 parking stalls have been provided on underground levels A-D. **Refer to Section XI.A for Condition of Approval regarding Retail/Commercial Parking Stalls.**

Materials:
The materiality of the building will pick up on the surrounding industrial architectural context of the Spring District, while having its own unique identity. The podium features mixed color brick with glass window storefront systems and minor metal elements complementing the materiality of the buildings currently existing in the Spring District. Detailed articulation of the materials and details will convey a feeling of quality and permanence. Materials selected are minimal, with curvilinear glass façades, and the base of the structure clad in brick to complement the adjacent Block 16 building to the south.

Building Materials and Colors

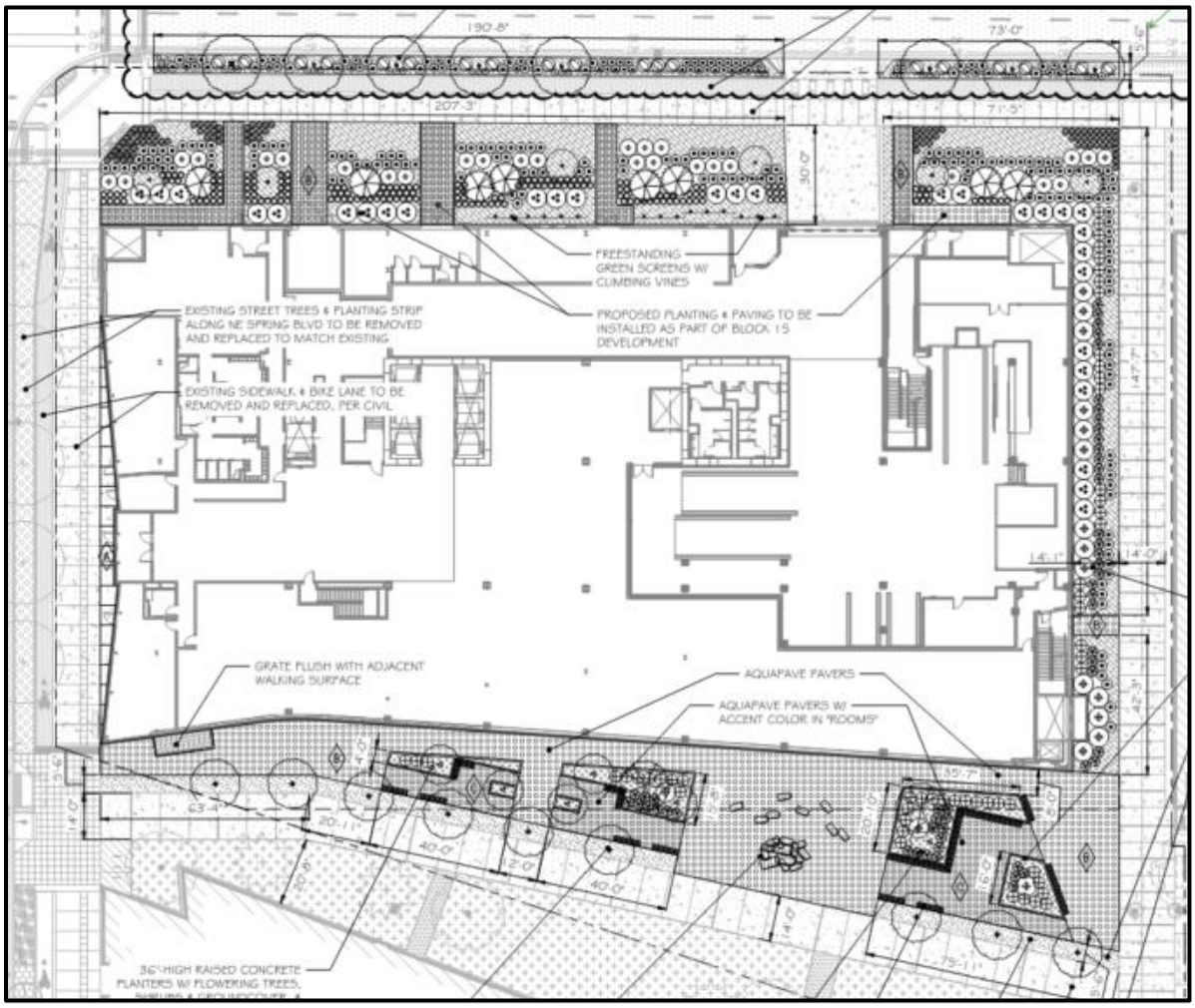


C. Landscape Design

Throughout all the landscape spaces proposed as part of the development, the use of sufficiently scaled and spaced planting materials will give each space a full and defining character that will create a relationship with the public and the proposed offices. Functional

amenities throughout the extent of landscaping include a multi-purpose path, plaza with integrated seating elements and planters that contain flowering trees and shade. Most of the landscaping will be enclosed by decorative, permeable pavers. All planting areas within the site and the street frontage are proposed to have irrigation. **Refer to Section XI.B, D and E for Conditions of Approval regarding Final Landscape Plan, Landscape Installation Assurance Device and Landscape Maintenance Assurance Device.**

Overall Landscape Plan



D. Design Intent

The proposed project was designed to meet the requirements of the approved Spring District MDP and advance the goals and policies of the adopted BelRed Subarea Plan in the City of Bellevue's Comprehensive Plan.

The subject site is located in the northeastern end within the Spring District MDP property, directly adjacent to NE Spring Boulevard, 124th Avenue NE and at the end of 123rd Avenue NE and NE 14th Terrace. As stated in the MDP staff report, The Spring District goals are as follows:

- Developing a new urban community composed of high-quality regional business, commercial, retail, residential, and open spaces that are achieved with compact and sustainable urban growth.

- Establishing neighborhood identity.

- Creating a world class project that is a catalyst for new development throughout The Spring District and the BelRed Corridor in order to help develop a vibrant new district with a diversified economic base.

- Creating a project that is complementary to Downtown Bellevue.

- Creating a new business environment that is flexible for future market demands and achieves an economically sustainable future.

- Providing vibrant new parks, plazas, and open spaces that are environmentally responsive and encourage social interaction.

The proposed office building will continue to build on the emerging Spring District community and provide new commercial office space in the immediate vicinity of the East Link Light Rail 120th Station and associated publicly accessible plaza spaces which in turn further activate the Spring District.

Pedestrian connections will be established around the perimeter of the proposed structure, which include the plaza with a pedestrian path on the western side, a pedestrian path connecting NE 14th Terrace and 124th Avenue NE, and sidewalks on NE Spring Boulevard and a multi modal pathway along 124th Avenue NE. The sidewalk along NE Spring Boulevard will be replaced to CIP standards as a part of the project. The proposed multi modal path along 124th Avenue NE will be constructed as part of the project. A shared public plaza which contains a pedestrian connection is located along the western property boundary. The plaza is shared with the Block 11 META building to the west. A public access easement has been recorded with the Block 11 development to ensure the public can navigate along the southern side of the development and utilize the entire public plaza area.

E. Review Processes

Design Review applications are Process II applications (LUC 20.35.200) with an administrative decision made by the Director of the Development Services Department (LUC 20.30V). The project requires a threshold determination under the State Environmental Policy Act (SEPA) which is consolidated with review of the underlying application. Any appeal of a Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner along with any appeal of the SEPA determination.

Any addition or modification to this approval shall be processed as either a Land Use Exemption or a new decision. The applicant shall demonstrate compliance with the Land Use Code consistent with the Governing Regulations section of the Development Agreement. 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. **Refer to Section XI.A for Condition of Approval regarding Modification to the Design Review Plans.**

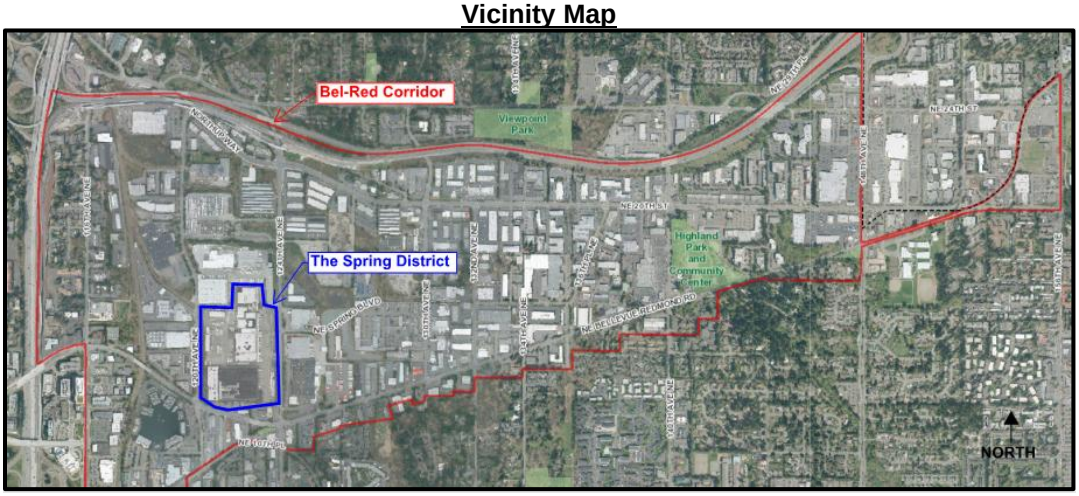
II. SITE DESCRIPTION AND CONTEXT

A. Site Description

The subject site consists of approximately 2.03 acres (88,438 square feet) of the entire 36-acre Spring District Master Development Plan (MDP). The MDP is located in the southwestern portion of the City's BelRed Corridor, east of downtown, approximately ½ mile east of Interstate 405 and 1/3 mile south of State Route 520. The MDP is bounded by 120th Avenue NE, NE 12th Street, and 124th Avenue NE.

Block 15 is located southwest of the intersection of NE Spring Boulevard and 124th Avenue NE. Located to the west is Block 11 and to the south is Block 16.

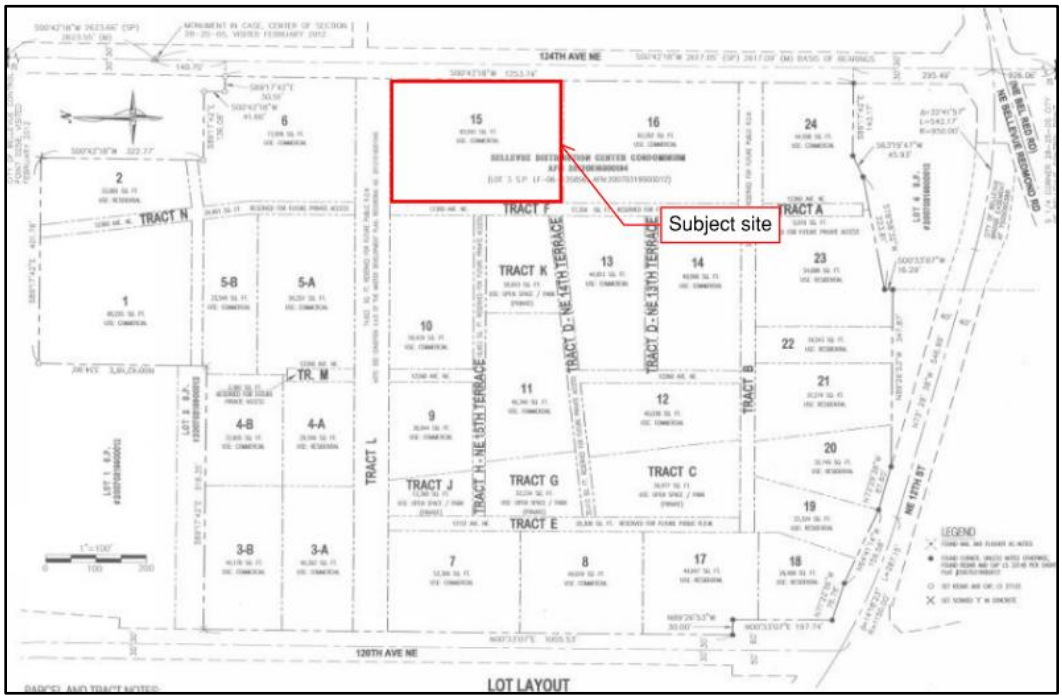
Vicinity Map



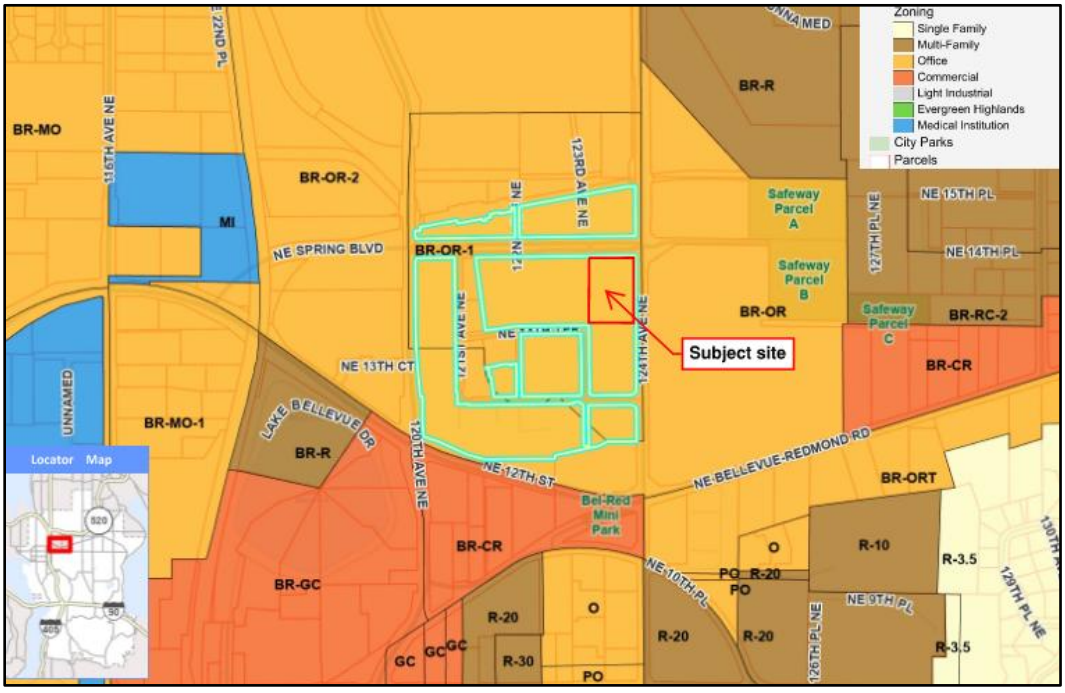
The subject site is currently vacant and has historically been used as a parking area to support adjacent construction as well as activities within the Spring District. Properties north of subject site consists of Block 5 and Block 6 which are completed. North of The Spring District boundary is the existing Safeway Ice Cream and Milk production buildings, and east of the site is the existing Coca-Cola bottling plant, across 124th Avenue NE. Block 16 is located south of the site, the Global Innovation Exchange (GIX) and the AMLI Residential developments are located southwest of the project limit, as well as Brew Pub and additional park space.

The subject site is located within the BelRed-Office/Residential-1 (BR-OR-1) land use district and has a Comprehensive Plan Designation of BelRed-Office/Residential-1 and is located within the BelRed Subarea.

Binding Site Plan (7th Amendment) Block 15 of Spring District MDP



Zoning Map



Adjacent development and zoning are as follows:

North: Block 6 (BR-OR-1)
South: Block 16 Office Development (BR-OR-1)
West: Block 11- Meta Building (BR-OR-1)
East: Coca-Cola bottling plant (BR-OR).

B. Site Context

In 2009, the City completed its rezone of the entire BelRed Subarea and executed a Development Agreement with The Spring District to be implemented through a new Master Development Plan for the property. The current Design Review application is the sixteenth application associated with the 2012 approved Spring District Master Development Plan. The Spring District Development Agreement (2009) and Master Development Plan (2012) both apply to this site.

The Spring District Master Development Plan was approved as a catalyst project under The Spring District MDP per LUC 20.25D.035. This project is a portion of the overall Master Development Plan proposal. Through a long planning process, the city created a framework to transform the BelRed Corridor to meet the city's future residential and economic needs. This proposal provides an additional commercial office building and associated open space development under the City's adopted BelRed Subarea Plan and related development regulations.

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

The site is located in the BelRed-Office-Residential-Node 1 (BR-OR-1) Land Use district. As such, the proposal is subject to the following BelRed requirements of Land Use Code 20.25D:

- Design Review LUC 20.25D.140
- Catalyst Project LUC 20.25D.035
- BelRed Dimensional Requirements LUC 20.25D.080
- BelRed Landscape Development Standards LUC 20.25D.110
- BelRed Parking, Circulation and Internal Walkway Requirements LUC 20.25D.120
- Bicycle Parking LUC 20.25D.120.G
- BelRed Development Standards LUC 20.25D.130
- BelRed Street Development Standards LUC 20.25D.140
- BelRed Design Guidelines LUC 20.25D.150
- BelRed Corridor Plan (Appendix B of the Transportation Design Manual)
- The Spring District Master Development Plan File #11-125943-LP, issued October 8, 2012 by Hearing Examiner
- Amended Development Agreement signed January 10, 2024 and recorded January 17 2024. (Original DA was signed July 10, 2009 and recorded September 11, 2009)

1. Dimensional Requirements

Table 1
Dimensional Requirements

Item	Required	Proposed	Comments
Land Use Designation	BelRed OR-1	BelRed OR-1	
Project Limit	No minimum indicated	2.03 acres (88,428 sq. ft.) Parcel 15	Within Phase 3 of the Spring District MDP.
Permitted Land Uses		General Office / Commercial (Retail)	Use is compliant with Land Use Code.

Item	Required	Proposed	Comments
Land Use Code 20.25D.070			
Floor Area Ratio (FAR) Land Use Code 20.25D.080.A, Development Agreement, Master Development Plan	Per the Development Agreement (DA), development across the entire MDP shall have a minimum 2.5 FAR. Land Use Code maximum is 4.0 FAR.	Parcel 15: 3.59 FAR Cumulative FAR for MDP: 2.95	Meets the Land Use Code, Development Agreement (DA) and Master Development Plan (MDP). **Refer to Condition of Approval in Section XI.A regarding Development Agreement and Master Development Plan.**
Total Gross Square Feet (GSF)	Phase 3: Minimum 1,316,000 SF designated as office and 63,000 SF designated as retail within MDP (per MDP File #11-125943-LP and Development Agreement and #20-100936-LJ)	628,732 GSF permitted by MDP Office: 315,693 GSF proposed Retail: 1,765 GSF proposed	Meets Land Use Code. **Refer to Condition of Approval in Section XI.A regarding MDP Amendment.**
Excepted Retail	No Minimum	1,765 GSF	Excluded from GFA to calculate FAR per LUC 20.25D.080.B.3
Front, Rear & Side Setbacks (3)(5)(7)(8)(10) Land Use Code 20.25D.080.A See below for Step-back requirements.	Front (North, East) 0'-0" (2)(5)	NE Spring Blvd (north): 15' step-back below 40' (2) (5) 124th Avenue NE (east): not required (2)	**NE Spring Blvd:** Building is within 15' of property line on north side, a 15' step-back is proposed below 40' AFG. **124th Avenue NE:** Building is setback 15' from side property line. No step-back required.
	Rear (South) 0'-0" (3)(14)	30'-0"	Meets Land Use Code. Landscaping per LUC 20.20.520 and 20.25D.110 provided. Footnote 14: Building is set back 25' from rear property line. No stepback required.

Item	Required	Proposed	Comments
	Side (West) 0'-0" (14)	28'-7"	Footnote 14: Building is setback 25' from side property line.
Maximum Building Height Land Use Code 20.25D.080.A	**BR-OR-1** Base= 45'-0" Maximum= 150'-0"	Top of Roof: 150'-0" Top of Mechanical: 165'-0" AFG: 179'-5"	Meets Land Use Code.
GFA for FAR	N/A	317,458 sq. ft.	Excludes mechanical areas and parking per LUC 20.50.022.
GFA for FAR minus Exempt Retail	N/A	315,693 sq. ft.	
Gross Square Feet per Floor (GSF/F) Above 40 Feet Land Use Code 20.25D.080.A	28,000 GSF for non-residential buildings	Floor 4: 27,899 sq. ft. Floor 5: 27,899 sq. ft. Floor 6: 27,859 sq. ft. Floor 7: 28,000 sq. ft. Floor 8: 27,899 sq. ft. Floor 9: 28,000 sq. ft. Floor 10: 28,000 sq. ft. Floor 11: 28,000 sq .ft.	Meets Land Use Code. No floor between 40 feet and 80 feet exceeds 28,000 gsf/f
Gross Square Feet per Floor (GSF/F) Above 80 Feet Land Use Code 20.25D.080.A	28,000 GSF for non-residential buildings	Floor 7: 28,000 sq. ft. Floor 8: 27,899 sq. ft. Floor 9: 28,000 sq. ft. Floor 10: 28,000 sq. ft. Floor 11: 28,000 sq. ft	Meets Land Use Code. No floor above 80 feet exceeds 28,000 gsf/f
Façade Stepback Upper level Land Use Code 20.25D.080.A Footnote 2	Where building height exceeds 45 feet, and the building is located within 15 feet of the front property line, the building shall incorporate a 15-foot-deep stepback in that facade at a height no more than 40 feet above the average finished grade along that façade	15-foot-deep stepback on north facade provided with a height no more than 40 feet above the average finished grade.	Meets Land Use Code.
Façade Stepback Upper-Level	A building façade on any street identified as a Required Sidewalk-	Spring Blvd (north) is identified as Required Sidewalk Oriented Development.	Meets Land Use Code.

Item	Required	Proposed	Comments
Land Use Code 20.25D.130.C Footnote 5	Sidewalk Oriented Development pursuant to LUC 20.25D.130.C shall incorporate a 15-foot deep stepback in that façade at a height no more than 40 feet above the average finished grade along that façade.	The building facade fronting Spring Blvd incorporate a 15'-0" stepback at a height of 40" above finished grade.	
Maximum Impervious Surface Area/Lot Coverage Land Use Code 20.25D.080.A	Maximum 75% * * Under the MDP, a site may exceed the 75% impervious surface/lot coverage maximum, so long as the overall impervious surface/lot coverage MDP area wide does not exceed 75%.	Impervious Surface: 62.1% (54,939 sq. ft.) Cumulative = 74.7% Lot Coverage: 51.7% (45,703 sq. ft.) Cumulative = 51% Note: Future development within the MDP will need to consider reducing impervious surface to maintain a cumulative at or below 75%.	Meets Land Use Code with Development of Block 15. Maximum impervious surface/lot coverage does not exceed 75% MDP wide. See Attachment C. **Refer to Condition of Approval in Section XI.D regarding Maximum Impervious Surface/Lot Coverage.**
Site Landscaping			
Street Frontage and Sidewalk Width 20.25D.110	Spring Blvd. – 6' sidewalk, 6' planter, street trees 124th Avenue NE - 6' sidewalk, 5' planter, street trees	Spring Blvd. – Streetscape improvements, including landscaping and street trees installed by CIP. 124th Ave. NE – 14'-0" sidewalk/multi-modal path, 5'-6" wide planter strip provided.	Meets Land Use Code. Any damage during construction to existing streetscape, including landscaping on NE Spring Blvd. and 124th Ave NE shall be replaced in kind. Refer to Transportation Technical Review Section of this report.
Interior Property Line Landscaping 20.25D.110.D	10-foot landscape buffer along southern (interior) and western property lines.	Western property line (interior) provides of landscaping in the plaza. Southern property line (interior) provides a plaza with landscaping and planters that vary from 4'-0" to 20'-10".	Meets Land Use Code.

Item	Required	Proposed	Comments
Street Tree Caliper and Species	Spring Boulevard – Local Street Landscaping 124th Avenue NE – Arterial Street Landscaping Minimum 2.5" caliper Spacing 30' on center	Spring Blvd. – Streetscape improvements, including landscaping and street trees installed under CIP. 124th Avenue NE – Ruby Vase Persian Parrotia	Meets Land Use Code Any damage during construction to existing streetscape, including landscaping on NE Spring Blvd. and 124th Avenue NE shall be replaced in kind. Refer to Transportation Technical Review Section of this report.

Table 2
Recycling and Solid Waste Collection Areas
Based upon Gross Square Feet (GSF)

Item	Required	Proposed	Comments
Recycling and Solid Waste Collection Areas LUC 20.20.725	2 SF per 1,000 GSF Office 5 SF per 1,000 GSF Retail	326,840 GSF @ minimum 2 SF per 1,000 GSF = 654 SF Office 1,766 GSF @ minimum 5SF per 1,000 GSF = 9 SF Retail 1 collection room located at Level 1	Meets Land Use Code. Republic Services has approved proposed storage and pick up location, see file for letter. Refer to Refuse/Recycling Discussion below. **Refer to Section XI.A for Condition of Approval regarding Refuse/Recycling/Compost Collection.**

Table 3
Parking and Loading - LUC 20.25D.120.B.2

Item	Minimum Required	Maximum Required	Proposed	Comments
Office 262,638 NSF	2 stalls per 1,000 NSF 526 stalls minimum required	3 stalls per 1,000 NSF 788 stalls maximum required	573 stalls 2/1,000 NSF Office	Parking located in below grade parking levels.
Retail 1,765 NSF	2 stalls per 1,000 NSF	3.5 stalls per 1,000 NSF	6 stalls 3.5/1,000 NSF	

Item	Minimum Required	Maximum Required	Proposed	Comments
	4 stalls required	6 stalls required	Retail	
Additional Retail/Commercial Stalls for Greater Spring District Use	N/A	N/A	N/A	
Total Parking	530 stalls	794 stalls	**579 stalls** 573 office 6 retail	Meets the Land Use Code. Refer to Parking discussion in Section III.A.2 below.
Compact Parking Stalls 20.20.590.K.9	Not applicable	Maximum 50% 290 Stalls	280 Stalls 48.3% of 579 stalls proposed	Meets Land Use Code.
Vanpool/Carpool Facilities 20.25D.120.B.2 Footnote 6	Facility required outside of driveway or parking aisle widths.	Not applicable	2 stalls provided on Level A	Meets Land Use Code.
Bicycle Parking LUC 20.25D.120.G	1 stall per 10,000 NSF for non-residential uses greater than 20,000 NSF 262,628 NSF = 27 stalls	Not applicable	27 stalls	Building provides in bike storage room of 1,047 square feet on Level 1.
Loading Area 20.20.590.K.4	Required on-site, which can access a public street. 10' wide by 55' long.	Not applicable.	Three - 12'x35' loading spaces provided inside building on Level 1 accessible via 124th Avenue NE. Retail/Refuse Loading located on Level A.	Meets the Land Use Code. Refer to Refuse/Recycling Collection section below. Republic Services has reviewed and approved the proposed refuse/recycling design for the building.

Other Land Use Code Topics:

1. **Parking**

   The parking count stipulated within the Building Floor Plans indicates that there are 579 stalls proposed for this development. The parking stalls are adequate and can be accommodated within the proposed below grade garage located on-site, with vehicular access from 124th Avenue NE. The following is a breakdown of the project's parking requirements:

   Parking for the proposed office use requires a minimum of 526 parking stalls (min. 2/1,000 nsf) and maximum of 788 parking stalls (max 3/1000 nsf). The development is proposing a total of 573 stalls for office use, which is under maximum parking requirements. The proposal includes two retail tenant spaces with a combined net square feet of 1,765, which requires a minimum of 4 stalls and a maximum of 6 stalls (max. 3.5/1,000 nsf). The proposed number of retail parking stalls is 6. **Refer to Section XI.A for Condition of Approval regarding Retail/Commercial Parking Stalls.**

2. **Loading**

   Per LUC 20.20.590.K.4, an off-street loading space is required which can access a public street. The standard requirement for a loading space is 10 feet wide by 55 feet long. However, the Director may reduce the required stall length and maneuvering length if the property owner demonstrates that known delivery vehicles can park and maneuver within the proposed loading and maneuvering spaces so that no part of a vehicle using or maneuvering into the loading space encroach into a public right-of-way, access easement or private road.

   Block 15 will have minimal loading needs, primarily for office and retail use deliveries. These delivery trucks are typically smaller (i.e. office suppliers, fresh food delivery) than larger delivery trucks, which require additional loading space and maneuvering length to load and unload. Three (3) 12 feet X 35 feet loading areas are provided within the building on Level 1, which are adjacent to the garage entrance via 124th Avenue NE. **Refer to Section XI.A for Conditions of Approval regarding Provisions for Loading and Solid Waste/Recycling Collection Facilities Required.**

3. **Refuse and Recycling Collection**

   Although the subject site is small, the applicant provides a loading room on Level 1 of the building accessed from 124th Avenue NE, to accommodate general loading needs and for refuse/recycling/compost collection. The retail uses will use the first-floor freight elevator to Level A. A dedicated retail loading and refuse stall will be accessible and then transferred up to the main loading dock using the ramp. Refuse collection will be picked up using a compactor and can be accommodated within the loading room. For recycling and compost container pick-up, the building operator will need to coordinate with Republic Services for the pick-up time, as these containers will need to be accessed for collection. Refer to Sheet C1-504 within the Civil plan set for reference diagrams. Republic Services has reviewed and approved the proposed refuse/recycling design for the building. **Refer to Section XI.A for Condition of Approval regarding Refuse/Recycling/Compost Collection.**

4. **Required Ground Floor Uses**

   Ground floor commercial uses are an essential component of active and vital streets.

They create a vibrant "18-hour" pedestrian environment where neighborhood services are within an easy walk, bike or transit trip. Along NE Spring Boulevard, at least 50% of the street level building edges shall incorporate ground floor commercial uses. The project provides ground floor commercial uses along 59% of the Spring Boulevard frontage of this development. All ground floor commercial uses will have direct access from the public sidewalk. Workers within the building will pass by these retail and commercial businesses on their way to the main building entrance on NE Spring Boulevard.

5. **Street Level Build-to Lines**
   Build-to lines occur along select block faces to help establish a continuous "street wall", providing a sense of enclosure and visual interest for pedestrians. The proposed building is subject to this provision along NE Spring Boulevard and complies with this provision, as the building is located at the back of sidewalk along this frontage.

6. **Required Sidewalk-Oriented Development**
   Sidewalk-oriented development is characterized as ground floor building frontages with direct entries from the sidewalk and/or building frontages with a high degree of transparency and activating land use. This increased visual and physical interaction between the people inside and outside the buildings results in "eyes on the street" while creating a greater degree of safety and a vibrant public realm. On street frontages where ground floor retail or commercial uses are not required, a minimum of 40% of ground floor facade shall be transparent glass. Primary entrances shall be oriented toward the public right-of-way or open space.

   The proposed building is required to provide a sidewalk-oriented façade along NE Spring Boulevard. The building incorporates a primary building entrance for the office and retail tenant(s) along this frontage and will have a ground floor façade transparency of 73%, which is in compliance with the required sidewalk-oriented development standards. **Refer to Section XI.C for Condition of Approval regarding Vison Glass.**

7. **Required Street Furniture**
   NE Spring Boulevard is identified as a street which requires street furniture. The applicant has proposed to install two benches along the building façade on NE Spring Boulevard, consistent with the design of the benches located adjacent to the development, west of the subject site. **Refer to Section XI.B for Condition of Approval regarding Street Furniture.**

8. **Restricted Driveway Access**
   Driveway access along certain streets is restricted to minimize conflicts with transit, autos, bicycles, and pedestrians, and to reinforce active edge continuity along commercial and retail frontages. NE Spring Boulevard is identified as a street which has restricted driveway access. The proposal does not include driveway access off NE Spring Boulevard into the proposed structure. Instead, the main driveway access into the development, including loading and refuse pick-up is via 124th Avenue NE.

9. **Garage Entry and Soffits**
   The proposed garage entry for Block 15 is located off 124th Avenue NE to minimize pedestrian-vehicular conflicts at the base of the building fronting Spring Boulevard. The garage entry is set back approximately 30-feet from the roadway to help alleviate back-

ups onto 124th Avenue NE. It should be noted that the garage entries and soffits shall be finished to provide pedestrians and vehicles passing by a view that is consistent with the level of architectural detailing found on surrounding buildings.

10. Mechanical Screening

Mechanical equipment for the building will be clustered on the rooftop to reduce visual clutter and will be screened on all sides and from above with screening that is integrated into the design of the building massing.

Roof plans submitted for the building permit application shall indicate locations of mechanical equipment, including any communication equipment such as satellite dishes. The applicant shall demonstrate that screening for rooftop mechanical equipment is architecturally integrated with the building. Screening shall be provided so that rooftop mechanical equipment is not visible from adjacent streets, public sidewalks, or above. All HVAC rooftop equipment shall be consolidated and screened, including painting of equipment/screening as necessary.

Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults, in a building, or substantially screened per the approval of the Development Services Department.

Any at grade grills/grates or panels shall be of the minimum size necessary and be ADA compliant and flush with the sidewalk or driveway in which it is installed. Review and approval of these locations and grates will be through the building permit review process for the below grade garage. **Refer to Section XI.C for Condition of Approval regarding Mechanical Equipment Screening.**

B. BelRed Design Guidelines

Per LUC 20.25D.150, each development within a BelRed land use district must comply with the provisions of the following BelRed 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

Finding: *The 124th Avenue NE, NE Spring Boulevard and NE 14th Street frontages all incorporate required sidewalks as well as streetscape planters. One bio-retention cell is proposed along 124th Avenue NE which has a similar design and aesthetic found throughout the Spring District. Streetscape plantings along the two street frontages will continue with the incorporation of street trees and shrubs found elsewhere in the district. In addition, the project maintains and enhances an existing public pedestrian access easement to the south and will include new plantings within the adjacent planters next to the building, that will be planted with trees and shrubs.*

The design of the building maintains and continues the modern industrial aesthetic of several of the adjacent existing buildings, which include vision glass, masonry, concrete and steel, similar

to the adjacent Blocks 11 and 16. The building also includes decks at alternating floors to provide additional areas of open space for tenants of the building, similar to Blocks 5 and 6 north of the subject site.

This development proposes a water feature art element incorporated into the plaza to the west of the building. **Refer to Section XI.D for Condition of Approval regarding Public Art.**

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

Finding: *The proposed project incorporates a large ground floor commercial office space, retail spaces and a bike storage area, that will include unobstructed vision glass into the space from the north and west sides of the building. Weather protection in the form of canopies is proposed at the main building entrance and retail entrances on NE Spring Boulevard to provide both weather protection from the elements, as well as visual interest at the ground level of the building. The western side of the building is where the open plaza that was partially constructed with Block 11 is located. The proposal intends to expand the plaza onto the Block 15 property. The applicant intends to maintain this outdoor space and enhance it with additional landscape planters adjacent to the proposed building. The southern side of the building includes an existing pedestrian easement with ample landscaping. The building is also setback due to a Seattle City Light easement along east property line. The proposal enhances the pedestrian experience by incorporating 30 feet of robustly planted landscape area and greenscreens within the easement. In addition, a bench will be incorporated in the NE Spring Boulevard Street frontage to provide an additional seating opportunity, which will meet required street furniture requirements. Opportunities for outdoor seating, landscaping, weather protection, and visual interest into the structure all work together to provide a robust pedestrian experience, while also providing ease of access around the structure.* **Refer to Sections XI.B and C for Conditions of Approval regarding Street Furniture and Vision Glass.**

Architectural Guidelines

1. Encourage High Quality Materials
2. Provide Interesting Building Massing
3. Create Attractive Building Silhouettes and Rooflines
4. Foster Attractive Rooftops
5. Design Inviting Retail and Commercial Entries
6. Encourage Retail Corner Entries
7. Encourage Inviting Ground Floor Retail and Commercial Windows

Finding: *Proposed high-quality materials address durability, pedestrian scale, and forms that are reflective of the building program. The building has been massed to keep the building scale in mind and break up the longitudinal dimensions of the building, while maintaining an uninterrupted street edge. This has been accomplished by allowing the floors to step back on the east and west facades and incorporating carve outs in the massing which generates visual interest from all sides and at different scales. Roof decks are proposed on alternating floors, which also add variety to the building elevations. The rooftop will include mechanical equipment which will be screened with paneling that is complimentary to the building design and materials, and a green roof surrounding the mechanical equipment. The articulation of the building*

massing and varied roofline provide visual interest, variety, and a distinctive signature to the overall silhouette of the building.

The main entrance to the office lobby is proposed on the north side of the building, with a secondary entrance on the west elevation via the public pedestrian plaza area. The vehicular and loading entrance is located on 124th Avenue NE. The building face on the east is enriched by green screens and robust planting within the SCL easement providing interest to the façade. This is also where retail/commercial patrons can access parking on level A of the below grade garage. The ground level of the building includes windows with vision glass along the north and west sides of the structure to provide pedestrians with visual interest into the structure. **Refer to Section XI.C for Condition of Approval regarding Vision Glass.**

Lighting Guidelines

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

Finding: *The proposed project will have minimal exterior lighting needs. Lighting fixtures are proposed at building entrances and within the public pedestrian plaza area – primarily in place for safety. All lighting fixtures are of a type that are shielded downward to prevent lighting impacts on adjacent properties.* **Refer to Section XI.C for Condition of Approval regarding Shielded Lights.**

IV. CONSISTENCY WITH THE SPRING DISTRICT DEVELOPMENT AGREEMENT (DA) & MASTER DEVELOPMENT PLAN (MDP)

In addition to consistency with the Land Use Code and Zoning Requirements, the project must also be consistent with The Spring District Development Agreement (DA) and Master Development Plan (MDP). **Refer to Section XI.A for Condition of Approval regarding Development Agreement and Master Development Plan**. The subject application meets the intent of each DA requirement (King Co. Recording # 20090911000269) and First Amendment to the Spring district Development Agreement (King Co. Recording # 202440117000087) and MDP Conditions of Approval (#11-125943-LP). Items more specific to this application are noted below.

A. Spring District Development Agreement (DA) Requirements

On July 10, 2009, a Development Agreement (DA) was signed between the City of Bellevue and WR-SRI 120th LLC. The Development Agreement was recorded on September 11, 2009 and amended by City Council action on December 11, 2023. This agreement required specific items for the development of the property known as “The Spring District.”

B. FAR Amenity Bonus System

Findings: The Spring District is a Catalyst Project consistent with the terms of the First amendment of the Development Agreement and Chapter 20.25D LUC. Accordingly, the FAR Amenity Bonuses are calculated pursuant to Paragraphs N.2.1 of the First amendment of the Development Agreement and LUC 20.25D.090.

Tier I Fee in Lieu Rate: Per the First amendment of the DA, until May 3, 2027 and for a Catalyst Project on the Property, the Owner may choose to comply with the LUC 20.25D.090 requirements for Tier I amenities by paying a fee-in-lieu at a rate of $4.00 for each square foot of floor area of development under the MDP and any associated

Administrative Design Review. Consistent with LUC 20.25D.090.C.6, the reduced fee-in-lieu rate of $4.00 per square foot shall be assessed and collected at building permit issuance and shall not be available subsequent to May 3, 2027.

Between May 4, 2027 and May 3, 2031, Owner may choose to comply with the requirements for Tier 1 amenities by paying a fee-in-lieu rate that is equal to 55 percent of the Tier 1 fee-in-lieu rate required by the LUC on the date that is the earlier of:

a) Approval of the Administrative Design Review for the applicable MDP Phase, or
b) Submittal of a complete building permit application for the applicable MDP Phase.

After May 4, 2031 and for the life of the approved MDP (No. 11-125943-LP) for TSD, Owner may choose to comply with the requirements for Tier 1 amenities by paying a fee-in-lieu rate that is equal to 60 percent of the Tier 1 fee-in-lieu rate required by the LUC on the date that is the earlier of:

a) Approval of the Administrative Design Review for the applicable MDP Phase, or
b) Submittal of a complete building permit application for the applicable MDP Phase.

In the event the City no longer maintains a Tier 1 fee-in-lieu rate, then the Owner may choose to comply with the requirements for Tier 1 amenities by paying above-required percent of the last Tier 1 fee-in-lieu rate published by the City as adjusted for inflation annually on January 1st of each year from the last publication date based on the current published annual change in the Seattle Consumer Price Index for Wage Earners and Clerical Workers

Tier II Fee in Lieu Rate: Per 20.25D.090, the Tier II Fee in Lieu is established and revised annually administratively per 20.25D.090.C footnote 2. The Tier II in lieu fee established for 2024 is $23.39/sf of bonus area.

The applicant intends to meet the FAR Amenity Incentive System (LUC 20.25D.090) code requirements through payment of fee-in-lieu to satisfy the Tier 1b Parks and Streams bonus category triggered, and the Tier 2 C Affordable Housing or Parks and Streams category. **Refer to Condition 6 in Section D.2 below for additional information regarding how the project has met the FAR Amenity Incentive System requirements.**

C. Concurrency

Finding: Per the First amendment to the Development Agreement (January 2024) Section G, the Multimodal Concurrency Code, Chapter 14.10 BCC, shall govern any development application submitted for City Land Use approval.

D. Spring District Master Development Plan (MDP) Conditions

The MDP approval contains conditions of approval to be applied as each development is implemented within the Spring District. Applicable MDP conditions as they relate to this project are noted below and are listed in the order of the Master Development Plan:

1. **Compliance with MDP Conditions: X.A. GENERAL CONDITIONS:**

Condition 1. Vested Status of the Master Development Plan.

Finding: The MDP is vested for 25 years from October 8, 2012, per the first amendment to original Development Agreement. The Development Agreement was amended December of 2023 and the MDP vesting time period was increased from 15 to 25 years from the date of final decision on the MDP. This application was received within the vesting period.

Condition 4: Phasing Plan
The Phasing Plan shall be followed per the Conceptual Phasing Plan (Attachment F). Modifications to the phasing plan may occur, per LUC 20.30V.160.

Finding: This application is for Parcel 15, which is within Phase 3 of the MDP. Development of this parcel will complete Phase 3 of the overall MDP, as this is the last parcel within this phase of development.

Condition 7: Pedestrian Amenities

- **Multi-purpose trail: A multi-purpose trail (12-14 feet in width) shall be provided along the entire length of the Spring District's property along 124th Avenue NE to connect to the multi-purpose trail on NE 16th Street as shown on the MDP plans. See Attachment A. For Phase 1a, the applicant shall design the entire trail (for both Phase 1a and Phase 1b) and construct the Phase 1a trail adjacent to any Phase 1a development. For Phase 1b, the applicant shall complete construction of the entire trail.**

- **Landscaping along 124th Avenue NE: The area within the Seattle City Light easement (adjacent to 124th Avenue NE) shall be landscaped along with a multi-purpose trail. Vehicular parking areas, vehicular lanes or load/unload areas will be prohibited within this easement area. This landscaping shall be installed as a part of Phase 1.**

- **Mid-block Public Pedestrian Connection: A mid-block public pedestrian connection (12-14' wide) between Buildings 15 & 16 (as shown on the MDP plans, Attachment A) shall be provided from 123rd Avenue NE to 124th Avenue NE and shall meet ADA accessibility requirements and the intent of the Green Streets Development Standards. The location and design shall meet the intent of LUC 20.25D.140.D. This mid-block public pedestrian connection with its associated easement and signage shall be installed as a part of Phase 1.**

- **Sidewalks: The applicant shall provide sidewalks along all city/private streets within the project limits.**

Finding:
The street frontage design for Block 15 incorporates a 14-feet wide-multipurpose path and 6-foot-wide planter on 124th Avenue NE. The trail will be completed as a part of the Block 16 site improvements and is required to be reconstructed with Block

15 development. The multipurpose path sits along a 30-foot wide SCL easement which is proposed to be heavily landscaped with coniferous and deciduous trees, shrubs and grasses. The façade also lends to the landscaping by creating a backdrop of climbing vines. There are no loading services or parking areas proposed within the SCL easement. The landscaping will be installed as a part of the site development of the project.

A public pedestrian connection between Buildings 15 and 16, as indicated on the Master Development Plan (MDP) plans was installed along with Block 16. This connection complies with the requirements set forth in LUC 20.25D.140.D and the Green Streets Development Standards. The pedestrian pathway, measuring 14 feet in width, provides ADA accessibility and enhances connectivity between 123rd Avenue NE and 124th Avenue NE. The applicant proposes to maintain the design for the mid-block connection and reconstruct is as approved per prior permits, thereby promoting pedestrian access and aligns with the city's vision for accessible and interconnected public spaces. The associated easement has been secured ensuring the pedestrian connection and public accessibility in accordance with project phasing requirements.

The applicant is required to maintain the existing sidewalks along NE 14th Terrace and NE Spring Boulevard. Sidewalk along 124th Avenue NE is completed with Block 16 improvements. Any damage during construction will require these to be re-constructed to meet Transportation development standards. Refer to Transportation technical review section VI.D, below, for additional details.

Condition 10: Recycling and Solid Waste Collection
With each Design Review application, the applicant shall document how recycling and solid waste will be collected. Recycling and solid waste receptacles may not be pulled out to the adjacent street/sidewalk. Refuse and recycling areas may be not located within adjacent public/private streets or adjacent rights-of-way. These activities must be located on each individual building site and screened from public view. The applicant shall coordinate the location of receptacles with Republic Services or any successor in interest to the Bellevue Waste Hauling franchise.

Finding: Recycling and solid waste receptacle areas are located within the proposed structure. Refuse/recycling collection will occur within the structure by use of two compactors. The applicant is working with Republic Services regarding pick up service. The design meets the MDP requirements.

Condition 14: Binding Site Plan
The Binding Site Plan shall be recorded upon the final decision of the Master Development Plan before the sale or lease of any lot, tract or parcel. The BSP shall include all required dedications and easements per the MDP conditions of approval at the time of each DR application for each project.

Finding: The Binding Site Plan was recorded on November 1, 2012, under King County Recording No. 20121101000274. An Amended Binding Site Plan related to this application was recorded on April 29, 2021, under King County Recording No. 20210429001060.

Condition 15: Preliminary Design, Utility Codes and Engineering Standards Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project. Final plan approval will occur under a Utility Extension Agreement which will be required for review and approval of the utility design. Submittal of the utility extension will coincide with future clearing and grading permit review. Final civil engineering may require some changes to the site layout to accommodate the utilities.

Finding: A utility extension agreement will be submitted by the applicant. Approval of the utility extension agreement is required prior to the issuance of a clearing and grading permit. **Refer to Section XI.A for Condition of Approval regarding Preliminary Design, Utility Codes and Engineering Standards.**

Condition 17: Addressing of Buildings/Tracts.

Finding: The applicant will be required to contact Parcel and Addressing Coordinator, Jami Fairleigh, Information Technology Department, phone 425-452-4276 regarding the addressing of buildings/tracts. **Refer to Section XI.D for Condition of Approval regarding Addressing of Lots and Buildings.**

Condition 18: Restricted Driveway Access.

Finding: The subject site is located on NE Spring Boulevard. Driveway access along NE Spring Boulevard is restricted to minimize conflicts with transit, autos, bicycles, and pedestrians and to reinforce active edge continuity along commercial and retail frontages. The proposal complies with this requirement as no driveway entrances are proposed off NE Spring Boulevard.

Condition 20: Right of Way and Easements
The applicant shall dedicate to the City all necessary right of way such that street improvements including on-street parking to the back of curb are located within the fee public right of way. The applicant shall also grant any necessary construction, pedestrian, landscaping, and utility easements. The applicant shall provide easements to the City for location of signal and streetlight facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

Finding: The Applicant will dedicate all necessary rights of way and grant any necessary easements consistent with applicable city requirements.

Condition 21: Vehicular Access Restrictions: All non-signalized driveways and private roads adjacent to 120th Avenue NE, NE 15th Street, 124th Avenue NE and NE 12th Street will be restricted to right in/right out. No left turns will be allowed at the signalized intersection of NE 15th Street/ 123rd Avenue NE. The applicant will purchase and post "No Left Turn" signs at the subject street and/or driveway locations, when and if necessary as directed by the City. All access is subject to additional restrictions based on traffic operations conditions as determined by the Transportation Department.

Finding: The site gains vehicular access via 124th Avenue NE. Vehicular access is limited to one curb cut for the site. The applicant has adhered to the vehicular access restrictions set forth for the project, incorporating a non-signalized driveways that provides vehicular entry to the site via 124th Avenue NE. The driveway is also restricted to right-in/right-out access. The applicant has committed to posting "No Left Turn" signage at driveway location. These access measures are designed to accommodate anticipated traffic operations, with potential for further restrictions by the Transportation Department as needed to address safe traffic conditions. Also refer to Transportation findings in the Technical Review section VI.D below.

2. Compliance with prior MDP Conditions: Section X.B. PRIOR TO ANY DESIGN REVIEW APPROVAL FOR A BUILDING, PHASE, AND/OR PARK/PLAZA/GATEWAY:

The following conditions must be complied with prior to any Design Review approval for a building, phase, and/or park/plaza/gateway:

Condition 1: Design Review
Each new site development (i.e., building, parks, plaza, and gateway) shall require Design Review approval. If appropriate, Design Review applications may be combined.

Finding: This application is for Administrative Design Review approval for a new office building, along with other related site improvements, consistent with this MDP condition.

Condition 2: Outward Focus of Perimeter Buildings: During the Design Review of individual buildings on the perimeter (124th Avenue NE, NE 12th Street, 120th Avenue NE), the applicant shall provide building designs that convey an outward focus toward the city streets as well as toward the interior of the development. The applicant shall incorporate the design guidelines of LUC 20.25D.150. The use of blank walls or flat nondescript walls that are not articulated by any visual interest is not consistent with applicable design criteria.

Finding: The building designs provided for Block 15 along the perimeter at 124th Avenue NE demonstrate compliance with the outward focus requirement. The design avoids blank or unarticulated facades by including robust landscaping, green screens on the façade along 124th Avenue NE, enhancing visual interest and interaction with the surrounding streetscape. The applicant has incorporated active frontages along the street-facing sides.

Condition 3: Coordinated Landscaping Plan along Site Perimeter: With the first perimeter Design Review submittal along 124th Avenue NE and the first perimeter Design Review submittal along 120th Avenue NE, a coordinated perimeter landscaping plan shall be submitted for the length of The Spring District property along each right-of-way. Note: This coordinated landscaping plan is for on-site landscaping and not off-site landscaping associated with any city right-of-way project.

Finding: The applicant has submitted a coordinated perimeter landscaping plan for the Spring District blocks: 24, 16, 15 and 6 along 124th Avenue, in accordance with the requirements. The plan provides a cohesive landscape design that enhances visual continuity and aesthetic appeal, ensuring a consistent approach to on-site landscaping across the property's perimeter. This design coordination strengthens the site's integration with the surrounding environment while respecting the boundary between on-site landscaping and any off-site city right-of-way projects. The landscaping plan incorporates green screens and 30-foot landscape strip coinciding with the SCL easement, along the eastern building façade fulfilling the design intent and contributing to the streetscape's attractiveness and pedestrian experience.

Condition 4: Impervious Surface/Lot Coverage: The maximum impervious surface/lot coverage is 75% MDP area wide. This calculation shall be provided upon each Design Review application to keep track towards the final phase of the MDP.

Finding: The Applicant provided the City with an updated calculation for this review. The total impervious surface of the area redeveloped under this application is 62.1% (54,939 sq. ft.). The cumulative impervious surface for The Spring District MDP including this application is 74.7%. The total lot coverage of the area redeveloped under this application is 51.7% (45,703 sq. ft.). The cumulative lot coverage for the Spring District MDP including this application is 51%. See attachments. Under the MDP, a site may exceed the 75% impervious surface/lot coverage maximum, so long as the overall impervious surface/lot coverage MDP area wide does not exceed 75%. As the current cumulative impervious surface for the MDP is at the maximum permitted (74.7%), future development within the Spring District will need to reduce impervious surfaces to maintain the maximum required by the Land Use Code and the MDP approval. **Refer to Section XI.E for Condition of Approval regarding Maximum Impervious Surface/Lot Coverage.**

Condition 5: Parking Stall Calculations: Each building shall submit parking stall calculations to document how it meets the Land Use Code requirements for onsite parking.

Finding: Refer to Section III.A above for parking discussion.

Condition 6: Amenities and FAR for each Design Review:

- **The phasing plan for the MDP shall provide for proportionate installation of amenities that must be included when each phase of development is constructed.**

- **Required amenities for each individual building shall be provided at the time of that building construction. In-lieu fees shall be assessed and collected at building permit issuance. Required amenities cannot be "borrowed" from future buildings or phases.**

- **The applicant shall meet the amenities outlined in the Development Agreement as well as the Land Use Code. The applicant shall use the attached Amenity calculation sheet (Attachment B) to show compliance with the DA and Land Use Code.**

- **The calculations shall show that for the overall MDP at full build-out, there is at least a minimum 2.5 FAR overall (per the Development Agreement) with a maximum 4.0 FAR overall (per the Land Use Code).**

- **With each Design Review application submitted under the MDP, the applicant shall include the physical FAR of the proposed project, as well as the calculated FAR of the project as part of the overall MDP rolling average. At no time shall the averaged MDP FAR fall below 2.5 (DA) or exceed 4.0 (LUC).**

- **Use of an alternate MDP FAR calculation or a change to the target MDP FAR must be reviewed and approved by the City of Bellevue as a modification, processed as a Land Use Exemption application to Design Review or as a modification request with the subject Design Review application.**

Finding: As shown below, the FAR for this application is 3.59. The rolling MDP average is within the range of 2.5 to 4.0 required under the MDP (2.95), the Development Agreement (DA), and the Land Use Code. Future development within the Spring District MDP will need to be constructed to ensure the MDP rolling average is maintained at a minimum 2.5 FAR, and no higher than the maximum 4.0 FAR.

The proposed FAR Amenity calculations, below, are consistent with the requirements of the Development Agreement, MDP, and Chapter 20.25D of the LUC. Fee-in-lieu payment will be collected at the time of building permit issuance. **Refer to Section XI.C for Condition of Approval regarding Payment of Fee-In-Lieu of Floor Area Amenities.**

The Original Development Agreement stipulates fees-in-lieu of amounts for amenity payments for this specific Master Development Plan. Each phase of development is required to provide the installation of amenities through payments in-lieu of installation (to be paid at building permit issuance). For this specific Master Development Plan, the first 750,000 square feet is paid at $3.75 per square foot. After 750,000 square feet, the fee is $4.00 per square foot. Once a project reaches Tier 2, the current adjusted fee-in-lieu rate is used. For the year 2024, the current rate is $23.39.

The First amendment to the DA maintains the in-lieu fees for Tier 1 at $4.00 per square foot until May 3, 2027, between May 4, 2027, and May 3, 2031, the fee-in-lieu rate is equal to 55% of the Tier 1 fee-in-lieu rate required by the Land Use Code. After May 4, 2031, and for the life of the MDP, the fee-in-lieu rate is equal to 60% of the Tier 1 rates required by the Land Use Code.

The first 750,000 square feet of development of the Spring District has been completed, and therefore the remaining Spring District projects are no longer able to take advantage of the reduced $3.75 fee-in-lieu rate. The applicant for this application intends to meet the FAR Amenity Incentive System (LUC 20.25D.090) code requirements through payment of fee-in-lieu to satisfy the Tier 1b Parks and Streams bonus category triggered, and the Tier 2 Affordable Housing or Parks and

Streams category. Therefore, the Block 15 development is subject to the $4.00 fee-in-lieu rate, as well as the current Tier 2 rate for 2024, which is $23.39. If the above grade permit is issued in subsequent years, then the Tier 2 rate shall be recalculated using the updated fee-in-lieu rates established. The total floor area subject to the fee-in-lieu obligation for the project is 229,021 square feet, which equates to $1,069,769.14. See tables below for breakdown. Per LUC 20.25D.090.C.6, in-lieu fees shall be assessed and collected at building permit issuance. The fees will be re-calculated at that time, using the appropriate fee-in-lieu rates, prior to collection.

Non-Residential Development	**Block 15 Office**
Aggregate Parcel Size (sf)	88,438 square feet
Total Allowed SF at Max FAR (4.0)	353,752 square feet
GFA of Proposed Development *	319,224 square feet
Exempt Retail GFA	1,765 square feet
GFA for FAR	317,459 square feet (319,224 – 1,765 sq. ft.)
FAR	3.59 (317,459/88,438)
Base FAR Allowed (1.0)	88,438
GFA Subject to Incentive System	229,021 (317,459 – 88,438)
GFA in Tier 1 (up to 2.5 FAR)	221,095 (88,438 x 2.5)
GFA in Tier 2 (up to 0.5 FAR)	7,926 (229,021 – 221,095)

Amenity Fee-in-Lieu Payment Calculation	**Block 15 Office**
Gross Square feet (GSF) of Development *	326,840 square feet
% Floor Area Eligible for DA $3.75 rate	0%
% Floor Area Eligible for DA $4.00 rate	100%
Total Floor Area Subject to Amenity System	229,020 square feet
Square Feet Paid at $3.75	0
Square Feet Paid at $4.00	221,095
Square Feet Paid at 2024 Rate $23.39	7,926
Tier 1b: Parks and Streams	$884,380.00
Tier 2: Affordable Housing or Parks and Streams	$185,389.14
Total Fee-in-Lieu	$1,069,769.14

* Gross Floor Area (GFA) – the area included within the inside finished wall surface of the surrounding exterior walls of a building excluding interior openings in floor plates (e.g. vent shafts, stair wells, and interior atriums), outdoor courts and exterior balconies.
* Gross Square Feet (GSF) – total number of square feet within the inside finished wall surface of the outer building walls of a structure, excluding vent shafts, outdoor courts and parking.

3. **Compliance with prior MDP Conditions: X.C, D, and E. PRIOR TO CLEARING & GRADING PERMIT, BUILDING PERMIT, AND ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY**:

Finding: Conditions contained in this section of the Spring District MDP are required by City Code and are met as part of each Design Review application. Therefore, these typical conditions must be met by this proposal before clearing and grading, building permits, or certificates of occupancy are issued under this Design Review approval. **Refer to Section XI for all Conditions of Approval applicable to this project and Section XI.A for Condition of Approval specific to the provision of the Conditions of Approval on Permit Plan Sheets.**

V. PUBLIC NOTICE AND COMMENTS

Application for the Design Review and project SEPA review was submitted on October 28, 2021. Following initial review of the project documentation submitted, a notice of application was published on December 2, 2021, in the City Permit Bulletin and an initial comment period held open for 14 days. The applicant and the city held a virtual public meeting on the Design Review application on December 16, 2021, via Zoom. The purpose of the meeting was to discuss and clarify the proposal and listen to neighbor concerns. No members of the public attended the public meeting. Comments on the Design Review application and project SEPA were accepted during and after this public meeting, as well as up to the date of this decision. During the overall review of the Design Review and project SEPA, the City received one public comment:

Question/ Comment: The developer and city are making a poor decision by exceeding the minimum parking requirements, which will increase street congestion and conflicts with King County's sustainability goals. Given the building's proximity to a future light rail station, parking should be reduced to the minimum and encourage the developer to prioritize bike parking, as transportation is the largest source of pollution in the U.S.

Response: The parking requirements are regulated per LUC 20.25D.120.B.2. The minimum required parking for Office: Business services/professional services/general office is 2 stalls per 1000 net square feet (nsf) and the maximum is 3.5 stalls per 1000 net square feet. The applicant is providing 579 number of stalls for the development, which is within the limits as stipulated by code.

VI. TECHNICAL REVIEW

A. Land Use

As conditioned, short-term impacts related to noise generation as a result of the construction will be minimized. Noise related to construction is permitted from 7:00 a.m. to 8:00 p.m., Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020.C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses. **Refer to Section XI.A for Conditions of Approval regarding Construction Noise Hours and Use of Best Available Noise Abatement Technology.**

B. Clearing & 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).

C. Utilities

Utility review of Spring District Block 15 Administrative Design Review was reviewed based on materials submitted at the time of this application. No construction will occur

under this permit. The development shown on the permit drawings can be feasibly constructed without requiring a deviation from engineering codes and standards. Review of this application has been evaluated against City of Bellevue Utility Engineering Codes and Standards. Final utility engineering construction review and approval will be completed under separate construction permits.

Storm

The development proposes to meet all the minimum requirements triggered for the site as required in the City of Bellevue Surface Water Engineering Standards and WA DOE Storm Water Manual for Wester Washington. Based on information submitted with this permit the site will trigger storm drainage minimum requirements 1-9 of the Storm and Surface Water Engineering Standards. The site will drain to the storm system in NE Spring Boulevard and NE 14th Terrace which eventually drains to Lake Bellevue and then Sturtevant Creek. Sturtevant Creek basin has been designated as a 40/20 basin which allows the existing lot surface coverage type to be used when sizing any detention system instead of a forested condition per WA Ecology rules. A detention system will not be required for the site based on modelling results.

Water

The site proposes to connect Block 15 to the existing water system for domestic, fire and irrigation meters in NE 14th Terrace.

Sewer

Sewer service for Block 15 is available in NE 14th Terrace via a side sewer connection to an existing sewer main stub.

Refer to Section XI.A for Condition of Approval regarding Preliminary Design, Utility Codes and Engineering Standards.

D. Transportation

Project Summary

The proposed Block 15 development is located in the Spring District on the west side of 124th Avenue NE, south of NE Spring Boulevard. The project site is bordered by Block 16 to the south and Block 9/11 to the west.

The Block 15 project proposes to construct one office tower with commercial space on the ground floor. The office tower consists of 317,458 square feet of office and 1,765 square feet of retail space.

The existing site is currently vacant and is used to stage and park construction equipment for other parcels.

The proposed uses are estimated to generate 469 p.m. peak hour vehicle trips resulting in 239 total MUs generated. A concurrency certificate is issued for 239 MUs with this staff report.

The required transportation infrastructure will include reconstruction of the existing 14-feet-wide sidewalk, 5-foot-wide bike path, curb ramps, and 7-foot-wide planter strip on NE Spring Boulevard, reconstructing the existing 14-feet wide-multipurpose path and 6-foot-wide planter on 124th Avenue NE, and reconstructing the 14-foot-wide multipurpose

path on the west and south parcel frontage.

Operational Impacts and Mitigation

The Spring District MDP analysis included a Traffic Impact Analysis that identified traffic impacts and mitigation for all phases of the development, and each phase is analyzed as well to ensure consistency with the overall analysis. This project is part of Phase 3. A traffic analysis dated April 2022 was prepared for Phase 3 by Parametrix for this project. The analysis found that Phase 3 is consistent with the MDP analysis and that this project is consistent with the analysis. With the improvements to the street and pedestrian system to be constructed by this project together with other projects and the payment of traffic impact fees, no further mitigation is required for this project.

City staff directed the applicant's traffic consultant, Parametrix, 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 vehicles queues at the site access locations and surrounding intersections during the p.m. peak hours, and delivery, garbage, and fire truck circulation/operations on the project site. Traffic modeling was provided by the City to use for this analysis based on the vehicle trip generation determined in the TIA.

All site access locations remained at acceptable LOS levels with the proposed transportation infrastructure improvements. These improvements include frontage improvements along 124th Avenue NE and NE Spring Boulevard adjacent to the proposed development.

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

1. NE Spring Boulevard and 121st Avenue NE
2. NE Spring Boulevard and 122nd Avenue NE
3. NE Spring Boulevard and 123rd Avenue NE
4. NE Spring Boulevard and 124th Avenue NE
5. District Way and 124th Avenue NE
6. NE 12th Street and 124th Avenue NE
7. NE 12th Street and 120th Avenue NE
8. NE Spring Boulevard and 120th Avenue NE
9. District Way and 123rd Avenue NE

All intersections remained at acceptable LOS levels with the proposed transportation infrastructure improvements. These improvements include frontage improvements along 124th Avenue NE and Spring Boulevard adjacent to the proposed development.

To improve pedestrian circulation and connectivity to the surrounding transportation system, the project will construct an 8-foot-wide sidewalk, a 1-foot-wide wedge curb, 5-foot-wide bike path, 6-foot-wide planter strip, and new curb and gutter along the 124th Avenue NE frontage, restore the existing 14-foot-wide sidewalk, 5-foot-wide bike path, and 7-foot-wide planter strip on NE Spring Boulevard, restore any impacts to the existing

pedestrian and signal facilities at the 124th Avenue NE and NE Spring Boulevard intersection, and restore the existing 14-foot-wide multipurpose paths on the west and south sides of the parcel.

To improve bicycle circulation to and through the site, the project will install a new protected bike path along 124th Avenue NE, which will connect to existing bike facilities on NE Spring Boulevard, 124th Avenue NE north of the site, and the multipurpose paths west and south of the site.

No additional transit improvements will be constructed with this project. The site will be located within 650 feet of a new Sound Transit light rail station. Pedestrians will use the sidewalk and crosswalks to access the transit center.

Site Vehicle Access and Loading
This project is proposing to construct a new office and retail building on Spring Boulevard at the intersection of 124th Avenue NE. It is situated on Block 15 in the Spring District Master Development Plan and is in Phase 3 according to the current phasing plan for the development. This tract is bordered on the south by a mid-block pedestrian corridor adjacent to the Block 16 building, on the west by Block 9 & 11, on the north by Spring Boulevard, and on the east by 124th Avenue NE. 124th Avenue NE is classified as a major arterial public street, and NE Spring Boulevard is classified as public minor arterial street.

The NE Spring Boulevard street and frontage has already been constructed on this block and is a five-lane section that includes a 14-foot-wide sidewalk, 5-foot-wide bike path, and 7-foot-wide planter strip adjacent to the site. 124th Avenue NE is a newly constructed five-lane arterial. The pedestrian and bike facility adjacent to the site is required to be constructed as part of phase 1 of the MDP and will be completed prior to the construction of the building on Block 15.

Vehicular access to the proposed project will be provided by a new minimum 28-foot-wide commercial driveway approach off of 124th Avenue NE.

Refuse pickup and site loading will be provided in the loading dock area accessed via the 28-foot-wide loading driveway off 124th Avenue NE. Republic garbage trucks and SU-30 size trucks must be able to load on site without obstructing the public sidewalk. **Refer to Section XI.A for Condition of Approval regarding Provisions for Loading.**

Interim Site Driveway Access
A temporary driveway approach currently exists on the east side of the parcel providing access to the site for parking and storing construction equipment from 124th Avenue NE. This temporary driveway will be removed and replaced at the new access location with this development.

An interim driveway constructed per Bellevue standards may be constructed prior to construction of the development if a parking lot improvement or other permitted land use is installed on the site. Driveway access will not be allowed to the existing unimproved site without permit approval.

Site Pedestrian and Bicycle Access

Pedestrian access to the site will be provided by the existing 14-foot-wide sidewalk and 7-foot-wide planter strip along NE Spring Boulevard, the existing multipurpose paths west and south of the site, and new 8-foot-wide sidewalk along 124th Avenue NE. Building entrances will be located off of the NE Spring Boulevard, 124th Avenue NE, and NE 14th Terrace frontages.

Bicycle access to the site will be provided by multiple multipurpose paths and bike lanes. The 14-foot-wide multipurpose path along the north side of NE 14th Terrace will provide bike access to 124th Avenue NE. The multipurpose path north of the site will provide access to Spring Boulevard and the light rail station. The new multipurpose path on the 124th Avenue NE frontage will provide access to the existing bike facilities to the north of the site.

Transportation Infrastructure Improvements

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 street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

Street, sidewalk, and bicycle facilities along the street frontage of Spring Boulevard and Block 9/11 were constructed as part of other projects. A portion of the sidewalk along NE Spring Boulevard will require removal and reconstruction to complete the new Block 15 garage and building structure. This project will be required to protect the existing improvements not involved in the connection to the new office building and repair any damage caused by construction of the project.

Access for the development will be provided via a new 28-foot-wide driveway approach off of 124th Avenue NE. The driveway approach is required to meet all Bellevue driveway and sight distance standards.

Any existing improvements that are affected by the construction of this project must be restored to their original condition. Any construction in the public right-of-way, including construction access from this site, will require a Right-of-Way Use permit for the project.

The design of the sidewalk shall not include pervious pavement within the public pedestrian path per PROWAG guidelines section R302.7. The public multipurpose paths around the building must meet all ADA and PROWAG guidelines.

Frontage improvements required by the developer include:

1. NE Spring Boulevard
    a. Reconstruct the existing 14-foot-wide sidewalk, 5-foot-wide bike path, and 7-foot-wide planter strip to Bellevue standards.
    b. Reconstruct the curb ramps at the corners of NE Spring Boulevard and 124th Avenue NE to meet all Bellevue and ADA standards, including constructing the full sidewalk width behind the ramp landings.
    c. Restore street lighting to existing conditions.

2. 124th Avenue NE
    a. Reconstruct existing multipurpose path, 6-foot-wide planter strip, and curb and gutter along the frontage.
    b. Restore street lighting to existing conditions.

3. West and South parcel frontage
    a. Reconstruct the 14-foot-wide multipurpose path to the existing width and alignment.

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

Sidewalk and Utility Easements, Pedestrian Access Easements
Sidewalk and utility easements and temporary construction easements have been acquired for the City's CIP project for Spring Boulevard and 124th Avenue NE, however any additional sidewalk and utility easements that may be necessary for pedestrian facilities outside of the right-of-way and recorded easements shall be provided to the City as needed. **Refer to Section XI.B for Condition of Approval regarding Sidewalk/Utility/Pedestrian Access Easements.**

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

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. This project proposes to construct 327,000 square feet of office space, which will require a Transportation Management Plan that addresses the items listed in BCC 14.60.070.E through F.
Refer to Sections XI.C and E for Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program.

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 Sections XI.C and E for Conditions of Approval regarding Impact Fes.**

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 May 8, 2023. When complete, this project will require 239 MUs. The supply of Mobility Units is sufficient to accommodate this level of development. A concurrency certificate is included with this approval. **Refer to Section XI.B for Condition of Approval regarding Concurrency.**

E. Building Division

The plans generally conform to the level of detail typical for the design phase. Comprehensive building review will be performed under the construction permits.

F. Fire

The plans generally conform to the level of detail typical for the design phase. Comprehensive building review will be performed under the construction permits.

G. Addressing

The final addresses for this project will depend upon the final configuration. A change in site or garage configuration may require readdressing. **Refer to Section XI.E for Condition of Approval regarding Addressing of Lots and Buildings.**

VII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposed Design Review approval that are beyond those identified in the Bel-Red Corridor EIS and the Transportation Facilities Plan EIS. The Environmental Checklist together with information submitted (in the official file) adequately discloses expected environmental impacts associated with the proposed Design Review approval. The City codes and requirements, including SEPA, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of:

- The BelRed Corridor Project Draft and Final Environmental Impact Statement, issued July 19, 2007, and addendum.
- Final Environmental Impact Statement, 2016-2027, Transportation Facilities Plan, December 2015

These documents are available through Development Services Permit Records via a records request.

Adverse impacts which are less than significant are typically subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code, Section 22.02.140, provides substantive authority to mitigate impacts disclosed through the environmental review process.

The following amendments to the Environmental Checklist are provided by the City of Bellevue.

A. Utilities

Water: Water service stubs to the site are available across the frontage of the site in NE 14th Terrace. The water main had adequate pressure and capacity to serve Block 15.

Sewer: Sewer stub service to the site is available across the frontage of NE 14th Terrace. The sewer main had adequate sewer capacity to serve Block 15.

Storm Water: Storm drainage stubs for the site are available in NE Spring Boulevard and NE 14th Terrace. The storm main had adequate capacity to serve Block 15.

B. Transportation

System Impacts and Mitigation

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This project proposes to construct 317,458 square foot of office and 1,765 square foot of retail space 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 project will also 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 supporting the current Comprehensive Plan as well as 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 significant adverse transportation impacts.

Project Impacts and Mitigation

The Transportation Development Code, BCC 14.60.060, allows impacts to transportation mobility for all modes to be mitigated through the construction of transportation improvements. The project has addressed any potential impacts through the project design resulting in no impacts to multimodal mobility. The improvements required are described in the Transportation Technical Review section of this staff report.

C. Earth

Block 15 is in the Spring District, surrounded by NE Spring Boulevard to the north and 124th Avenue NE to the east. Block 6 and Block 5 development sites are to the north and northwest, while Block 16 is located south and Block 11 is located to the west. Historically,

the development area was used for agriculture until the site was occupied by a grocery warehouse in 1954. The grocery warehouse was demolished in 2017 and regraded to an elevation of 176 feet. The affected geographic area is relatively flat at around a site perimeter elevation ranging from 177 to 180 feet. The subject site is currently a vacant paved lot. According to the geotechnical report of record by Langan Engineering and Environmental Services, Inc. dated February 17, 2022, and available for public viewing in the project file, the subsurface conditions consist of till deposits of non-sorted and non-stratified mix of clay, silt, sand and gravel and is also underlain by a thin layer of fill and recessional outwash, which is in turn underlain by glacially consolidated soils.

Groundwater was observed at depths of 10 and 25 feet which corresponds to elevations of 165.5 to 150.5 feet, which are considered shallower water levels that are perched above regional groundwater. The perched water levels will likely fluctuate within the extent of permeable layers, which are encountered between elevations 176 to 150.5 feet, with possible other zones of perched water at the site.

During the construction of Block 16, and the construction of Block 5 and Block 6, there was a partially confined aquifer at depth in the vicinity. The aquifer has been depressurized during construction of the surrounding projects and is passively drained permanently by below grade basements.

Proposed earthwork includes the excavation of the basement, where the construction of the proposed basement will require excavation of 40 to 48 bgs (below ground surface). Because of the depths, the excavations will need to be shored to protect surrounding improvements. The soil to be excavated from the site consists mainly of sand, gravel, and silt that can be excavated with conventional earth moving equipment. There may be other site preparations such as removal of utilities, old foundations, buried fuel tank or other underground storage tanks, etc. that will require a jack hammer to remove. The excavation of the planned basement should be filled with controlled density fill or properly compacted engineered fill.

There is potential for erosion and sedimentation impacts as a result of the earth movement activities. Applicants and permittees are responsible for preventing erosion and discharge of sediment and other pollutants into the storm and surface water system and receiving waters. A construction stormwater pollution prevention plan (CSWPPP) prepared according to the Washington State Department of Ecology Stormwater Management minimum technical requirement # 2, will be required at time of Clearing and Grading permit application for this development (Bellevue City Code 23.76).

By incorporating the requirements of existing codes and standards, the recommendations included in the geotechnical report (including site management techniques), use of Best Management Practices for temporary erosion and sedimentation control, and rainy season restrictions, it is expected that anticipated impacts to earth resources will be adequately mitigated.

D. Air Quality

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

Construction would temporarily increase dust and vehicle emissions near the

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

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

The BelRed Corridor DEIS states that to the extent that pollutant-generating land uses (i.e., repair shops, drycleaners) redevelop over time within the BelRed Corridor, overall emissions would be lower in the future than they are now. And that despite the predicted increase in traffic volumes and emissions, the BelRed Corridor redevelopment is not likely to result in any exceedance of the air quality standards. Maintaining traffic flow will reduce vehicles idling and, therefore, reduce pollutant emissions from vehicles. With the future light rail trips, pollutant emissions from vehicles are assumed to be further reduced.

Washington State Department of Ecology (Ecology) has jurisdiction over air quality in Washington State. The City of Bellevue does not have code authority to regulate air quality which is under the jurisdiction of Ecology. Ecology provides thresholds based on building type and square footage to estimate the annual carbon dioxide emissions (CO2e) from the buildings and associated traffic. The analysis compares the estimated change in GHG emission for the project to the State of Washington GHG reporting thresholds, Chapter 173-441 WAC, Reporting of Emission of Greenhouse Gases.

The applicant provided a technical memorandum by JMJ Team, civil engineering consultants, dated October 14, 2021 (revised June 6, 2022) (available for public viewing in the project file) which describes the anticipated greenhouse gas emissions associated with the construction and operation of the proposed Block 15 development.

Need for Qualitative or Quantitative Disclosure
Washington Department of Ecology (Ecology) has jurisdiction over air quality in Washington State. The City of Bellevue does not have code authority to regulate air quality. Ecology provides thresholds based on building type and square footage to estimate the annual CO2e from the buildings and associated traffic. These thresholds are used to determine the need for either a qualitative or quantitative analysis of CO2e for a project.

Ecology's Guidance for including Greenhouse Gas Emissions in SEPA states that for projects that are expected to annually produce an average estimate of at least 10,000 but less than 25,000 metric tons CO2e, proponents should at least qualitatively disclose the GHG emissions caused by the project. A qualitative disclosure should include a general description of the project's expected source(s) of the emissions, as well as any

proposed GHG mitigation measures incorporated or designed into the project.

The project has been estimated using the King County Department of Development and Environmental Services SEPA GHG Emissions Worksheet, Version 1.7. Using this worksheet, the project has been screened for Ecology's thresholds for qualitative and quantitative reporting requirements. The anticipated sources of emissions for the project include embodied emissions created through the manufacturing, transportation, construction, and disposal of building materials. Emissions associated with the operation of the proposal include building energy usage and maintenance, as well as vehicle trips associated with the proposals use.

The proposed Block 15 development does not meet Ecology's threshold of 10,000 MTCO2e annually to produce a qualitative disclosure of emissions associated with the project, nor does it meet the Ecology threshold of 25,000 MTCO2e of new emissions to trigger a quantitative analysis.

E. Plants and Animals

The existing 2.03-acre project limit was a light industrial site with 100% existing impervious surface due to existing warehouse structures and asphalt parking lots. Upon completion of this Design Review proposal, the overall impervious surface will be decreased from 100% to 62.1%. There is one tree located on the Block 15 parcel that will be removed. The Block 15 parcel proposes to add a mix of 33 coniferous and deciduous trees. With the installation of site landscaping i.e. perimeter/interior, and streetscape, there will be the opportunity for new plant material (native/ornamental). It is anticipated that small urban animals and native birds will occupy the site area.

F. Light and Glare

There is minimal potential for light and glare impacts with the proposed exterior lighting fixtures, both on the building and within the adjacent public pedestrian plaza area during the night. However, there is always potential for light and glare impacts that could extend to adjacent development or businesses that operate after dark, in addition to vehicular/pedestrian traffic along adjacent streets. To mitigate potential impacts to adjacent vehicular drivers and/or businesses, any light source emitting from the project area should incorporate cutoff shields and be designed so as not to result in light and glare spillover offsite. **Refer to Section XI.C for Condition of Approval regarding Shielded Lights.**

VIII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

The following design changes were required by land use staff:

1. Required street furniture along the NE Spring Boulevard public sidewalk area to meet LUC 20.25D.140.G.
2. Required additional weather protection along NE 14th Terrace and 123rd Avenue NE street frontages in lieu of only providing it at the building entries.
3. The project originally included a second driveway, which was required to be removed.

IX. DESIGN REVIEW DECISION CRITERIA

Per Land Use Code 20.30F.145, the Director may approve or approve with modifications an

application for Design Review if:

A. The proposal is consistent with the Comprehensive Plan.

Finding: The proposal, as conditioned, is consistent with the Comprehensive Plan and BelRed Subarea Plan. Staff has reviewed the policies which apply to the project and has determined that those applicable policies will be implemented through the application of City Codes and the adopted Design Guidelines identified in the BelRed Chapter of the Land Use Code. **Refer to Sections XI. A, B and F for Conditions of Approval regarding Project Plans and Conditions of Approval, Final Landscape Plan, and Sign Master Plan.**

The proposal is consistent with the Comprehensive Plan, including the following goals and policies from the Bel-Red Subarea Plan:

1) ***Land Use Goal:*** *To develop a land use pattern that is environmentally sustainable and economically vibrant, and that creates distinctive new commercial and residential neighborhoods for the Eastside.*

POLICY S-BR-8. *Encourage mixed use development, promoting opportunities to live, work, shop, and recreate within close proximity.*

Finding:
The proposed Block 15 commercial office building, along with the adjacent pedestrian connection and public plaza space, meet the Land Use goals and policies of the BelRed Subarea plan noted above. The proposal provides additional commercial office space and plaza level retail spaces within the established Spring District, which provides a mix of uses, including office, residential, retail and restaurant uses. Providing an additional public open space also helps to further diversify the type of open spaces used throughout the Spring District.

2) ***Urban Design Goal:*** *To achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.*

POLICY S-BR-14*. Use design guidelines to promote pedestrian-friendly and transit-oriented design, ensure quality and a sense of permanence, promote environmental sustainability, and create a distinct sense of place. Conduct design review for all mixed use, office and residentially designated areas of the Subarea. Apply additional depth and attention to the details of design review within transit-oriented development nodes.*

Discussion: Design review should pay special attention to creating a pedestrian-friendly environment, by helping to create vibrant, interesting, safe, walkable and interconnected sites.

POLICY 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.*

POLICY S-BR-18. *Encourage diversity in the built environment through a variety of building heights and forms, building articulation and modulation. Encourage building rooflines and floorplates that break down the scale of buildings, help to differentiate Bel Red from Downtown, and enhance the architectural variety of the area.*

POLICY S-BR-22. *Promote parking design and management that supports local uses in a manner compatible with the area's urban design, transit and pedestrian orientation, including:*

- *Encourage shared parking;*
- *Encourage structured parking as opposed to surface parking, particularly in identified development nodes;*
- *Prohibit surface parking between buildings and sidewalks where appropriate, and provide visual screening and/or landscaping relief of surface parking where it occurs; and*
- *Allow reduction of parking supply in transit development nodes.*

Finding:
The Urban Design goals and policies of the BelRed Subarea Plan are incorporated into this proposal. The proposed project will create a distinct sense of place within the Spring District by providing a dynamic new office building design and enhancement of an adjacent pedestrian connection and open space which together complements the larger network of development within the Spring District MDP. High quality materials have been chosen with detailing to create a sense of permanence. Parking will be provided below grade instead of surface parking, which better aligns with comprehensive plan policies and encourages more useful and interactive development at the ground plane within the Spring District. The design includes parking for the commercial and retail spaces in the building, as well as additional general Spring District parking. The project is subject to the plans submitted and attached. **Refer to Section XI.A for Condition of Approval regarding Project Plans.** The applicant will provide a master sign package for consistency in signage within the project. **Refer to Section XI.F for Condition of Approval regarding Sign Master Plan.**

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

Finding: As conditioned, the proposal complies with applicable requirements of the Land Use Code:

- Dimensional requirements.
- Parking requirements.
- Use charts.
- Catalyst Project.
- Bel-Red Corridor Plan.
- The Spring District Master Development Plan.
- The First Amendment to Spring District Development Agreement.

See Section III, Consistency with Land Use Code/Zoning Requirements, Section IV

Consistency with First Amendment to Spring District to Development Agreement (DA) and Master Development Plan (MDP), and Section VI, Technical Review.

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

Finding: As conditioned, the proposal complies with the applicable requirements of the Land Use Code. Refer to Section I.B, Building Design and I.C, Design Intent, for discussions on overall design of the proposal. In addition, refer to Section III, Consistency with Land Use Code/Zoning Requirements and Section IV, Consistency with the First Amendment to Spring District Development Agreement (DA) and Master Development Plan (MDP) for additional design requirements.

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

Finding: As conditioned, the project meets this criterion. See responses to Criteria IX.A-C above.

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

Finding: All urban level public utilities/infrastructure are available to the site or will be constructed/installed within the development. All City departments have reviewed the proposal and required associated conditions, as necessary. See Section VI. for Technical Review.

X. DECISION

After reviewing the proposal for consistency with applicable City of Bellevue requirements, policies, development standards, and SEPA, the Director hereby **APPROVES WITH CONDITIONS THE DESIGN REVIEW APPLICATION FOR SPRING DISTRICT – BLOCK 15.**

XI. CONDITIONS OF APPROVAL

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES:

NOTE – Vested Status of the Design Review approval: The vested status of the Design Review approval is per Land Use Code 20.25D.035.B and the First Amendment to Development Agreement, was approved by Council on December 11, 2023 and went into effect on December 16, 2023. The amended agreement was recorded January 17, 2024, #20240117000087. These provisions allow for extended vesting up to a maximum of 25 years from the date of the City's final decision unless a completed building permit application is filed before the end of the 25-year term. Upon issuance of a building permit, the vested status of a land use permit or approval shall be automatically extended for the life of the project.

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES: The applicant shall comply with all applicable Bellevue City Codes (BCC) and Ordinances including but not limited to:

Clearing & Grading Code - BCC 23.76	Savina Uzunow	425-452-7860
Bellevue Development Standards	Savina Uzunow	425-452-7860
Transportation Development Code - BCC 14.60	Ian Nisbet	425-452-4851

Transp. Impact Fee Program - BCC.22.16	Ian Nisbet	425-452-4851
Right-of-Way Use Permit - BCC 14.30	Right of Way Review	425-425-4189
Bellevue Utilities Code - BCC Title 24	Mark Dewey	425-452-6179
Construction Codes - BCC Title 23	Violeta Tihova	425-452-4259
Structural Codes – BCC Title 23	Violeta Tihova	425-452-4259
Land Use Code - BCC Title 20	Kimo Burden	425-452-5242
Sign Code - BCC Title 22B	Kimo Burden	425-452-5242
Noise Control - BCC 9.18	Kimo Burden	425-452-5242
Uniform Fire Code - BCC 23.11	Shelly Jin	425-452-5251
Transportation Department Design Manual	Ian Nisbet	425-452-4851
The Bel-Red Corridor Plan Streetscape Character, Guidelines, and Standards	Ian Nisbet	425-452-4851
Addressing	Jami Fairleigh	425-452-4276

A. GENERAL CONDITIONS: The following conditions apply to all phases of development.

UTILITIES DEPARTMENT CONDITIONS (GENERAL)

1. PRELIMINARY DESIGN, UTILITY CODES AND ENGINEERING STANDARDS
Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project for construction purposes. Water, sewer and storm permits, (UC), (UA) and (UB) will be required for site connections as needed. A developer extension agreement (UE) permit will be required for water installations for fire, irrigation domestic services. Final civil engineering may require some changes to the site layout to accommodate the utilities. The plan submittal will be required to comply with all engineering codes and standards. All Direct Facility connection charges will be paid under the UE permit prior to approval. Building and clearing and grading permits cannot be issued until the UE permit is issued. Building Certificate of Occupancy will not be given until the UE has been formally accepted by the Utilities Department meeting the UE review and inspection process.

Authority: BCC Title 24.02, 24.04, 24.06
Reviewer: Mark Dewey, Utilities

TRANSPORTATION DEPARTMENT CONDITIONS (GENERAL)

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

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Ian Nisbet, Transportation

3. VEHICULAR ACCESS RESTRICTIONS
The driveway access on 124th Avenue NE shall be constructed with the approved building. This driveway will be restricted to right-in and right-out access only. No left turns into or left turns out of the development will be allowed. This will be achieved through installation of a c-curb, channelization, or signing as specified in the final civil engineering plans for the development.

An interim driveway constructed per Bellevue standards may be constructed prior to

construction of the development if a parking lot improvement or other permitted land use is installed on the site. Driveway access will not be allowed to the existing unimproved site without permit approval.

AUTHORITY: BCC 14.60.150
REVIEWER: Ian Nisbet, Transportation

4. CONCURRENCY
This project required 239 MUs to be reserved from the available balance. A concurrency certificate will be issued with this staff report publication.

AUTHORITY: BCC 14.10
REVIEWER: Ian Nisbet, Transportation

LAND USE DIVISION CONDITIONS (GENERAL)

5. DEVELOPMENT AGREEMENT AND MASTER DEVELOPMENT PLAN
The applicant is subject to all conditions and requirements of the Development Agreement between the City and Applicant, signed July 10, 2009, and recorded September 11, 2009 recording number #200909110002269 and the First Amendment to the Development Agreement signed January 04, 2024 and recorded January 11, 2024 recording number #202440117000087. The applicant is also subject to all approval conditions of the Master Development Plan (File number 11-125943 LP) approved May 3, 2012, by Development Services and affirmed by the Hearing Examiner on October 8, 2012 (File number AAD 12-41) and any subsequent amendments to the Master Development Plan.

AUTHORITY: Development Agreement, signed July 10, 2009, and recorded September 11, 2009, recording number #200909110002269
First Amendment to the Development Agreement signed January 04, 2024, and recorded January 11, 2024, recording number #202440117000087.
Master Development Plan (File number 11-125943 LP) approved May 3, 2012, by Development Services and affirmed by the Hearing Examiner on October 8, 2012 (File number AAD 12-41).
REVIEWER: Kimo Burden, Land Use

6. PROJECT PLANS
The project is subject to the plans dated March 30, 2023, and attached.

AUTHORITY: Bellevue City Code 20.35.230
REVIEWER: Kimo Burden, Land Use

7. CONSTRUCTION NOISE HOURS
Noise related to construction is allowed from 7:00 a.m. to 8:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020.C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Written requests for exemption from the Noise Control Code must be

submitted two weeks prior to the scheduled onset of extended hour construction activity.

AUTHORITY: Bellevue City Code 9.18.020, .040
REVIEWER: Kimo Burden, Land Use

8. 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 9.18.020.F
REVIEWER: Kimo Burden, Land Use

9. MODIFICATION TO THE DESIGN REVIEW PLANS

Any modification to this approval shall be documented as an Amendment to this Design Review OR as 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 consistent with the Governing Regulations section of the Development Agreement. Any modification of the project design must also be reviewed for consistency with the design intent as stated in Section I.C of this report. Conditions of Approval run for the life of the project.

AUTHORITY: Land Use Code 20.30F.175, Development Agreement Section C
REVIEWER: Kimo Burden, Land Use

10. CONDITIONS OF APPROVAL

A copy of these conditions of approval shall be copied onto a plan sheet at the beginning of the plan set(s) submitted for building/clear and grade permits.

AUTHORITY: Land Use Code 20.35.230
REVIEWER: Kimo Burden, Land Use

11. REFUSE/RECYCLING/COMPOST COLLECTION

Recycling and solid waste collection areas are required to be provided for this development. Prior to the issuance of any construction permit, the applicant shall provide a written document demonstrating that Republic Services (City's waste hauler service) has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for this building, using current standards. In addition, all rights of way and public easement shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items. Collection and storage facilities for recyclable materials shall be shown on building and site plan drawings. This area shall not be visible from the street. Per the attached plans, refuse collection shall occur through compactor use within the loading dock room. Recycling and compost collection shall occur using the procedure outlined on Sheet C1-503. The building operator shall coordinate with Republic Services and Cedar Grove for collection. Containers shall not be left out in the 124th Avenue NE right of way. Containers shall be collected by the appropriate agency driver and not left outside for collection. Containers shall be promptly returned to the loading room following collection.

AUTHORITY: Land Use Code 20.20.720
Master Development Plan (File number 11-125943 LP) approved May 3, 2012, by Development Services and affirmed by the

Hearing Examiner on October 8, 2012 (File number AAD 12-41).
REVIEWER: Kimo Burden, Land Use

12. RETAIL/COMMERCIAL PARKING STALLS
Plans submitted for building permits shall indicate the locations of the retail/commercial parking stalls for this development. Prior to Temporary Certificate of Occupancy (TCO), the applicant shall install signs which clearly designate these retail/commercial parking stalls within the parking garage.

AUTHORITY: Land Use Code 20.20.590 & 20.25D.120
REVIEWER: Kimo Burden, Land Use

13. MDP AMENDMENT
A Spring District MDP Amendment (LJ) is required to modify/update the MDP conceptual phasing table to reflect the proposed Gross Square Footage (GSF) for Phase 3. The MDP Amendment shall be completed prior to TCO.

AUTHORITY: Development Agreement, signed July 10, 2009, and recorded September 11, 2009, recording number #200909110002269 First Amendment to the Development Agreement signed January 04, 2024, and recorded January 11, 2024, recording number #202440117000087.

REVIEWER: Kimo Burden, Land Use

B. PRIOR TO CLEARING & GRADING (CG) PERMIT ISSUANCE: The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements. These conditions must be complied with on plans submitted with the Clearing & Grading and Demolition permit applications:

TRANSPORTATION DEPARTMENT CONDITIONS (prior to CG issuance)

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

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

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

access.

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

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

15. CIVIL ENGINEERING PLANS – TRANSPORTATION

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

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

a) Traffic signs and markings.
b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
d) Installation or relocation of streetlights and related equipment.
e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
f) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
g) Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalk. Driveway grade must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
h) Location of fixed objects in the sidewalk or near the driveway approach.
i) Trench restoration within any right of way or access easement.

Specific requirements are detailed below.

1. NE Spring Boulevard
    a. Reconstruct the existing 14-foot-wide sidewalk, 5-foot-wide bike path, and 7-foot-wide planter strip to Bellevue standards.
    b. Reconstruct the curb ramps at the corners of NE Spring Boulevard and 124th Avenue NE to meet all Bellevue and ADA standards, including constructing the full sidewalk width behind the ramp landings.
    c. Restore street lighting to existing conditions.

2. 124th Avenue NE
    a. Reconstruct existing multipurpose path, 6-foot-wide planter strip, and curb and gutter along the frontage.
    b. Restore street lighting to existing conditions.

3. West and South parcel frontage
    a. Reconstruct the 14-foot-wide multipurpose path to the existing width and alignment.

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

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

16. SIDEWALK/UTILITY/PEDESTRIAN ACCESS EASEMENTS
The applicant shall provide public sidewalk & utility easements to the City such that the sidewalks and pedestrian paths outside of the City right of way are located within a pedestrian easement area if these have not already been recorded.
AUTHORITY: BCC 14.60.100
REVIEWER: Ian Nisbet, Transportation

LAND USE DIVISION CONDITIONS (prior to CG issuance)

17. 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: Kimo Burden, Land Use

18. FINAL LANDSCAPE PLAN
A final landscape plan and irrigation plan shall be submitted with the Clearing and Grading Permit application for review by Land Use.

AUTHORITY: Land Use Code 20.20.520.I
REVIEWER: Kimo Burden, Land Use

19. STREET FURNITURE
Street furniture is required along NE Spring Blvd. The bench shown proposed along this street frontage shall be installed to comply with this standard. The bench shall not

impede the sidewalk clear path of travel.

AUTHORITY: Land Use Code 20.25D.140.G
REVIEWER: Kimo Burden, Land Use/Development Services Department
Ian Nisbet, Transportation

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

TRANSPORTATION DEPARTMENT CONDITIONS (prior to BP issuance)

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

AUTHORITY: BCC 22.16
REVIEWER: Ian Nisbet, Transportation

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

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

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

AUTHORITY: BCC 14.60.070; 080
REVIEWER: Ian Nisbet, Transportation

LAND USE DIVISION CONDITIONS (prior to BP issuance)

23. PAYMENT OF FEE-IN-LIEU OF FLOOR AREA AMENITIES
The applicant intends to meet the FAR Amenity System (LUC 20.25D.090) code requirements through payment of fee-in-lieu to satisfy all tiered bonus categories triggered. The applicant shall pay the city the fee-in-lieu of the floor area amenities at building permit issuance. Final fee amount to be re-assessed at time of building permit issuance.

AUTHORITY: Land Use Code 20.25D.090.C.6;

Development Agreement, signed July 10, 2009, and recorded September 11, 2009, recording number #200909110002269 First Amendment to the Development Agreement signed January 04, 2024, and recorded January 11, 2024, recording number #202440117000087.

REVIEWER: Kimo Burden, Land Use

24. MECHANICAL EQUIPMENT SCREENING

The applicant shall demonstrate that screening for mechanical equipment is architecturally integrated with the design of the project. Screening shall be provided so that mechanical equipment is not visible from adjacent streets and public sidewalks and does not interfere with park activities.

Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults or in a building or substantially screened per the approval of the Development Services Department.

Any at grade grills/grates or panels shall be the minimum size necessary, be ADA compliant and flush with the sidewalk or driveway in which it is installed. Review and approval of these locations and grates will be through the building permit review process.

AUTHORITY: Land Use Code 20.25D.150.D, 20.20.525.C.5
REVIEWER: Kimo Burden, Land Use

25. SHIELDED LIGHTS

In order to mitigate potential impacts to adjacent vehicular drivers/businesses/residents, any light source emitting from the project area shall be designed so as not to provide light and glare and spillover offsite. Cutoff shields shall be used.

AUTHORITY: Land Use Code 20.20.522
REVIEWER: Kimo Burden, Land Use

26. VISION GLASS

The applicant shall provide clear, non-tinted and non-reflective vision glass along the ground-level frontage along NE Spring Blvd. to provide a high level of pedestrian interest.

Ground-level frontage shall not be substantially closed or blocked from view with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: Land Use Code 20.25D.150.C
REVIEWER: Kimo Burden, Land Use

D. PRIOR TO ISSUANCE OF ANY TEMPORARY CERTIFICATE OF OCCUPANCY (TCO)

27. LANDSCAPE INSTALLATION ASSURANCE DEVICE

If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation, the applicant shall file with the Development Services

Department a landscape installation assurance device equal to 150% of the cost of labor and materials for any landscaping that has not yet been installed.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Kimo Burden, Land Use/Development Services Department

E. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO)

TRANSPORTATION DEPARTMENT CONDITIONS (prior to issuance of any CO)

28. STREET FRONTAGE IMPROVEMENTS

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

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

29. 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
REVIEWER: Ian Nisbet, Transportation

LAND USE DIVISION AND ADDRESSING CONDITIONS (prior to issuance of any CO)

30. MAXIMUM IMPERVIOUS SURFACE/LOT COVERAGE

The maximum impervious surface/lot coverage MDP wide shall not exceed 75% per the Spring District MDP approval. The final project impervious surface/lot coverage AND MDP cumulative impervious surface/lot coverage calculations shall be provided to ensure compliance with the MDP maximum of 75% allowed.

AUTHORITY: Land Use Code 20.25D.080; Spring District MDP
REVIEWER: Kimo Burden, Land Use

31. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

The applicant shall file with the Development Services Department a landscape maintenance assurance device in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all landscaping on the site.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Kimo Burden, Land Use

32. ADDRESSING OF LOTS AND BUILDINGS

The applicant shall contact Jami Fairleigh, Information Technology Department, phone 425-452-4276, regarding the addressing of the proposal. Addressing shall be approved by the Fire and Transportation Department.

AUTHORITY: Uniform Fire Code 505
REVIEWER: Jami Fairleigh, Information Technology Department
Shelley Jin, Fire Department
Ian Nisbet, Transportation Department

33. PUBLIC ACCESS SIGNAGE FOR PEDESTRIAN CONNECTIONS

"Public Access" signage as depicted in the Bellevue Wayfinding Manual shall be prominently located to clearly convey the message that the public is welcome in the proposed park. Prior to Temporary Certificate of Occupancy, the specific locations and sign designs shall be reviewed and approved by Land Use and the approved signs shall be installed.

AUTHORITY: Land Use Code 20.25D.150.C.2, Land Use Code 20.30F.145
REVIEWER: Kimo Burden, Land Use

34. PUBLIC ART

An area of the site shall be designated for art. Exhibits documenting the artwork shall be submitted to the Land Use Planner for review and approval. The artwork shall be installed prior to issuance of the Certificate of Occupancy for this building.

AUTHORITY: Land Use Code 20.25D.150.B.5.a
REVIEWER: Kimo Burden, Land Use

F. PRIOR TO ISSUANCE OF ANY SIGN PERMITS (SIGN)

35. SIGN MASTER PLAN

A comprehensive sign package shall be submitted to the Development Services Department for review and approval through a Pre-Development Services (DC) application. Contents shall include but is not limited to:

a. Location
b. Lighting
c. Color Palate
d. Materials
e. Design concept

Signage shall be the minimum necessary to convey information and shall be architecturally compatible and integrated with the building design. Maximum letter and sign size shall be determined based on proposed location and other design criteria. Sign Code limitations are not a guaranteed maximum and cannot be exceeded. Final design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application.

No freestanding signs, cabinet signs or signs above the rooftop are permitted except as permitted in the Sign Code Bellevue City Code 22B.10.

AUTHORITY: Bellevue City Code 22B.10 and Land Use Code 20.25D.150.F
REVIEWER: Kimo Burden, Land Use

Annotated by Kimo Burden (KB) on 11/15/2021

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: Building 15 at the Spring District
2. Name of applicant: Cindy Edens, Wright Runstad & Company
3. Contact person Cindy Edens, Phone 206-618-9348
4. Contact person address: 1201 Third Avenue, Suite 2700, Seattle, WA 98101
5. Date this checklist was prepared: October 14, 2021
6. Agency requesting the checklist: City of Bellevue

KB 11/15/2021

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

Construction of the proposal is expected to begin in 2023 with completion in 2024.

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

This proposal is part of Phase 3 of the Spring District Master Development Plan (MDP). Future development connected to this proposal includes the full build-out of the Spring District, generally moving from the south to north of the Spring District property. The phases of development are generally described next.

- Phase 1a includes the first residential buildings along the south end of the property, an office building with ground-floor retail, and a park/open space.
- Phase 1b included more residential and two office buildings with ground-floor retail space as well as additional park/open space.
- Phase 1c added one residential building.
- Phase 1d added one office building
- Phase 2 includes City roadway improvements, the arrival of the Sound Transit Light Rail Transit (LRT) station, and the permanent placement of the active and passive park spaces.
- Phase 3 includes additional office and retail space (this proposal) as well as park/open space.
- Phase 4 adds two office buildings.
- Phase 5 adds development north of NE 16th Street including office/retail space.
- Phase 6 adds the final two office buildings and additional park/open space.

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 BelRed Corridor Project was issued by the City of Bellevue in July of 2007. The FEIS designates a Preferred Alternative, identified by the BelRed Steering Committee in May 2007, which would increase density in the western half of the BelRed Corridor by including three closely spaced development nodes in the vicinity of Overlake Hospital Medical Center (OHMC), 122nd, and 130th Avenues NE.

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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.

There is a Seattle City Light electrical easement on the east side of the proposal site (along 124th Avenue NE), which requires a 45' setback for above-grade power transmission lines.

The previously approved and constructed development on Parcel 11, adjacent to Parcel 15, imposed conditions that also affect the parcel's development. A 14-foot pedestrian connection between the parcels, located primarily on Parcel 15, was a condition of development and integrated into the building's design.

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

The proposal will go through Design Review approval in accordance with the Master Development Plan. Other required permits include Clearing & Grading, Utilities, and Building and associated permits. The proposal site will be covered under a Washington State Department of Ecology NPDES Permit.

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.)

The proposal includes the development of Parcel 15, which is 88,438 SF according to Binding Site Plan Amendment 7 (2021). The project includes the construction of a 322,000 SF office building with 1,900 SF of retail use on the ground-floor, as well as 1,070 parking stalls in a 356,000 SF underground garage.

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.

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The proposal is located on Parcel 15 within the Spring District, Bellevue, King County, WA. The site is situated by 124th Avenue NE to the east, NE Spring Boulevard to the north, and pedestrian connections to the west and south. Quarter Section Township Range: SW-28-25-05.

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)? The site is generally flat, however there are small man-made gravel slopes between the proposal site and adjacent development.

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 land has been developed since the late 1950's and does not include any prime farmland. A geotechnical engineering report (Hart Crowser, 2017) confirms the likelihood of most of the proposal site being underlain with up to 20 feet of fill from historical regrading. The fill is believed to be very dense glacial soils typically consisting of gravelly to very gravelly, silty to very silty sand. Beneath the fill is native glacial deposits of medium dense to very dense sand and gravel and hard silt.

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

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There are no surface indications or history of unstable soils.

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.

Proposed earthwork includes the excavation of approximately 183,000 CY of material for construction of underground parking garage. Of this material 2,000 CY will be used for fill within the site, if suitable. Fill trucked in from off-site will come from approved suppliers.

Will be analyzed through the permit process

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

The possibility for erosion will be minimized or eliminated through the use of Best Management Practices (BMPs), including an erosion control plan prepared in accordance with City of Bellevue standards and the Stormwater Management Manual for Western Washington. In addition, construction timing, erosion control fencing, and other devices and methods will be employed to ensure erosion potential is minimized.

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

After construction, the proposal area will be 56.8-percent impervious. Per the BelRed code and Master Development Plan Conditions of Approval, the Spring District site as a whole cannot exceed 75-percent impervious lot coverage and is not required on a parcel-by-parcel or phase-by-phase basis.

Subject to change

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

The project proponent will prepare and implement a construction stormwater pollution prevention plan (CSWPPP) per Washington State Department of Ecology requirements and a Temporary Erosion and Sediment Control (TESC) per Bellevue City Code 23.76.

The plans will identify Best Management Practices (BMPs) to minimize stormwater flows, prevent soil erosion, capture water-borne sediment from exposed soils, and protect water quality from on-site pollutant sources. These BMPs include an erosion control plan prepared

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in accordance with City of Bellevue standards and the Stormwater Management Manual for Western Washington. The City of Bellevue Storm and Surface Water Engineering Standards provides guidance to prevent erosion downstream of construction sites. In accordance with the NPDES permit, a Certified Erosion Control Lead (CERCL) will be on-site during construction.

Some measures that may be implemented during construction to manage source control and runoff conveyance and treatment include road/parking area stabilization, wheel wash, dust control, concrete handling, construction timing, erosion control fencing, outlet protection, silt fencing, sediment traps, and construction stormwater chemical treatment. Additional devices and methods may be employed to ensure the erosion potential is minimized.

Erosion Control per BCC 23.76

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.

During construction, emissions to the air will be released by construction vehicles and heavy equipment. Construction will temporarily increase dust and vehicle emissions near the construction area. Potential mitigation could include using BMPs to control dust, covering exposed soils, and requiring idling vehicles to be shut off.

Following construction, emissions from vehicle traffic associated with the development will be released. The BelRed Corridor FEIS (2007) predicts that as a result of increased traffic in the study area (BelRed), carbon monoxide emissions would increase by about 40 percent over the No-Action Alternative, and emissions of particulates would increase by about 30 percent. It also states these emissions are not expected to violate air quality standards. Washington State Department of Ecology (Ecology) has jurisdiction over air quality. This proposal does not trigger the need for a quantitative analysis, as the emissions are below the 25,000 MTCO2d threshold established by Ecology. The greenhouse gas emissions calculations and mitigation options for this proposal are described in the Greenhouse Gas Technical Memorandum (JMJ TEAM, 2021), attached.

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

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There are no known off-site sources of emissions or odor that would affect this proposal.

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

The City of Bellevue imposes standard practices as part of its Clearing and Grading permit (Bellevue City Code 23.76). Mitigation will include using BMPs to control dust and vehicle emissions near the construction area. Construction vehicles will be fitted with required, factory-installed emission control devices. To reduce the potential of dust, construction accesses will be covered with rock or aggregate. Dust emissions will also be reduced during construction through the use of spray water as necessary during dry weather conditions and planting disturbed areas with erosion control seed mix as soon as is practical. Material stockpiles will also be covered or watered as necessary to control dust.

The Bel-Red Corridor FEIS states that despite the predicted increase in traffic volumes and emissions, the Bel-Red Corridor redevelopment is not likely to result in any exceedance of the air quality standards. Maintaining traffic flow will reduce vehicles idling and, therefore, reduce pollutant emissions from vehicles.

The building will be constructed using adaptive building reuse, sustainably grown and regionally produced projects, and high-performance systems where possible. By selecting durable and less energy consuming building components, the applicant has a proven history of building sustainable, 100-year lifespan structures.

Construction dust mitigation measures per Clear & Grade Code: BCC 23.76

Water

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

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.

The proposal site is approximately 1,000 feet northeast of Lake Bellevue. The lake flows to Sturtevant Creek to the southwest. Kelsey Creek is located approximately 0.6-mile east/southeast of the site.

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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 development will not require any work over, in, or adjacent to any body of water.

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 material will be placed in or removed from surface waters or wetlands as a result of the proposal.

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

The proposal will not require surface water withdrawals or diversions. Geotechnical engineering reports (2005, updated 2012, 2017) did not encounter groundwater during boring explorations and concluded the site has a relatively deep groundwater table.

e. Does the proposal lie within a 100-year floodplain?
If so, note the location on the site plan.

According to FEMA Flood Insurance Rate Maps, Community Panel numbers 53033C0368F and 53033C0656F (eff. May 16, 1995), the affected geographic area is not within the 100-year floodplain.

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.

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No waste materials will be discharged to surface waters. Stormwater from pollution-generating surfaces, such as roadways, will be collected, treated, and conveyed through approved systems that eventually discharge to Lake Bellevue.

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 proposal does not involve withdrawals of or discharges to groundwater.

   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.

This Proposal does not include the discharge of waste materials into the ground from septic tanks or other sources. The proposal will be served by the City's public sanitary sewer system.

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.

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Non-pollution generating surfaces, including pedestrian connections, sidewalks, and roof runoff, will be conveyed directly to the city storm drainage system and are not required to be treated. Stormwater runoff from the new driveway access from 124th Avenue NE will be treated in a bioretention cell before entering the stormwater conveyance system. Stormwater will follow the Washington State Department of Ecology Stormwater Management Manual for Western Washington and City of Bellevue regulations.

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.

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

Stormwater drainage patterns will remain unchanged and enter the stormwater conveyance system, which drains to Lake Bellevue. Stormwater from pollution-generating surfaces will be treated before entering the lake, which did not happen before redevelopment of the site.

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 manual and applicable stormwater manual. In addition, the project will include preparation of an IPMP for additional protection against ground and surface water contamination or pollution.

During construction, contractors will be required to have a Spill Prevention Control and Countermeasure plans and a Stormwater Pollution Prevention Plan (SWPPP) in place. Stormwater systems will be designed and operated in accordance with the City of

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Bellevue's utility codes and engineering standards, which are imposed through Developer Extension Agreements.

Plants

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

Landscape Development required per LUC 20.25D.110

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

The existing proposal site is an asphalt parking lot with limited parking lot landscaping, including one deciduous tree. The existing parking lot vegetation will be removed as part of the building development.

On the west side of the parcel, the pedestrian connection between Parcel 15 and 11, which is already constructed, has appropriate pedestrian-scale landscaping installed. This landscaping will remain on-site.

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

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There are no threatened or endangered species known to occur 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.

The proposal includes site includes landscaping elements around the west, east, and rooftop of the building. In addition, the use of pervious pavers reduces the amount of pervious surface on-site. Overall, the site will be approximately 43-percent pervious. Landscaping elements include a pedestrian plaza on the west side including several trees, plantings and a water feature. The east side of the site will have trees, shrubs and groundcover in the 45' easement along 124th Avenue NE. Landscaping will meet the requirements of Bellevue Land Use Code 20.25D.

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

There are no known noxious weeds or invasive species on or near the project 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.

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

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.

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

As there is no known wildlife on the site, no preservation measures are needed. The proposed landscaping will provide opportunities for small urban animals, such as squirrels, moles, and native birds.

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

There are no known invasive animal species on or near the proposal 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 office, and commercial/retail development needs.

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

It is not likely the development will affect the potential use of solar energy by adjacent properties.

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

This proposal is designed to encourage multimodal transportation, which reduces the amount of fossil fuels used for transportation. This design includes proximity and access to bicycle facilities, as well as a bike storage room in the northwest corner of the ground floor with direct entry off a pathway from NE Spring Boulevard. The building will be constructed in accordance with International Building Codes and Washington State Energy Code standards.

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.

Within the Spring District site as a whole, several underground storage sites have been removed and no groundwater contamination was identified. The site received a No Further Action determination from Ecology in 2009. Contaminants encountered during construction of the building to the south of the proposed site prompted a cleanup. The effort received a No Further Action determination from Ecology in 2020, attached. As with all sites, there may be a risk of spills during construction. Construction activities will follow best practices protocol to minimize risks and contain and mitigate any spills or hazardous wastes encountered according to Ecology guidelines.

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

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The former use of the site was a distribution warehouse, truck repair shop and cold storage facility. As adjacent sites contained underground storage tanks, encountering contaminants during construction is possible. Any contamination encountered during construction will be contained and mitigated according to Department of Ecology guidelines.

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

There are no known hazardous chemicals/conditions that will affect the 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.

The proposal will not store, use or produce toxic or hazardous chemicals during construction or operation of the proposal.

d. Describe special emergency services that might be required.

The need for special emergency services is not anticipated. The office building is limited to offices and retail use. Facilities storing or processing toxic chemicals are not part of this proposal.

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

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Spill Prevention and Control Plans will be utilized by contractors working on-site during construction.

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 minor arterial 124th Avenue NE and major arterial NE 12th Street. Noise from these facilities and other surrounding uses is standard roadway noise and will not affect the proposal.

Construction noise will be limited to the City's Noise Ordinance BCC 9.18

   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 construction, the site will produce short-term construction noise. The BelRed 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, per Noise Control code, BCC 9.18.

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

Motorized construction equipment will be properly fitted with mufflers to reduce engine noise associated with short-term construction noise, per Noise Control BCC 9.18. For long-term noise control, the site could employ building and site design measures, including landscaped buffers and other sound-proofing techniques. In addition, the development is designed and oriented for pedestrians, bicyclists and the use of public transit. This focus will reduce the number of vehicles and noise associated with vehicular traffic.

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.

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The existing site is a paved parking lot with limited landscaping. The proposal will not affect current land uses on nearby or adjacent properties as neighboring properties are also zoned BelRed Office/Residential (BR-OR-2), per the BelRed zoning and code ordinance in 2009.

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?

The site was likely used for agriculture prior to its development as a light industrial warehouse site in the early 1950's. The site has been used for warehouse distribution for the last 60+ years.

   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?

The surrounding properties do not include working farms or forest land.

3. Describe any structures on the site.

None.

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

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Not applicable.

5. What is the current zoning classification of the site? As of 2009, the site was rezoned from light industrial to office/residential, BR-OR-1.

6. What is the current comprehensive plan designation of the site? The current comprehensive plan designation is mixed-use office/residential.

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

Not applicable.

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

No, there are no critical areas on site.

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

The proposal will have office workers at the completed project, although the exact number is not known at this time. There is no residential use associated with this project.

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

The Proposal will not displace any residents as the current use of the site is industrial with no residences.

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

Not applicable.

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

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This Proposal is compatible with the City's existing comprehensive plan, the FEIS for the BelRed Corridor Project. Alignment with these plans ensures compatibility with existing and projected land use plans. Any future development that may be proposed within the BelRed Corridor and/or the affected geographic area would be reviewed for compliance with existing regulations in place at the time of the application.

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

There are no nearby agricultural or forest lands of long-term commercial significance, therefore no mitigation measures are proposed.

Housing

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

Residential use is not part of this proposal.

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

Not applicable.

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

Not applicable.

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Aesthetics

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

The building height is 150' with primary exterior building materials of glass, brick and metal. These durable materials will provide longevity and complement buildings already constructed within the Spring District.

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

The BelRed Corridor FEIS included a view/visual analysis component. The analysis found that taller buildings closer to the transit node (such as Building 15) at the public vantage points on BelRed Road and on 124th Avenue NE, would be prominent but would not block significant views.

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

The project sits at the major intersection of NE Spring Boulevard and 124th Avenue and acts as as entry to the Spring District from the east and Highway 520. At this corner, the proposed massing creates a strong tower facade stepped back on levels 2-11 from NE Spring Boulevard by 15-feet. Podium levels 1-2 respond to its context by respecting and picking up on established datums from adjacent buildings. The tower is offset from the podium by a gasket floor on level 3. Simple in form, the tower massing creates faceted carves in the east and west facades that provide visual interest and new views towards the Cascade Mountains, Mt. Rainier and downtown Bellevue. Large lower outdoor decks are planned on the west side of levels 2 and 3, while smaller decks in the tower are planned on levels 5, 7, 9 and 11 facing west towards downtown Bellevue. Creating layered decks all the way up the building creates multiple opportunities to experience the outdoors on multiple levels.

Light and Glare

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

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The new building will increase light and glare at night over the existing condition (parking lot with pole lighting). However, as the proposal site is part of a former warehouse facility with truck traffic, the light and glare is expected to be reduced.

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 project will be a safety hazard or interfere with views.

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 development.

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

Exterior lighting will meet City design standards and cast light downward, per LUC 20.20.522.

Project subject to light and glare requirements per LUC 20.20.522

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 ¾-mile to 1 mile from the Spring District site.

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

The development will not displace any existing recreational uses.

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

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Not applicable.

Historic and Cultural Preservation

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

   No.

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

   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 project site.

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 applicant reviewed available GIS data from the Washington State Department of Archaeology and Historic Preservation.

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.

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The development is not anticipated to encounter or have any impact on historical or cultural landmarks. If evidence of materials of cultural significance is discovered during construction, the Department of Archaeology and Historic Preservation and required agencies will be notified and appropriate procedures will be followed.

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 fronts NE Spring Boulevard to the north, 124th Avenue NE to the east, and pedestrian connections along the west and south sides. Garage access will be off of 124th Avenue NE as well as a bicycle facility and entrance from NE Spring Boulevard.

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?

   Starting in 2023, the proposal site will be served at the Sound Transit light rail transit station located across NE Spring Boulevard. The project site is also served by a bus transit stop along 124th Avenue NE.

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

   The proposal will create 1,070 parking stalls in an underground parking garage. The existing surface parking will be eliminated, which serves as parking for Spring District construction workers.

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).

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The building construction will not require any new roadways as the site frontage is either complete or underway. The proposal will remove existing pedestrian connections on the west and south sides for construction purposes, then rebuild the connections. The multi-model path on the east side of the building (along 124th Avenue NE, a city project), will be a temporary condition until the final roadway improvements are performed. The proposal will be responsible for building the final path condition along the building's frontage as well as an access driveway and street trees. Portions of the sidewalk and bicycle lane along NE Spring Boulevard, to the north of the proposal site, will be removed and replaced as part of the construction.

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

The development does not use or occur in the immediate vicinity of current water, rail, or air transportation.

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?

Based on the City of Bellevue's current trip generation rates for a 322,000 SF office building and retail, the proposal will create approximately 251 PM peak hour trips for the office use and 5 trips for retail. Trips associated with this proposal are associated with office and retail uses. Truck traffic will include deliveries as well as refuse and recycling pick-up.

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

The proposal does not affect the movement of agricultural or forest products in the area.

KB 11/15/2021

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

As a transit-oriented development, the Spring District development emphasizes alternative forms of transportation than vehicles. The development focuses on pedestrian connections to increase accessibility to the 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. Additionally, there measures such as signage for non-motorized travel modes and marketing activities to promote vehicle trip reduction within the District.

Specific to this proposal site, the proximity of the Spring Station, bicycle lanes along NE Spring Boulevard (north frontage) and a multi-modal path along 124th Avenue NE (east frontage), the proposal is expected to have significant non-motorized commuters and visitors. The building design includes a bicycle storage room that can be accessed from NE Spring Boulevard to accommodate bicycle riders.

The BelRed Corridor Plan FEIS identified needed improvements to the city's infrastructure to accommodate increased density. The city projects identified included NE Spring Boulevard (constructed) and 124th Avenue NE (design complete). The proposal will pay traffic impact fees, in accordance with Bellevue city code, to mitigate traffic impacts associated with the project. These fees go toward these city improvement projects.

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 increase in demand for public services associated with office and retail uses.

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

KB 11/15/2021

Increased tax base from the building will offset additional public service needs. The building design will include adequate lighting for public safety at night to minimize risks.

Utilities

1. Check the utilities currently available at the site:
   - ☐ **Electricity**
   - ☐ **natural gas**
   - ☐ **water**
   - ☐ **refuse service**
   - ☐ **telephone**
   - ☐ **sanitary sewer**
   - ☐ septic system
   - ☐ other

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

Electricity, natural gas, water, refuse service, telephone, internet and sanitary sewer are available at the proposal site. The utilities have been coordinated within the Spring District to allow for existing lines to be extended to serve the site.

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 Joleen Jones

Position and Agency/Organization Land Use Planner, JMJ TEAM

Date Submitted October 19, 2021

KB 11/15/2021

TECHNICAL MEMORANDUM

Project:	Building 15 Development at The Spring District	From:	Justin Jones, PE
RE:	Impervious Coverage Update	Date:	January 13, 2023

Introduction

Per BelRed LUC 20.25D.080 and The Spring District's Master Development Plan approval, The Spring District is not to exceed 75% impervious coverage site-wide at full build-out. While the individual projects' impervious coverage contributes to the cumulative total, there may be individual lots that exceed 75% impervious coverage.

This memo updates the impervious lot coverage for Building 15.

3

Building 15

The Building 15 development area is 2.03 acres (88,438 sq. ft.), with a 62.1% impervious surface coverage after development.

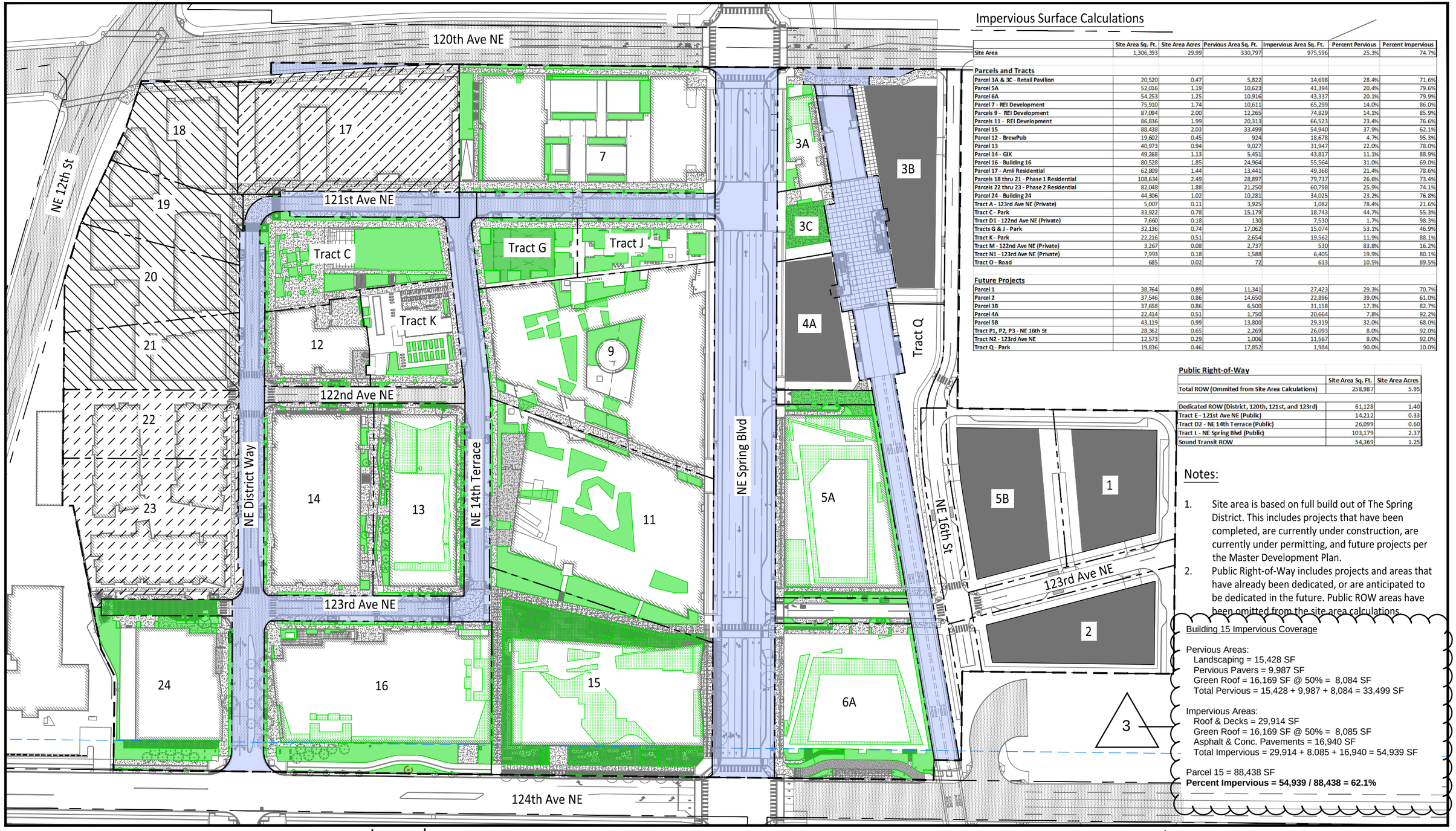
Pervious areas within the Building 15 project area include the following:

- 15,428 SF of landscaping along the perimeter of the site, on-site planters, and 124th Ave NE Frontage
- 9,987 SF of pervious pavement walkways and plaza
- 16,169 SF of pervious roof areas at a 50% rate (8,084 SF counted towards pervious)
    - Level 2: 3,216 SF of Pervious Roof
    - Level 3: 6,162 SF of Pervious Roof
    - Roof Level: 6,791 SF of Pervious Roof

Impervious areas within the Building 15 project include the following:

- 29,914 SF of Building Roof and Building Decks
- 16,169 SF of pervious roof areas at a 50% rate (8,085 SF counted towards impervious)
- 16,940 SF of Asphalt & Concrete Pavements

See the attached figure for an illustration of the impervious/pervious surfaces within the Building 15 project area.



Impervious Surface Calculations

	Site Area Sq. Ft.	Site Area Acres	Pervious Area Sq. Ft.	Impervious Area Sq. Ft.	Percent Pervious	Percent Impervious
Site Area	1,306,393	29.99	330,797	975,596	25.3%	74.7%
Parcels and Tracts						
Parcel 3A & 3C - Retail Pavilion	20,520	0.47	5,822	14,698	28.4%	71.6%
Parcel 5A	52,016	1.19	10,623	41,394	20.4%	79.6%
Parcel 6A	54,253	1.25	10,916	43,337	20.1%	79.9%
Parcel 7 - REI Development	75,910	1.74	10,611	65,299	14.0%	86.0%
Parcels 9 - REI Development	87,094	2.00	12,265	74,829	14.1%	85.9%
Parcels 11 - REI Development	86,836	1.99	20,313	66,523	23.4%	76.6%
Parcel 15	88,438	2.03	33,499	54,940	37.9%	62.1%
Parcel 12 - BrewPub	19,602	0.45	924	18,678	4.7%	95.3%
Parcel 13	40,973	0.94	9,027	31,947	22.0%	78.0%
Parcel 14 - GIX	49,268	1.13	5,451	43,817	11.1%	88.9%
Parcel 16 - Building 16	80,528	1.85	24,964	55,564	31.0%	69.0%
Parcel 17 - Amli Residential	62,809	1.44	13,441	49,368	21.4%	78.6%
Parcels 18 thru 21 - Phase 1 Residential	108,634	2.49	28,897	79,737	26.6%	73.4%
Parcels 22 thru 23 - Phase 2 Residential	82,048	1.88	21,250	60,798	25.9%	74.1%
Parcel 24 - Building 24	44,306	1.02	10,281	34,025	23.2%	76.8%
Tract A - 123rd Ave NE (Private)	5,007	0.11	3,925	1,082	78.4%	21.6%
Tract C - Park	33,922	0.78	15,179	18,743	44.7%	55.3%
Tract D1 - 122nd Ave NE (Private)	7,660	0.18	130	7,530	1.7%	98.3%
Tracts G & J - Park	32,136	0.74	17,062	15,074	53.1%	46.9%
Tract K - Park	22,216	0.51	2,654	19,562	11.9%	88.1%
Tract M - 122nd Ave NE (Private)	3,267	0.08	2,737	530	83.8%	16.2%
Tract N1 - 123rd Ave NE (Private)	7,993	0.18	1,588	6,405	19.9%	80.1%
Tract O - Road	685	0.02	72	613	10.5%	89.5%
Future Projects						
Parcel 1	38,764	0.89	11,341	27,423	29.3%	70.7%
Parcel 2	37,546	0.86	14,650	22,896	39.0%	61.0%
Parcel 3B	37,658	0.86	6,500	31,158	17.3%	82.7%
Parcel 4A	22,414	0.51	1,750	20,664	7.8%	92.2%
Parcel 5B	43,119	0.99	13,800	29,319	32.0%	68.0%
Tract P1, P2, P3 - NE 16th St	28,362	0.65	2,269	26,093	8.0%	92.0%
Tract N2 - 123rd Ave NE	12,573	0.29	1,006	11,567	8.0%	92.0%
Tract Q - Park	19,836	0.46	17,852	1,984	90.0%	10.0%

Public Right-of-Way

	Site Area Sq. Ft.	Site Area Acres
Total ROW (Ommited from Site Area Calculations)	258,987	5.95
Dedicated ROW (District, 120th, 121st, and 123rd)	61,128	1.40
Tract E - 121st Ave NE (Public)	14,212	0.33
Tract D2 - NE 14th Terrace (Public)	26,099	0.60
Tract L - NE Spring Blvd (Public)	103,179	2.37
Sound Transit ROW	54,369	1.25

Notes:

1. Site area is based on full build out of The Spring District. This includes projects that have been completed, are currently under construction, are currently under permitting, and future projects per the Master Development Plan.
2. Public Right-of-Way includes projects and areas that have already been dedicated, or are anticipated to be dedicated in the future. Public ROW areas have been omitted from the site area calculations.

Building 15 Impervious Coverage

Pervious Areas:
- Landscaping = 15,428 SF
- Pervious Pavers = 9,987 SF
- Green Roof = 16,169 SF @ 50% = 8,084 SF
- Total Pervious = 15,428 + 9,987 + 8,084 = 33,499 SF

Impervious Areas:
- Roof & Decks = 29,914 SF
- Green Roof = 16,169 SF @ 50% = 8,085 SF
- Asphalt & Conc. Pavements = 16,940 SF
- Total Impervious = 29,914 + 8,085 + 16,940 = 54,939 SF

Parcel 15 = 88,438 SF

Percent Impervious = 54,939 / 88,438 = 62.1%

DATE: Nov 10, 2022 FILE: Impervious Surface Totals

0 140 280 feet

Legend

- Pervious Area
- Green Roof
- Site Boundary
- ROW
- Security Properties 18-21 (73.4%) Impervious
- Security Properties 22-23 (74.1%) Impervious
- AMLI: 17 (78.6%) Impervious

The Spring District
Impervious Surfaces
01-13-2023

Lot Coverage Calculations

	Site Area Sq. Ft.	Site Area Acres	Level 1 Building Area Sq. Ft.	Percent Lot Coverage
Site Area	1,306,393	29.99	666,822	51.0%
Permitted Projects				
Parcel 3A - Retail Pavilion	11,985	0.28	6,418	53.6%
Parcel 3C - Plaza	8,535	0.20	0	0.0%
Parcel 5A	52,016	1.19	41,347	79.5%
Parcel 6A	54,253	1.25	36,429	67.1%
Parcel 7 - REI Development	75,910	1.74	27,829	36.7%
Parcel 9 - REI Development	87,094	2.00	57,690	66.2%
Parcel 11 - REI Development	86,836	1.99	59,785	68.8%
Parcel 15	88,438	2.03	45,703	51.7%
Parcel 12 - BrewPub	19,602	0.45	10,672	54.4%
Parcel 13	40,973	0.94	26,684	65.1%
Parcel 14 - GIX	49,268	1.13	35,070	71.2%
Parcel 16 - Building 16	80,528	1.85	52,808	65.6%
Parcel 17 - Amli Residential	62,809	1.44	38,805	61.8%
Parcels 18 thru 21 - Phase 1 Residential	108,634	2.49	53,184	49.0%
Parcels 22 thru 23 - Phase 2 Residential	82,048	1.88	39,109	47.7%
Parcel 24 - Building 24	44,306	1.02	21,601	48.8%
Tract A - 123rd Ave NE (Private)	5,007	0.11	0	0.0%
Tract C - Park	33,922	0.78	0	0.0%
Tract D1 - 122nd Ave NE (Private)	7,660	0.18	0	0.0%
Tracts G & J - Park	32,136	0.74	0	0.0%
Tract K - Park	22,216	0.51	0	0.0%
Tract O - Road	685	0.02	0	0.0%
Tract N1 (Private)	7,993	0.18	0	0.0%
Tract M (Private)	3,267	0.08	0	0.0%
Future Projects				
Parcel 1	38,764	0.89	21,167	54.6%
Parcel 2	37,546	0.86	23,476	62.5%
Parcel 3B	37,658	0.86	25,713	68.3%
Parcel 4A	22,414	0.51	16,758	74.8%
Parcel 5B	43,119	0.99	26,574	61.6%
Tract P1, P2, P3 - NE 16th St	28,362	0.65	0	0.0%
Tract N2 - 123rd Ave NE	12,573	0.29	0	0.0%
Tract Q - Park	19,836	0.46	0	0.0%

Public Right-of-Way

	Site Area Sq. Ft.	Site Area Acres
Total ROW	258,987	5.95
Dedicated ROW (District, 120th, 121st, and 123rd)	61,128	1.40
Tract E - 121st Ave NE (Public)	14,212	0.33
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Tract L - NE Spring Blvd (Public)	103,179	2.37
Sound Transit ROW	54,369	1.25

Notes:

1. Site area is based on full build out of The Spring District. This includes projects that have been completed, are currently under construction, are currently under permitting, and future projects per the Master Development Plan.
2. Public Right-of-Way includes projects and areas that have already been dedicated, or are anticipated to be dedicated in the future. Public ROW areas have been omitted from the site area calculations.

Parcel 15

Site Area: 88,438 SF

Level 1 Building Area: 45,703 SF
Percent Lot Coverage: 51.7%

DATE: Oct 27, 2022 FILE: Lot Coverage Figure

0 140 280 feet

Legend

Level 1 Building Area

The Spring District
Lot Coverage
10-28-2022

The Spring District, Block 15
Design Review Permit (21-122598 LD)
Third Revision Request Letter – January 9, 2023

FAR TABLE

Non-Residential Development	**Block 15 Office**
Aggregate Parcel Size (sf)	88,438 square feet
Total Allowed SF at Max FAR (4.0)	353,752 square feet
GFA of Proposed Development *	319,224 square feet
Exempt Retail GFA	1,765 square feet
GFA for FAR	317,459 square feet (319,224 – 1,765 sq. ft.)
FAR	3.58 (317,459 /88,438)
Base FAR Allowed (1.0)	88,438
GFA Subject to Incentive System	229,021 (317,459 – 88,438)
GFA in Tier 1 (up to 2.5 FAR)	221,095 (88,438 x 2.5)
GFA in Tier 2 (up to 0.5 FAR)	7,926 (229,021 – 221,095)

Amenity Fee-in-Lieu Payment Calculation	**Block 15 Office**
Gross Square feet (GSF) of Development *	326,840 square feet
% Floor Area Eligible for DA $3.75 rate	0%
% Floor Area Eligible for DA $4.00 rate	100%
Total Floor Area Subject to Amenity System	229,020 square feet
Square Feet Paid at $3.75	0
Square Feet Paid at $4.00	221,095
Square Feet Paid at 2022 Rate $20.43	7,926
Tier 1b: Parks and Streams	$884,380.00
Tier 2: Affordable Housing or Parks and Streams	$161,928.18
Total Fee-in-Lieu	$1,046,308.18

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

February 1, 2023

To: Ian Harkins
JMJ Team

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

Based upon our review of the site plans[1] you submitted on 11/11/2022 for the property known as: The Spring District and proposed development name of: Block 15 we have determined the following:

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

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

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

Sincerely,

Bradley Cooper
Operations Supervisor
Bcooper2@republicservices.com

In partnership with the City of Bellevue
Development Services

[1] Attached as submitted for tracking reference

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

Transportation

Certificate of Concurrency

Date: 11/14/2024

Project Name: Block 15

Project Address: 12343 NE Spring Boulevard

Permit Number: 21-122598 LD

Mobility Units Allocated: 239

This decision is subject to appeal as set forth in BCC 14.10.040.D. This reservation will become invalid one year from the date above unless a complete building permit application is filed prior to that date. If this is a phased project, the concurrency certificate will remain valid for up to six years if continuous permitting activity is maintained (BCC 14.10.040.C).

Director
City of Bellevue Transportation Department

Certificate Number: 167