



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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	Brizo
LOCATION:	1051 108 th Ave. NE
FILE NUMBERS:	21-134179-LD
PROPONENT:	Andy Loos, SRM
DESCRIPTION OF PROPOSAL: Design Review approval of an 8-story residential tower within the Downtown-Mixed Use, Perimeter Overlay B-1 Land Use Districts with 220 residential units and 174 parking spaces.	

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

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

DATE ISSUED: 12/19/2024

APPEAL DATE: 1/2/2025

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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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
Reilly Pittman, Environmental Coordinator
Development Services Department

Date: December 19, 2024



**City of Bellevue
Development Services Department
Land Use Staff Report**

Proposal Name: Brizo

Proposal Address: 1051 108th Ave. NE

Proposal Description: Design Review approval of an 8-story residential tower within the Downtown-Mixed Use, Perimeter Overlay B-1 Land Use Districts with 220 residential units and 174 parking spaces.

File Number: **21-134179-LD**

Applicant: Jon O'Hare, PCNW

Decisions Included: Design Review

Process: Process II (LUC 20.35.200)

Planner: Amy Tarce, Senior Planner

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

Reilly Pittman

Reilly Pittman, Environmental Coordinator
Development Services Department

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

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

Date of Application:	December 14, 2021
Notice of Application:	March 24, 2022
Public Meeting:	March 31, 2022
Decision:	December 19, 2024
Appeal Deadline	January 2, 2025, 5 PM
Design Review Expiration:	December 4, 2027

For information on how to appeal a proposal, visit the Development Services Center at City Hall, 450 110th Avenue NE, or call (425) 452-6800. Appeal of the decision must be received in the City Clerk's office by 5 p.m. on the date noted for appeal of the decision.

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- A. 2020 Comprehensive Plan Matrix
- B. Responses to 2020 Downtown Design Guidelines
- C. Administrative Departure Request Forms (3)
- D. Certificate of Concurrence
- E. Traffic Impact Analysis, dated July 24, 2024 and Memorandum, dated November 14, 2024 (Located in Project File)
- F. Republic Services Approval Letter
- G. Architectural Plans, dated July 24, 2024 and October 3, 2024 (Located in Project File)
- H. Civil Plans, Lighting Plans and Survey, dated July 24, 2024 (Located in Project File)
- I. SEPA Checklist (Attachments to Checklist Located in Project File)

I. REQUEST/PROPOSAL DESCRIPTION

A. Request

The applicant requests Administrative Design Review approval to construct an 8-story residential tower with 220 residential units and 174 parking spaces. The subject site is located at 1051 108th Avenue NE, within the Downtown-Mixed Use (DT-MU) Land Use District and Perimeter Overlay B-1. The project site is approximately 39,897 square feet (.92 acres) in size.

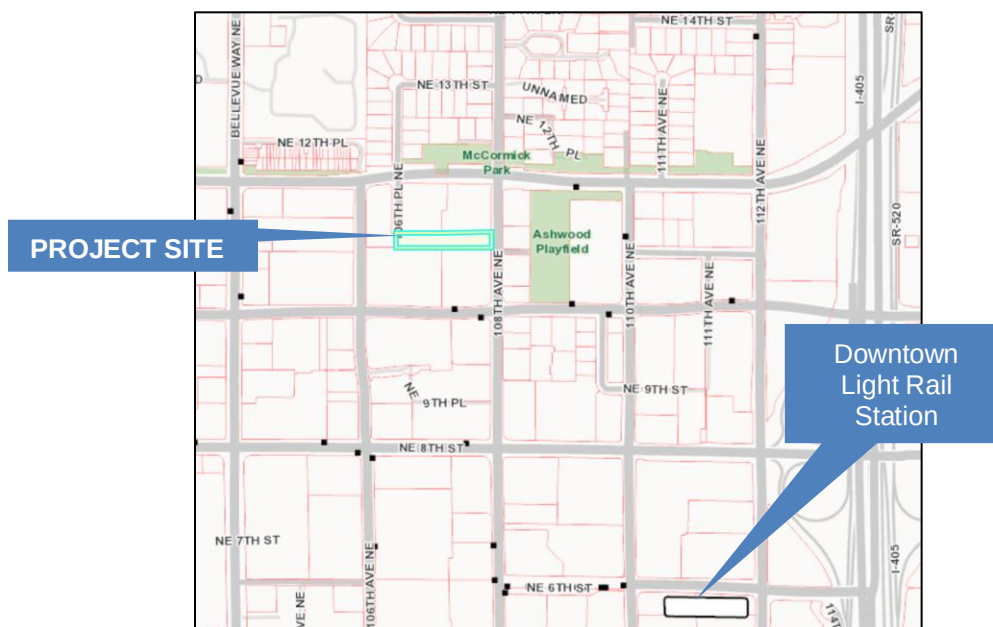
The applicant has requested three (3) Administrative Departures as part of this application:

- Build-to Line at 108th Avenue NE
- Compact parking stalls
- Landscape Buffers

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

B. Neighborhood Context

The project site is located in a predominantly residential subarea of the downtown – City Center North. There are two parks, McCormick Park and Ashwood Playfield, within a 5-minute walk of the project site. It is also within the area that is highly-served by transit, with 2 – 4 transit trips per hour within a quarter mile of the project site. The future light rail station is only 3 blocks from the project site. The I-405 freeway ramp is 2 blocks away on NE 8th Street. The project site is surrounded by multi-family residential developments. The street frontage is located on 108th Avenue NE and is the smallest among all the multi-family residential developments in the City Center North neighborhood (Figure 1).



C. Site Design

Site Organization

The Brizo project is a “DT-Small Site” by definition of the Land Use Code. The site plan is a response to a relatively small and narrow site nestled among larger properties.



The site organization is a straightforward design that takes into consideration the existing conditions of adjacent properties and the topography of the site (see Plan Sheet T1.1). To the maximum extent feasible, the building is setback from the property line with landscaping and hardscape provided at the street frontage and perimeter of the property (Figure 2a).

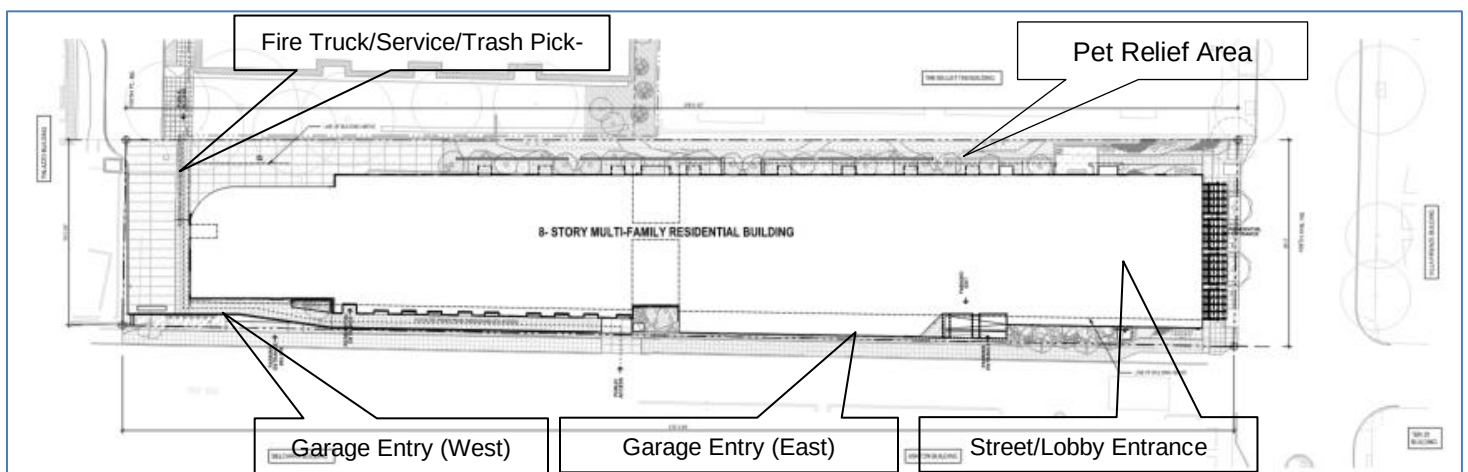


Figure 2a Site Plan

Vehicular access to the project uses an existing driveway south of the project site. This driveway is shared with the residential property to the south, called Ashton. This driveway slopes down from east to west, allowing the Brizo project to provide a two-level garage with separate entrances at each level (Figure 2b). This creates a vertical separation between the Through Block Connection and the driveway at the southwestern half of the project site.



Figure 2b Grade Change along South Access Driveway

Visitor loading, rideshare pick-up and food delivery parking is provided inside the upper-level garage (Figure 2c) while residential parking is at the lower-level garage and accessed from the southwest garage entry. Service, Trash and Emergency Vehicle access will originate from NE 12th Street/106th Place NE. Service area and trash pick-up is located at the northwest corner of the site (Figure 2A).

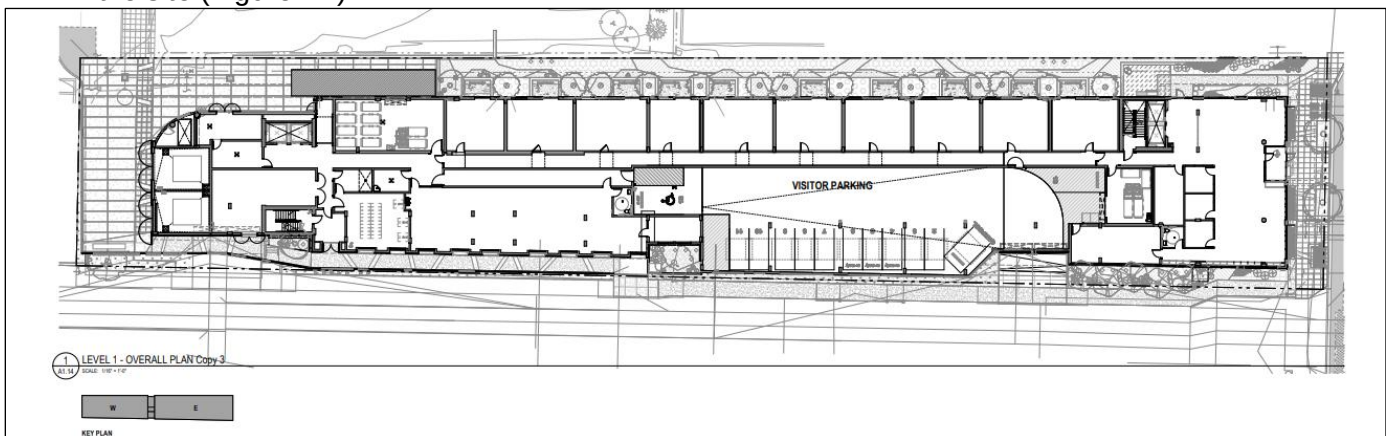


Figure 2c Upper-Level Garage

Pedestrian access is provided along the public sidewalks on the 108th Avenue NE street frontage, the north-south Through Block Connection, and the east-west Through Block Connection (additional discussion below). Street trees and planter boxes with small ornamental shrubs and grasses soften the base of the building.

Landscape treatment along the north side yard consists of small trees and understory to provide a buffer between the residential units of this new project and the existing condominium development to the north, the Belletini. A small pet relief area is provided at the northeast corner

of the site. Additional greenscape areas are provided along the south perimeter of the property, consisting of small deciduous trees and a combination of flowering shrubs and understory plants that thrive in shady landscaped areas.

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

The Brizo residential development will complete the through block pedestrian connections within this superblock by extending the north-south Through Block Connection from NE 12th Street/106th Place NE to the existing Through Block Connection at the south property line of Brizo, which continues south and connects to NE 10th Street. The Through Block Connection will change course, turning east at the southwest corner of the Brizo site, before turning south again midway of the building length, to connect to the through block pedestrian connection between the Belcarra building and the Ashton building. The Through Block Connections are shown as blue dashed line arrows in Figure 3a and 3b below. Figure 3a shows the new Through Block Connection to be provided by Brizo. Figure 3b shows how Brizo connects to the existing Through Block Connection to the south, between Ashton and Belcarra.

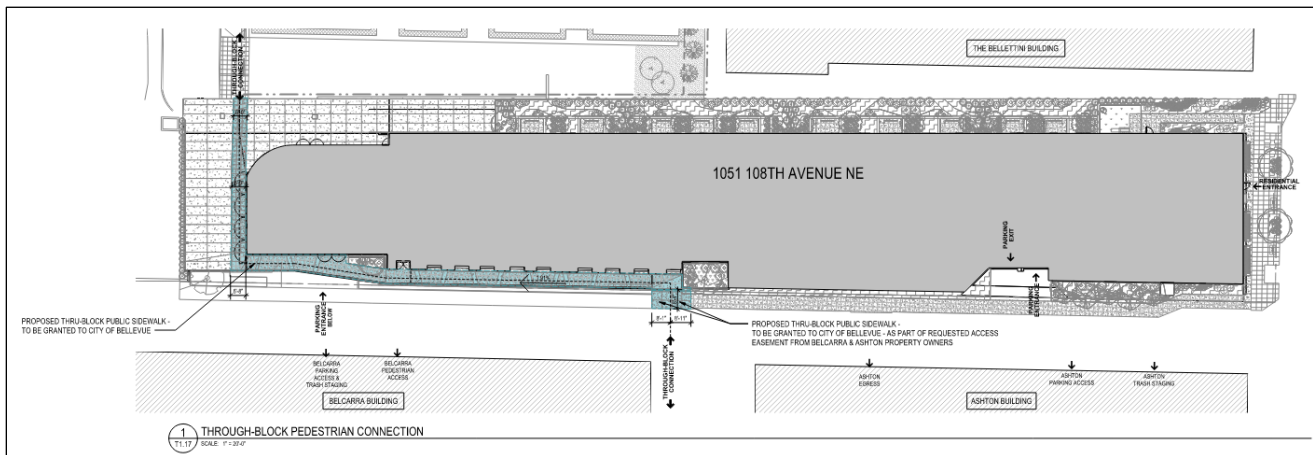


Figure 3a Through Block Connection - Plan



Figure 3b Through Block Connection Route (Blue dashed line)

Public art, in the form of sculptures, will be strategically placed at the junctures where the direction of the Through Block Connection changes, to serve as wayfinding elements. The first sculpture will be located at the midblock connection from the existing Through Block Connection between the Ashton and Belcarra (Figure 3c). The second public art will be located at the southwest corner of the Brizo site, so pedestrians will be drawn visually into the site when standing at NE 10th Street or when standing at the first art piece (Figure 3d). See also Sheet T1.21 for additional details on the proposed public art. Special paving that continues the same theme of the building design will provide additional visual cues for pedestrians as to the public nature of the walkways.



Figure 3c Public Art #1 at Midblock Through Block Connection



Figure 3d Public Art #2 at Through Block Connection

D. Building Design

The Brizo project uses Refraction of Light as inspiration for the façade treatment. This is expressed as changes in the use of color and architectural materials and modulation of the building mass. The street façade, which is the most visible from the public street,

is small in scale due to the narrow width of the lot frontage. A base-middle-top articulation is employed with the two-story storefront windows at the base/podium, the composition of residential windows and vertical white fiber cement panels with corrugated bronze metal channels for accents, and the dramatic brise soleil canopy for the rooftop terrace with glass railings (Figure 4). A similar tripartite articulation is used for the north and south facades of the building. On these longer facades, the building splits and rises above the fourth floor as two identical towers linked by a glass bridge.

The internal programming for the building concentrates the community amenity spaces on the ground floor and the penthouse level. Residential units with external doors and patios line the northern half of the ground floor, offering a quieter side to the lobby and more active spaces of the southern half that includes a gym, bike storage and the mail room. A leasing office right off the lobby contributes to street activation.

Building Mass and Articulation

The façade employs a tripartite articulation, as mentioned above. The two-story podium reads as a highly transparent volume at the 108th Avenue NE façade while the penthouse floor, painted in the darkest color, provides a well-defined top (see additional discussion below). Glass railings and continuous glass walls at the outdoor terraces on the east and west end of the building mitigates the mass and allows for the roof canopy to “float” (Figure 4a). Points of interest are provided at the street level of the front façade (east elevation) with the use of the textured glass with custom pattern that follows the theme of refracted light and applied to the two-story podium (Figure 5).



Figure 4 East Elevation (108th Ave. NE)

The same horizontal articulation is followed through on the longer north and south facades (Figures 5 and 6), with a slight variation in the treatment and pattern of fenestration. Both elevations use a tripartite articulation with a two-level base, 6 levels

of residential floors and a penthouse level that caps the building. The upper floors continue the pattern of voids and solids of the podium but instead of concrete, fiber cement board in white and corrugated metal in a light bronze is used. The application of more solid surfaces for private residences in contrast with the voids for the community spaces on the top floor distinguishes the private spaces from the community spaces. The south façade (Figure 5) is lined with the residential amenity spaces on the eastern half of the floor plan and a two-level garage on the western half. A secondary podium consisting of the lower-level garages is revealed as the site topography descends 10 to 15 feet in height towards the west property line.



Figure 5 South Elevation

This lower podium, which includes the garage entrances for resident parking, is provided with a vegetated green wall. The base closest to 108th Avenue NE continues the façade treatment of the street elevation then changes to a perforated decorative metal panel at the natural break where the visitor garage entries start. The decorative perforated metal panels add an artistic element to an otherwise long blank wall while allowing ventilation for the visitor parking area (see “Water Jet Cut Screen” in Sheet T1.6). It also complements the decorative paving pattern of the Through Block Connection.

On the north elevation (Figure 6), the upper stories cantilever 5 feet over the patios, pet relief area, and loading zone. The cantilever is discernible along the 108th Avenue NE façade (Figure 4, East Elevation). The north elevation has two vertical breaks: the elevator/stair tower behind the lobby and the four-story wings that mirror the south elevation (Figure 5). The elevator/stair tower is expressed as a smooth, unarticulated volume of concrete to provide contrast to the highly articulated horizontal massing of the north façade. The northeast corner of the façade base/podium continues the modulation and articulation of the east/street façade. As one moves west, the base/podium are lined with ground floor residential units and second floor residential windows. These residential units are provided with individual exterior doors, weather protection and landscaped patios to further break down the scale of the building to a more human scale. The west end is clad in concrete and metal where the loading area is located. To mitigate the large expanses of blank walls of the trash room/service area, concrete accents in two vertical textured patterns are juxtaposed with smooth metal panels and complement the metal louvers of the garage exhaust panel.



Figure 6 North Elevations

The west elevation tower takes elements from the east façade and the south façade in its architectural treatment with the use of the Juliet balconies, the recessed balconies, and the vertical bronze metal accents. The vertical expression extends down to the podium where textured concrete takes the place of the bronze corrugated metal accents of the upper floors. The top is also provided with a metal brise soleil over an outdoor terrace with glass railings. The podium of the west elevation is effectively the “back-of-the-house” which wraps around to the northwest corner of the building where the service area/trash collection area is located. Similar to the service area treatment of the north façade, the podium is a composition of concrete walls and metal panel doors.



Figure 7 West Elevation

Color & Materials (Refer to Architectural Plans on File)

Colors and materials are used in a formal composition of voids and solids, repetition and rhythm, and hierarchy, while also achieving variety for each elevation, as discussed above. The color palette uses a variety of neutral hues of greys, white and black with bronze for accent and warmth.

Building materials and colors are used to create the “Refraction of Light” theme. A variety of substantial materials, contrasting textures and complementary colors are used to create a composition of vertical bays and lines of accent colors that read as linear objects seen through refracted light.

The two-story lobby is primarily clad in vision glass and broken down with the rhythmic cadence of concrete columns that visually connects to the upper story cadence of the vertical panels consisting of fiber-cement panels and metal channels. Architectural interest is provided with a textured glass applied in a random rhythm on the façade that is used as Points of Interest. Weather protection in dark bronze metal continues the rhythm of the storefront glazing and provides a horizontal element to a predominantly vertical fenestration pattern.

On the other 3 interior building elevations, concrete, glass and metal are used to define the podium. Glass Fiber Reinforced Concrete Panels (GFRC) in two shades and texture, dark colored spandrel glass and metal panels provide color and texture to the solid surfaces while vision glass of the habitable spaces represent the voids.

Articulation of the 108th Avenue NE facade use the same scheme of vertical panels with accents of bronze metal, but instead of recessed balconies, smaller Juliet balconies are introduced with decorative metal railings. The architectonic composition of the building “top” provides a clear distinction from the “private floors” through the use of one color and material – dark bronze metal – for the solids with the east and west elevation provided with 100% glazing and transparency.

E. Process

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

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

A. Site Description

The subject site is comprised of one parcel totaling approximately 39,897 square feet and deemed a “small site” per the Downtown Land Use Code definition. It is an unusually long and narrow lot surrounded on 3 sides by larger lots. NE 108th Avenue NE serves as the eastern boundary of the project site. An existing three-story multifamily housing development is accessed off of 108th Avenue NE via a driveway. There are 5 small, ornamental trees on site that will be removed. There are no critical areas on site. The site slopes down from east to west and is predominantly impervious. Existing through block connections on the adjacent parcels north and south of the project site abruptly ends at the project site boundaries. The existing small scale apartment building on the project site is surrounded by 7 to 12 story multi-family residential buildings and a 6-story hotel that will eventually be demolished via 22-102419 LD.



Figure 8 Street view of existing low-rise apartment on the Brizo project site.

B. Zoning

The site is located within the Downtown – Mixed Use (DNTN-MU) land use district and lies within the B-1 Perimeter Overlay. The B-1 Perimeter Overlay is a transition zone that reduces the development intensity typically allowed in the downtown to buffer the lower intensity development outside of and abutting the downtown land use district boundary. The proposed mixed use residential use is permitted outright. The dimensional requirements of the DT-MU B-1 Overlay governs the floor area, height, setback and lot coverage of the project site.

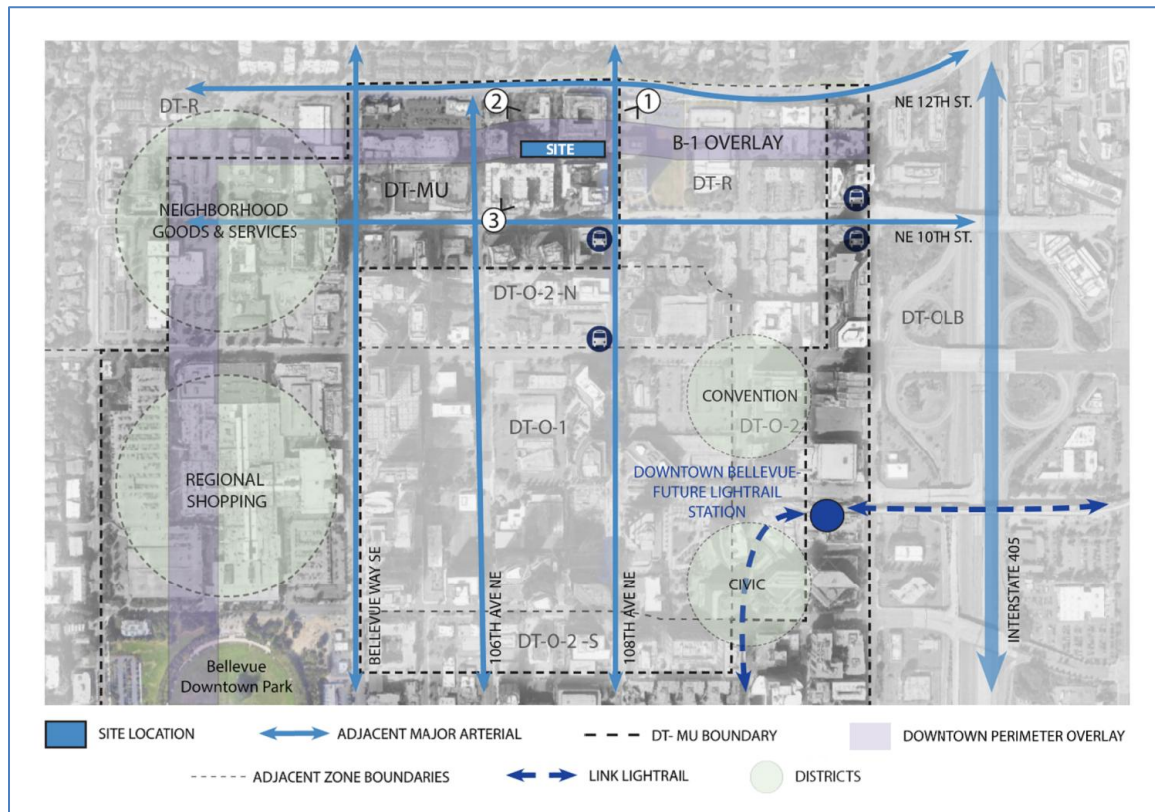


Figure 9 Land Use Districts Map

C. Land Use Context - Comprehensive Plan

Comprehensive Plan

The site fronts 108th Avenue NE which is designated as a “Commerce Street” by the Comprehensive Plan Downtown Subarea Plan. Per the Land Use Code’s Design Guidelines Building/Sidewalk Relationships, 108th Avenue NE is designated a “B” right-of-way/Commercial Street which is intended to have a moderate to heavy orientation to pedestrians. “B” rights-of-way are to provide a diverse and active connection between the Active Use dominated “A” rights-of-way, and the other Downtown rights-of-way.

Specific uses on the surrounding properties are as follows:

- North: DT-MU, Multi-family residential development (Belletini Condominiums) and hotel (Silver Cloud Inn)
- East: DT-R, Mixed-Use multi-family residential (Villa Firenze Condominiums)
- South: DT-MU, Mixed-Use multi-family residential (Ashton and Belcarra Apartmts.)
- West: DT-MU, Mixed-Use multi-family residential (Palazzo Condominiums)



Figure 10 Existing Multi-family and Hotel Uses in the Project Vicinty

III. Consistency with Land Use Code/Zoning Requirements

A. General Provisions of the Land Use Code

1. Use

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

2. Dimensional Requirements

The dimensional and area requirements that apply in DNTN-MU and Perimeter Overlay B-1 are listed below. All dimensional requirements will be met, except where an Administrative Departure has been requested. Refer to Section V below, for discussion regarding Administrative Departures.

Table 1: Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)	
Downtown (DT) - Project Limit LUC 20.25A.020	39, 897 SF
Land Use District per LUC 20.25A.010	Downtown-Mixed Use (DNTN-MU), Perimeter Overlay B-1 (partial site)

Building Type per LUC 20.25A.060	Residential		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Minimum Tower Setback from interior property line(s) above 80 ft. <i>IF Building Exceeds 100 ft.</i> LUC 20.25A.060.A.4	20' setback required from interior property line. Applicable to northern and western property boundary only.	Building does not exceed 100 feet	N/A. Building is not a “Tower”.
Maximum Floor Plate Above 40 ft. Measured in gs/f/f	20,000 GSF/F; reduction of floor plate area by 10% for floors above Trigger Height (Trigger height is 99 feet)	Level 5, East wing: 14,200 s.f.; West wing: 11,244 SF; Level 6, East Wing:14,174 SF; West Wing: 11,208 SF Level 7, East wing: 14,174 SF; West wing: 11,208 SF Level 8, East wing: 12,252 SF, West wing: 9,591 SF	Meets requirement (see sheet T1.13). Brizo does not exceed Trigger Height.
Maximum Floor Plate Above 80 ft. Measured in gs/f/f	13,500 GSF/F	Only applies if a full floor/s are above 80 feet.	N/A
Floorplate Reduction LUC 20.25A.075.A.2	10% above trigger height (230') for residential tower = 12,150 SF	Building does not exceed 85'-0"	N/A
Maximum Lot Coverage by Structure	75%	73.61% (29,367 SF)	Meets requirement (see sheet T1.16)
Maximum Building Height/ Maximum Building Height with Mechanical Equipment Measured from average finish grade DT-Building Height	99'/119' (Land Use Max. Height Limit: 288' – 10 ½" based on Average Finished Grade of 190' – 5")	84'-10"/101'-10 7/8"	Meets requirement (see sheet T1.12)

Floor Area Ratio: Gross Floor Area (GFA) for FAR:	Base: 4.5 Max: 5.0	178,479 GFA = 4.47 FAR (178,479 /39,897)	Meets requirement (see sheet T1.14)
FAR Exemptions (LUC 20.25A.070.C)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Exemption for Ground-Level Active Uses Measured in GFA for FAR	Active uses meeting "A" rights-of-way up to 1.0 FAR 46,934 SF = 1.0 FAR	This project is not proposing Ground-Level Active Uses	The project will not avail of FAR Exemption
STREET AND PEDESTRIAN CIRCULATION (LUC 20.25A.090) and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Sidewalk Width measured from back of curb Overall Width: Planting Strip or Planting Pit: Sidewalk (Pavement) Width: LUC 20.25A.090	<u>108th Ave. NE</u> 12'-0" overall sidewalk width 5'-0" tree pit 12'-0" minimum sidewalk width	<u>108th Ave. NE</u> 12'-0" overall width 5'-0" tree pit 12'-0" minimum sidewalk width	Meets requirements. A 10'-6" sidewalk and utility easement will be granted to the city to complete the 12'-0" sidewalk width (See Sheet T1.17 Drawing 2). Building street wall is setback 3'-5 ¼" from the back of sidewalk through an Administrative Departure from the Build-to-Line requirement. <u>Refer to Section XII for Condition of Approval regarding Final Landscape and Irrigation Plans.</u>
On-Site Landscaping LUC 20.25A.110.B.2	5' Type III buffer adjacent to surface vehicular access or parking areas (rear yard and side yard)	Through Block Pedestrian Connection, including 5' Type III landscaping required along west and south property line, as well as the northwest where the Fire Truck Access/Loading zone is located. An Alternative Landscaping Option (ALO) is provided to modify location or	Meets requirement with ALO. See Departure requests for ALOs for analysis of each landscape alternative and rationale for approval of each. Refer to Section V below for Administrative Departure discussion. <u>Refer to Section XII for Condition of Approval</u>

		eliminate the 5' Type III landscape buffer requirement.	<u>regarding Type III Landscape Buffer on West Property Line</u>
Landscaping - Street Tree Caliper & Species LUC 20.25A.110 LUC 20.25A.110.A – Plate B	108 th Ave. NE right-of-way Street Tree: Parrotia persica 'Ruby Vase' 2.5" caliper at planting Medium Tree spacing: min. 25 feet o.c. Trees must be at least 3 ft. from face of curb	Street Tree: Parrotia persica 'Ruby Vase' 2.5" caliper at planting, 25 feet o.c. (see Sheet L3.10)	Meets requirement. See "Soil Volume" discussion below. <u>Refer to Section XII for Conditions of Approval regarding Street Trees and Right of Way/Streetscape Landscaping, Final Landscape and Irrigation Plans, Landscape Installation Assurance Device, Landscape Maintenance Device and Maintenance Agreement with the City of Bellevue.</u>
PARKING (LUC 20.25A.080)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Vehicular Parking LUC 20.25A.080 Based on 220 units,	<u>Residential Parking:</u> Min. 1.0/Unit: 220 stalls Max. 2.0/Unit: 440 stalls May reduce parking to 0.75 for market rate residential projects within the Frequent Transit Service area (LUC 20.20.590.L.1.b) 220 x 0.75= 165 spaces Compact Stalls: Up 65% of required parking stalls in the	<u>Residential:</u> 165 stalls <u>Visitor:</u> 9 Stalls <u>Total stalls proposed: 174</u> 113 compact stalls (65% of total parking spaces) 105 spaces for residential, 8 spaces for visitors	Meets requirements. Project site is within the ¼ mile buffer for 2 – 4 trips per hour and ½ mile buffer for light rail and transit service at least 4 times per hour Refer to Section V below for Administrative Departure discussion regarding Compact Parking Stalls. <u>Refer to Section XII for Condition of Approval for Visitor and Compact Parking Stalls.</u>

	DNTN may be compact with a Departure		
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	One space per 10 dwelling units = 22 spaces for 220 units. Provided on-site in a secure location. Covered Spaces. At least 50 percent of required parking shall be covered.	Total: 28 spaces. 26 spaces in bike storage and 2 spaces for short-term in the right-of-way 100% of required bike spaces are in a covered space	Meets requirements. (see Plan Sheets A1.3, A1.3A, A1.3B)
REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	Permitted/Required	Proposed	Code Section/Comments/Conditions
Refuse & Recycling LUC 20.20.725 & 20.25A.160 # Units = 220 Loading Area 20.20.590.K.4	1.5 SF/unit = 330 SF One 10 FT x 55 FT dedicated loading space	901 SF Refuse/Recycling Room located at Level 1 (2 trash compactors + 8 recycle area) (1) 10' x 55' loading bay provided outside the trash room	Meets requirements. Republic Services approval letter provided as Attachment F.

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

To ensure that all new trees thrive in an urban environment, enough soil must be provided to ensure large healthy shade trees can succeed long term without damaging adjacent hardscapes. The City of Bellevue Parks Department Environmental Best Management Practices and Design Standards Manual specifies the amount of soil volume and the method for calculating the appropriate volume for small, medium, and

large trees in urban environments. This project will be required to provide the appropriate soil volume for all trees on-site and within streetscape planters for new trees to thrive post construction. Soil Volume Calculations can be found in the project file. **Refer to Section XII for Condition of Approval regarding Soil Volume.**

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

Refer to Sheet L3.10 in the project plans for the Green and Sustainability Factor Worksheet and corresponding site plan diagram. The applicant has demonstrated compliance with the requirements of the Land Use Code by meeting the code minimum green factor score of 0.25 for a small site. The subject site achieves a green factor score of 0.256, which the proposal meets by providing the following:

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

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

Mechanical Equipment Screening

The proposal consolidates all mechanical equipment at the service area of the ground floor and a mechanical penthouse structure at each tower (see discussion in I.C Site Design) **Refer to Section XII for Condition of Approval regarding Mechanical Equipment.**

Exhaust Control

Exhaust equipment shall be located so as not to discharge onto a sidewalk, right of way, or area designated accessible to the public, including but not limited to a plaza or a through block connection. Mechanical equipment for the tower is located on the building rooftop, while additional exhausts at the ground level are located at least 16 feet above finished grade where they are next to the street, a public access easement or other area designated accessible to the public. **Refer to Section XII for Conditions of Approval regarding Garage Exhaust and Exhaust Vents.**

E. Through Block Connection (LUC 20.25A.160.D)

The design of the through block connection meets the intent of the design guidelines specified in LUC 20.25A.160.D.4, as follows:

- a. *Form logical routes from its origin to its destination;*
The proposed Through Block Connection connects NE 10th Street to NE 12th Street through the internal areas of the block and connects the Brizo project to the other existing residential developments to the south as described in the narrative above.
- b. *Offer diversity in terms of activities and pedestrian amenities;*
Pedestrian amenities include public art in the form of sculptures at two junctures. Due to the small site, no outdoor seating can be provided and the main use of this Through Block Connection is for pedestrian travel in the interior of the superblock.
- c. *Incorporate design elements of the adjacent right-of-way, such as paving, lighting, landscaping, and signage to identify the through-block [pedestrian connection](#) as a public space;*
Signage and special concrete paving pattern that follows the theme of the garage screening will be used to visually identify the Through Block Connection.
- d. *Accentuate and enhance access to the through-block [pedestrian connection](#) from the right-of-way by use of multiple points of entry that identify it as a public space;*
A sculpture piece located at the terminus of the n-s section of the Through Block Passage can be seen by pedestrians when standing at NE 10th Street/ 106th Place NE. Another sculpture will accentuate the connecting point of the new Through Block Connection and the existing Through Block Connection between the Belcarra and Ashton residential buildings (See Figures 4c and 4d).
- e. *Identify the connection as a public space through clear and visible signage;*
Public access signage will be installed along the Through Block Connection. **See Section XII for Condition of Approval of Through Block Connection signage.**
- f. *Provide lighting that is [pedestrian-scaled](#), compatible with the landscape design, and improves safety;*
Wall-mounted façade downlights and rail lighting are provided along both sides of the Through Block Connection path to provide an even wash of safety lighting at night.
- g. *Provide high-quality design and durable materials;*
The Through Block Connection will be embellished with a special patterned concrete that continues the same theme of “refraction” expressed in the building elevations. The random pattern of angled double lines continue up to the vertical metal channels that represent refraction of light. The Through Block Connection is animated with colorful public art and small planters along the south perimeter. Where the grade changes and there is a drop in elevation between the vehicular driveway and the Through Block Connection, decorative railing, also following the theme of light refraction, borders the Through Block Connection.
- h. *Provide landscaping to define and animate the space wherever possible;*
Ornamental shrubs and trees in planters are provided along edge of the Through Block Connection.
- i. *Incorporate trees and landscaping to provide enclosure and soften the experience of the built environment;*

Small trees and ornamental shrubs and grasses in planters are provided along the E-W section of the Through Block Connection.

- j. The use of artistic elements and water features is encouraged to provide moments of interest for the user;*
The decorative paving pattern, 3-dimensional art pieces, and nighttime accent lighting all contribute to provide moments of interest for pedestrians as they navigate through the internal walkway system of this superblock in downtown Bellevue.
- k. Provide access that complies with the Americans with Disabilities Act. Additional access may be provided through the building, if necessary to meet this requirement;*
The Through Block Connection is designed to be wheelchair accessible.
- l. Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;*
Providing weather protection is not appropriate for this route because there are no key intersections, building entrances or points of interest along the Through Block Connection. This section of a larger Through Block Connection system follows a route through the interior of the lot and does not connect to a street or public open space until it exits the project site.
- m. Be developed as a walkway or a combination walkway and vehicular lane. If the combination walkway and vehicular lane does not have a separate raised walkway, the walkway surface shall be paved with unit paver blocks or other unique paving surface to indicate that it is a pedestrian area;*
The Through Block Connection includes a raised sidewalk that is separated by a railing from the vehicular lane.
- n. Incorporate decorative lighting and seating areas; and*
Decorative lighting is provided in the form of integrated linear railing light (see sheet T1.9, lighting # 6). No benches or seating areas are provided along this section of the Through Block Connection.
- o. Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the through-block connection to ensure that the connection is used, feels safe, and is not isolated from view.*
The residential amenity spaces, including the fitness center and the bike storage, are located next to the E-W section of the new Through Block Connection. The N-S section at the west perimeter of the property is visible from NE 10th Street since it aligns with the width of 106th Place NE.

Per LUC 20.25A.160.D.3.c and d, the through-block pedestrian connection is required to be open to the public 24 hours a day, and owners of the property are required to execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation. In addition, directional signage shall identify circulation routes for all users and state the hours that the space is accessible to the public. **Refer to Section XII for Condition of Approval regarding Pedestrian Access Easement and Signage for Through Block Connection.**

F. Pet Relief Areas

The City of Bellevue has no code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as the introduction of office tenants who are permitted to bring pets into work, City staff have started requesting applicants provide these spaces internal to their site. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. The Brizo development has provided a larger pet relief area at the northeast corner of the property for use by the tenants of the building (see Sheets A1.3B, L1.01). **Refer to Section XII for Condition of Approval regarding Pet Relief Areas.**

IV. DOWNTOWN DESIGN GUIDELINES

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

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

1. Context (LUC 20.25A.150)

The proposal has met the intent of each item in the Context section of the design guidelines. Please refer to discussion of Neighborhood Context and Site Plan in Section I. B and C above. More specifically, the proposal will include the following:

- The building is one of the smallest among the multi-family developments in the vicinity given its small and narrow lot configuration. To minimize the impacts to the residential units of the Belletini, the multi-family development to the north, this project has located ground floor residential units along its north perimeter. These ground floor units are designed to have a “townhouse” character, with individual front doors, porches and landscaped patios, to relate better to the Belletini. Along the south perimeter of the site, where a shared driveway will serve the parking garages of Brizo and the multi-family properties to the south, the ground floor spaces are used for the community amenity spaces and the mechanical equipment room.
- Thoughtful detailing of building materials, composition of voids and solids in the facade, and a distinctive design scheme help create a residential project that stands on its own while also complementing the other multi-family residential buildings in the vicinity. (See additional discussion in the Building Materials and Colors section)

2. Site Organization (LUC 20.25A.160)

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

- Public access is provided around three sides of the project in meaningful and significant ways. To the east along 108th Avenue NE, the building continues the

street wall and streetscape of other multifamily residential developments on the block with street trees, consistent sidewalk width and alignment, and continuous weather protection. The main access to the garage is through a shared existing driveway of the property to the south. The Brizo project will acquire a shared access easement for this existing driveway from the property to the south. An 6-foot wide Through Block Connection with sculptures at two important nodes is proposed. This Through Block Connection will be accessible to the public at all times. To the west, the multi-purpose Fire Department hammerhead will also serve as a small plaza with a Through Block Connection (see detailed discussion of Through Block Connection in section I.G above).

- On-site parking is provided in a two-level garage. The upper-level garage is primarily for visitors, short term delivery, guest loading zones, and leasing office parking. The lower garage is designated for residents only and accessed through a lower level garage entrance with a gate. Both garage entrances are accessed via a shared driveway with the south property owner (see section I.C above).

The shared driveway drops in grade and dead ends at the lower-level garage entrance so the Through Block Connection continues at the upper level, creating a separation of pedestrian and vehicle routes and minimizing the pedestrian-vehicular conflicts at this level (see South Elevation, Figure 5).

- Direct access to the building lobby is provided at the 108th Avenue NE sidewalk.
- All ground-level mechanical equipment will be located inside the building.
- The service and trash collection area is located in the northwest corner, behind other existing buildings where it is not visible from the public rights-of-way.

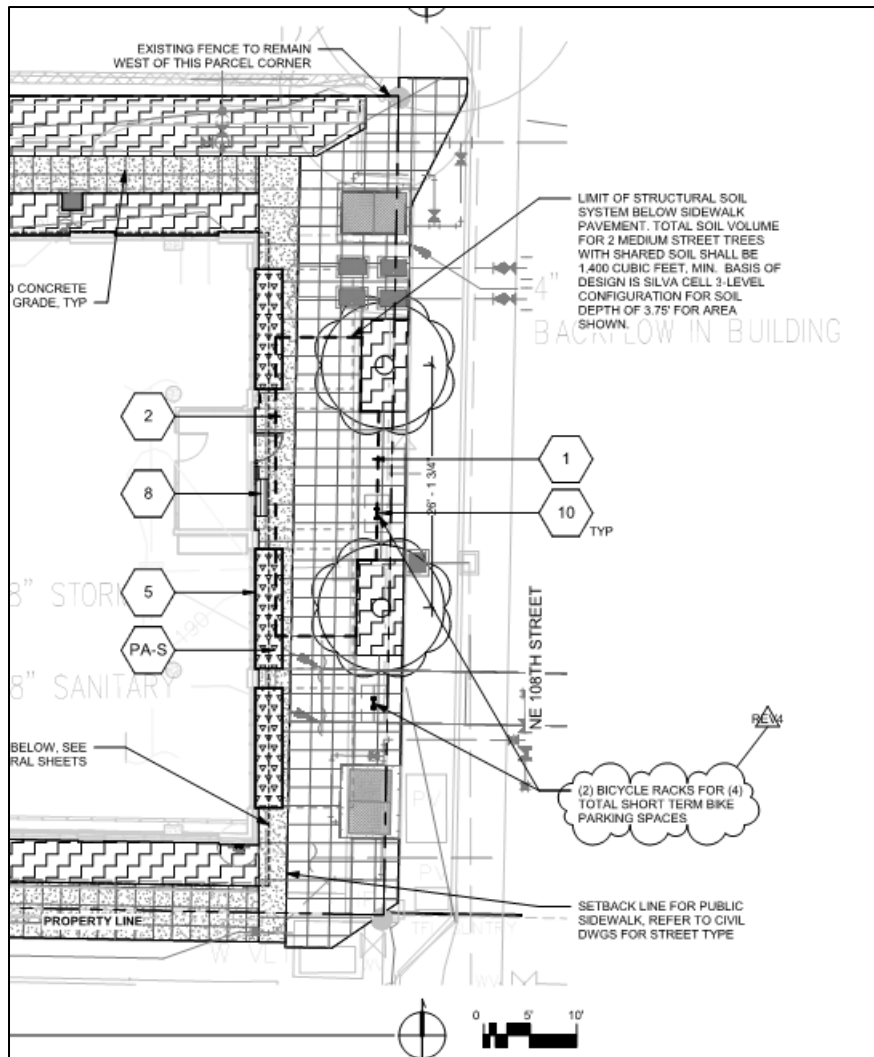
3. Streetscape and Public Realm (LUC 20.25A.170)

This is a small site with a narrow street frontage along 108th Avenue NE. The public realm includes the 108th Avenue NE frontage and the required Through Block Pedestrian Connection. The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines.

- Pedestrian-friendly architectural treatments such as the weather protection along the entire length of the building, transparent windows on the entire first two floors, custom textured glass panels that serve as points of interest, street trees and landscaping that soften the building edge provide a welcoming and comfortable ensemble for an outdoor room (Figure 7).
- Visual interest on the street wall is provided by the variety of materials used in the building, the juxtaposition of light and dark colors, solids and voids, and smooth and textured panels. The dramatic roof overhang at the penthouse level and the warm rust brown color on the vertical elements of the tower accentuate the verticality of the building (See Figure 3a).
- The Through Block Connection route that runs along the west and south perimeter of the project site is enhanced with custom paving, public art at strategic locations, lighting and ornamental trees and shrubs to soften the edges (see additional discussion of Through Block Connection in I.C and IV.A.2).
See Section XII for Condition of Approval regarding Garage Entry.
- Rail lighting and recessed downlights along the Through Block Connection will

ensure that this pedestrian path will be safe to use at all times of the day and night. Lighting in the lobby provides additional ambient light for the sidewalk at night.

- Bike racks for two bicycles are provided along the 108th Avenue NE sidewalk where there is a bike lane and direct access to the building lobby.



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

Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure, and protection on the sidewalk for pedestrians. Per LUC 20.25A.170.B, 108th Avenue NE is a "D" right-of-way, Neighborhood Street. Rights-of-way designated "D" shall have low to moderate orientation to pedestrians and shall complement residential uses. This shall be achieved by designing some relationship between exterior and interior activities with respect to visual access and by incorporating landscape features that soften the urban edge. Design attention shall be given to sidewalk-related activities and amenities that complement these areas' residential character and moderate the

urban environment, while providing attractive visual access for pedestrians and other passersby.

The Brizo project has met the intent of the ROW Design Guidelines, as described in the Streetscape and Public Realm discussion above and the Standards and Guidelines listed in LUC 20.25A.170.B.4.b as follows (see Sheet T1.11):

Standard	Requirement	Proposed/Provided
Transparency	75%	78.7%
Weather protection	50%	78%
Blank Walls	No more than 25%	21.3%
Points of Interest	Every 90 lineal feet	Textured glass panels, multiple locations along the entire building façade length
Surface Parking	No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance	No surface parking proposed. All parking spaces are located in the garages.

4. Building Design (LUC 20.25A.180)

The proposal has met the intent of each item in the Building Design section of the design guidelines. See Section I. D for a comprehensive description of building design, including materials and colors. To summarize:

- The proposed building mass is broken up by shifting the alignment of the third floor up to the seventh floor from the first two levels. This shift is expressed as a 5-foot cantilever of the north façade above the second floor. These upper levels are articulated and broken into smaller proportions with the use of a variety of materials, textures, and the muntin patterns of residential windows (see description in Section I.D. Building Design – Tower and Podium)
- Along the most public street-level façade (see Figure 4a), glass panels in a variety of textures provide 100% transparency. The rhythmic placement and composition of smooth spandrel glass and textured glass panels reminds one of stained-glass windows in Craftsman bungalows. Different levels of transparency in the use of spandrel glass and vision glass adds another layer of depth and articulation to the two-story podium. The first impression of the project is enhanced with high quality and enduring materials of steel mullions, concrete columns with metal channel accents and glass panel (see Figure 4 above).
- The deeply-recessed penthouse level and the sweeping canopy roof serve as a dramatic top to the tripartite articulation of the building. Glulam beams are introduced at this level as rafters and the trellis roof over the east and west terraces provide shade to the outdoor open spaces for the building residents' recreational use.
- The two types of balcony railings – white glass panels and black metal decorative ones – provide interest to the façade and reinforce the residential character of

- the building.
- Metal-framed glass canopies frame the horizontal plane of the pedestrian area and provide weather protection while also creating a more intimate scale at the ground level.

Lighting (See Plan Sheet T1.9)

There are two types of lighting proposed: Landscape and building exterior. Tree up lights (L3) and furniture accent lights (L2) are proposed for the landscaped areas. Downlights at the garage canopy entries and mounted on the building exterior walls provide security and safety lighting around the site. The railings along the Through Block Connection will be provided with a linear lighting that will wash over the surface of the railing while recessed lighting embedded in planter areas of the rooftop amenities provide decorative and safety lighting. Recessed lighting on the soffit of the canopy and in grade up lights directed at rooftop canopy complete the ambiance lighting for the rooftop amenity spaces. **Refer to Section XII for Conditions of Approval regarding Rooftop/Building Lighting and Exterior Building Lighting.**

Signage

The applicant has submitted a preliminary master sign program for the development, which includes sign design concepts and potential locations of where building signage could be placed throughout the development (See Sheet T1.9 of Architectural Plans). The conceptual design provided is acceptable for Administrative Design Review approval. A Sign Program package must be submitted to the City for formal sign code review prior to any occupancy permits for the building or active use spaces. **Refer to Section XII for Condition of Approval regarding Project Sign Design Package.**

V. ADMINISTRATIVE DEPARTURES (LUC 20.25A.030)

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

- A. **Build-to Line** at 108th Avenue NE: The applicant requests an administrative departure from LUC 20.25A.020.A.1 for street frontage on 108th Avenue NE. This Code section requires buildings to be constructed to the “build-to” line at the back of the sidewalk on a street frontage. The proposal is requesting to depart from this section of the code to align the building wall with the neighboring property to the south and to meet the Building Code requirement for an egress door (lobby door) to swing out. The building sits 3'- 5 ¼" to 4'- 8" from the back of sidewalk.

Departure Decision Criteria:

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

Response: The Comprehensive Plan encourages the use of design that

enhances the pedestrian experience and creates a harmonious integration of sidewalks and building design to the neighborhood. The proposed build-to-line advances policies S-DT-37, UD-21, UD-25, and UD-50. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment B to this report.

S-DT-37. Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.

UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.

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

UD-50: Require buildings to be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.



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

Response: The “build-to line” requirement ensures that new development maintains an urban edge condition along a street frontage; however, the Building Code also has requirements for safe ingress and egress from the building, which may not be ignored. These are competing interests that need to be balanced to result in a project that is well designed to meet all intentions of the LUC. Although the building is set back from the sidewalk, the difference is minimal and imperceptible to a pedestrian and the lobby maintains its strong connection to the public realm.

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

Response: The proposed setbacks from the build-to line is modest and is the minimum necessary to meet the Building Code door swing clearance requirements.

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

Response: Not applicable.

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

Response: Not applicable to any of the requested departures as this project does not have a Development Agreement.

- B. **Compact Parking Stalls** - The project proposes 65% compact stalls (113 out of 174), which is permitted through an administrative departure.

Departure Criteria (LUC 20.25A.030.D.1.b)

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

Response: The project proposes to provide 174 parking stalls of which 113 or 65% will be compact parking stalls. Allowing the inclusion of compact stalls advances the noted policies below. Smaller stalls encourage smaller vehicles and associated reduced greenhouse gas emissions, which provides an appropriate balance between minimizing environmental impacts and providing appropriate project infrastructure. Increasing the number of compact stalls also allows for more efficient parking garage design with more stalls fit into the same area as a reduced number of stalls requiring less building structure, and less resources to construct the garage. The proposed use of compact parking advances Comprehensive Plan policies:

S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.

EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the City's commitment to provide for public safety, infrastructure, economic development, and other obligations.

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

Response: The design is consistent with the intent of LUC 20.25A.080.F.2, which allows up to 65% of the stalls as compact through the Administrative Departure process. The project proposes 65% compact stalls.

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

Response: The design provides the minimum reasonably necessary compact stalls to achieve an efficient garage parking layout while still meeting the Land Use Code maximum allowed compact stalls of 65%.

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

Response: Not applicable.

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

Response: Not applicable to any of the requested departures as this project does not have a Development Agreement.

C. Alternative Landscape Options for Required Landscape Buffer

LUC 20.25A.110.B.2, Site Perimeter and Parking Structure Landscaping – The project does not provide the 5-foot Type III buffer landscaping along the south and west interior property lines and partially along the northwest section of the property line. Given the small site and the vehicular facilities along the north and south property lines, the project instead maximized the landscaping where feasible in lieu of strict application of the code.

- a) South property line: The Through Block Connection with public art, green walls and decorative garage metal railings are provided in lieu of the landscape buffer. This alternative connects the Ashton and Belcarra multifamily developments physically and visually to the Brizo project. The treatment of the Through Block Connection is more engaging to pedestrians and a better transition than if the project just provided a Type III landscaping along the south perimeter of the project site.

- b) North property line: A landscape buffer is required to screen the building. An 8-foot-wide landscape buffer is provided for 76% of the length of the building where residential patios line the ground floor of the north building elevation (The total length of the building is 448.75 feet). The residential patios provide another 6 feet of partially landscaped area for a total of 14 feet of landscaping along 76% of the north interior property line. The portion that is not provided with the Type III landscape buffer is 108 feet in length and used for Fire Department Access/Service area. This section of the site perimeter abuts a 20-foot-wide vehicular driveway of the future Perle/Silver Cloud project. Given the generous landscaping over 75% of the north property and with consideration of the adjacent property's vehicular facility, the proposed alternative is acceptable. The Brizo building will not have an adverse visual impact on the adjacent vehicular driveway of the Perle/Silver Cloud project that needs to be mitigated by a landscape buffer.
- c) West property line: A reduced landscape buffer is proposed along the west property line that will be provided with a line of evergreen shrubs planted at 3 ½ feet in height. The site plan shows a 20-foot-wide Fire Department Access lane and a 6-foot wide Through Block Connection between the building and the property line. The proposed Through Block Connection and the single row of shrubs is an acceptable alternative to the required landscape buffer given the project is a small site. The property abutting the west property line also has a row of landscaping that provides visual relief of pavement for both developments. The project will propose plants that will be visually cohesive with the existing landscaping of the property to the west. **Refer to Section XII for Conditions of Approval regarding the Type III Landscape Buffer.**

Departure Criteria (LUC 20.25A.030.D.1.b)

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

Response: The proposed alternative landscape design and site plan provides a better pedestrian connection to and from the site and through the site by not providing the 5-foot Type III landscape buffer along the south, west and north property lines.

S-DT-1 Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.

UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.

UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.

UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.

HO-2: Promote quality, community friendly single family, multi family and mixed use development through features such as enhanced open space and pedestrian connectivity.

The Through Block Connection that runs along the south and west property line provides a community amenity that is consistent with the downtown livability goals. The landscape buffer would have become a barrier for pedestrian connection through the interior of the block and would have prevented the completion of the Through Block Connection, which enhances the open space system in Downtown.

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

Response: LUC 20.25A.140 lists the predominant goals of the Downtown Design Guidelines. Among them are goals emphasizing pedestrian engagement, walkability, connectivity through Downtown, and connections to the open space system. The site plan for Brizo, and the resulting recharacterization of the landscape buffers as green edges for the Through Block Connection and the building base is more consistent with the Downtown Design Guidelines.

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

Response: The modification is the minimum reasonably necessary to achieve the Comprehensive Plan policies cited above by prioritizing the Through Block Connection and site connectivity with neighboring properties, and allowing for flexible location of landscaping to soften the edges where pedestrians and residential units will be present. The proposed site plan maximized the small site for pedestrian amenities and residential housing units by using an off-site existing driveway for their vehicular access. A generous landscape buffer of 10 feet is provided on the majority of the north perimeter of the property which compensates for the reduction in landscape buffer on the south perimeter of the property.

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

Response: Note 1 under LUC 20.25A.110.B states that an alternative design for perimeter landscape buffer may be approved through Alternative Landscaping Option, LUC 20.20.520.J. LUC 20.20.520.J.2 notes that the Director may approve an Administrative Departure for modifying the landscape requirements provided it meets the following criteria:

- a. The proposed landscaping represents an equal or better result than that which could be achieved by strictly following the requirements of this section; and
- b. The proposed landscaping complies with the stated purpose of this section (subsection A), and with the purpose and intent of paragraphs F.1 and G of this section; and

LUC 20.20.520.G.3: The Type III buffer landscaping is intended to provide visual separation of use from streets, and visual separation of compatible uses so as to soften the appearance of streets, parking areas and building elevations.

- c. If a modification of any paragraph excluding subsection E of this section is requested, the proposed landscaping either:
 - i. Incorporates the increased retention of significant trees and naturally occurring undergrowth; or
 - ii. Better accommodates or improves the existing physical conditions of the subject property; or
 - iii. Incorporates elements to provide for wind protection or to maintain solar access; or
 - iv. Incorporates elements to protect or improve water quality; or
 - v. Incorporates native species in a design that better buffers a critical area and critical area buffer from uses on the site, including parking.

Response: The proposed alternative landscaping meets criterion (ii) above. The south perimeter of Brizo shares a driveway with the southern property and extends the existing Through Block Connection north. The portion of the north property line that is not provided with landscaping serves as a fire truck turnaround for the Brizo project and the property to the north, which is the property that will have a direct view of Brizo's vehicular facilities. The west perimeter of the Brizo property also abuts a vehicular area of the neighboring property. In all three sides of the Brizo property, the areas where perimeter landscaping was modified abuts similar and compatible site conditions. The proposed Alternative Landscape Option for location and reduction of the landscape buffer improves the site conditions by providing enhanced pedestrian amenities in the form of a Through Block Connection with public art and is more compatible to the existing site conditions, functions and infill development plans for the entire block.

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

Response: Not applicable to any of the requested departures as this project does not have a Development Agreement.

Finding: Staff has reviewed each of these Administrative Departure requests to ensure that each request has met the Departure decision criteria in LUC 20.25A.030.D.1.b. After reviewing the three (3) submitted Departure Requests against the Departure Decision Criteria, staff have found these Departures acceptable, and can approve them as part of this Design Review application. A copy of the Administrative Departure Request Form for each request is attached to this report as Attachment C.

VI. PUBLIC NOTICE AND PUBLIC COMMENT

Application Date:	January 3, 2022
Notice of Application (500 feet):	March 24, 2022
Public Meeting:	March 30, 2022
Minimum Comment Period:	April 7, 2022

The City held one public meeting on March 30, 2022. No members of the public attended this meeting. Staff received public comments on topics including the City's public notice to adjacent residents, required easements on neighboring properties, and a request for staff presentation to one condominium HOA. The Palazzo Condominium Association (Palazzo) submitted a detailed letter regarding concerns with traffic impacts and the fire truck turnaround (see details below for City's responses).

One commentor submitted multiple emails about citywide transportation system safety concerns but acknowledged that his concerns were not associated with direct impacts of the proposed Brizo mixed use project. In response to comments, the City has clarified the required public notice and outreach process and offered concerned individuals with options to submit comments to the City. Public comments are accepted until the day of issuance of the Notice of Decision. Required easements are included in the Conditions of Approval in Section XII of this staff report. (Compiled Public Comments and City Responses are on file).

Finally, Scott Johnson, representing Palazzo, submitted a letter with comments related to both the Brizo and Perle (also known as Silver Cloud and 10621 NE 12th St) projects. These two projects are separate City land use decisions, with separate design reviews and land use entitlements. Nevertheless, a summary of the comments received by the City that are related to and address the City's review of the Brizo Project, as well as the City's responses to those comments, is included below:

- 1. Palazzo has significant concerns about the temporary and permanent impacts of the Perle Project and Brizo Project on the circulation of traffic on 106th Place NE and the adverse effects this will have on the Palazzo property. While Palazzo's official address and entrance to its underground garage is on 106th Street NE, 106th Place NE essentially is Palazzo's front door. Palazzo relies on 106th Place NE for access to and from its lobby by those making deliveries to Palazzo and its residents, service providers, for pick up and drop off of**

residents, and other visitors. Access to the Palazzo lobby is more convenient from 106th Place NE than from 106th Street NE for such purposes since the lobby is closer to the pull-out area on 106th Place NE than the on-street parking on 106th Street NE. Also, there are fewer stairs to navigate from the 106th Place NE pull-out. Note: There is no public access from the Palazzo garage to the Palazzo lobby via internal stairs or elevator – internal access from the garage to the lobby is restricted to residents.

Transportation Response:

- 106th Place NE is a public right of way along the northwest frontage of the Brizo project (the Project). There are no modifications to the Palazzo access with this proposed Project.
 - All residential vehicle access to the Project will be through the private access drive along the southern frontage of the Project site. Vehicular access via 106th Place NE to the Project will be limited to onsite truck loading and unloading, republic service trash and recycle pickup, and fire access as described throughout this staff report. These truck trips are occasional and generally occur during off-peak hours.
 - An offset hammerhead turnaround facility will be provided on the Brizo property, and a public access easement for the turnaround facility will be granted to the City. The public access easement turnaround facility will serve public needs for a turnaround including the Palazzo residents using the pullout parking on the west side of 106th Place NE as well as Republic Service trash and recycle pickup for the proposed development directly north of Brizo, east of 106th Place NE (Silver Cloud/Perle Apartments).
- 2. Adequacy of SEPA Review of Transportation Impacts Assuming the Traffic Impact Assessments (“TIA”) for both properties constitute the environmental review with respect to transportation impacts, Palazzo questions the adequacy of that review due to SRM’s failure to use methodology for assessing traffic impacts for both projects that is appropriate under the circumstances. The chief problem with the traffic analysis is that it forecasts less traffic on 106th Pl. NE after the Perle Project is completed than previously occurred with the Silver Cloud Inn – a forecast that defies common sense given that the small 98-room hotel split its traffic between a driveway on NE 12th St. and one on 106th Pl. NE, while the proposed 239-unit apartment building would use 106th Pl. NE exclusively in addition to the loading for the 239-unit Brizo Project. While the trip generation forecasts in the TIA’s may be adequate for calculating the impact fees for the projects, they do not capture the actual transportation impacts of the projects. The forecasts relied on city trip rates for downtown mid-rise projects because the Perle Project site sits just within the Downtown district for concurrency and impact fee purposes. Those trip rates reflect a single average for all residential projects in the downtown district bounded by Main Street on the south and NE 12th St. on the north, 100th Ave NE on the west and I-405 on the east. The rates used are from the Institute for Transportation Engineers (ITE) Trip Generation Manual for mid-rise buildings with significant transit advantages, that is, buildings with more than 10 floors**

that are within 0.5 miles of the Transit Center and future light rail station. The Perle Project site lies at the very north edge of the downtown district, approximately 0.5 miles from the Transit Center and about 0.6 miles from the light rail station. Were it located across NE 12th St, it would use different trip rates more closely akin to general urban/suburban projects that would show more than twice as much traffic from the project.

Transportation Response:

- The environmental record before the City in connection with this Project includes the traffic impact study prepared by Transpo Group, dated November 10, 2023, which analyzed the operational impacts for vehicular, transit, pedestrian, and bicycling modes of travel associated with the Project. Transpo Group also reviewed the cumulative impacts of the Project and the proposed Perle/Silver Cloud project to evaluate the combined and cumulative transportation-related impacts of the projects and determine if there would be any additional mitigation required.
 - This review of the transportation-related impacts associated with both projects analyzed transportation-related impacts at 106th Place as well as the intersections of NE 12th Street/106th Avenue NE, NE 12th Street /106th Place NE, and NE 12th Street/108th Avenue NE. The conclusion of this analysis is that the impacts of the combination of the two projects would be negligible within this Metro Growth Center and would either decrease the number of existing trips at these locations or add 1-2 trips during the pm peak hour and 3-5 trips during the am peak hour.
 - As explained in this staff report, the proposed Brizo project south of Silver Cloud will not utilize 106th Place for residential vehicle access because garage access for the Project is off of a private drive south of the Brizo site.
 - Vehicular access via 106th Place NE to the Brizo development will be limited to onsite truck loading and unloading, republic service trash and recycle pickup, and fire access. These truck trips are occasional and generally occur during off-peak hours. An offset hammerhead turnaround facility will be provided onto the Brizo property, and a public access easement for the turnaround facility will be granted to the City. The public access easement turnaround facility will serve public needs for a turnaround, including for the Palazzo residents, and the facility will improve existing conditions.
 - Regarding the forecasted PM peak hour trips, refer to the “Operational Analysis” section under the “Summary of Technical Reviews”. The City of Bellevue vehicular operational analysis is based on the PM peak hour.
- 3. Given the location and sheer size of the projects and the fact that the projects will turn 106th Place NE into a true dead-end street by eliminating direct access from the Perle Project property to 12th NE St and the alleyway at the end of 106thPI NE, a different trip generation method is needed to assess future volumes on 106th Place NE. Trip data published by ITE for mid-rise projects like this one (4 to 10 stories) in urban centers are very limited. A better method to determine future traffic volumes on 106th Place NE, would be for the**

applicant to calculate new trips based on census data about person-trips, commute modes, auto ownership and other regionally derived information regarding travel habits. We are informed that Transpo Group, the author of the traffic study, has done this for many other urban projects. The sole purpose of this alternate approach is to gain a clearer understanding of the future operation on 106th Place NE, and not to revisit concurrency or impact fee determinations. New trip generation estimates should also include pick-up/drop-off trips, including Uber/Lyft trips, package delivery trips, move-in/move-out and waste collection trips, as well as contractor/vendor trips for the Perle site, and for Brizo's loading use. Existing use by Palazzo guests, service vendors and deliveries should be added to those totals across the day to show future cumulative traffic volumes on 106th Pl. NE

Transportation response:

- Refer to response to previous comments.
 - Concurrency: Refer to "Concurrency" section under the "Summary of Technical Reviews" and "Conditions of Approval"
 - The Transpo Group analysis for this project follows standard methodology used by the City of Bellevue for this type of project and uses adopted trip rates for projects located in the Downtown area. As explained above, Transpo Group reviewed the cumulative impacts of the Project and the proposed Perle/Silver Cloud project to evaluate the transportation-related impacts of the projects. Ultimately, the information submitted to the City and included in the environmental record for the Project showed that it is unlikely that the Project would result in significant adverse impacts to the vehicular, transit, pedestrian and bicycling performance targets identified in the City's Multimodal Implementation Plan (MIP).
 - With the existing 106th Place NE dead-end street, there is no public facility for vehicular turnaround. The existing Silver Cloud driveway or the existing alley on the north side of the Bellevue Vista Apartments between 106th Place NE and 108th Avenue NE are on private property and not for public use. The proposed Brizo and Silver Cloud developments will provide an offset hammerhead turnaround facility onto the Brizo property, and a public access easement for the turnaround facility will be granted to the City.
- 4. The 106th Place NE/NE12th St. intersection should be tested for the delay to vehicles exiting 106th Place NE and for the length of queues that might develop. This should be done for the morning, midday and afternoon periods. This test should take into account the effect of right-turn-on-red traffic from the adjacent intersection at 106th Ave and NE 12th St that already delays vehicles exiting 106th Pl. NE.**

Transportation Response:

- As explained above, the Transportation Impact analysis prepared for the project follows standard methodology used by the City of Bellevue for this type of project and uses adopted trip rates for projects located in the Downtown area.
- The proposed Project, which is south of the Perle/Silver Cloud project site, will not utilize 106th Place for residential vehicle access because garage access is off of a private drive south of the Brizo site.
- Vehicular access via 106th Place NE to the Brizo development will be limited to onsite truck loading and unloading, republic service trash and recycle pickup, and fire access. These truck trips are occasional and generally occur during off-peak hours.
- It is anticipated that the offset hammerhead turnaround facility provided by the Project, as well as the public access easement for the turnaround facility, will improve existing conditions and that the Project, as proposed and conditioned by the City, will not adversely affect the vehicular, transit, pedestrian and bicycling performance targets identified in the City's MIP.

5. The number of vehicles using the hammerhead and/or Perle site driveway to turn around should be identified to determine the level of potential conflict between loading, resident, pickup/drop, and waste collection vehicles as well as pedestrians in the walkway.

Transportation response:

- The proposed residential access to Silver Cloud (Perle) is on 106th Place NE, which is located north of the proposed hammerhead turnaround facility.
- 106th Place NE is an existing dead-end local street with no turnaround facility. There is no parking garage access to the Brizo development through 106th Place NE.
- Vehicular access of the hammerhead turnaround facility at the south end of 106th Place NE will be limited to the Brizo project onsite truck loading and unloading, republic service trash and recycle pickup, and fire access and local users from the Perle/Silver Cloud, Brizo, and Palazzo developments. 106th Place NE doesn't have any street connections and doesn't have any destinations to attract the general public. Further, conflict between pedestrians and vehicles at a driveway and uncontrolled crossing is typical, but 106th Place NE is a dead-end street, the driveways are located near the dead-end, and, therefore, vehicle operating speeds will be low.
- The cumulative impacts analysis included in the environmental record identified that the combination of users at 106th Place NE associated with the Project and surrounding development would result in negligible impacts at this location, and it is not anticipated that the Project, as proposed and conditioned, will otherwise adversely affect the vehicular, transit, pedestrian and bicycling performance targets identified in the City's MIP.

- 6. In addition to the inappropriate methodology used in the TIAs, the City's assessment of transportation impacts for the projects should have considered the cumulative impacts of the Perle and Brizo projects. As proposed, the two projects are interdependent given the joint use of driveways and street end areas – one project could not be constructed in its proposed configuration without construction of the other. Their impacts must therefore be considered together. Consequently, the traffic generated by the Brizo development should be considered when assessing the impact of the projects on 106th Place NE. The TIA for Perle Project failed to take either the Brizo or the Palazzo traffic into account and the Brizo TIA failed to mention impacts to 106th Place NE at all.**

Transportation Response:

- As stated above, the cumulative impacts associated with the Project and the proposed redevelopment of the Perle/Silver Cloud site were evaluated in connection with the City's land use and environmental review. However, residential garage access for each project is separate.
 - Loading and Republic service for the Brizo project occurs through 106th Place – public road and it is not anticipated that this will typically occur during peak hours.
 - As stated above, the cumulative analysis of transportation-related impacts showed that transportation-related impacts at this location would be negligible, and it is not anticipated that the impacts of the Project—either specifically or cumulatively (and as proposed and conditioned by the City)—will adversely affect the vehicular, transit, pedestrian and bicycling performance targets identified in the City's MIP.
 - Refer to previous responses and the SEPA section of this staff report for further analysis.
- 7. Along with a more appropriate measure of long-term impacts, the City's review of the transportation impacts from the projects should include a comprehensive assessment of the temporary impacts from the projects during the two years of construction estimated by the applicant. There is no information in the TIAs for either project regarding the impact of construction traffic and staging on the current uses of 106th Place NE associated with Palazzo. Plans submitted by SRM with applications for other permits for the projects indicate 106th Place NE will be inaccessible to the public during construction. Vehicular and pedestrian access to Palazzo's drop-off/pick-up zone and lobby (including the ability to turn around and exit 106th Place NE) should be maintained throughout construction of the projects. It is completely unreasonable to close a public right-of-way to use by other property owners along the right-of-way for an extended period. The applicant should be required to stage the projects on their private property if necessary to keep 106th Place NE open to public use.**

Transportation Response:

- Construction sequencing, staging, and roadway and sidewalk closure plans for

construction are not a requirement of the TIA. Construction-related activities are reviewed under the Right-of-Way Use permit prior to any construction. Refer to the "Use of the Right-of-Way (ROW) During Construction" section and related conditions of approval.

- With the existing 106th Place NE dead-end street, there is no public facility for vehicular turnaround. The existing Silver Cloud driveway or the existing alley on the north side of the Bellevue Vista Apartments between 106th Place NE and 108th Avenue NE are on private property and not for public use.

- 8. The proposed Street End for 106th Place NE is inconsistent with the City's Transportation Development Code SRM's proposed site plans for both the Perle Project or Brizo Project do not show how the projects will comply with the requirement in the city code regarding street ends. According to BCC 14.60.170, public streets longer than 150 feet, like 106th Pl. NE, are required to have turnarounds consistent with the Transportation Department Design Manual Standard for street end design. Section 7 of the Design Manual specifies that for street ends serving 9 or fewer dwelling units, a hammerhead turnaround shall be provided, while for street ends serving 10 or more dwelling units, a circular turnaround is required. The Perle Project site project alone will have 239 dwelling units with sole access from 106th Place NE, not to mention the existing use by Palazzo and future use by the Brizo Project. Given the number of units that will be served by 106th Place NE following construction, a circular turnaround should be installed at the end of 106th Place NE. Also, the pedestrian walkway's safety would be compromised by the lack of a proper turnaround since vehicles using the hammerhead will of necessity back across the walkway and unreasonably risk harm to pedestrians. While the Review Engineer is allowed to approve alternative street end designs (if approved by the fire marshal), a circular turnaround should be required in this instance.**

Transportation Response:

- Refer to the "Vehicle Access, Loading, and Facilities", 106th Place NE street end design" section under the "Summary of Technical Reviews".
 - The turnaround will not be used by the Brizo project for residential trips. Republic service vehicles and loading trucks will use this turnaround. The proposed residential access for the 220 dwelling units by the Brizo development will not be through 106th Place NE, but rather through the private access drive along the southern frontage at the Project site.
- 9. Also, even if the City allows an alternative design for the street end, such as the hammerhead proposed by SRM, the facility must be accessible by the public, and the right of the public to use that street end should be clearly identified. As indicated on plans, the Perle Project will need to acquire an easement from the Brizo Project in order to use the Brizo hammerhead for its loading and waste collection trucks (see Perle Project's Architectural Plan for Design Review 3 dated 12/22/2022 Sheet C130 ROW & Easements), but it's**

unclear whether the easement will be for the benefit of the public as well. Whatever turnaround facility is required must be available to the public. The City apparently requested a public access easement in Brizo's Pre-App Conference. Palazzo requests assurances that such an easement or easements will be a requirement of Design Review approval or subsequent permits. Even if the City allows the projects to use the proposed hammerhead, the proposal needs to be redesigned. As proposed, the hammerhead is unlikely to be the method chosen by the public to reverse the direction of travel on 106th Place NE. Having the hammerhead sit beyond the Perle driveway means that vehicles turning around at the street's end will most likely use the driveway, not the hammerhead. According to RC-130-1, "turnaround facilities cannot be located on driveways" (RC-130-1 Note 4). Without a proper turnaround, traffic conflicts will occur at the driveway between vehicles turning around and vehicles exiting the Perle Project driveway. Therefore, the design does not comply with the City's Transportation Development Code and needs to be revised.

Transportation Response:

- Refer to previous responses for the turnaround facility public access.
- Refer to the "Vehicle Access, Loading, and Facilities", 106th Place NE street end design" section under the "Summary of Technical Reviews".
- Refer to the "Easements" section and the related conditions of approval. The public access easement will be required prior to issuance of the GD permit.
- The hammerhead turnaround will be available for public use. As noted by the comment, public use of the driveway instead of the designated turnaround is not authorized by City approval of the Project and is, instead, an enforcement issue.

10. Furthermore, the hammerhead's present design discourages public use. Its significant off-set from 106th Place NE and its specialty concrete paving deferentiate the hammerhead from the public right-of-way, a circumstance that will lead drivers to conclude the hammerhead is only for private use even if a public access easement exists. The design needs to be revised to invite public use in order to minimize the conflicts between vehicles exiting the Perle Project driveway and those trying to reverse direction on 106th Place NE.

Transportation Response:

- The use of the turnaround facility will be limited to local users from the Brizo, Perle (Silver Cloud) and Palazzo developments. Vehicular access of the hammerhead turnaround facility at the south end of 106th Place NE will be limited to the Brizo project onsite truck loading and unloading, republic service trash and recycle pickup, and fire access and local users from the Perle/Silver Cloud, Brizo, and Palazzo developments. 106th Place NE does not have any street connections and does not have any destinations to attract the general public to access.

11. In summary, Palazzo requests that the City require SRM to correct its traffic impact analysis so that it more accurately captures the impact of adding 578 dwelling units to an area serviced by a dead-end street while, at the same time, removing two outlets from that street. If the reworked TIAs identify significant or material traffic impacts from the projects, the City should require appropriate mitigation. In addition, the City should require SRM to comply with the Transportation Development Code and provide the appropriate street end for 106th Place NE. The current design is inadequate to serve future uses of 106th Place NE.

Transportation Response:

- Only the proposed residential access for up to 239 units by Perle project (also known as Silver Cloud 10621 NE 12th St.) will be through 106th Place NE, and the Project will provide an offset hammerhead for turnaround. This will improve the existing condition in which no formal turnaround exists and provide easement rights to the users of the turnaround.
- The proposed residential access for the 220 dwelling units by the Brizo development will not be through 106th Place NE but rather through the private access drive along the southern Brizo project site frontage.
- Refer to previous comments and responses.

12. Finally, my clients also request a public meeting that would, at a minimum, explain how the City will address the traffic impacts created by these developments. If not a public meeting, my clients request a meeting with you and/or other City representatives to discuss the foregoing issues.

Land Use response:

- The City held a public meeting on March 30, 2022. In addition to this public meeting, City staff encouraged the Palazzo HOA to reach out to the applicant regarding the proposed project and the HOA concerns regarding traffic impacts associated with the Project. The City has addressed the public comments that it has received on the Project in this staff report.

Comments from Mr. Vernon Schrag:

13. Comments concerning existing traffic conditions and transportation policy:

Transportation Response:

- Comments concerning existing traffic conditions and transportation policy are not within the scope of Administrative Design Review for this Project, except to the extent existing conditions inform analysis of project-level transportation impacts. Nevertheless, these concerns have been sent to the City's Traffic Operations Manager and staff have followed up with Mr. Schrag. Further, Mr. Schrag has acknowledged that his concerns are associated with citywide transportation system safety concerns, rather than direct impacts of the proposed Brizo mixed use project.

14. Comments related to transportation impacts resulting from the proposed Brizo development:

Transportation Response:

- Regarding comments related to transportation impacts resulting from the proposed development, please refer to the “Summary of Technical Reviews” and “Conditions of Approval” sections of the staff report.

15. Comments related to construction activities for the construction of the proposed development:

Transportation Response:

- Construction-related activities are reviewed under the Right-of-Way Use permit prior to any construction. Refer to the “Use of the Right-of-Way (ROW) During Construction” section and related conditions of approval.

VII. TECHNICAL REVIEW

A. Transportation

Project Summary

The proposed Brizo development (the Project) site is located within the City of Bellevue downtown limits, which is a Metro Growth Center in King County. Per the City’s Mobility Implementation Plan (MIP), Downtown is located within Performance Management Area Type 1 (PMA 1), which includes High Density Mixed-Use developments within proximity to transit and light rail services.

The Project site is located between 108th Avenue NE to the east, and 106th Place NE to the northwest of the site. The Project is bordered by private properties: Belletini and Silver Cloud (Proposed Perle Apartments Development) to the north, Palazzo Condominium to the west, and Ashton Bellevue and Belcarra Apartments to the south.

The Project proposes to construct an 8-story Multi-family Mid Rise building with 220 Dwelling Units over 2 levels of below grade parking garage. The existing building onsite will be demolished through a demolition permit.

The required transportation infrastructure along 108th Avenue NE will include approximately 6-foot roadway widening to the west (in line with the existing curb face south of the bulb-out for the mid-block crossing), new curb and gutter, 12-foot-wide concrete sidewalk measured from the back of curb including 5-foot wide tree pits adjacent to the curb, reconstruction of the existing driveway approach south of the Project site to a 26-foot-wide driveway approach onto 108th Avenue NE, channelization and signing revisions, street lighting, and City fiber systems per City’s standards and requirements.

106th Place NE at the northwest corner of the property is an existing dead-end local

street with no turnaround facility. Along 106th Place NE, the required transportation infrastructure will include constructing an offset hammerhead turnaround facility onto the Brizo private property and granting the City a public access easement for the turnaround facility. The turnaround facility will also require a triangular area at the southwest corner of the Silver Cloud Project site to be dedicated as a public access easement.

Transportation infrastructure will also include paving, a north-south through-block connection along the western limits of the property, and pedestrian facilities to provide connection between the north-south through-block and the sidewalk on the east side of 106th Place NE.

Along the Private Access Drive, the required frontage improvements include two 26-foot-wide commercial driveway approaches for residential access, east-west through-block ADA compliant pedestrian connection, minimum 6-foot sidewalk with a connection to the north-south pedestrian through-block connection along the west side of the building.

Multimodal Facilities

Vehicle Access, Loading, and Facilities

108th Avenue NE along the east side of the Project is classified as Minor Arterial. 106th Place NE located northwest of the Project is classified as a local street, and the access drive along the south side of the Project is a private access drive.

The existing site access is via one driveway onto 108th Avenue NE along the northern limit of the property. The Project will eliminate the existing driveway access onto 108th Avenue NE, thus reducing the number of driveways onto the arterial street and combining the driveway access with the adjoining properties to the south.

The Project residential vehicle access to the underground garage will be via two 26-foot wide commercial driveway approaches onto the existing east-west private access drive along the south side of the property, with existing driveways onto 106th Avenue NE and 108th Avenue NE. The Project will also widen the existing private road driveway approach onto 108th Avenue NE to 26-feet, maintained for 30-feet behind the back of sidewalk.

106th Place NE street end design:

106th Place NE is adjacent to the Project site at the northwest corner of the property. 106th Place NE is an existing dead-end local street (approximately 260-feet in length) with no turnaround facility. Per the City of Bellevue Transportation Code: "All dead-end public streets and private roads greater than 150 feet in length shall be constructed with a turnaround facility". Per current Transportation Design Manual, a hammerhead turnaround facility may be used where a street serves or will serve nine or fewer dwelling units, and a circular turnaround facility shall be provided for streets that serve or will serve ten or more dwelling units. However, the Transportation design manual allows for alternative street end designs. Based on review of the Project, an offset hammerhead turnaround facility will be allowed for 106th Place NE because there is no parking garage access to the Project proposed through 106th Place NE and there is limited right-of-way at this location.

In addition, all residential vehicle access to the Project will be through the private access drive along the southern frontage of the Project site. Vehicular access via 106th Place NE to the Project will be limited to onsite truck loading and unloading, republic service trash and recycle pickup, and fire access. These truck trips are occasional and generally occur during off-peak hours. An offset hammerhead turnaround facility will be provided on the Brizo property, and a public access easement for the turnaround facility will be granted to the City. The public access easement turnaround facility will serve public needs for a turnaround including the Palazzo residents using the pullout parking on the west side of 106th Place NE as well as Republic Service trash and recycle pickup for the proposed development directly north of Brizo east of 106th Place NE (Silver Cloud/Perle Apartments).

The proposed offset hammerhead turnaround facility at the south end of 106th Place meets the turning radius requirements for fire Access. Also, the width of the private road along the south side of the Project site is 20-feet, which meets the minimum width requirement for fire access.

Truck loading and unloading and Republic service pick-up will occur via 106th Place NE at the northwest of the property. All truck loading and operations will occur on-site, and it is not anticipated that the truck loading and operations will have any significant adverse impact on the adjacent public streets. AutoTurn diagrams were prepared to verify adequate access is provided, showing the truck turning movements for SU-30 and Republic service trucks entering/exiting the site through 106th Place NE and utilizing the provided hammerhead turnaround facility at the south end of 106th Place NE.

Refer to Section XII for Conditions of Approval regarding Vehicular Access Restrictions, Provisions for Loading, Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure Conditions of Approval.

Pedestrian Facilities

The existing pedestrian facilities near the Project site include sidewalks on both sides of 108th Avenue NE. The existing sidewalk on the west side of 108th Avenue NE is about 5.5 feet with no separation from the curb. At the northwest of the Project site, there are existing sidewalks along both sides of 106th Place NE. Also, a 4-foot sidewalk is currently provided as a through block pedestrian connection on the private property along the south side of the Project.

To improve pedestrian circulation and connectivity to the surrounding transportation system, the Project will provide new pedestrian facilities to meet current standards. Along 108th Avenue NE, the Project will construct a minimum 12-foot-wide concrete sidewalk at the back of curb along the property frontage. The sidewalk width will include 5-foot-wide tree pits adjacent to the curb.

The Project will reconstruct the east-west through-block pedestrian connection by replacing the existing 4-foot sidewalk with a minimum 6-foot-wide sidewalk along the north side of the private access drive (south frontage of the Brizo property).

At the Southend of 106th Place NE, the Project will provide a north-south through-block pedestrian connection along the western limits of the property to connect the sidewalk on the east side of 106th Place NE down to the east-west through-block pedestrian connection along the south frontage of the Brizo property via an on-site pedestrian path.

Refer to Section XII for Conditions of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure

Bicycle Facilities

108th Avenue NE is designated as a priority bicycle corridor per the City's Mobility Implementation Plan (MIP) with a future LTS1 target. Existing bicycle facilities include striped bicycle lanes on both sides of 108th Avenue NE. The Project will re-stripe the bicycle lane along its frontage on the west side of 108th Avenue NE.

The Project will also provide on-site parking for bicycles.

Refer to Section XII for Conditions of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure.

Transit Service Access

The Project is located within ½ mile north of the Downtown Transit Station and the Sound Transit Bellevue Downtown 2 Line light rail station on 110th Avenue NE and NE 6th Street. Sidewalk access is available to both of these transit facilities.

There are existing King County Metro Transit bus stops near the proposed development along the south side of NE 12th Street (between 108th Avenue NE and 110th Avenue NE), and along both sides of NE 10th Street (east and west of 108th Avenue NE).

Operational Analysis

A traffic impact study memorandum dated November 10, 2023, was prepared for this Project by Transpo Group to analyze the operational impacts for vehicular, transit, pedestrian, and bicycling modes of travel of this proposal. In addition, a memorandum dated November 13, 2024, was prepared by Transpo Group to provide Cumulative Analysis of this Project (Brizo) and Silver Cloud project.

Based on the City trip rates table, the Project is estimated to generate 42 p.m. peak hour vehicle trips. The existing site is occupied by Bellevue Vista Apartments with 30 Multi-Family Low Rise Dwelling Units generating 17 p.m. peak hour vehicle trips. The net new p.m. peak hour vehicle trips are 25.

The analysis included traffic operations conditions during the p.m. peak hour at the private road intersections with 108th Avenue NE and 106th Avenue NE. Both two-way stop-controlled intersections operate at LOS D or better, and no traffic operations improvements are required with this Project.

The traffic analysis reviewed and discussed the collision data over a five-year period between 2018 and 2022. We reviewed the High Injury Network map and no improvements have been identified to be constructed with the Project.

The cumulative impacts analysis identified that the combination of users at 106th Place NE associated with the Project and surrounding development would result in negligible impacts at this location, and it is not anticipated that the Project, as proposed and conditioned, will otherwise adversely affect the vehicular, transit, pedestrian and bicycling performance targets identified in the City's MIP.

Concurrency

The City Multimodal Concurrency Code, Chapter 14.10 BCC, requires development projects to assess cumulative impacts that may result from growth and development within the City. The Concurrency 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 level of service (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 Transportation Facilities Plan (TFP) projects.

A concurrency determination was completed for this Project on October 28, 2022. When complete, this Project will require 29 MUs. The supply of Mobility Units is sufficient to accommodate the level of development proposed by the Project. A concurrency certificate is included with this approval.

Refer to Section XII for Conditions of Approval regarding Concurrency.

Sight Distance for vehicles, bicycles, and pedestrians

Sight distance requirements for vehicles and pedestrians were evaluated at the two proposed driveway approaches for garage access onto the private access drive and at the existing driveway approach onto 108th Avenue NE.

Vehicle and bicycle sight distance requirements at the existing driveway approach onto 108th Avenue NE are shown to meet the City's standards. With the Project design, the pedestrian sight distance to the north is clear of any obstructions.

For the pedestrian sight distance to the south, an existing column (approximately 2-foot diameter) for the existing building to the south is within the pedestrian sight triangle. A design justification was requested and approved to document the design exception for the existing condition. The Project is widening the existing driveway to the north from 20-feet to 26-feet to meet current commercial driveway width.

Pedestrian sight distance requirements at the two proposed driveway approaches for garage access onto the private access drive are shown to meet the City's standards.

Along the private access drive, a design deviation was requested and approved to reduce the posted speed limit from 25 MPH to 15 MPH with a design speed of 20 MPH. Vehicular stopping sight distance is shown to meet AASHTO standards.

Any proposed landscaping, signing, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians.

The sight distance assessment is documented in the Traffic Impact Study.

Refer to Section XII for Conditions of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure.

Street Lighting

Street lighting photometric calculations were evaluated by the design team along 108th Avenue NE. Street lighting for the east-west sidewalk along the north side of the private drive to meet the multi-use trail light level standard. New street light poles and replacement of existing luminaires with new LED fixtures are required to meet the City's current standards.

Refer to Section XII for Conditions of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure.

Transportation Infrastructure

To provide safe pedestrian, bicycle, and vehicular access in the vicinity of the Project site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of transportation infrastructure 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 (Chapter 14.60 BCC), and the provisions of the Transportation Department Design Manual.

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

Transportation infrastructure required for the Brizo development will include:

- 108th Avenue NE infrastructure improvements include roadway widening to the west (in line with the existing curb face south of the bulb-out for the mid-block crossing), new curb and gutter, 12-foot-wide concrete sidewalk measured from the back of curb including 5-foot-wide tree pits adjacent to the curb, and

reconstruction of the driveway approach to 26-feet wide.

- 106th Place NE infrastructure improvements include paving, an offset hammerhead turnaround facility at the dead-end of the public road. The turnaround facility will be granted to the City as a public access easement. Infrastructure improvements will also include north-south through-block pedestrian connection along the western limits of the property to provide connection between the existing sidewalks along 106th Place NE and the east-west sidewalk along the north side of the private access drive (southern frontage of Brizo development).
- Private Access Drive infrastructure improvements include east-west through-block pedestrian connection, minimum 6-foot sidewalk. Two 26-foot-wide driveway approaches for the residential garage access, and installation of 20 MPH posted speed limit signs for the private access drive.
- Infrastructure improvements also include channelization and signing, street lighting and city fiber along the frontage per the City of Bellevue requirements.

Refer to Section XII for Conditions of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure

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 TFP.

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 impact fee rates are posted on the City of Bellevue website.

Refer to Section XII for Conditions of Approval regarding Transportation Impact Fee

Easements

Proposed New Easements:

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any planter strip, sidewalk, and bicycle facilities along 108th Avenue NE.

Under proposed new sidewalk and utilities easements, a minimum of 12-foot of vertical clearance between the top of garage and the finished sidewalk grade shall be provided. In no case the clearance shall not be less than 4-ft for areas with no utilities within the

proposed new easement. There are no proposed garages with this Project under the proposed sidewalk and utility easements.

The applicant shall provide a public access easement to the City for vehicles and pedestrians for the turnaround facility at the south end of 106th Place NE.

The applicant shall provide a public access easement for the east-west pedestrian through-block connection along the north side of the private access drive.

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults, and/or detection loops as needed. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Refer to Section XII for Conditions of Approval regarding Easements

Right-of-Way Dedication

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, and to accommodate the street widening described elsewhere in this document, the applicant shall provide right-of-way dedication to the back of the curb.

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

There are no additional right-of-way dedications currently identified in connection with the Project.

Refer to Section XII for Conditions of Approval regarding Dedication of Right-of-Way

Holiday Construction & Traffic Restrictions

From November 15th to January 5th, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit.

Refer to Section XII for Conditions of Approval regarding Holiday Construction & Traffic Restrictions

Use of the Right-of-Way (ROW) 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 XII for Conditions of Approval regarding Right-of-Way Use Permit

Right-of-Way Hold Harmless Agreement

A right-of-way hold harmless and indemnity agreement is required for soil nails or other permanent shoring objects, awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right of-way or sidewalk and utility easement. A right-of-way use permit may be required for these elements.

Specific project requirements will include:

- a. Soil nails or shoring elements are allowed as shown on the shoring permit, under a street right-of-way or sidewalk/utility easement or multipurpose easement.
- b. Balconies, and Building Overhang extending over the Sidewalk and Utility Easement:
 - i. Along 108th Avenue NE, no balcony or any part of the building may extend over the public sidewalk and planter within a 60-foot vertical zone above the sidewalk and utility easement.
 - ii. No columns or other building supports shall be located within the sidewalk and utility easement.
- c. Weather Protection:
 - i. Removable weather protection may extend over the sidewalk into the sidewalk and utility easement or multipurpose path and utility easement.
 - ii. Weather protection must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
 - iii. Weather protection shall be located at least 9 feet above the sidewalk grade and designed/constructed to be removable.
 - iv. No columns or other weather protection supports shall be located within the sidewalk and utility easement.
- d. Pet relief areas:

Pet relief areas within the right-of-way or sidewalk and utilities easement area are required to meet the City's current standards.

Refer to Section XII for Conditions of Approval regarding Below Grade Right-of-Way Hold Harmless and Indemnity Agreement and Above Grade Right-of-Way Hold Harmless and Indemnity Agreement

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has

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

Near this Project site, 108th Avenue NE and 106th Place NE are both classified as Grind and Overlay required. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

Any overlay through a pedestrian crossing obligates the Project to reconstruct both ramps serving that crossing to be ADA compliant. If the ramps are already compliant no further work is required.

Final pavement restoration requirements will be determined in the field by the right-of-way inspector as pavement classification may vary due to nearby development in construction.

Refer to Section XII for Conditions of Approval regarding Pavement Restoration

Transportation Management Program

In order to reduce single occupant vehicle trips and provide enhanced options to employees and infrastructure users, the City has adopted code provisions for a transportation management program. The owner of this development shall, prior to any initial occupancy of the building structure, sign and record an agreement approved by the City of Bellevue to establish a transportation management program to the extent required by BCC14.60.070. and 14.60.080.

The Project proposes 220 Multi- Family Mid Rise Downtown Dwelling Units. Residential Multiple Family Dwellings that are 200 units and over shall meet the Transportation Management Program Requirements.

Refer to Section XII for Conditions of Approval regarding Transportation Management Program and Implementation of the Transportation Management Program

B. Utilities

The development proposed for this application has been reviewed on a conceptual basis and can feasibly construct water, sewer and storm facilities under current Utility codes and standards without requesting modifications or deviations from them. Major changes

to the design may cause delay in approval of future utility construction permits.

Surface Water

The existing property collects stormwater in a series of catch basins and area drains before discharging to the City's storm system. There are two existing discharges: one at the northwest corner of the site and the other east edge of the site. The City storm drain system conveys stormwater south eventually discharging directly to Meydenbauer Bay.

Washington State Department of Ecology Minimum Requirements 1-9 will apply to the site. The existing historic drainage paths are proposed to be maintained in the drainage plans with connections to the existing system located to the northwest and east, along 108th Ave NE.

Minimum Requirement #5: This project will utilize the existing connection to the stormwater conveyance system.

Minimum Requirement #6: Per Section D1-04.2(f) of the Bellevue SSWES, runoff treatment through a treatment facility is required if a project has more than 5,000 square feet of new or replaced pollution-generating impervious surface. This project is under the 5,000sf requirement.

Minimum Requirement #7: Flow control is not required for projects in the Meydenbauer Drainage Basin as indicated in Section D3-03.3 of the 2023 SSWES and City of Bellevue Ordinance No. 3372.

Water

Domestic water, for the parcel, will be fed from the existing 8" ductile iron water main located on the west side of 108th Avenue NE. Irrigation services will be connected at the same location. The existing AC water main will be replaced on the north side of the property. It will connect to the existing 8" ductile iron main on the east side of 108th Avenue NE to the water main located on 106th Place NE. This main will serve a hydrant and the FDC connection to the building. The 4" meter, serving property 10710, will be relocated outside of a vehicle ramp. A bypass will be required prior to reconnection.

Sewer

There is an existing 8" sewer, on 106th Place NE, that will be reused for the side sewer connection. The project will also install new 8" sewer main on the east side of the property connecting to the existing on NE 11th St, near the Ashwood Playfield. The existing sewer, along 108th, is not feasible to convey the properties wastewater, requiring the extension to the east.

Refer to Section XII for Condition of Approval regarding Utilities Conceptual Approval.

C. Clearing and Grading

The Clear and Grade reviewer has reviewed the plans and materials submitted for this project and has determined that the clearing and grading portion of this land use application can be approved. The future Clearing and Grading Permit application for this

development must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76).

D. Fire

The Bellevue Fire Department, Fire Prevention Division has reviewed the submittal in accordance with the Bellevue Fire and Building Codes (modifications of the International Building and Fire Codes) and good fire protection practices. This review was based upon and limited to the information presented on drawings received July to October 2024. The Fire Department can approve the Design Review application. Final review and approval by the Fire Department will occur through the building construction permits.

108th Place NE is required to achieve BFC Section 503.1 compliant fire department access for both this property and the adjacent property on 108th NE. This road is longer than the dead-end length permitted for fire lanes by 503.3 and therefore requires a turnaround.

This code-required turnaround is achieved by a hammerhead located entirely on Brizo's property. The hammerhead is a necessary part of the required fire access for both Brizo and the adjacent property. Due to this, an easement is required to ensure both properties have full emergency fire department access.

Refer to Section XII for Conditions of Approval regarding Proposed New Easements for hammerhead turnaround and Fire Department Apparatus Access.

E. Building

There are no Building Department conditions of approval for the Brizo project. The plans generally conform to the level of detail typical for the design phase. Comprehensive Building review will be performed under the construction permits.

VIII. STATE ENVIRONMENTAL POLICY ACT (SEPA)

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

In cases where the City has adopted development regulations to systematically avoid or mitigate adverse impacts, those standards and regulations, where applicable, may constitute adequate mitigation of the impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. Where impacts and regulations do not correspond, or where unanticipated impacts are not mitigated by existing regulations, BCC 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts associated with the project, including SEPA comments as it relates to shade/shadow (refer to Section VI above) are noted below, together with any specific conditions of approval. **These impacts will be mitigated to less than significant through exercise of Code authority as well as through project-specific Conditions of Approval contained in Section XII of this report.**

A. Land Use/Environmental Health/Noise

1. Construction Noise: While construction noise and increased vehicle trips are expected during the construction period, the updated Bellevue Noise Control Ordinance, BCC 9.18, regulates hours of construction-related noise emanating from the site. The Ordinance provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 8:00 p.m. weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays, which are not legal holidays. Therefore, no specific measures to reduce noise during this period are proposed.

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

2. Garage Exhaust: Exhaust fans blowing air over a sidewalk or publicly accessible area can create noise levels exceeding those allowed by the City Noise Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk or publicly accessible area, prior to the issuance of any Certificate of Occupancy. **Refer to Section XII for Condition of Approval regarding Garage Exhaust.**
3. Construction Vehicle Pollution: To mitigate for air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of the Revised Code of Washington (RCW) 46.61.655. **Refer to Section XII for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**
4. Solar Access and Impacts of Building Height to adjacent properties: The existing site is under shadow most of the day due to the surrounding properties that are greater in height. The 8-story height proposed will not result in significantly more shade/shadow in the surrounding environment than under existing conditions.
5. Residential Interior Noise Levels: Controlling the level of noise pollution within the

individual units will promote the value and enjoyment of the property and contribute to sleep and repose. Per BCC 9.18.045B, new residential structures shall not be approved where exterior noise exceeds 65 dBA anywhere along the building lines unless sound attenuation measures are incorporated into the design to reduce interior Ldn to 45 dBA or lower. A certification will be required prior to Building permit issuance that the designs will provide a Ldn of 45 dBA or lower for sleeping areas, and no more than 45 dBA or lower for non-sleeping areas. A qualified sound professional shall certify the finished units will meet the maximum dBA noted above. **Refer Sections XII of this report for Condition of Approval regarding Interior Noise Level Measurement.**

B. Storm Drainage, Water, Sewer

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

C. Transportation

System Impacts and Mitigation

This proposed Brizo development will construct 220 Multi-Family Mid Rise Downtown Dwelling Units in Performance Management Area 1 (PMA 1). This Project is located within a designated Metro Growth Center within King County and fits within the land use assumptions in the current Comprehensive Plan and the future growth targets established by King County and 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 the 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 environmental analysis supporting the current Comprehensive Plan and Wilburton Vision Implementation planning initiative, which includes analysis of growth far beyond the future growth targets ratified by the City and included in the 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. The Project, as designed and conditioned by this land use approval and discussed in this staff report, will not result in significant adverse transportation impacts.

IX. CHANGES TO PROPOSAL DUE TO STAFF REVIEW

A. Dimensional elements

	Original proposal	Final proposal
Residential Units	239	220
Building Height*	5 stories	8 stories
Parking spaces	201	174

*Applicant incorrectly stated building height in permit application form. The architectural plans showed an 8-story building, but the Notice of Application used the information on the permit application form.

B. Site Design

1. The building setback along 108th Ave. NE was reduced to meet the Build-to-Line requirement. The adjustment allows for a more consistent street wall with the existing residential buildings along 108th Avenue NE. The landscaped area with benches were replaced with planters.
2. A Through Block Pedestrian connection was provided starting from the midpoint of the south property line, running west and turning north to connect to the existing street, NE 106th Place and the future Silver Cloud/Perle mixed use project north of the project site. The pavement of the walkway along the south and west property lines were enhanced with decorative paving and designed for ADA- accessibility to meet the design standards for a Through Block Connection.
3. The curb cut geometry of the driveway access at 108th Avenue NE was adjusted to meet Transportation Department standards.
4. Two sculptures/public art are added at key nodes of the Through Block Connection to activate the pedestrian realm.
5. Bicycle racks are provided on 108th Avenue NE for public use.

C. Building Design

1. Continuous weather protection along the 108th Avenue NE frontage is now provided. The weather protection extends 6 feet over the public sidewalk.
2. The skybridges connecting the two towers from floor 5 to floor 8 have been redesigned with handrails only and are now open to the elements instead of being enclosed. No connecting floorplate condition is intended with this design as there is no enclosed space that would contribute to GFA of the project.

X. DECISION CRITERIA

A. Design Review (LUC 20.30F.145)

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

1. **The proposal is consistent with the Comprehensive Plan.**
Staff has reviewed and evaluated the proposal for compliance with the Comprehensive Plan goals and policies specific to the Urban Design and

Downtown Subarea elements. Below highlights how the proposed Brizo project advances and is consistent with the Comprehensive Plan policies.

- **LU-1. Focus the city's growth and development as follows: 1. Direct most of the city's growth to the Downtown Regional Growth Center, other Countywide Centers (see Map LU-3) and to other areas designated for compact, mixed use development served by a full range of transportation options. 2. Plan for housing growth with a broad range of housing choices to meet the changing needs of the community. 3. Enhance the health and vitality of existing single-family, multi-family and mixed use residential neighborhoods. 4. Provide for commercial uses and development that serve community needs.**
- **LU-3. Prioritize the redevelopment of under-developed land over vacant land, open space and environmentally sensitive areas.**
- **LU-8. Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.**

Finding: The Brizo is a small infill mixed-use residential development in a downtown superblock that is predominantly developed with 5- to 7-story multi-family development. Its street frontage is significantly smaller than its neighbors. As such, its scale, massing, and use of high-quality building materials complement the other existing multi-family structures while enhancing the streetscape by completing the street wall of 108th Avenue NE at this city block. Its building design, with the dramatic roof canopy, the tripartite treatment of the elevations, and the open and bright interiors at the ground floor is distinctive in design while also cohesive with the multifamily character of this part of downtown Bellevue. The redevelopment of the site from a low-density apartment complex to an 8-story building with 220 residential units achieves the intended Comprehensive Plan policy to concentrate growth in the Downtown. The increased density is more consistent in scale and density to the existing multi-family development in this northern section of the Downtown and maximizes the allowed density for the site, as prescribed by the Land Use Code.

- **UD-49. Encourage private and public developers to integrate art into the design of the public areas of their projects.**

Finding: The Brizo project is providing two sculptures at critical vantage points along the Through Block Connection which will help with wayfinding and offer a significant amenity to the public realm in the neighborhood.

- **UD-12. Enhance and support a safe, active, connected and functional pedestrian environment that is engaging and attractive for all ages and abilities.**

Finding: The Brizo project includes a publicly-accessible Through Block Connection with public art and special materials that completes the internal pedestrian access system in this superblock. Despite its small lot area, public access to the site is provided along the south and the west perimeter and connects seamlessly with the existing Through Block Connection to the south and the future public open space at the Perle/Silver Cloud multifamily

development north of the site. The Through Block Connection will include decorative railings with integrated lighting, special paving in the same theme as the building design, and landscaping.

- **UD-13. Ensure that site and building design relates and connects to the surrounding community through architecture, landscaping and signage.**
- **PA-5. Increase safe, non-motorized access between dwellings and parks, trails and open space through development of additional facilities and mobility improvements.**

Finding: By providing the last section of the Through Block Connection in the interior of the block, Brizo has improved the porosity of the downtown neighborhood and increased activation of the existing streets. By improving the sidewalks, adding street trees and landscaping, the project visually and physically connects to the adjacent properties, including the outdoor plaza at the Silver Cloud/Perle project to the north, the Ashland playground to the east, and the McCormick Park further north on NE 12th Street. Public Access signs will also be installed to clearly demarcate the Through Block Connection.

- **UD-18. Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.**

Finding: The parking garage for Brizo is broken up into two levels, with the majority of the area tucked under the building in an underbuilding garage. A smaller upper level garage with visitor parking and loading zones, is not visible from 108th Avenue NE and is provided with a decorative screen where the wall abuts an interior sidewalk.

- **UD-16. Encourage rooflines that create interesting and distinctive forms against the sky**

Finding: One of the most distinctive architectural feature of the Brizo project is the sweeping rooftop amenity canopy at the west and east ends of the buildings. As discussed in the Building Design analysis above, this feature provides an attractive and welcoming feature to the building.

- **S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.**

Finding: The Brizo project has a significantly smaller footprint than the surrounding multi-family developments, thus limiting any potential adverse impacts in the neighborhood. By using the existing driveway of its neighbor to the south, it also minimized the amount of pavement devoted to vehicular traffic and in lieu of vehicular facilities, it is providing a publicly-accessible Through Block Connection to complete the pedestrian system in the interior of this superblock. The Through Block Connection will allow residents from the existing multi-family development to the south and north to cut through the Brizo site instead of walking back to the public streets. This infill development also enhanced the streetscape along 108th Avenue NE by completing the street wall with street trees and new sidewalks.

For a more detailed discussion of how the project complies with the Comprehensive Plan, refer to [Attachment B](#) – Comprehensive Plan Matrix.

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

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

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

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

For a more detailed discussion of how the project complies with the Design Guidelines, refer to [Attachment C](#) – Responses to 2020 Downtown Design Guidelines.

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

Finding: As discussed in the Findings in Criteria 1, and the detailed analysis of the project's compliance as discussed in Sections III, IV and V, the proposed project is compatible with and responds to the existing character, appearance and quality of development of the subject property, as well as properties within the Downtown-Mixed Use land use district, adjacent to the site.

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

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

XI. DECISION

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

XII. CONDITIONS OF APPROVAL

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

A. GENERAL CONDITIONS:

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Clearing and Grading Code - BCC 23.76	Janney Gwo,	425-452-6190
Bellevue Development Standards	Randa Kiriakos	425-452-2569
Transportation Code - BCC 14.60	Randa Kiriakos	425-452-2569
Trans. Improvement Program - BCC.22.16	Randa Kiriakos	425-452-2569
Right-of-Way Use Permit - BCC 14.30	Right-of-Way general phone number	
Bellevue Utilities Code - BCC Title 24	Sam Stolmeier	425-452-7832
Construction Codes - BCC Title 23	Violeta Tihova	425-452-4259
Code - BCC Title 20	Amy Tarce	425-452-2896
Sign Code - BCC Title 22B	Amy Tarce	425-452-2896
Noise Control - BCC 9.18	Amy Tarce	425-452-2896
Uniform Fire Code - BCC 23.11	Shelley Jin	425-452-5251
Parks Department	Meryn Hearn	425-452-4100

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

AUTHORITY: Bellevue City Code 9.18.040
REVIEWER: Amy Tarce, Land Use Division

3. DESIGN REVIEW MODIFICATIONS

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

AUTHORITY: LUC 20.30F.175
REVIEWER: Amy Tarce, Land Use

4. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

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

AUTHORITY: Bellevue City Code 9.18.020F
REVIEWER: Amy Tarce, Land Use Division

5. INTERIOR NOISE LEVEL MEASUREMENT

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

AUTHORITY: Bellevue City Code 9.18.045
REVIEWER: Amy Tarce, Land Use Division

6. AIR POLLUTION FROM CONSTRUCTION VEHICLES AND EQUIPMENT

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

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

7. ROOFTOP/BUILDING LIGHTING

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

AUTHORITY: Land Use Code 20.20.522
REVIEWER: Amy Tarce, Land Use Division

8. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

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

AUTHORITY: BCC 14.30.060
Reviewer: ROW Use Reviewer, Transportation Department
(RightofWayUse@bellevuewa.gov)

9. VEHICULAR ACCESS RESTRICTIONS

The driveway access to this site from 108th Avenue NE will be full access with no turn restrictions as specified in the final civil engineering plans for the development. The City reserves the right to restrict left turn access as needed in the future.

AUTHORITY: BCC 14.60.150
Reviewer: Randa Kiriakos, Transportation Department

10. PROVISIONS FOR LOADING

The property owner shall provide an on-site loading space which can access a public street. This must include an on-site location for garbage pick-up, which must be acceptable to the garbage hauler. Public on-street loading and unloading will not be permitted.

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
Reviewer: Randa Kiriakos, Transportation Department

11. CONCURRENCY

This project required 29 MUs to be reserved from the available balance. A concurrency certificate will be issued with this staff report publication.

AUTHORITY: BCC 14.10
Reviewer: Randa Kiriakos, Transportation Department

12. VESTED STATUS OF THE DESIGN REVIEW

The vested status of the Design Review shall be for a period of 3 years from the date of this final decision, as defined in LUC 20.40.500.B.2.

When a Building Permit is issued, the vested status of a land use permit or approval shall be automatically extended for the life of the Building Permit. If the Building Permit expires or is revoked or canceled pursuant to BCC 23.05.100 or otherwise, then the vested status of a land use permit or approval shall also expire, or be revoked or canceled.

AUTHORITY: LUC 20.40.500.B.2.
Reviewer: Amy Tarce, Land Use Division

13. CLEARING AND GRADING PERMIT. The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the

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

Authority: Clearing & Grading Code 23.76.035
Reviewer: Janney Gwo, Clearing & Grading Section

14. SEASONAL CLEARING AND GRADING RESTRICTIONS: The clearing & grading code defines the rainy season as October 1st through April 30th. The Development Services Department may grant approval to initiate or continue clearing or grading activity during the rainy season. Any approval will be based on site and project conditions, extent and quality of the erosion and sedimentation control, and the project's track record at controlling erosion and sedimentation.

Authority: Clearing & Grading Code 23.76
Reviewer: Janney Gwo, Clearing & Grading Section

15. UTILITIES

Utility Department approval of the design review application is based on the conceptual design only. Minor changes to the site layout may be required to accommodate the utilities after land use design review is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department construction plan review, approval, and field inspection is performed under the Utility Developer Extension Agreement (UE). A water, sewer and storm Developer Extension Agreement will be required for the project. Minor connection permits for building sewer connection UA and meter drop-ins under a UC application will be required. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit. Easements public and private will be required as needed to serve the site and recorded prior to utility acceptance of the improvements. Easement relinquishments will need to be completed prior to building permit approval when the existing easement crosses the building area.

AUTHORITY: Bellevue City Code 24.02, 24.04, 24.06
REVIEWER: Sam Stolmeier, Utilities Department

B. PRIOR TO CLEARING AND GRADING PERMIT:

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

16. TYPE III LANDSCAPE BUFFER ON WEST PROPERTY LINE

The applicant shall provide evergreen shrubs with a minimum height of 3 ½ feet at planting and living ground cover, along the western property line. Plant species should be selected for visual screening and visual cohesion with the existing landscaping of the abutting property to the west. Groundcover size and spacing shall be selected so that the ground will be covered within three years. Alternatively, a vertical evergreen vegetated screen may be provided should it be found infeasible for site conditions to accommodate evergreen shrubs.

AUTHORITY: Land Use Code 20.25A.110.B.2, 20.20.520.G.3.c.i.
REVIEWER: Amy Tarce, Land Use Division

17. FINAL LANDSCAPE AND IRRIGATION PLANS

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

AUTHORITY: Land Use Code
REVIEWER: Amy Tarce, Land Use Division

18. STREET TREES AND RIGHT OF WAY/STREETSCAPE LANDSCAPING

- a. Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction. https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf
- b. Prior to ordering any street trees, confirm cultivars of all street trees with City of Bellevue Parks Department. Contact Merryn Hearn, MHearn@Bellevuewa.gov, 425-452-4100
- c. A Parks Department representative shall be on-site to inspect street trees **prior to planting AND at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

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

19. SOIL VOLUME

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

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

20. PET RELIEF AREAS

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

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K, UPC 304.0, 2024 COB Sanitary Sewer Engineering Standards. Reference section S3-01 Planning Criteria, subsection S3-01.4(B) System Parameters
REVIEWERS: Amy Tarce, Land Use Division
Sam Stolmeier, Utilities Department

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

- a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.
- b. No drip irrigation will be allowed within any City right-of-way.
- c. Schedule 40 irrigation pipe is required.
- d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.
- e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.
- f. Parks Department Contact: Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

AUTHORITY: Bellevue City Code Land Use Code
REVIEWER: Amy Tarce, Land Use Division

22. RIGHT-OF-WAY USE PERMIT

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable Right-of-Way Use permits from the City's Transportation Department, which may include:

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

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: ROW Use Reviewer, Transportation Department
(RightofWayUse@bellevuewa.gov)

23. 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 transportation infrastructure and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the City of Bellevue Transportation Development Code, Transportation Design Manual and Complete Streets Guide, and specific requirements stated elsewhere in this document.

All proposed infrastructure improvements within the right-of-way shall conform to current WSDOT Standard Specifications for Road, Bridge and Municipal Construction and to the City of Bellevue Special Provisions (BSP's).

All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans.

Prior to approval of Clearing and grading permit, requirements for the engineering plans include, but are not limited to:

1. 108th Avenue NE Frontage:

- a. Roadway widening, approximately 6-feet, to the west (in line with the existing curb face south of the bulb-out for the mid-block crossing).
- b. New standard concrete curb and gutter along the site's frontage.
- c. A minimum 12-foot-wide concrete sidewalk measured from the back of curb. Sidewalk width includes 5-foot-wide tree pits adjacent to the curb.
- d. Install new street lighting fixtures per Bellevue Standards to meet Bellevue's minimum photometric values.

2. 106th Place NE Frontage:

- a. Offset hammerhead turnaround facility for 106th Place NE dead-end public road.
- b. New standard concrete curb and gutter where applicable.
- c. North-South through-block connection along the western limits of the property.

3. Private Access Drive Frontage:

- a. Reconstruct to widen existing driveway to a 26-foot commercial driveway approach onto 108th Avenue NE, maintain driveway width for 30-foot minimum onto the private access drive.
- b. Reconstruct east-west through-block pedestrian connection along the north side of the Private Access Drive (southern frontage of the Project) with a minimum 6-foot-wide concrete sidewalk.
- c. Two 26-foot-wide commercial driveway approaches onto the private access drive for residential garage access.
- d. Install street lighting for the east-west sidewalk along the north side of the private drive to meet the multi-use trail light level standards.

Additional infrastructure requirements:

1. Pedestrian and vehicular sight lines shall be met at all driveways and intersections. Any proposed landscaping, signing, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
2. Channelization and signing are required as needed to meet MUTCD, Bellevue Standards, and as directed by the review engineer. A separate channelization and signing plan is required.
3. City fiber design including communication vaults, junction boxes, conduits and wiring per City's Fiber Optic Design Requirements.
4. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways.

5. All doors adjacent to the public sidewalk shall be recessed. Doors are not allowed to swing open into the public sidewalk.
6. The new landscaping planter strip within the public sidewalk and utility easement shall include:
 - a. Spray Irrigation system from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
 - b. Soil preparation and root barrier.
 - c. Street trees, ground cover, and landscaping.
 - d. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the City.
 - e. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection.
 - f. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.
7. Utilities
 - a. No new overhead utility lines will be allowed within or across any right-of-way or sidewalk easement, and existing overhead lines must be relocated underground.
 - b. All existing and new franchise utility distribution systems, including power, telephone, and TV cable, fronting or serving the commercial development site shall be underground. No above ground utilities shall be permitted within the planter strip, sidewalk, or multi-purpose path. Transformers and utility vaults to serve the development shall be placed inside the building or behind the sidewalk or multipurpose path easement.
 - c. Vaults serving a broader public purpose may be located within a public easement or right-of-way as approved the review engineer. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
 - d. All new and existing utilities lids within the sidewalk must have non-slip lids installed.

Construction of all transportation infrastructure 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 Design Manual
Reviewer: Randa Kiriakos, Transportation Department

24. PROPOSED NEW EASEMENTS

The applicant shall provide sidewalk and utility easements to the City along 108th Avenue NE such that sidewalks and bicycle facilities outside of the City right-of-way along the property frontage are located within a public easement area.

Under new sidewalk and utilities easements, a minimum of 12-foot of vertical clearance between the top of garage and the finished sidewalk grade is required. In no case shall the clearance be less than 4-ft for areas with no utilities within the new easement.

The applicant shall provide a public access easement for vehicles and pedestrians for the hammerhead turnaround facility at the south end of 106th Place NE. The public access easement shall run north to south and connect to the east-west pedestrian through block connection.

The applicant shall provide a public access easement for the east-west pedestrian through-block connection along the north side of the private access drive shared with the properties to the south.

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults, and/or detection loops as needed. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

AUTHORITY: BCC 14.60.100
Reviewer: Randa Kiriakos, Transportation Department

25. DEDICATION OF RIGHT-OF-WAY

The applicant shall dedicate right-of-way (free and clear of any encumbrances) to the City along the property frontage such that street improvements to the back of curb are located within the public right-of-way.

Other than as identified above, no right-of-way is anticipated to be required for this project; however, further right-of-way dedication may be required if the project design is modified.

AUTHORITY: BCC 14.60.090
Reviewer: Randa Kiriakos, Transportation Department

C. PRIOR TO BUILDING PERMIT:

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

26. FIRE DEPARTMENT APPARATUS ACCESS

- a. All portions of the hammerhead turnaround for 106th Place NE shall be marked as "Fire Lane-No Parking" in accordance with BFC Section 503.3. Public Information Sheet F-11 has additional information and examples.

- b. Per BFC Section 503.2.6, the elevated portions of a fire apparatus road shall be constructed to support a live load sufficient to carry the imposed loads of a fire apparatus. Fire apparatus specific require surfaces that can accommodate 64,000 lbs. (rear axle=48,000 lbs. and front axle=19,000 lbs.) and the weight of the ladder truck outrigger which is 45,000 lbs. over an 18-inch square.
- c. Finalization of easement agreement for access with property to the south regarding Fire Access 3 is required before any building permits are issued.

AUTHORITY: BFC Section 503.3, BFC Section 503.2.6
REVIEWER: Shelley Jin, Fire Department

27. EXTERIOR BUILDING LIGHTING

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

AUTHORITY: Land Use Code 20.25A.160, 20.25A.170
REVIEWER: Amy Tarce, Land Use Division

28. GARAGE EXHAUST

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

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145
REVIEWER: Amy Tarce, Land Use Division

29. GARAGE EXHAUST VENTS

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

AUTHORITY: Land Use Code 20.20.525 and Bellevue City Code 9.10.030.B
REVIEWER: Amy Tarce, Land Use Division

30. VISITOR AND COMPACT PARKING STALLS

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

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Amy Tarce, Land Use Division

31. GARAGE ENTRY

The garage entry on the Through Block Connection shall be treated to screen the

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

AUTHORITY: Land Use Code 20.25A.170 and 20.25A.180
REVIEWER: Amy Tarce, Land Use Division

32. MECHANICAL EQUIPMENT

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

AUTHORITY: Land Use Code 20.20.650, 20.25A.130
REVIEWER: Amy Tarce, Land Use Division

33. TRANSPORTATION IMPACT FEE

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

AUTHORITY: BCC 22.16.070; .090
Reviewer: Randa Kiriakos, Transportation Department

34. BUILDING AND SITE PLANS – TRANSPORTATION

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

AUTHORITY: BCC 14.60.060; .110; .120; .150; .180; .181; .190; .240; .241
Reviewer: Randa Kiriakos, Transportation Department

35. TRANSPORTATION MANAGEMENT PROGRAM

The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080.

AUTHORITY: BCC 14.60.070; 080
Reviewer: Randa Kiriakos, Transportation Department

36. BELOW GRADE RIGHT-OF-WAY HOLD HARMLESS AND INDEMNITY AGREEMENT

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

AUTHORITY: BCC 14.30.160
Reviewer: Randa Kiriakos, Transportation Department

37. ABOVE GRADE RIGHT-OF-WAY HOLD HARMLESS AND INDEMNITY AGREEMENT

A right-of-way hold harmless and indemnity agreement for awnings/weather protection, pet relief areas, street furniture, specialized paving materials, and other landscape amenities permanently placed in the right-of-way or sidewalk and utility easement must be submitted and recorded prior to issuance of above grade building permit. A right-of-way use permit may be required for these elements.

AUTHORITY: BCC 14.30.160
Reviewer: Randa Kiriakos, Transportation Department

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

38. THROUGH-BLOCK PEDESTRIAN CONNECTION ACCESS EASEMENT

A proportionate share of the required through-block pedestrian connection is required, running east-west, on the south perimeter of the Brizo project site and extending north along the entire west perimeter of the project site. This connection shall be open to the public 24 hours a day. A legal agreement shall be executed and recorded with King County Recorder's Office, providing that such property is subject to a nonexclusive right of pedestrian use and access by the public. Directional signage shall be installed from all points of access and identify circulation routes for all users.

AUTHORITY: Land Use Code 20.25A.160.D.4
REVIEWER: Amy Tarce, Land Use

39. PUBLIC ACCESS SIGNS FOR THROUGH BLOCK CONNECTION

Public access signage is required as depicted in the Bellevue Wayfinding Manual and shall be placed where the proposed Through Block Connection starts and connects with the existing Through Block Connection south of the Brizo project site, at the westernmost end of the Through Block connection where the Through Block Connection changes direction and goes north, and at the northern terminus of the Through Block Connection. The signs shall comply with the City's standard design for pedestrian public access signage. The final location and appropriate sign orientation and size of the signs will be determined with City Staff through a site reconnaissance.

AUTHORITY: Land Use Code 20.25A.160.D.4, BCC 22B
REVIEWER: Amy Tarce, Land Use

40. PROJECT SIGN DESIGN PACKAGE

The applicant shall submit a complete sign design package for the development for City review and approval prior to the issuance of any occupancy permits for the building, tenant improvement permits for the commercial spaces, or sign permits. The design package shall include the conceptual design of all building signage. The signs shall be consistent with the Bellevue City Code Section 22B.10 and the designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

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

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

Design review of individual signs and compliance with the approved sign design package AND Bellevue Sign Code will occur through review of each sign permit application. There are no implied approvals of the sign package provided as part of this application.

AUTHORITY: Bellevue City Code 22B.10
REVIEWER: Amy Tarce, Land Use Division

41. LANDSCAPE INSTALLATION ASSURANCE DEVICE

All site landscaping shall be 100% complete per the plan approved by the City prior to TCO. If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation, the applicant shall file with DSD 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: Amy Tarce, Land Use Division

42. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

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

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Amy Tarce, Land Use Division

43. MAINTENANCE AGREEMENT WITH THE CITY OF BELLEVUE

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

AUTHORITY: Land Use Code 20.20.520.K and 20.40.490
REVIEWER: Meryn Hearn, Parks Department
Amy Tarce, Land Use Division

44. TRANSPORTATION INFRASTRUCTURE

All transportation infrastructure, 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; Transportation Design Manual
Reviewer: Randa Kiriakos, Transportation Department

45. PAVEMENT RESTORATION

Pavement restoration associated with construction of transportation infrastructure or to repair damaged street surfaces shall be completed.

- a) 108th Avenue NE and 106th Place NE are both classified as Grind and Overlay required.

AUTHORITY: BCC 14.60.250; Transportation Design Manual
Reviewer: ROW Use Reviewer, Transportation Department
(RightofWayUse@bellevuewa.gov)

46. IMPLEMENTATION OF THE TRANSPORTATION MANAGEMENT PROGRAM

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

AUTHORITY: BCC 14.60.070, 14.60.080

Reviewer: Randa Kiriakos, Transportation Department

47. NOISE LEVELS/MEASUREMENTS IN SLEEPING AREAS

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

AUTHORITY: Bellevue City Code 9.18.045B & Land Use Code 20.30F.145

REVIEWER: Amy Tarce, Land Use Division

COMPREHENSIVE PLAN POLICIES - 2020

Comprehensive Plan - Volumes 1 and 2

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

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

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

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Housing (HO) Policies	
HO-2: Promote quality, community-friendly single family, multifamily and mixed-use development, through features such as enhanced open space and pedestrian connectivity.	This project will be adding 220 market-rate apartments with the main entry located on 108 th Ave NE. At the entry, the building provides a small open space with hardscape and plantings. The new development will also be providing a pedestrian mid-block path through the site that connects 106th Pl NE south through the project site to an existing mid-block path between the Ashton and Belcarra buildings.
HO-13: Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.	The project, a midrise apartment building, complements and enhances the existing neighborhood that is characterized by midrise and high-rise mixed-use apartments as well as an assisted-living facility.
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image, and design character to make Bellevue an inspiring place to be.	This development will enhance the appearance of the surrounding neighborhood with a quality building that will engage the street life. The project will be built using durable high-quality materials influenced by the nearby character of the Ashton, Belcarra, and Ten20 buildings. The use of these materials and large glazed openings at the base will provide visual interest at the pedestrian scale and the larger overall building scale.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a “City in a Park.”	The existing R.O.W off 108 th Ave N.E. will expand west to allow for parking on the other side of the existing bike lane. This will require the removal of some onsite existing trees that will be replaced by new street trees.
UD-4: Create a safe, engaging, and attractive pedestrian environment throughout the city using appropriate urban design features.	The new development will have a small entry setback with artistic hardscape and landscape. Lighting and building lighting to allow for the space to feel inviting all times of the day. <u>Project is under base FAR and is no longer pursuing entry plaza.</u>

	The pedestrian through-block connection will be made of durable materials, be clearly visible from many directions, and create a connection between 108 th Ave NE and 106 th PI NE.
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed-use areas.	The project locates two common amenity roof decks on the top floor. One roof deck is oriented east, and one is oriented to the west. Each roof deck has a large, overhanging roof trellis element that creates visual interest will be highly visible from the R.O.W., pedestrian mid-block path and the surrounding areas.
UD-11: Develop Downtown and other mixed-use areas to be functional, attractive, and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.	The project proposes to bring much needed housing to the Downtown district, in proximity to mass transit and pedestrian connections to the rest of the city. Although the project is not large enough to maximize the height limit, it will fill a missing tooth in the neighborhood and provide a mid-block pedestrian path.
UD-12: Enhance and support a safe, active, connected, and functional pedestrian environment for all ages and abilities.	The project will eliminate a curb cut off 108 th Ave NE. The sidewalks and planting strips adjacent to the site along 108 th Ave NE will be enlarged in alignment with current Design Guidelines. The widened sidewalks and 5-foot planting strips added between the sidewalk and road will create a safer and more pedestrian friendly thoroughfare.
UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	This project has a very narrow street front (less than 100 linear feet), and utilizes strong, conceptual, high-quality design throughout the exterior and public areas.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	As noted above, the new development will be providing a pedestrian mid-block path through the site that connects 106th PI NE south through the project site to an existing mid-block path between the Ashton and Belcarra buildings. The pedestrian path will be well lit and have hardscape/softscape features for visual interest.
UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.	The project's design will incorporate NW regionalism with a modern design that has simple clean lines reminiscent of local sites of interest in Bellevue and using them as part of the overall concept. The building will incorporate high quality materials that are durable and timeless. The building's material palette will include concrete, metal panels and color integral fiber cement to create a design that fits into the neighborhood and its context.
UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	As noted above, the building's two roof decks have a roof trellis element that creates visual interest will be highly visible from the R.O.W., pedestrian mid-block path and the surrounding areas.
UD-25: Ensure that site and building design relates and connects from site to site.	The building picks up sightlines and scaled features to connect it across sites to help it fit into the context.
UD-26: Encourage visual, auditory, and tactile design elements in the built and natural environment.	The building uses a mixed palette of materials with visual and tactile elements such as rough to smooth textures and warm and cold colors.

UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	As noted above, the new development will have a small entry plaza along 108th Ave NE with artistic hardscape, and landscape. This allows the entry door to swing out and enhances the urban street edge. Also, as noted above, the new development will be providing a pedestrian mid-block path through the site that connects 106th PI NE south through the project site to an existing mid-block path between the Ashton and Belcarra buildings. The pedestrian path will be well lit and have hardscape/softscape features for visual interest.
UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.	This project has a very narrow street front, and utilizes strong, conceptual, high quality design throughout the exterior and public areas.
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	Screening will be provided at the roof to hide all rooftop equipment but still allowing for air flow for rooftop equipment.
UD-31: Utilize green roofs and walls where they enhance the character of Bellevue as a “City in a Park” and soften the visual impact of development.	Green-roofs and landscaping will be provided along the south façade lower building roofs and at the mid-block building roof to soften the building edge and provide visual interest for residents looking down to the roofs.
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	There are no blank walls visible from the right-of way.
UD-33: Encourage public and private development to incorporate access to sunlight.	The building sets back from east property line off 108 th Ave N.E. to maximize morning sun access to the public plaza and street.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	The project provides a building overhang and canopies for weather protection along 108 th Ave NE.
UD-35: Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.	The project will provide visible and accessible walkways to all building entries and to the parking areas.
UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening, and appropriate lighting.	Parking for this project will be accessed from a private access drive. Parking will be screened by screening off the private access. Majority of parking is below grade. Appropriate lighting will be provided to meet necessary light levels for safety.
UD-38: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.	Paved surfaces will be kept to a minimum. Where possible, the project will use porous concrete, sand set pavers or natural landscaping to maximize permeable surfaces.

UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.	Building facades will use low-reflective materials and low-reflective glass to minimize glare. Site lighting will be designed to keep light glare at the appropriate levels at the property lines and the light levels will be such to provide proper luminance for safety using energy efficient lighting.
UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.	The project is surrounded by adjacent building properties, some of which are high-rises. There are no public open spaces adjacent to the project other than the rights-of-way and the private access drive adjacent to the project.
UD-41: Design context appropriate stormwater management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated.	The project will collect stormwater with the use of detention tanks prior to releasing into city storm water system.
UD-42: Use low impact development principles early in the site design and development process.	As noted above, paved surfaces will be kept to a minimum and the project will collect stormwater with the use of detention tanks prior to releasing into city storm water system.
<u>DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS</u>	
UD-44: Incorporate the character of the surrounding community into the architecture, landscaping, and site design of commercial and mixed-use centers.	The project concept and design derive from Bellevue's local context and wetlands to inspire the design concept for the building and site.
UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.	The project takes advantage of existing neighborhood mid-block pedestrian corridor and continues it through our site. Site is an interior site that sets back from adjacent properties creating a narrow development that is scaled down from the downtown core to help transition to the north perimeter of the downtown.
UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.	The project site is 1 block north of an existing bus stop. The project provides easy access to this bus stop by either the front entrance off 108 th Ave NE or use of the pedestrian mid-block path. The project is within walking distance of the planned light rail station.
UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace, and other urban design elements.	The building is set back on the north, east and west facades at the ground level. These areas will be landscaped. On the upper floors, the building sets back along the south for light and air. On the upper floors, the building massing breaks into two forms in the east-west direction. These two forms are connected by exterior bridges at each floor.

UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight, and view preservation.	As noted above, the new development will be providing a pedestrian mid-block path through the site that connects 106th PI NE south through the project site to an existing mid-block path between the Ashton and Belcarra buildings. The pedestrian path will be well lit and have hardscape/softscape features as well as art pieces for visual interest.
UD-49: Incorporate architectural character, landscaping, and signs into commercial and public centers to make them functionally cohesive.	Building signage and wayfinding will be added to announce the building entry, parking entries and the modal connection of the pedestrian public mid-block access with a series of wayfinding signs.
UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.	Building is set back from sidewalk to incorporate a plaza that will enhance the pedestrian experience along 108th Ave N.E.
<u>SIGNS and WAYFINDING</u>	
UD-51: Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.	As noted above, building signage and wayfinding will be added to announce the building entry, parking entries and the modal connection of the pedestrian public mid-block access with a series of wayfinding signs. Proposed signage will fit in with the character of the neighboring buildings.
<u>VEGETATION and LANDSCAPING</u>	
UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	Plant selections will use native and adaptive species that are suitable to the intended locations of the planting areas. Streetscape planting areas will use the surrounding context to inform the planting palette. ROW planting areas will use hardy, robust species that tolerate harsh urban environments found along the city streetscapes. Street tree species will relate either to the existing trees adjacent to the site, or the city will provide appropriate species selection through the review process.

<u>PUBLIC SPACE</u>	
UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.	As the new development will be providing a pedestrian mid-block path through the site that connects 106th PI NE south through the project site to an existing mid-block path between the Ashton and Belcarra buildings. The pedestrian path will be well lit and have hardscape/softscape features as well as art pieces for visual interest
UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility, and connections to surrounding uses and activities.	As noted above, the new development will have a plaza along 108th Ave NE with artistic hardscape, landscape, and integrated benches. The plaza will enhance the public street life and create activity. The building sets back from east property line off 108th Ave N.E. to maximize morning and afternoon sun access to the public plaza and street. Also, as noted above, the new development will be providing a pedestrian mid-block path through the site that connects 106th PI NE south through the project site to an existing mid-block path between the Ashton and Belcarra buildings. The pedestrian path will be well lit and have hardscape/softscape features as well as art pieces for visual interest. The pedestrian path is south facing with good opportunities for sunlight.
UD-60: Incorporate weather protected areas into major public places.	Building overhangs and canopies are being provided at the ROW (east) facing façade of the building.
UD-61: Consider the edges of public places that abut residential property for special design treatment to create a buffer that does not interfere with security or visual access.	This condition does not apply to this project as there are no single-family residential properties abutting the project.
<u>SIDEWALKS, WALKWAYS, and TRAILS</u>	
UD-65: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.	The project will be set back at ground level to allow for wider sidewalks along the right-of-way. This provides some room for lighting, seating, landscaping, street trees, planter strips, trash receptacles, bike racks, handicap access and newspaper boxes without interfering with pedestrian circulation.
<u>STREET CORRIDORS</u>	
UD-73: Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)	The project will upgrade adjacent sidewalks and planter strips to current standards and building setbacks are provided to allow for the increased sidewalk width.

UD-74: Incorporate dramatic and imaginative landscape and art features when reconstructing streets and/or sidewalks at key intersections. (See Map UD-1)	The project site is not at an identified key intersection.

<u>VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)</u>	
Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
DOWNTOWN (SD-T) POLICIES	
POLICYS-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	The project proposes to provide over 200 units of housing in a variety of sizes and affordability to bring more residents to Downtown and supply the much-needed housing for Bellevue’s rapidly growing workforce.
POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.	The proposed development is minimizing visual impact of the service and other vehicle access areas on 108 th Ave NE and maximizes street frontage for active uses to enhance the pedestrian experience with a highly glazed ground level, lighting, signage, and overhead weather protection. The project will use quality materials and be aesthetically pleasing as to fit into an create an attractive downtown.
POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.	This project is not directly adjacent to a single-family residential neighborhood and the building will be lower than or equal to the heights of surrounding existing buildings.
POLICY S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	As noted above, the project will be set back slightly at ground level along 108 th Ave NE to create small entry plaza along 108 th Ave NE with artistic hardscape and landscape. A new curb, planting strip, street trees, sidewalk will be provided along the 108 th Ave NE frontage that will tie into the ROW design.
<u>GATEWAYS AND WAYFINDING</u>	

POLICYS-DT-48: Provide for a sense of approach to Downtown at key entry points through the use of gateways and identity treatments that convey a sense of quality and permanence.	The project is outside of major identity opportunity areas or gateway points.
<u>DOWNTOWN DISTRICTS</u>	Review the District-Specific Policies applicable to your Proposal and list the below as appropriate.
General	
Northwest Village	
City Center North	The project is in City Center North.
Ashwood	
Eastside Center District	
Old Bellevue	
City Center South	
East Main	
Eastside Center District	
<u>EDGES AND TRANSITIONS</u>	
Perimeter Areas	DT-MU B-1
POLICY-DT-124: Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.	As noted above, the project will be slightly set back at ground level along 108 th Ave NE to create a small plaza along 108 th Ave NE with artistic hardscape, landscape, and integrated benches. A new curb, planting strip, street trees, sidewalk will be provided along the 108 th Ave NE frontage that will tie into the ROW design. The revised setback at the curb as directed by Transportation will provide on street parking.

2020 DOWNTOWN DESIGN GUIDELINES

Permit # 20-115037 DC, 21-102719 DB

Provide a written response to each Standard/Guideline.

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

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

LUC GUIDELINE

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

LUC 20.25A.150 - CONTEXT

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

Guidelines

- Architectural elements enhance area's overall character*
- Locate building away from lower intensity land use districts*
- Minimize off-site impacts*
- Incorporate architectural elements proportionate to size of building*
- Use forms, proportions, etc. that are suggested by and complement adjacent buildings.*

Response:

- The project, a midrise apartment building, complements and enhances the existing neighborhood. The exterior is nuanced with thoughtful material changes and transparency, and minimal blank walls. The "style" of the project could be considered Pacific Northwest Contemporary, and incorporates themes and materials drawn from nature – the environment of Bellevue particularly. The building will be constructed with attractive, high-quality finishes and pedestrian-oriented open space with native landscaping.*
- The project inserts into the existing neighborhood that is characterized by midrise and high-rise mixed-use and residential buildings. There are no low intensity uses nearby.*
- Off-site impacts are minimized by providing structured parking, sharing/reusing existing transportation infrastructure, (shared access driveway, plentiful transit.) Light impacts are minimized by providing primarily building-mounted lighting. There are no major noise-creating features or uses within this project.*
- Because this building is unusually long and narrow, particular attention has been given to enhancing the verticality of the mass. The singular R.O.W. facing façade is less than 70' long, so that building element is expressed as a singular element that provides ample interest and interaction with the pedestrian experience.*
- The long side of the building is broken into two masses above level 4, to relate to the two buildings to the south and the open space between them. The building is roughly identical in height to the north portion of the building to the south, (the south tower of that building is 20 stories tall.) The building is 1 story taller than the building to the north. In that way, it helps negotiate the transition in scale from the 20 story tower to the south to the 5 story retirement home to the north and beyond, to the single family neighborhood a few blocks away.*

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

Guidelines

- Preserve & maximize solar access*
- Enhance user's experience of adjacent public open space*

Response:

- Solar access is difficult on this site, as it is long and narrow with fully developed buildings on all sides – there is little solar access to preserve. However, the strong east/west directionality of the site and building, as well as the narrowness of the building create the best possible solar access for the residents, given the physical constraints of the site. The building is also 13 feet shorter than the maximum allowable in this zone,*
- There is very little adjacent public open space, but the project is providing a small landscaped plaza along the sidewalk at 108th Ave NE, and a landscaped path to continue the required through-block connection through the site.*

Relationship to Transportation Elements – LUC 20.25A.150.C
<i>Guidelines</i> a. Create logical connections b. Coordinate service and parking access
Response: a. The project has excellent transit access and pedestrian connections to adjacent amenities and businesses. ~~The entry plaza and~~ Through-block connection enhance those existing connections. Project is under base FAR and is no longer pursuing entry plaza. b. Service and parking access are all located off of the public right-of-way.
Emphasize Gateways – LUC 20.25A.150.D
<i>Guideline</i> a. Use architectural & landscape elements to emphasize gateways
Response: a. The project is not located on a designated gateway.
Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E
<i>Guidelines</i> a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view b. Maximize sunlight and sky view in adjacent developments/streetscape c. Minimize size of shadows & length of time cast on pedestrians
Response: a. There is no alternative placement for a project on this site. b. The building is a minimum 10' from the property line on all non-ROW-facing sides c. The building is below the maximum building height.
<u>LUC 20.25A.160 - SITE ORGANIZATION</u>
On-Site Circulation – LUC 20.25A.160.B
<i>Guidelines</i> a. Site Circulation for Servicing & Parking b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands c. Pedestrian & Cycling Connections
Response: a. Services and parking are all accessed off of the shared private access drive to the south, or off of the hammerhead turnaround off of the dead end of 106th Pl. b. Passengers and guests can temporarily load along the shared access drive or at the turnaround off of 106th Pl, or they can park in the visitor parking in the level 1 garage. c. Pedestrians and cyclists can access the project and the surrounding pedestrian infrastructure through the main sidewalk along 108th Ave or 106th Pl, using the through-block connection provided on-site, and through the walkway along the private access drive. Building resident bicycle parking is accessed from the through-block connection.

Building Entrances – LUC 20.25A.160.C
<i>Guideline</i> a. <i>Ensure primary building entrance front onto major public streets & are visible, defined & accessible.</i>
Response: a. <i>Primary building entrance is near the center of the building face along 108th Ave.</i>
Through-Block Connections – LUC 20.25A.160.D
<i>Standards</i> a. <i>Location</i> b. <i>Proportionate Share</i> c. <i>Hours</i> d. <i>Legal Agreement</i> e. <i>Signage</i>
Response: a. <i>The through-block connection is completely outdoors, and follows the simplest path from the walkway on the shared access drive through to the sidewalk on 106th Pl.</i> b. <i>The project is adding onto a through-block connection that has been previously established by the two properties to the site. The project is including all necessary additional area for the through-block connection on its site.</i> c. <i>The through-block connection will be open to the public 24/7.</i> d. <i>The property owners agree to execute a legal agreement providing that such property is subject to a nonexclusive right of pedestrian use and access by the public during hours of operation.</i> e. <i>The project will provide all required signage for the through-block connection.</i>
<i>Guidelines</i> a. <i>Form logical routes</i> b. <i>Offer diversity in activities & pedestrian amenities</i> c. <i>Incorporate design elements to identify through-block pedestrian connection as public space</i> d. <i>Accentuate & enhance access to through-block pedestrian connection</i> e. <i>Identify the connection as public space</i> f. <i>Provide pedestrian-scaled lighting</i> g. <i>Provide high-quality design & materials</i> h. <i>Provide landscape to define/animate the space</i> i. <i>Incorporate trees & landscaping to provide enclosure & soften</i> j. <i>Use artistic elements & water features</i> k. <i>Provide ADA access</i> l. <i>Provide weather protection</i> m. <i>Develop as walkway or a combination walkway & vehicular lane</i> n. <i>Incorporate decorative lighting/seating areas</i> o. <i>Be visible from surrounding spaces & uses</i>
Response: a. <i>The through-block follows the simplest path from the walkway on the shared access drive through to the sidewalk on 106th Pl.</i> b. <i>Planting will be provided at intervals along the path.</i> c. <i>Paving will be designed to read as public sidewalk to encourage understanding of it's public use. Guardrails will be fully transparent so the path is visible on sides, and thus identifiable as a place of public passage.</i> d. <i>Access to the through-block connection will be clear and unimpeded.</i> e. <i>Signage and materiality will identify the through-block connection as public space.</i> f. <i>Lighting will be provided using building-mounted sconces at pedestrian scale.</i> g. <i>The project and the through-block connection will be constructed of high-quality materials with quality design.</i> h. <i>Planting will be provided at intervals along the path.</i> i. <i>Trees and landscaping are provided where possible.</i>

- j. The guardrail along the south edge of the walk will be provided as an artistic element.*
- k. The entire path will be ADA accessible.*
- l. Additional weather protection is not currently proposed at the through-block connection.*
- m. As it is located on the project site, the through-block connection is primarily pedestrian-only, although it passes through the fire truck access at the northwestern corner of the site.*
- n. Decorative lighting is currently proposed, seating is not currently proposed.*
- o. Visibility of the pathway is limited by virtue of its location, although the project attempts to maximize visibility and safety by providing an open guardrail at the south edge, and keeping the pathway open and clear along its full length.*

Open Space – LUC 20.25A.160.E

Guidelines

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

Response:

- a. The through-block connection connects to the landscaped mews between the two sites to the south of the project, and provides a plaza at the main entry.*
- b. As there are no parks or open spaces immediately adjacent to the project, gathering places have been proposed at the main entry plaza near street activity.*
- c. The project is designed to engage and highlight the natural environment with native plantings, planted open space wherever possible, a naturalistic building concept, and green roofs in some feature locations.*
- d. There are no significant adjacent open spaces.*
- e. The building is designed to be a focal point along the street and be attractive and comfortable to engage with.*
- f. A through-block connection is being provided.*
- g. There are no deterrents to year-round use, and weather protection is provided where reasonable.*
- h. The building entry is designed with landscaping and overhead canopies to define and animate the edges of public open space.*
- i. The entire site is ADA accessible.*
- j. There is continuous weather protection along 108th Ave.*
- k. As a small site, a water feature does not seem appropriate, there are two proposed art pieces along the through-block connection. Artistic railing and screening along the through block connection relate to the building design concept.*
- l. Natural materials, and high-quality building finishes define the building character and highlight the focus on sustainability.*
- m. Safety and comfort are of utmost concern. The open spaces are well lit And designed for ultimate comfort and safety*
- n. There are not locations for staging events on this small site.*
- o. Vehicular activities are limited in open space, except as required for loading and fire truck access.*
- p. The project will have decorative wall-mounted lighting on all faces.*

Guidelines

- a. Capitalize on elements of natural environment, planned parks, outdoor plazas, & open space*
- b. Orient gathering places & walkways toward parks & open space*
- c. Include elements that engage the natural environment*
- d. Locate building to take advantage of adjacent open spaces*
- e. Create attractive views & focal points*

- f. Use open space to provide through-block pedestrian connections
- g. Encourage year-round use
- h. Define and animate the edges of public open space
- i. Provide ADA access
- j. Provide weather protection
- k. Use artistic elements & water features
- l. Use high quality, function, & environmentally sustainable design element
- m. Maximize safety and comfort
- n. Provide electrical hookups & areas for staging events
- o. Avoid vehicular activities in open space
- p. Employ decorative lighting

Response:

See above for responses.

LUC 20.25A.170 - STREETScape AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

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

Response:

- i. **Above the double-height 4' set back along 108th Ave, the cantilevered building mass follows the pattern of the existing street wall.**
- ii. **All windows are transparent with the exception of some narrow, vertical art-glass panels that will be translucent.**
- iii. **There are almost no blank walls on this project, and all street-level walls are covered with varied, textured, high-end finishes.**
- iv. **Facades have a lot of transparency all around the building, and the material palette is varied and textured.**
- v. **Continuous weather protection is provided at 108th Ave.**
- vi. **Signs and lighting will relate to pedestrian scale and complement pedestrian scale**
- vii. **Building edges are connected to sidewalk and through-block connection with some exceptions to allow buffer landscaping.**

2. Protect Pedestrians from the Elements

Guidelines

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

Response:

- i. **Weather protection is provided through canopies as well as a 4-foot building cantilever over the street-facing elevation.**
- ii. **Weather protection is part of the building massing. Project is under base FAR and is no longer pursuing entry plaza.**

iii. Weather protection is in proportion to the building and sidewalk. iv. Weather protection provides a sense of enclosure. v. Weather protection uses durable materials. vi. Building overhang cantilever is inherently coordinated with building design. Entry canopy evokes the awning overhang of the rooftop amenity above. vii. The entry canopy is 9' above the sidewalk. viii. The entry canopy is 9' above the sidewalk. ix. Pavement slopes into planters with drainage. x. Weather protection is horizontal. xi. Entry canopy aligns with entry vestibule storefront.
i. Create a Variety of Outdoor Spaces Guidelines i. Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous; ii. All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities; iii. Provide courtyards, squares, and plazas to enhance adjacent ground floor uses; iv. Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space; v. Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest; vi. Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events; vii. Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and viii. Provide pedestrian walkways and courtyards in residential or office development areas. Response: i. The location of this project as an infill of an otherwise developed block and its status as a small site suggests that the open spaces should be intimate and distinct. ii. Open outdoor areas are provided for pedestrian travel, rest and respite, and small gatherings and waiting. iii. The ~~entry plaza~~ scale of the entry setback enhances the ground floor uses. <u>Project is under base FAR and is no longer pursuing entry plaza.</u> iv. This small site is not proximate to or large enough to provide large open spaces. v. Trees, shrubs, other plants, and thoughtful hardscape help define walkways and create transitions between different scales of open space. vi. This small site does not support large events. vii. The building entry plaza provides secure covered seating. viii. Pedestrian walkways are provided with the through-block connection through the site.
k. Provide Places for Stopping and Viewing Guidelines i. Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls; ii. Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors; iii. Provide seating adjacent to sidewalks and pedestrian walkways; iv. Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards; v. Create a sense of separation from vehicular traffic; and vi. Provide comfortable and inviting places where people can stop to sit, rest and visit. Response: i. The project is providing seating boulders, low walls, and planter walls. ii. The project does not have retail establishments. iii. Seating is provided at the entry plaza adjacent to the Sidewalk. iv. The ~~plaza provides~~ entry into the building provides places for stopping and viewing. <u>Project is under base FAR and is no longer pursuing entry plaza.</u> v. The setback entry and the layout of the through-block connection are both intended to create a sense of separation from vehicular traffic.

vi. Informal resting spots are provided along the through-block connection.
i. Integrate Artistic Elements
<i>Guidelines</i> i. Use art to provide a conceptual framework to organize <u>open spaces</u> including <u>plazas</u>, <u>open spaces</u>, <u>setbacks</u>, and <u>streetscapes</u>; ii. Use art to mark entryways, corners, gateways and view termini; iii. Integrate art into <u>building</u> elements, including but not limited to: <u>façades</u>, <u>canopies</u>, <u>lighting</u>, etc.; iv. Designate a location for the artwork that activates the <u>public realm</u> and is in scale with its location; and v. Use materials and methods that will withstand public use and weathering if sited outdoors.
Response: i. The project is providing high-quality finishes and artistically considered design. Because the street façade is so limited, public art pieces are proposed along the through-block connection pathway. ii. Because the street façade is so limited, public art pieces are proposed along the through-block connection pathway. iii. Canopies, lighting, and railings are designed with a strong sense of artistry to compliment and enhance the design concept of the building iv. Art pieces appropriate to the size of the site are proposed along the through-bloc connection path.. Small scale design interventions such as accent pavement will enhance the public realm. v. Durable, high-quality materials are proposed.
i. Orient Lighting toward Sidewalks & Public Spaces
<i>Guidelines</i> i. <u>Pedestrian-scaled</u> lighting should be provided along pedestrian <u>walkways</u> and public <u>open spaces</u>; ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character; iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape; iv. Lighting may also be used to highlight trees and similar features within public and private <u>plazas</u>, courtyards, <u>walkways</u>, and other similar outdoor areas and to create an inviting and safe ambiance; v. Use lighting to highlight <u>landscape areas</u>; vi. Integrate and conceal fixtures into the design of <u>buildings</u> or landscape walls, handrails, and stairways; vii. Install foot lighting that illuminates <u>walkways</u> and stairs; viii. Use energy-efficient lighting, such as LED; ix. Direct bollard lighting downward toward walking surfaces; x. Provide festive lighting along signature streets on <u>buildings</u> and trees; and xi. Decorative lighting may be used in <u>open spaces</u> to make the area more welcoming.
Response: i. Wall-mounted, pedestrian-scaled lighting is provided at all sides of the building including along public walkways. ii. Design of adjacent buildings has been considered in lighting design of this project. iii. Wall-mounted fixtures are compatible with the façade and do not have a significant impact on the streetscape. iv. Tree lighting is proposed for the ~~entry plaza~~ area and along the through-block connection. <u>Project is under base FAR and is no longer pursuing entry plaza.</u> v. Lighting will highlight landscape areas. vi. Some lighting will be integral and concealed. Other lighting is planned to be more artistic. vii. There are no exterior project stairs. Wall-mounted lighting will thoroughly illuminate the walkways. viii. All project lighting will be LED. ix. No bollard lighting is proposed. x. This project is not on a signature street. xi. Some decorative lighting is proposed ~~in the entry plaza~~ along the entry. <u>Project is under base FAR and is no longer pursuing entry plaza.</u>
i. Orient Hanging and Blade Signs to Pedestrians
<i>Guidelines</i> i. <u>Signs</u> should not overwhelm the streetscape. They should be compatible with and complement the <u>building</u>'s architecture, including its awnings, canopies, lighting, and street furniture; ii. <u>Sign</u> lighting should be integrated into the façade of the <u>building</u>; iii. <u>Signs</u> should be constructed of high-quality materials and finishes; iv. <u>Signs</u> should be attached to the <u>building</u> in a durable fashion; and v. <u>Signs</u> should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.

Response:

- i. Signage is pedestrian scaled and building/canopy mounted.**
- ii. Signage will be lit from the building or internally.**
- iii. Signage will be constructed of high-quality materials.**
- iv. Signage will be durably attached to the building.**
- v. Proposed signage is 3-dimensional letters mounted to the top of the entry canopy.**

i. Build Compatible Parking Structures

Standards & Guidelines

- i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:
 - (1) 114th Ave NE;
 - (2) Through-block [pedestrian connections](#);
 - (3) Main Street between 112th Ave NE and 114th Ave NE;
 - (4) NE 2nd Street between 112th Ave NE and 114th Ave NE;
 - (5) NE 4th Street between 112th Ave NE and 114th Ave NE; and
 - (6) NE 6th Street between 112th Ave NE and 114th Ave NE;*
- ii. Parking garages and integrated structured parking shall be designed so that their streetscape interface has a consistent aesthetic through massing and use of materials complementing the vision for the area;*
- iii. On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block [pedestrian connections](#) above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;*
- iv. Openings shall be provided adjacent to [interior property lines](#) to avoid blank walls and shall be glazed to function as windows;*
- v. Parking garage floors shall be horizontal to accommodate adaptive reuse;*
- vi. Stairways, elevators, and parking entries and exits shall occur at mid-block;*
- vii. Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;*
- viii. Design shall include vertical expression of [building structure](#) that provides continuity with the surrounding [development](#);*
- ix. Profiles of parking [structure](#) floors shall be concealed and not visible to the public through façade treatments and materiality while providing openings consistent with residential and nonresidential [buildings](#);*
- x. Parking garages and structured parking should be designed to be compatible with the urban streetscape;*
- xi. Sill heights and parapets shall be sufficient to screen view of automobiles;*
- xii. Rhythm and spacing of openings should reflect a typical commercial or residential [development](#); and*
- xiii. Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International [Building](#) Code Section 406.5.2, as amended by the Bellevue [Building](#) Code, whichever is greater, to ensure the natural ventilation of the garage.*

Response:

- i. Above-ground structured parking is not proposed near the right-of-way.**
- ii. Parking garage entries have a consistent aesthetic and are integrated with the through-block connection and the adjacent parking entries.**
- iii. There are no proposed parking garage openings.**
- iv. Openings are not allowed on the interior property line per other code comments. Decorative perforated metal panels will break up the blank wall condition between columns along the level 1 parking garage façade.**
- v. Level 1 parking garage has flat floor. Other garages slope at 1%. Either is acceptable for adaptive reuse.**
- vi. All entries and exits, stairs and elevators occur mid-block.**
- vii. Level P1 and P2 share a single entrance. Level 1 parking (which is primarily visitor, carpool, and delivery,) has a separate entry.**
- viii. Level 1 parking garage expresses structural columns and perforated metal panel-faced walls are inset between and set back from the face of the columns.**
- ix. Profiles of floors are not visible to the public.**
- x. Parking garages are primarily underground.**
- xi. There are no openings (besides entries) in parking garages.**
- xii. There are no openings (besides entries) in parking garages.**
- xiii. There is no glazing at structured parking.**

Right-of-Way (ROW) Designations – LUC 20.25A.170.B
1. Pedestrian Corridor/High Streets – “A” ROW
<i>Standards & Guidelines</i> i. Transparency: 75 percent minimum; ii. Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; iii. Points of Interest. Every 30 linear feet of the façade, maximum; iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.
Response: N/A
2. Commercial Streets – “B” ROW
<i>Standards & Guidelines</i> i. Transparency: 75 percent minimum; ii. Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; iii. Points of Interest: Every 60 linear feet of the façade, maximum; iv. Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and v. One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.
Response: N/A
3. Mixed Streets – “C” ROW
<i>Standards & Guidelines</i> i. Transparency. 75 percent; ii. Weather Protection:. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; iii. Points of Interest. Every 75 linear feet of façade, maximum; iv. Vehicular Parking:. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and v. Fifty percent of street wall shall incorporate Active Uses or Service Uses.
Response: N/A
4. Neighborhood Streets – “D” ROW
<i>Standards & Guidelines</i> i. Transparency. Blank walls and inactive uses may occupy no more than 25 percent of the façade; ii. Weather Protection. 50 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; iii. Points of Interest. Every 90 linear feet of façade, maximum; and

iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.
Response: i. <i>There are no blank walls along 108th Ave NE. The ground level use is residential building lobby.</i> ii. <i>Weather protection is provided at 78% along 108th Ave.</i> iii. <i>The façade is only 67 feet long.</i> iv. <i>There is no surface parking or vehicle access from 108th Ave.</i>
5. Perimeter Streets – “E” ROW
Standards & Guidelines i. Transparency. Blank walls and inactive uses may occupy 25 percent of the façade; ii. Weather Protection. At entries; iii. Points of Interest. Every 90 linear feet of façade, maximum; and iv. Vehicular Parking. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance.
Response: N/A
Alleys with Addresses – LUC 20.25A.170.C
Standards a. At least one entire side of the Alley with an Address shall comply with guidelines i. through v. for Pedestrian Corridor/High Streets – “A” rights-of-way found in subsection B of this section. b. Minimum dimension for an alley with an address shall be 20 feet wide exclusive of drive lane widths. c. Alleys with addresses shall be open to the public 24 hours a day and seven days a week. Signs shall be posted in clear view stating the Alley with an Address is open to the public during these hours. d. Each tenant space shall have an exterior entrance facing the alley and be addressed off the alley.
Response: N/A
Guidelines a. Materials and design elements such as paving, lighting, landscaping, and signage should incorporate design elements of the adjacent right-of-way to identify it as part of the public realm. b. An Alley with an Address may be covered in some areas but should not be predominantly enclosed. c. Access from the public right-of-way should be encouraged and enhanced by multiple clear points of entry that identify the alley as a public space. Access through the site should form a clear circulation logic with the street grid. d. Wayfinding, signage, symbols, and lighting should identify the alley as a public space. e. Design of the ground-level and upper-level retail should relate to the alley and be distinct from the rest of the building. This can be achieved through the use of common architectural style, building materials, articulation, and color. f. Variation should be incorporated into the design by including dimensional and level changes at both the ground plane and building walls. g. Pedestrian-oriented lighting should be provided that is compatible with the landscape design, improves safety and minimizes glare. Design should be high quality, and materials should be durable and convey a sense of permanence. h. Landscaping should be used to animate and soften the space. The use of art and water is also encouraged. i. Alley design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an Alley when reasonable alternatives are not available. Operational procedures should encourage the above-referenced activities after normal business hours. j. Provide complete project design for all phases within a project limit to ensure coordinated design and construction across multiple phases.
Response: N/A

Upper-Level Active Uses – LUC 20.25A.170.D	
<i>Standards</i>	
a. Points of physical vertical access between the ground level and upper levels shall be located no more than 150 feet apart to facilitate frequent pedestrian access to upper-level active uses. b. Each tenant space shall have an exterior entrance. c. Floor area and building façades directly below upper-level active uses shall comply with standards and guidelines b.i. through b.v. for Pedestrian Corridor/High Streets – “A” rights-of-way found in subsection B.1 of this section. d. Visual access shall not be impaired by small, enclosed display windows, window coverings and tinted or reflective glazing.	
Response:	
N/A	
<i>Guidelines</i>	
a. Architectural treatment of the upper-level active use space should read as part of the ground level and be distinct from the architectural treatment of the building above. b. Extensive visual access into the upper-level retail space should be available from the sidewalk or the alley with an address with frequent clear lines of sight from grade. c. Lighting and signage should be used to enliven and draw attention to upper-level arcade or balcony, or directly through ground level retail for a multilevel single tenant.	
Response:	
N/A	
LUC 20.25A.180 - BUILDING DESIGN	
Overall Building Design – LUC 20.25A.180.B	
1. Encourage High-Quality Materials	
<i>Guidelines</i>	
i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability; ii. It should be apparent that the materials have substance and mass, and are not artificial, thin “stage sets” applied only to the building’s surface; iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.	
Response:	
i. <i>Building façade design is intended to be bold, rich, and durable.</i> ii. <i>The building treatment is intentionally volumetric and finishes turn corners, and create a cohesive mass.</i> iii. <i>The project uses finished concrete, precast concrete, and wood (or durable exterior wood-look laminate) as the primary finish at the ground level.</i> iv. <i>The upper floors tie together visibly with the building base, but are distinct with a richly designed pattern of high-quality cladding materials.</i>	
2. Provide Interesting Building Massing	
<i>Guidelines</i>	
i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;	

ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian; iii. Reduce the scale of elevations both horizontally and vertically; iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and v. Design should feature vertical articulation of windows, columns, and bays.
Response: i. Project is broken up both vertically and horizontally, with changes in plan intentional and bold, (generally 5’ or more.) ii. The building is very narrow in the north/south direction, but in the east/west direction, care has been taken to break up the façade in thoughtful ways up the building, especially at the south end along the through-block connection. iii. The building has a strong plane break at level 3 and again at level 8. It is broken into two vertical towers above level 5, and has other insets and plane changes to reduce scale. iv. The building has a clear tripartite façade division, stepping at level 3, and setting back at level 8, with material changes at both divisions. v. Window bays are clearly vertically articulated.
Connected Floor Plates – LUC 20.25A.180.C
<i>Guidelines</i> a. From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and b. The connection should appear to be distinct from the adjacent masses.
Response: N/A
Building Base (Podium) – LUC 20.25A.180.D
2. Articulate Building Base <i>Guidelines</i> i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians; ii. Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and iii. A building’s profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.
Response: i. The building base is clearly articulated and defines the building concept as a refraction point between the podium and the upper floors. Where the building sets back above the podium, a vegetated roof is provided as a focal point and delineating feature. ii. Durable, textured materials are used in thoughtful patterns with carefully rendered detailing. iii. The building profile is similar to the neighboring buildings. Distinct glass canopies extend over the sidewalk to delineate the building entrance.
3. Provide Clear, Unobstructed views/ground floor uses <i>Guidelines</i> i. Transparent windows should be provided on façades facing streets, parks, and open spaces; ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls; iii. Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.
Response: i. Transparent windows are provided in all locations. ii. Views into the residential building lobby entry will not be obstructed. iii. N/A

4. Design Inviting Retail & Commercial Entries	
<i>Guidelines</i>	i. <i>Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;</i> ii. <i>Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;</i> iii. <i>Building lighting should emphasize entrances;</i> iv. <i>Provide transom, side lights, or other combinations of transparency to create visual interest;</i> v. <i>Provide double or multiple door entries; and</i> vi. <i>Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.</i>
Response:	
N/A	
5. Encourage Retail Corner Entries	
<i>Guidelines</i>	i. <i>Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;</i> ii. <i>Locate primary building entrance at the corner;</i> iii. <i>Use weather protection, special paving, and lighting, to emphasize corner entry;</i> iv. <i>Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and</i> v. <i>Use doors with areas of transparency and adjacent windows.</i>
Response:	
N/A	
6. Encourage Inviting Ground Floor Retail & Commercial Windows	
<i>Guidelines</i>	i. <i>Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;</i> ii. <i>Use clear window glazing;</i> iii. <i>Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;</i> iv. <i>Install transom windows or other glazing combinations that promote visual interest.</i>
Response:	
N/A	
7. Provide Multiple Entrances	
<i>Guideline</i>	<i>Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.</i>
Response:	
N/A	
8. Integrate Building Lighting	
<i>Guidelines</i>	i. <i>Exterior lighting of buildings should be an integral component of the façade composition. Lighting should be used to create effects of shadow, relief, and outline that add visual interest and highlight aspects of the building;</i> ii. <i>Lighting should not cast glare into residential units or onto adjacent development of streets;</i> iii. <i>Use accent lighting for architectural features;</i> iv. <i>Provide pedestrian-oriented lighting features;</i>

- v. Integrate lighting within the landscape; and
- vi. Provide dimmable exterior lighting.

Response:

- i. Exterior lighting is building-mounted and integral. Textured pre-cast concrete panels will be accented by lighting.
- ii. Lighting will be aimed to light walkways and enhance the building. It will not shine or glare into neighboring buildings.
- iii. The project uses accent lighting to highlight architectural features.
- iv. Wall-mounted exterior lighting is intentionally pedestrian-oriented.
- v. Landscaping will be lit as appropriate.
- vi. Exterior lighting will be dimmable.

Building Middle (Tower)– LUC 20.25A.180.E

1. Tower Placement

Guidelines

- i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm;
- ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.
- iii.

Response:

N/A

2. Maximize Energy Efficiency

Guidelines

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

Response:

N/A

3. Design Tower to Provide Visual Interest & Articulation

Guidelines

- i. Incorporate variation and articulation in the design of each [tower](#) façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and
- ii. Articulate [towers](#) with high-quality, sustainable materials and finishes to promote design excellence, innovation, and [building](#) longevity.

Response:

N/A

4. Promote Visually Interesting Upper Floor Residential Windows

b. Guidelines

- i. The windows of a residential [building](#) should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows;
- ii. Windows should be residential in character;

- iii. Windows should be operable; and
- iv. Windows should have trim round framed openings and be recessed from the [building](#) façade, not flush.

Response:

N/A

Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

b. Guidelines

- i. [Building](#) rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;
- ii. Include [towers](#) or similar vertical architectural expressions of important [building](#) functions such as entries;
- iii. Vary roof line heights; and
- iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.

Response:

- i. **Building roofline has wood accents and is highlighted by dynamic awnings at the east and west ends.**
- ii. **The building itself is narrow like a tower at the main entry.**
- iii. **The narrowness of the building does not lend itself to varied roof line heights.**
- iv. **A accent building overhang provides the function of a cornice at the building top.**

2. Foster Attractive Rooftops

b. Guidelines

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

Response:

- i. **The roof shape and materials relate distinctly to the rest of the building.**
- ii. **Two “rooftop terraces” are provided at level 8; one on either end of the building.**
- iii. **There are some green roofs building steps at the lower portions of the building.**
- iv. **Mechanical units are consolidated at the center of the roof and screened with attractive and durable materials.**
- v. **The east roof deck overlooks the street at 108th, and the west roof deck is set back over 40’ from the adjacent building and above the roof of that building.**

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM - DEPARTURE #1

Permit #: 20-115037 DC, 21-102719 DB

21-134179-LD Brizo
Notice of Decision
Attachment C

Project Name: SRM Brizo

Administrative Departure requested for LUC: 20.25A.020 (DT – Build-To-Line)

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

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

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

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

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

Written Description of Departure Being Requested:

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

The project is requesting a departure from the "build-to-line" requirement, in order to provide an additional 4 feet (average) of space between the back of sidewalk and the street-facing building elevation to allow for the building entrance door to swing out.

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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

This setback from sidewalk to the east to allow for landscaping and furnishing that does not interfere with sidewalk traffic (UD-65), while providing a unique identity for the building entrance (UD-58). This creates an additional buffer from the street traffic and parking, increases access to morning sunlight (UD-59) and provides continuous overhead protection for pedestrians (UD-60) through overhead canopies

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

The intent of the land use code is to maintain a cohesive urban street wall, and to avoid large yards, parking lots, and other voids in the urban environment. The proposed set back is an average for 4' wide to allow the entry door to swing out. This maintains an a cohesive urban street wall as intended by the code.

The street wall is maintained by the building above level 2, which cantilevers over the recessed entry , creating weather protection, and aligning the mass of the building with the east faces of the buildings to the north and south.

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

The entry setback will provide a building entry identity, and to enhance the pedestrian experience while retaining the intended connection between the publicly accessible pedestrian realm and the ground-level internal portions of the building, therefore, it is proposed to be only 4 feet wide.

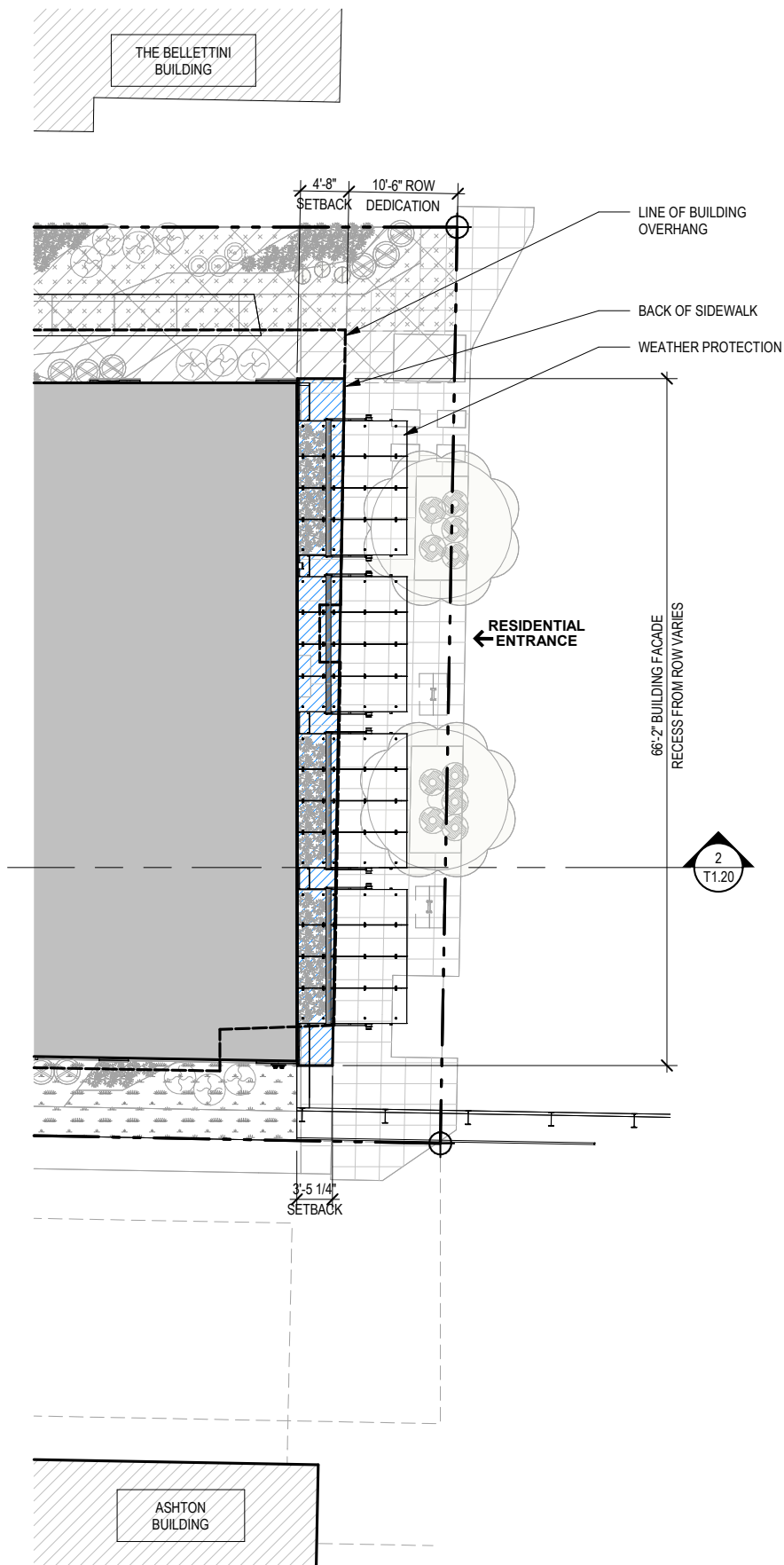
iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

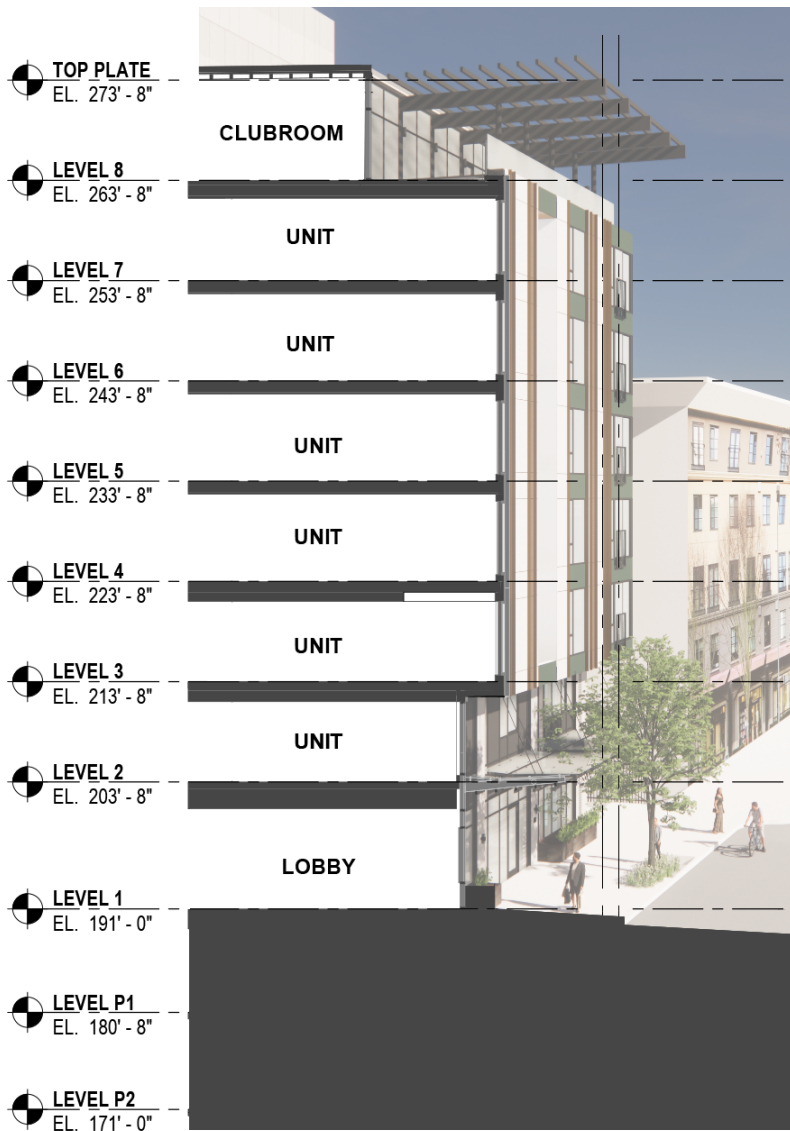
v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Administrative Departure criteria per LUC 20.25A.020 have been met:

DT – Build-To Line: A location along a designated block or right-of-way where a building shall be constructed. The build-to line is the back of the required sidewalk unless, upon the request of the applicant, it is designated otherwise by the Director through an Administrative Departure pursuant to LUC 20.25A.030.D.1 to accommodate plaza space, building modulation or other ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the building.

As noted above, we believe this small setback is consistent with the requirements and intent of the above code section.





2 DEPARTURE 1 SECTION
T1.20 SCALE: 3/32" = 1'-0"

DEPARTURE REQUEST 1

CODE SECTION:	REQUIREMENT:	PROPOSED:	JUSTIFICATION:	SHEET:
20.25A.020	DT – Build-To Line: A location along a designated block or right-of-way where a building shall be constructed. The build-to line is the back of the required sidewalk unless, upon the request of the applicant, it is designated otherwise by the Director through an Administrative Departure pursuant to LUC 20.25A.030.D.1 to accommodate plaza space, building modulation or other ground-level open space that retains the intended connection between the publicly accessible pedestrian realm and ground-level internal portions of the building.	The project is requesting a departure to allow an additional 4 feet average (due to the angle of the property, the space is 4'-8" on the north and 3'-5 1/4" on the south) of space between the back of sidewalk and the street-facing building elevation to allow for the building entrance door to swing out.	The straight building facade meets a number of goals of both the City of Bellevue Land Use Code and the Comprehensive Plan: It provides attractive landscaping to enhance the pedestrian experience, provides weather protection, does not interfere with sidewalk traffic, retains the intended connection between the pedestrian realm and the building entry, and maintains the urban street wall at 108th Ave NE.	T1.20, A0.1



Administrative Departure Request Form

Permit Number: 20-115037 DC, 21-134179-LD, 22-117456-BB

Project Name: SRM Brizo

Administrative departure requested for:

20.25A.110.B.2 (One Site Landscaping)

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

1. Describe the Departure requested; and
2. To Provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.

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

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

Refer to [Land Use Code](#) for complete wording and requirements.

Written Description of Departure Being Requested:

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

The project is requesting a departure from the "Site Perimeter Landscape Requirement" requirement along the south side yard of the project (south perimeter). The requirement is a 5' type III landscape buffer where a surface vehicular access or parking area occurs. This area is used primarily as a pedestrian public access through block connection on the ground level and the area below is a resident parking access entrance and exit. Although there is no room for a 5' landscape buffer, the through block connection has various landscape planters and the building wall surrounding the parking garage has a green wall.

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

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

With the narrow site constraints and the parking & pedestrian pathway requirements, it is not possible to add a 5' landscape buffer along the private access drive. A landscaping strip and green wall to soften the overall feel of the parking garage as well as a generous planter midblock and larger planting strips at the east and west ends of the site creating a comparable buffer to the parking garage.

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

The private access drive functions as an alley and has minimal landscaping along the adjacent properties to the south. The landscaping added to Brizo exceeds that of the surrounding area.

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

A landscaping and planters are proposed in this area but does not meet the 5' requirement along its full length.

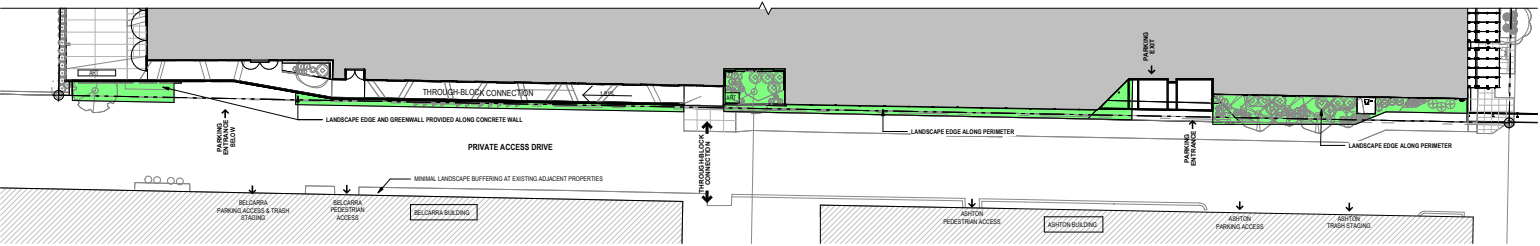
The project site is less than 1 acre and proposes alternative landscaping elements including a green wall, planters and decorative garage wall screens along the entire length of the south property line where there are no garage openings or building entries.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; *or*
- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Administrative Departure criteria per LUC 20.25A.110.B.2 have been met:

An alternative design may be approved through Alternative landscape option, LUC 20.20.520.J through the administrative Departure process in LUC 20.25A.030.D.1

As noted above, the proposed landscaping represents an equal or better result than that which could be achieved by strictly following the requirements of this section.



3 DEPARTURE 5 DIAGRAM - SOUTH PERIMETER
T1.20A SCALE: 1/8" = 1'-0"

DEPARTURE REQUEST 5

CODE SECTION:

20.25A.110.B.2(i)

REQUIREMENT:

Site perimeter and parking structure shall be provided in downtown land use districts and perimeter overlays according to chart 20.25A.110. Side Yard requirement in DT-MU: if buffering vehicular access or parking area is 5' type III landscaping.

PROPOSED:

This project is requesting a departure to eliminate the 5' type III landscape buffer on the south perimeter of the project where the resident parking access doors are. Due to the narrow site condition, there is no room for a 5' landscape buffer.

JUSTIFICATION:

With the narrow site constraints, it is not possible to add a consistent 5' landscape buffer. The private access drive functions as an alley way and has minimal landscaping along the adjacent properties to the south. Where possible, landscaping and planters have been added along the private access drive and the through block pedestrian path, as well as a green wall along the concrete wall of the garage.

SHEET:

T1.20A, A0.1



Administrative Departure Request Form

Permit Number: 20-115037 DC, 21-134179-LD, 22-117456-BB

Project Name: SRM Brizo

Administrative departure requested for:

20.25A.110.B.2 (One Site Landscaping)

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

1. Describe the Departure requested; and
2. To Provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.

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

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

Refer to [Land Use Code](#) for complete wording and requirements.

Written Description of Departure Being Requested:

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

The project is requesting a departure from the "Site Perimeter Landscape Requirement" requirement along the rear yard of the project (west perimeter). The requirement is a 5' type III landscape buffer where a surface vehicular access or parking area occurs. This area is used primarily as a pedestrian public access through block connection and secondly as a fire apparatus truck area and a hammerhead to be used by both Brizo and Perle, the adjacent project to the north. This area is required to be clear for both Brizo and the adjacent project to the north to operate.

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

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

The 5' landscape buffer requirement on such a narrow site would limit the usability and efficiency of the project as well as the adjacent project to the north. The project is designed to function as an infill site that will bring added density and a vibrant urban feel to downtown Bellevue. All the space surrounding the building is accounted for to allow for public pedestrian connections, private resident patios or to allow for building services such as loading, trash pickup, fire truck access to operate.

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

The intent of the land use code is to maintain a landscape buffer around parking lots and on areas with surface vehicular access. This area will not regularly be used by vehicles except as a hammerhead turn around zone or in the event of a fire.

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

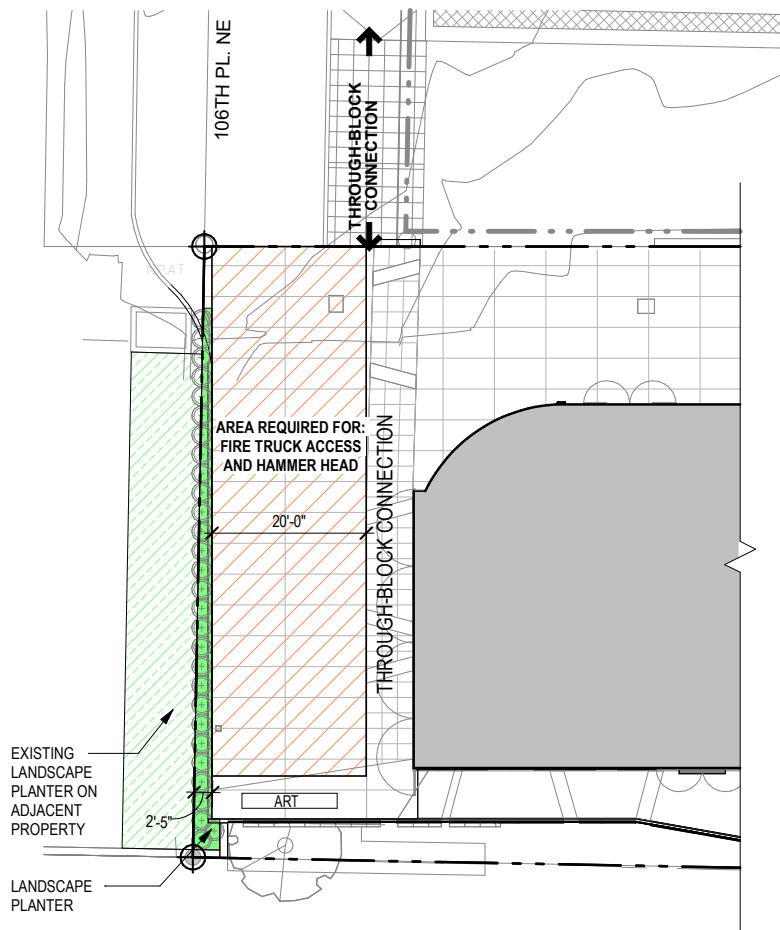
Eliminating the 5' landscape buffer along the perimeter of this area is the only way to allow the hammerhead to function without eliminating density and livability of the project. A small planting strip is proposed along the west edge of the property, however, the adjacent property to the west provides a large planter that already functions as a landscape buffer.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; *or*
- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Administrative Departure criteria per LUC 20.25A.110.B.2 have been met:

An alternative design may be approved through Alternative landscape option, LUC 20.20.520.J through the administrative Departure process in LUC 20.25A.030.D.1

As noted above, the proposed landscaping represents an equal or better result than that which could be achieved by strictly following the requirements of this section.



2 DEPARTURE 4 DIAGRAM - WEST PERIMETER
T1.20A SCALE: 1/16" = 1'-0"

DEPARTURE REQUEST 4

CODE SECTION:

20.25A.110.B.2(i)

REQUIREMENT:

Site perimeter and parking structure shall be provided in downtown land use districts and perimeter overlays according to chart 20.25A.110. Side Yard requirement in DT-MU: if buffering vehicular access or parking area is 5' type III landscaping.

PROPOSED:

This project is requesting a departure to eliminate the 5' type III landscape buffer on the rear yard (west perimeter) of the project due to the site constraints. This area is required for the fire aerial apparatus truck as well as a hammerhead for fire, loading, and trash trucks.

JUSTIFICATION:

This area is primarily used as the pedestrian through-block connection path. The secondary use of the area is a hammerhead and fire access zone meaning the area will not usually be used by vehicles. There is an existing planter on the property to the west provides buffering as needed.

SHEET:

T1.20A, A0.1



Administrative Departure Request Form

Permit Number: 20-115037 DC, 21-134179-LD, 22-117456-BB

Project Name: SRM Brizo

Administrative departure requested for:

20.25A.110.B.2 (On Site Landscaping)

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

1. Describe the Departure requested; and
2. To Provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.

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

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

Refer to [Land Use Code](#) for complete wording and requirements.

Written Description of Departure Being Requested:

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

The project is requesting a departure from the "Site Perimeter Landscape Requirement" requirement along the northwest side yard of the project. The requirement is a 5' type III landscape buffer where a surface vehicular access or parking area occurs. This area needs to remain clear to allow for move-in loading truck, trash staging and pick up as well as fire truck access. Due to the narrow conditions of the site, there is no room to add a 5' landscape buffer along the perimeter of this area. Although these uses are essential for the functioning of the building, these vehicular uses are either not common or scheduled.

The neighboring property abutting the Brizo's north property line has a long vehicular driveway running along the entire length of the property line.

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

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

The 5' landscape buffer requirement on such a narrow site would limit the usability and efficiency of the project. The project is designed to function as an infill site that will bring added density and a vibrant urban feel to downtown Bellevue. All the space surrounding the building is accounted for to allow for public pedestrian connections, private resident patios or to allow for building services such as loading, trash pickup, fire truck access to function.

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

The intent of the land use code is to maintain a landscape buffer around parking lots and on areas with surface vehicular access. This area will not regularly be used by vehicles except as follows: move in trucks, which will be scheduled by the building maintenance, trash pickup which will be scheduled by Republic Services, and fire trucks in the unlikely event of a fire.

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

Eliminating the landscape buffer along the perimeter of this area is the only way to allow the loading and trash staging area to function without eliminating density and livability of the project. Additionally, this area is directly adjacent to the parking access of the property to the north, the consistent uses on either side of the property line reduce the need for a landscape buffer.

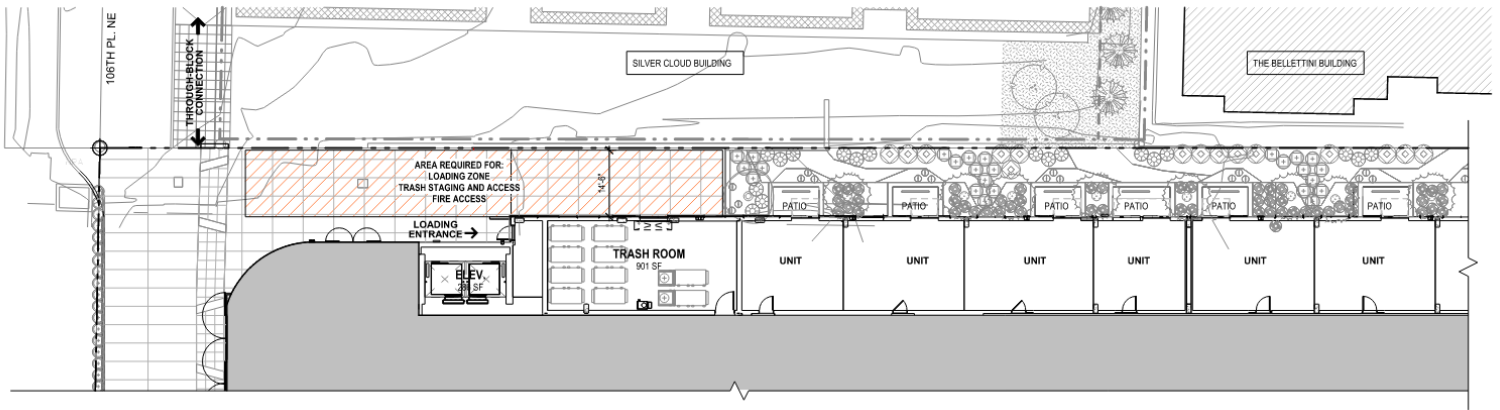
The departure request is limited to the length of the Brizo property line equivalent to the minimum required depth for a Fire Truck Access/Loading area. The remaining length of the north property line meets the required 5' landscape buffer.

- iv. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; *or*
- v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Administrative Departure criteria per LUC 20.25A.110.B.2 have been met:

An alternative design may be approved through Alternative landscape option, LUC 20.20.520.J through the administrative Departure process in LUC 20.25A.030.D.1

As noted above, the proposed landscaping represents an equal or better result than that which could be achieved by strictly following the requirements of this section.



1 DEPARTURE 3 DIAGRAM - NORTH WEST PERIMETER
T1.20A SCALE: 1/16" = 1'-0"

DEPARTURE REQUEST 3

CODE SECTION:	REQUIREMENT:	PROPOSED:	JUSTIFICATION:	SHEET:
20.25A.110.B.2(i)	Site perimeter and parking structure shall be provided in downtown land use districts and perimeter overlays according to chart 20.25A.110. Side Yard requirement in DT-MU: if buffering vehicular access or parking area is 5' type III landscaping.	This project is requesting a departure to eliminate the 5' type III landscape buffer on the north west perimeter of the project where the loading and trash trucks will access the building due to the limited site area.	This area will only be accessed by loading, trash and fire trucks so will only have scheduled vehicular access. Due to the narrow site, this loading area is constrained and does not allow for a 5' buffer. The property to the north also uses this area as parking access so the consistent uses eliminate the need for a landscape buffer.	T1.20A, A0.1

The neighboring property has a long vehicular access driveway along the length of the Brizo property and has a compatible condition to the Fire Truck Access/Loading area.

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM – DEPARTURE #2

Permit #: 20-115037 DC, 21-102719 DB

Project Name: SRM Brizo

Administrative Departure requested for LUC: 20.20.590 K. 9.

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

1) describe the Departure requested and

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

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

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

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

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

Written Description of Departure Being Requested:

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

The project is requesting an administrative departure to increase the number of compact parking stalls to 65%

Written Responses to the Departure Decision Criteria in LUC 20.25A.030.D.1.b:

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

Allowing additional compact stalls provides for increased density by more parking stalls in the same building footprint – the number of units is limited by the number of parking stalls the project is able to supply for them.

Additionally, the site is narrow and tapers in width, and, considering the water easement along the north, is too narrow on the west end to provide double-loaded parking in a standard stall size.

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

The requirement for maximum number of compact parking stalls allowed in LUC 20.20.590 K. 9. is intended for use citywide. 20.25A.080 F. 2. is intended to provide for the increased density goals of the downtown zone, and provides an instrument for requesting additional compact stalls.

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

The project has attempted to provide as many standard size stalls as possible while keeping the total overall number of stalls at its maximum, again to increase density.

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

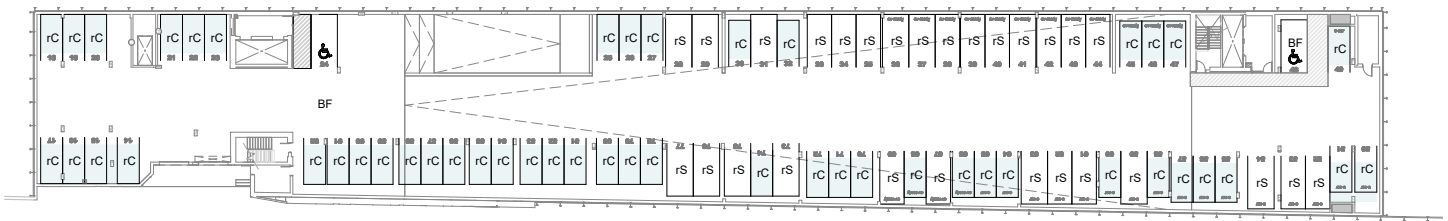
v. The modification is reasonably necessary to implement or ensure consistency with a departure allowed through a Development Agreement approved pursuant to subsection D.2 of this section (LUC 20.25A.030.D.2).

Administrative Departure criteria have been met, per LUC 20.25A.080 F. 2:

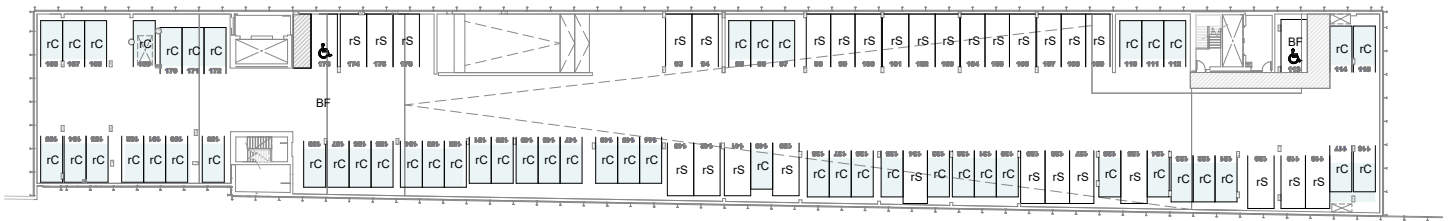
Compact Parking. This subsection F.2 supersedes LUC [20.20.590.K.9](#). The [Director](#) may approve through an Administrative Departure pursuant to LUC [20.25A.030.D.1](#), the design and designation of up to 65 percent of the spaces for use by compact cars.



5 DEPARTURE DIAGRAM - COMPACT STALLS - LEVEL 1
T1.20 SCALE: 1" = 30'-0"



4 DEPARTURE DIAGRAM - COMPACT STALLS - LEVEL P1
T1.20 SCALE: 1" = 30'-0"



3 DEPARTURE DIAGRAM - COMPACT STALLS - LEVEL P2
T1.20 SCALE: 1" = 30'-0"

DEPARTURE REQUEST 2

CODE SECTION:

20.20.590 K. 9.

REQUIREMENT:

For all uses, the property owner may design and construct up to 50 percent of the approved parking spaces in accordance with the dimensions for compact stalls provided in paragraph K.11 of this section. Per 20.25A.080 F. 2: The Director may approve through an Administrative Departure pursuant to LUC 20.25A.030.D.1, the design and designation of up to 65 percent of the spaces for use by compact cars.

PROPOSED:

The project is requesting an increase to 65% Compact Stalls.

JUSTIFICATION:

Many vehicles driven by urban/downtown residents are compact/smaller cars. The majority of electric cars, which are encouraged in this development, are also smaller. Parking stalls will be assigned by resident, which allows the compact stalls to be reserved for people with smaller cars.

SHEET:

T1.0, T1.20, A1.1 - A1.3



Transportation

21-134179-LD Brizo Notice of Decision
Attachment D

Certificate of Concurrency

Date: 12/19/2024

Project Name: Brizo

Project Address: 1051 108th Avenue NE

Permit Number: 21-134179 LD

Mobility Units Allocated: 29

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).

A handwritten signature in blue ink, appearing to read "Andrew Eric".

Director
City of Bellevue Transportation Department

Certificate Number: 166



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 **SRM Brizo**
2. Name of applicant **SRM Development**
3. Contact person **Andy Loos, SRM Development** Phone **509.455.5477**
4. Contact person address **111 N Post, Suite 200 Spokane, WA 99201**
5. Date this checklist was prepared **12/3/21**
6. Agency requesting the checklist **City of Bellevue**

Reviewed by: Amy Tarce, 11/19/24,
Senior Planner, Development Services

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

Construction to commence on July 27, 2023, with 25-month duration.
Construction will commence upon issuance of construction permits sometime in 2025. AT

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

No

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

- **Geotechnical Engineering Report by Terracon dated 12/14/2020.**
- **Level 1 Traffic Impact Analysis by Transpo Group**
- **Phase 1 Environmental Site Assessment Dated 11/25/19**

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

No

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

- **Bellevue LD Permit**
- **Bellevue Clear & Grade Permit**
- **Bellevue Demolition Permit**
- **Bellevue Right of Way Permit**
- **Bellevue Shoring Permit**
- **Bellevue Building Permit**

Plumbing, Electrical, Mechanical, Developer Extension, and associated Fire Department permits. AT, 11/15/24

6. 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 project site area is 39,897 SF (0.92 acres) and will be developed as an 8-story multifamily residential building with 2 levels of below grade parking. A through-block connection for pedestrians will be provided from 106th Place NE to the private access drive on the south of the project site.

See staff report for updated project statistics and project description. AT, 11/19/24

7. 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.
- **The project site address: 1051 108th Avenue NE, Bellevue, WA 98004**
 - **Tax Parcel number: 1544600103**
 - **Legal description: THAT PORTION OF TRACT 5 OF CHERITON FRUIT GARDENS, CONWAY'S SUBDIVISION, AS PER PLAT RECORDED IN VOLUME 7 OF PLATS, PAGE 46, RECORDS OF KING COUNTY, WASHINGTON.**
 - **Please refer to the LD Permit set for vicinity plan, site plan, and topographic map.**

Environmental Elements

Earth

1. General description of the site:
 - ☐ Flat
 - ☐ Rolling
 - ☐ Hilly
 - ☐ Steep Slopes
 - ☐ Mountainous
 - ☒ Other: The site is generally flat with isolated areas of rolling to hilly terrain. An existing wall along the south side of the site varies in height from 0 feet to 16 feet.
2. What is the steepest slope on the site (approximate percent slope)?
16%

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.

From Geotech report 2020:

- **Existing Asphalt pavement (up to 7 inches thick) over base course (up to 4 inches thick).**
- **Existing fill of variable density to about 7 feet below existing ground surface.**
- **Medium dense to dense silty sand (recessional glacial outwash/weathered glacial till) to about 13 feet**
- **Very dense silty sand inferred to be glacial till to at least 36 ½ feet below existing ground surface.**
- **Long-term steady-flow groundwater was not encountered, possibly perched groundwater at around 25 ½ feet below existing ground surface.**

Terracon Geotech Report available on file. AT, 11/19/24

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

No

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

The project will have a cut around 40,000 CY (for permitting only) and a fill of approximately 2,000 CY (for permitting only) around the foundation of the building. The general contractor will determine the source of fill at the time of construction.

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

Erosion is possible in conjunction with construction activity. The implementation of the Temporary Erosion Sedimentation Control (TESC) plan will mitigate potential impacts. Once the building is completed no erosion is anticipated.

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

85%

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

The proposed development is being designed to comply with the City of Bellevue's current building code and as such, will address excavation support and seismic design requirements. Comprehensive drainage control plan approvals (including Construction Best Management Practices, Erosions and Sediment Control approvals) will be submitted as a component of the building permit approval.

Project will be required to meet the BCC 23.76.090, Erosion and Sedimentation Control requirements. AT, 11/19/24

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.

The proposed project could result in localized increases in air quality emissions (primarily carbon monoxide) due to construction activities and possible increased vehicular traffic associated with the project.

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

There are no off-site sources of emissions or odors that would affect the proposed project.

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

The following measures could be implemented to control emissions and/or dust during construction:

- **During excavation and construction, debris and exposed areas will be sprinklered, as necessary, to control dust; quarry spalls will be provided on-site prior to the construction vehicles existing the site.**
- **Using well maintained equipment would reduce emissions from equipment and construction related trucks as would avoiding prolonged periods of vehicle idling.**
- **Using electrically operated small tools in place of gas-powered small tools, whenever possible. Trucking building materials to and from the project site would be scheduled and coordinated to minimize congestions during peak travel times associated with adjacent roadways.**

All construction vehicles shall meet the requirements of the Revised Code of Washington RCW 46.61.655. Construction dust suppression measure per BCC 23.76 will be required. AT, 11/19/24

Water

1. Surface Water

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

There are no surface water bodies on the site. There are no wetlands on the site. The site flows to the adjacent dedicated public storm drain in 106 Place NE and 108th Ave NE.

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

The project would not require any work over, in, or adjacent to any surface water bodies.

- 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.

The proposed project would not require any work in or near surface water, and thus would not place any amount of fill or dredge material in surface waters or associated wetlands.

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

The proposed project would not require surface water withdrawals or diversions.

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

The project site does not lie within a 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.

No.

2. Ground Water

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

Groundwater is not being used for drinking or domestic use. The project will be connected to the City of Bellevue water system. Some dewatering may be necessary during construction. No water will be discharged 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.

No waste material will be discharged into the ground.

3. Water Runoff (including stormwater)

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

Stormwater runoff will be generated from the impervious roof and paved surfaces of the site. Runoff from the roof and building areas will be collected in drainage structures where it will be routed to a connection to the public storm drain. Stormwater runoff from the sidewalk will sheetflow to the street where it will be collected in catch basins and routed to the public storm drain. Stormwater from the public storm drain is conveyed to the Meydenbauer Trunk Main which ultimately discharges to Lake Washington.

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

Not Applicable. Project discharges to the City sanitary sewer system.

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

Drainage patterns will not be affected in the vicinity of the project site.

Final Storm Drainage Report prepared by KPFF in July 2024 available on file. AT, 11/19/24.

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

Not Applicable. The project is located within the Meydenbauer No Detention Zone and stormwater discharges to the Meydenbauer Trunk Main. There are no stormwater flow control devices proposed for this project.

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
2. What kind and amount of vegetation will be removed or altered?
All vegetation within the property will be removed for construction of the new building
3. List any threatened and endangered species known to be on or near the site.
None known
4. Proposed landscaping, use of native plants or other measures to preserve or enhance vegetation on the site, if any.
Ornamental shrubs, groundcovers, perennials and trees will be included on all four sides of the site to restore vegetation areas of the site not occupied by building and pavement areas. Shrubs, groundcovers and perennials will be primarily drought tolerant or adaptive species to suit the site conditions, the urban context and wise water use.
5. List all noxious weeds and invasive species known to be on or near the site.
None known.

Street trees will be provided along 108th Ave. NE per City of Bellevue Transportation standards.
AT, 11/19/24

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:
2. Birds: ☐hawk, ☐heron, ☐eagle, ☒songbirds, ☐other
Mammals: ☐deer, ☐bear, ☐elk, ☐beaver, ☐other
3. Fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, ☐other
4. List any threatened and endangered species known to be on or near the site.
None known.
5. Is the site part of a migration route? If so, explain.
Yes, the site and all of Puget Sound is within the Pacific Flyway, one of the four principal north-south migration routes for birds (including Canada geese, herons, and other birds) in North America.
6. Proposed measures to preserve or enhance wildlife, if any.
Ornamental shrubs, groundcovers, perennials and trees will be provide urban-quality habitat and some forage for birds, insects and other typical urban wildlife.
7. List any invasive animal species known to be on or near the site.
Invasive species known to be in King County include European Starling, House Sparrow, and Eastern Gray Squirrel.

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.
Electricity and natural gas are the primary sources of energy that will serve the proposed development. During operation, these energy sources will be used for the project heating, cooling, hot water, and lighting.
2. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
The proposed project is 8 stories tall and will partially impair solar access to the five-story multifamily development and four-story development to the north of our site during the fall, winter, and spring months. The impact is reduced since the building will only be 85' in height, compared to the 99' max building height permitted by current zoning.
3. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.
The proposed project will be designed to meet the 2018 Washington State Energy Code and the City of Bellevue Energy Code, and also intends to pursue LEED Gold Certification.

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.

The completed project would present no known environmental health hazards

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

None

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

None

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

None

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

None

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

None

2. Noise

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

The site is in Downtown Bellevue so there will be noise associated with typical urban life such as traffic noise. The traffic noise is not expected to adversely affect the project.

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

Short term noise impacts: Construction related noise would occur because of on-site construction activities associated with the proposed project. This includes construction activities on-site, and noise associated with construction related traffic. The proposed development would comply with the provisions of the City of Bellevue Noise Ordinance relative to construction noise. No noise variances are anticipated.

Long-term noise impacts: Once the building is operational, no significant long-term noise impacts are anticipated. The development would comply with Chapter 9.18, Noise Control, of the Bellevue Municipal Code. Indirect noise impacts from the proposed project may include increased traffic related noise associated with vehicles accessing the parking garage.

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

Construction activities would be restricted to hours and levels designated by BMC 9.18. If construction activities exceed permitted noise levels, the development would implement measures to reduce noise impacts to comply with the noise control code, which may include additional muffling equipment.

Project will also use the best available noise abatement technology per BCC 9.18.020F. AT, 11/19/24

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.
There are 6 low-rise wood frame buildings on the site being used as apartment buildings. The adjacent properties to the north consist of a midrise mixed-use apartment building, an assisted living facility, and a Silver Cloud Inn (hotel). To the south of the project, across from a private drive, there is a high-rise mixed-use apartment building and a mid-rise mixed-use apartment building. To the west of the project, there is a midrise mixed-use apartment building.
The proposal will not affect current land uses on nearby or adjacent properties as parking is proposed for the site complying with current zoning code. The addition of residential housing next to the existing residential housing will complement the land uses on nearby or adjacent properties.
2. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non- farm or non-forest use?
No
 - a. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling and harvesting? If so, how?
No
3. Describe any structures on the site.
There are 6 low-rise wood frame buildings on the site being used as apartment buildings.
4. Will any structures be demolished? If so, what?
Yes, all existing buildings will be demolished as part of this project.

5. What is the current zoning classification of the site? **DT-MU**
6. What is the current comprehensive plan designation of the site?
The Comprehensive Land Use Plan Map indicates the site is in the City Center North part of the Downtown area.
7. If applicable, what is the current shoreline master program designation of the site?
Not applicable.
8. Has any part of the site been classified as a critical area by the city or county? If so, specify.
No.
9. Approximately how many people would reside or work in the completed project?
Approximately 221 units, with up to 371 residents and approximately 3-6 staff

See staff report for updated project statistics. AT, 11/19/24
10. Approximately how many people would the completed project displace?
Existing 36 units on the site, with up to 72 residents.
11. Proposed measures to avoid or reduce displacement impacts, if any.
If Tenant relocation assistance is required, the project will comply with the requirements of BMC 9.21.
12. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.
The project will be constructed to adopted zoning regulations. The project is also consistent with the City's Comprehensive Plan. In addition, the project is in the process of completing the City of Bellevue's LD application. This report is being submitted as part of that process, to ensure compatibility with existing and future comprehensive plans.
13. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any.
N/A – Site is not near significant commercial agricultural or forest lands.

Housing

1. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
Approximately 221 units comprised of middle-income and low-income housing. Project to apply for Multi-Family Tax Exemption.
2. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
Approximately 36 middle-income housing units exist on the site.
3. Proposed measures to reduce or control housing impacts, if any.
The project will increase the number of middle-income units available in the area and will add low income units to area.

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 height of the main building is approximately 86.75 feet above average finished grade. Mechanical and elevator penthouses extend to a maximum height of 100 feet above average finished grade.
The exterior materials are predominately composite siding, concrete, metal siding and glazing. See staff report for updated building height statistics. AT, 11/19/24
2. What views in the immediate vicinity would be altered or obstructed?
Based on the 86.75' height, the building may alter and/or obstruct views of the neighborhood from some nearby structures up to 86.75'. No other major view obstructions are anticipated, especially since the majority of buildings in downtown Bellevue are taller than this project.
3. Proposed measures to reduce or control aesthetic impacts if any?
The design incorporates high quality materials and an attractive design on all facades, not just the facades facing the rights-of-way.

Project will comply with the Downtown Design Guidelines, LUC 20.25A.140 to 20.25A.180.

Light and Glare

1. What type of light or glare will the proposal produce? What time of day would it mainly occur?
There are no light or glare related impacts during the day. There will be some evening light spillage from the residential units typical of urban residential units. The project will also provide site lighting and pedestrian lighting that illuminates pathways for pedestrians that does not exist today.
2. Could light or glare from the finished project be a safety hazard or interfere with views?
No. Careful consideration will be taken to provide residential lighting that will enhance safety at the site.
3. What existing off-site sources of light or glare may affect your proposal?
None – the property is in an urban downtown location with standard commercial lighting and streetlights.

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

None.

Cut-off shields or dimmable lights will be required on all exterior lighting. AT, 11/19/24.

Recreation

1. What designated and informal recreational opportunities are in the immediate vicinity?
The recreational areas in the vicinity of the project site include:
 - o Ashwood Playfield one block east of the site
 - o McCormick Park one block north of the site

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

The proposed project would 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.

No impacts to recreation are anticipated.

The building provides amenity spaces for its residents, including a pet area and rooftop gathering spaces. AT, 11/15/24

Historic and Cultural Preservation

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

No. The existing buildings on the project site are two-story wood-frame apartment buildings constructed in 1977 (Source: King County Parcel data). The existing buildings on the project site have not been previously listed for any preservation status. No nearby structures are listed in or eligible for preservation.

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

None known.

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

The site was previously developed in 1977 as apartment buildings. The applicant has researched GIS maps, surveys, and historic maps.

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

None, other than compliance with existing codes and regulations.

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 site is in Downtown Bellevue on the west side of 108th Ave NE between NE10th St and NE 12st St. The parking garage will be accessed from an existing private access drive that intersects 108th Ave NE and 106th Place NE. Trash and loading will be accessed from 106th Place NE that abuts the NW corner of the site.

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.

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?

The site is well served by Metro bus stops within 1 block and the transit center is 0.4 mile from the site. The project site is within ½ mile to the future Sound Transit Link extension.

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

The project would provide 178 new parking spaces and eliminate 54 existing parking stalls for a net addition of 124 stalls to the site.

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).

Yes, the project will provide improvements to the 108th Ave NE bike lane, curb, street tree and sidewalks. The project will widen the curb cut into the Private Access Drive at 108th Ave NE. The project will also add a curb cut at 106th Place NE.

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

No, not applicable.

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

The project is anticipated to generate 256 net new daily trips, with 34 occurring during the weekday AM peak hour and 27 occurring during the weekday PM peak hour. Trip generation rates are based on the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition (2017).

Traffic Report is in progress.

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 project is not anticipated to affect the movement of agricultural and forest products in the area.

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

The project is not expected to result in adverse transportation impacts and no measures to reduce or control impacts are proposed.

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.

The project is not anticipated to result in an increased need for public services.

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

None required.

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 – PSE

Water – City of Bellevue

Refuse Service – Republic

Telephone & Internet – CenturyLink, Comcast

Sanitary Sewer & Storm Sewer – City of Bellevue

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 Andy Loos

Name of signee ANDY LOOS

Position and Agency/Organization DEVELOPMENT MGR. - SRM DEVELOPMENT

Date Submitted 11/14/24