



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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	SRM Polynesia
LOCATION:	1125 102nd Ave NE
FILE NUMBERS:	22-114105 LD
PROPONENT:	Urbal Architecture, Brad Austin, (206) 676-5634,
DESCRIPTION OF PROPOSAL: Design Review approval to construct a multi-family residential building within the Downtown Residential (DT-R) zone. The proposal includes a six-story building comprised of 166 residential units, common accessory residential amenities, and 149 parking stalls.	

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: 6/27/2024

APPEAL DATE: 7/11/2024

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

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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

Issued By: Reilly Pittman **for** **Date:** June 27, 2024
Reilly Pittman, Environmental Coordinator
Development Services Department



City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name: **SRM Polynesia**

Proposal Address: 1125 102nd Ave NE

Proposal Description: Design Review approval for a 6-story, multi-family residential building with 166 residential units and below-grade parking for 148 parking stalls within the Downtown Residential (DT-R) land use district and Perimeter A-1 overlay land use district.

File Number: **22-114105-LD**

Applicant: Brad Austin, Urbal Architecture

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

Planner: Richard Hansen AICP, Associate 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: 
Kimo Burden, Acting Land Use Director

Date of Application: July 5, 2022
Notice of Application: August 25, 2022
Public Meeting: September 15, 2022
Decision: June 27, 2024
Appeal Deadline: July 11, 2024
LD Vesting Expiration: July 11, 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. Comments on State Environmental Act Determinations can be made with or without appealing the proposal within the noted comment period for the SEPA determination. Appeal of the decision must be received in the City Clerk's office by 5 p.m. on the date noted for appeal of the decision.

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- C. Administrative Departure Request Forms
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I. Request/Development Review Process

A. Request

The applicant requests Design Review approval and a Threshold Determination of Non-significance under the State Environmental Policy Act (SEPA) to construct a 6-story residential building on a 0.94-acre (40,982 SF) site in the DT-R (Downtown-Residential) land use district in Perimeter Overlay A-1.

The building will include 166 residential dwelling units on six floors. The ground floor will include an entrance lobby and a fitness room for building residents. The project will provide 149 parking stalls including 9 visitor stalls and 1 van/carpooling parking stall in a two-level below-grade garage. Associated site improvements include a required 20-foot-wide landscaped perimeter buffer and a publicly accessible dog park on NE 12th Street and typical street frontage improvements.

The applicant has requested four (4) Administrative Departures as part of the Design Review application:

- a) Compact Parking: (LUC 20.25A.080.F.2)
- b) Connected Floorplate (LUC 20.25A.060.B.1)
- c) Build-to line (LUC 20.25A.060.A.1)
- d) Linear Buffer Planting Area: (LUC 20.25A.110.C.4.g)

Departure requests are discussed in further detail in Section VI below.

Figure 1: View to southwest along 102nd Avenue NE



B. Development Review Process

Design Review and the SEPA Threshold Determination are both Process II Administrative Decisions, pursuant to Land Use Code (LUC) 20.35.200. The Environmental Coordinator issues the SEPA Threshold Determination, and the Director of Development Services issues the Design Review decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

Design Review: Design Review is the City's mechanism to ensure site development and structures comply with the Land Use Code regulations regarding structure design and compatibility with surrounding uses. It also ensures that building development is of high design quality. A Design Review may be modified either through the Land Use Exemption process or as a new Design Review, per LUC 20.30F.175. **See Section XIII.A for related condition regarding Design Review Modifications.**

II. SITE DESCRIPTION, LAND USE CONTEXT AND ZONING

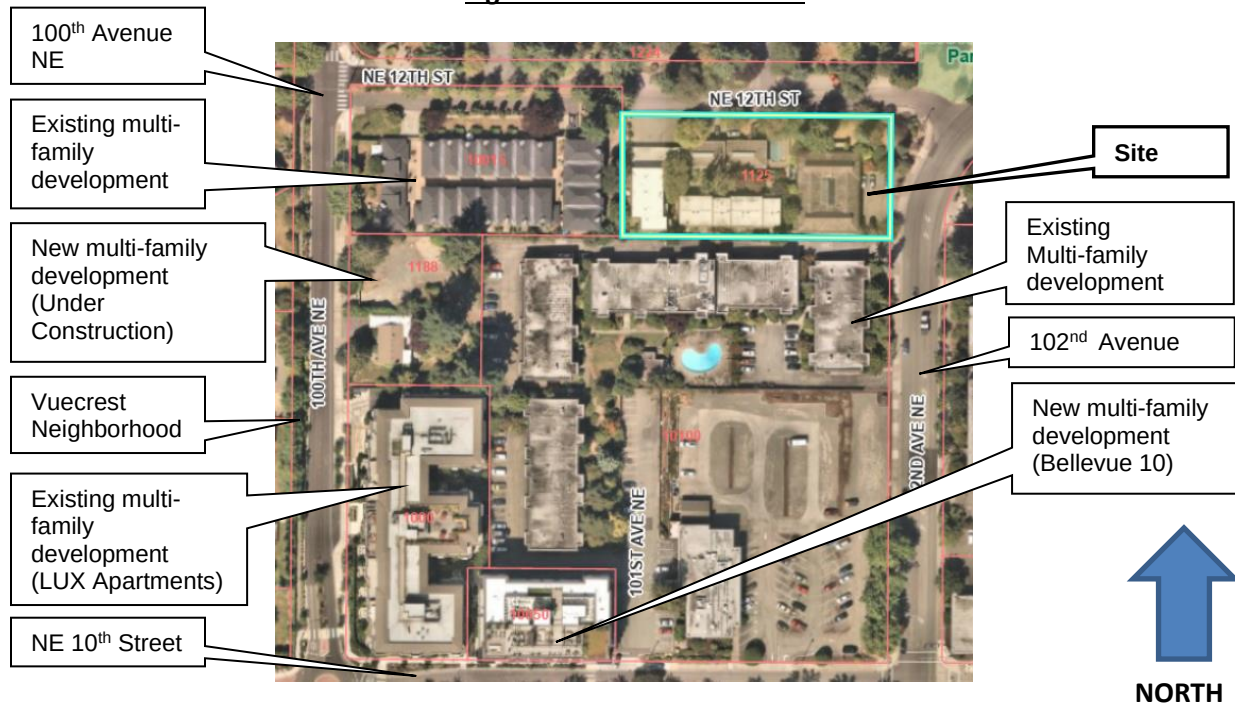
A. Site Description (Existing Conditions)

The site is located along the west side of 102nd Avenue NE immediately north of the existing Le Chateau Apartments (future Pinnacle North development, 21-103195 LD) and is a single, 40,900 SF parcel containing an existing multi-family development along with associated amenities and landscaping. All structures and landscaping on the site will be demolished/removed for the proposed building. The site is roughly rectangular in shape and its topography slopes from an approximate elevation of 202 feet at the western property line to approximately 176 feet at the eastern property line, resulting in an approximate 9% slope across the site. The site is located along the Downtown boundary with a multi-family development (Regents Park) to the north across NE 12th Street. 102nd Avenue NE, to the east, is classified as a minor arterial on City maps.

B. Land Use Context

The site is located in the Downtown Subarea of the City's Comprehensive Plan and within the Northwest Village neighborhood. Existing development in Northwest Village is characterized by commercial and multi-family residential uses that are typically between 2 to 3 stories tall. This existing context is gradually being replaced with new, higher density developments such as the LUX Apartments, a 5-story multi-family residential building at the corner of 100th Ave NE and NE 10th Street, Bellevue 10, which is a 7 story multi-family residential development currently under construction to the south of the site along NE 10th Street, and the Pinnacle project, a 6-story multi-family residential building to the southwest along 100th Ave NE.

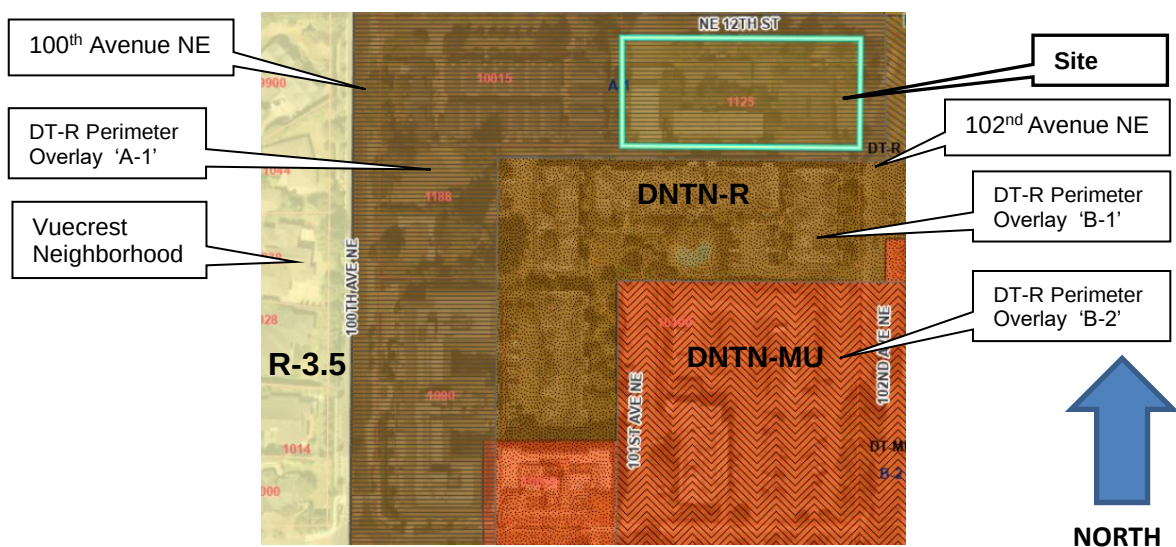
Figure 12: Land Use Context



C. Site Zoning

The site is zoned Downtown Residential (DT-R) and is also within the Perimeter A-1 Overlay District. The purpose of the DT-R District is to provide an area for predominantly urban residential uses. Limited office and retail uses are permitted as secondary to residential use, in order to provide the amenity of shopping and services within an easy walking distance of residential structures. Perimeter Overlays provide an area for lower intensity development that provides a buffer between less intense uses outside Downtown and more intensively developed properties in Downtown.

Figure 13: Site Zoning Map



Adjacent Land Uses:

North: R-10: multi-family development along NE 12th Street, Regents Park

East: (Across 102nd Avenue NE) DNTN-R, Subdistrict A-2: surface parking lot for commercial building (CenturyLink).

South: DNTN-MU, Subdistrict B-1: multi-family development, Le Chateau Apartments

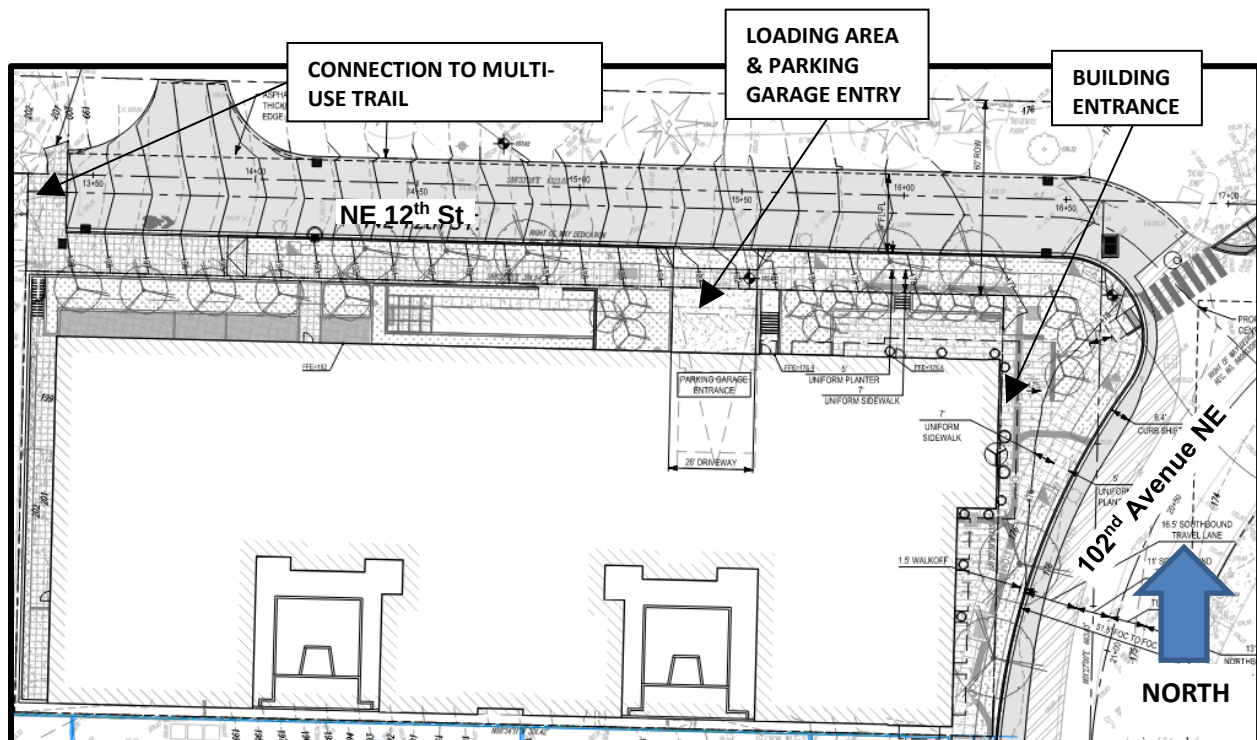
West: DNTN-R, Subdistrict A-1: multi-family development, Cambridge Village Apartments

III. SITE AND BUILDING DESIGN

A. Streetscape:

A 5-foot-wide planting strip and 7-foot-wide sidewalk will be provided along 102nd Avenue NE, mostly in the ROW. Along NE 12th Street, a 5-foot-wide planter strip and 8-foot-wide sidewalk will be provided, completely within the ROW. The planting strips will include street trees and additional plantings (shrubs and groundcover) as indicated in LUC 20.25A.110.A, including two 'Rugged Ridge' Maple trees along 102nd Avenue NE and five Village Green Zelkovas along NE 12th Street. To accommodate fire and first response turnaround requirements, no planting strip or curb is provided along the western-most 50 feet along NE 12th Street. **Refer to Conditions of Approval regarding Final Landscape & Irrigation Plans, Planting in Right-of-Way and Streetscape, Streetscape Irrigation (Right-of-Way and Site) and Soil Volumes in Section XIII.B of this report.**

Figure 2: Site Plan



Pedestrian Access:

Pedestrian access to the building will be provided through a paved plaza area behind the sidewalk along 102nd Avenue NE, located just north of the approximate mid-point of the building's east façade. The building's entry will roughly align with the sidewalk grade and will minimize the length of an ADA accessible path to the entry. Three additional entryways will be located along NE 12th Street, including one to the lobby, one to the parking garage, and one providing access to units on the west side of the building. In addition to building access, a new multi-use path is planned at the west end of NE 12th street, connecting to the city-planned multi-use trail on NE 12th Street and bike lanes along 100th Avenue NE.

Vehicular Access:

Vehicular access to the site will be provided from NE 12th Street to the immediate west of the building's lobby area. This driveway will be the only vehicular access into the building's below-grade parking garage. A loading area will be provided within the building at the ground floor before the vehicle access drive slopes to the parking levels below. **Refer to Condition of Approval regarding Provisions for Loading in Section XIII.A of this report.**

Linear Buffer:

The site's location in the Perimeter A-1 Overlay District will require the provision of a 20-foot-wide linear buffer between the public sidewalk and the face of the building, per LUC 20.25A.110.C. However, due to the site's limited length of street-frontage and the provision of required vehicular and pedestrian access as described above, the resulting planting area will not meet the requirement that 75% of the linear buffer be planted. The applicant has requested an Administrative Departure to allow a reduced planting area. **Refer to discussion in Departure Request to Reduce Linear Buffer Planting in Section VI of this report.**

B. Building Design

The maximum height allowed for residential buildings within the DT-R zoning district is 55 feet (75 feet with mechanical equipment). The proposed building height is 54 feet 4.5 inches at the roofline and 63 feet and 8.5 inches with mechanical equipment.

Pursuant to LUC 20.25A.075.C.1, the top floor level (level 6) of the building's façade along NE 12th Street will include a modified 6-foot stepback from the façade of the levels below. This shift in the building's form will reduce its scale along NE 12th Street. The building is separated into smaller masses through modulation and cladding material selection including thin black brick, fiber cement panels and stained wood shiplap. These forms and proportions help to reduce the visual bulk of the building and create architectural motifs through the cladding and window patterns. Additionally, the footprint above the entrance to the garage along NE 12th Street is recessed and will be clad with aluminum paneling. This further breaks up the building to meet connected floor plate provisions for the 6th floor. **Refer to discussion regarding Departure for Connected Floorplate in Section VI of this report.**

The development will preserve solar access to existing surrounding public open spaces. The site and building design also promote the use and accessibility of a small plaza at the northeast corner of the building which will have solar access throughout most of the day. Recessed step lights, accent tree lighting, and bollard lighting is proposed within ground level pedestrian and

planting areas. A roof deck is provided for residents at the corner of 102nd Avenue NE and NE 12th Street. Trellis lighting and tree lighting is proposed for the roof deck.

To allow for the required 20' linear buffer along the downtown border to the north of the site and to accommodate the required 12' right of way setback along 102nd Avenue NE, the building does not meet the build-to line requirement along 102nd Ave NE nor NE 12th Street. The applicant has submitted a request for an Administrative Departure from the build-to requirement. **Refer to discussion regarding Departure to Build-to Line in Section VI of this report.**

The applicant has submitted a preliminary master sign program for the development, which includes sign design concepts and potential locations of where building signage could be placed throughout the development. This Design Review application does not include any sign permit approvals of the preliminary master sign program. The applicant will be required to submit a sign permit package to the City for formal sign code review prior to any occupancy permits for the tower or active use spaces. **Refer to Conditions of Approval regarding Design Review Modifications, Exterior Building Lighting, Mechanical Equipment and Equipment Screening, Mechanical Exhaust and Individual Sign Permits in Sections XIII.A, C, and E of this report**

Figure 4: Entry Detail and Patio area



Figure 5: Northeast Corner Rooftop Deck



Figure 6: Dog Park and Fire Turnaround



Figure 7: Exterior Color Samples



Figure 9a: South Elevation





Figure 10: East Elevation



Figure 11a: North Elevation (East)



IV. CONSISTENCY WITH LAND USE CODE/ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use:

Uses in Downtown are regulated by LUC 20.25A.050 (Land Use Charts). The proposed residential use is permitted outright.

2. Dimensional Requirements:

All applicable dimensional requirements of the Land Use Code will be met, except where an Administrative Departure has been requested. Refer to the following chart for specific information, as well as associated Conditions of Approval, Administrative Departures (Attachment C) and project drawings (Attachment A).

Table 1: Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit LUC 20.25A.020	40,982 SF		
Land Use District LUC 20.25A.010	Downtown Residential (DT-R) within Perimeter A-1 Overlay		
Building Type per LUC 20.25A.060 Footnote (2)	Residential		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	Permitted/Required	Proposed	Comments/Conditions
Maximum Floor Plate Above 40 ft. <i>(Measured in gsf/f*)</i>	20,000 gsf/f	First floor plate: 17,840 gsf/f Second floor plate: 9,245 gsf/f	Meets requirement using connected floorplate exception per LUC 20.25A.060.B.1. <u>Refer to Request for Administrative Departure to Connected Floorplate in Section VI of this report.</u>
ADDITIONAL DIMENSIONAL REQUIREMENTS IN DOWNTOWN PERIMETER OVERLAYS			
Item	Permitted/Required	Proposed	Comments/ Conditions
Minimum Setback from Downtown Boundary	20-foot wide linear buffer per LUC 20.25A.110.C.4	20 feet as measured from the back of public sidewalk	Meets requirement Refer to Administrative Departure Request regarding Linear Buffer Planting in section VI of this report below.
Maximum Lot Coverage by Structure	75% = 30,737 SF	69.2% = 28,380 SF <i>(28,380 SF / 40,982 SF = 69.2%)</i>	Meets requirement.

Maximum Building Height/Maximum Building Height with Mechanical Equipment	55'/75'	54.5'/63.75' Average Finished Grade (AFG): 188.86'	Meets requirement. Measured from average finish grade to the rooftop, an additional 20 feet allowed for mechanical equipment and is uninhabitable. LUC 20.25A.060 & LUC 20.25A.020.A.
Floor Area Ratio:	Base: <u>3.15</u> : 129,093 SF (40,982 SF X 3.15 = 129,093 SF) Max: <u>3.5</u> : 143,437 SF (40,982 SF x 3.5 = 143,437 SF)	3.43 (140,765 / 40,982 = 3.43)	Meets requirement. Participation in FAR Amenity Incentive System is required. Refer to Table 2: FAR Bonus Amenity Points Required , below.
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	Permitted/Required	Proposed	Comments/Conditions
Sidewalk Width measured from back of curb Overall Width: Planting Strip or Planting Pit: Sidewalk (Pavement) Width: LUC 20.25A.090	102nd Ave NE and NE 12th Street: 12'-6" 5'-wide Planter Strip 7'-wide Sidewalk	102nd Ave NE: 12'-6" 5'-wide Planter Strip 7'-wide Sidewalk NE 12th Street: 13'-6" 5'-wide Planter Strip 8'-wide Sidewalk	Meets requirements. <u>Refer to Conditions of Approval regarding Final Landscape and Irrigation Plans, Planting in the Right-of-Way Streetscape, Streetscape Irrigation (Right-of-Way and Site), Soil Volumes, Landscape Installation Assurance Device, Landscape Maintenance Assurance Device, and Maintenance Agreement with the City of Bellevue in Section XIII.B and D of this report.</u>
Downtown Perimeter Landscaping LUC 20.25A.110.B.2	20' wide linear buffer required along Downtown perimeter boundary.	20'	Meets requirement. <u>Refer to Request for Administrative Departure to Linear Buffer Planting Area in Section VI of this report.</u>

[illegible]

Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	1 space per every 10 dwelling units for residential uses = 17 spaces c. Provided on-site in a secure location. d. Covered Spaces. At least 50 percent of required parking shall be covered.	18 Provided within below grade garage Provided within below grade garage	Meets requirements.
REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	Permitted/Required	Proposed	Comments/Conditions
Refuse & Recycling LUC 20.20.725 & 20.25A.160			Meets requirements.
<u>Residential:</u>	1.5 SF/unit @ 166 units = 249 SF	1282 SF	The applicant has demonstrated that anticipated delivery vehicles (an SU-30 truck) meets the criteria in LUC 20.20.590K.4.b.ii. for reduced loading needs. <u>Refer to Conditions of Approval regarding Provisions for Loading in Section XIII.A of this report.</u>
Loading Space 20.20.590.K.4	One 10 FT wide x 55 FT long dedicated loading space	One 10 FT wide x 36 FT long loading space.	

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

a. FAR Exemptions, Special Dedications.

No exemptions or special dedications are proposed.

b. Amenity Incentive System Requirements

As indicated in Table 1 above, the **40,982 SF** site is located in a Downtown Land Use District (DT-R) and within a Perimeter Overlay (A-1) which, per LUC 20.25A.060, has an associated base floor area ratio (FAR) of **3.15**, or **129,093 SF** ($40,982 SF \times 3.15$). The proposed building's FAR of **3.43** ($140,765 / 40,982 = 3.43$) will exceed the base FAR and will be required to provide **11,672** amenity bonus points ($140,765 SF - 129,093 SF = 11,672$) per LUC 20.25A.070.D.1. The proposed 902 SF publicly accessible dog park along NE 12th St earns the provision of 1,804 amenity points as an active recreation area ($2 \times 902 = 1,804$). In addition, the project is submitting a \$219,288.89 bond for parks improvements resulting in a provision of 9,868 amenity points ($45:1,000 = 219,288.89$). This will result in an exact total of 11,672 amenity bonus points with no excess points beyond what is required.

Table 2: FAR Amenity Bonus Points Required

Site Area	40,982 SF		
Base Height	Base height not applicable in DT-R and A-1 overlay		
Base FAR: 3.15	129,093 SF (40,982 SF X 3.15 = 129,093 SF)		
Maximum FAR Allowable 3.5	143,437 SF (40,982 SF x 3.5 = 143,437 SF)		
Proposed Floor Area for FAR (GFA)	140,765 SF		
Proposed FAR	3.43 (140,765 / 40,982 = 3.43)		
Bonus FAR Amenity Points Required	11,672 SF Proposed FAR above Base FAR (140,765 SF – 129,093 SF = 11,672 SF)		
Bonus Amenity	Ratio	Value	Amenity Points Earned
Active Recreation Area	2:1	902 SF	1,804
Parks Improvements (45 points per \$1,000 dedicated)	45:1	\$219,288.89	9,868 (45 x 219.28889 = 9868)
Excess Amenity Points	0 (11,672 provided – 11,672 required = 0 excess points)		

Of the amenities proposed above, the applicant has been working with the Parks Department regarding the improvement of public park property. As a condition of this approval, the applicant will need to either provide a bond or complete the required improvements identified by the Parks Department in the amount valued above. **See Section XIII.D for related condition of approval for Improvement to Public Park Property.**

3. Recording

Subject to LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. **Refer to Conditions of Approval regarding Recording of Bonus Amenities in section XIII.D of this report.**

C. Connected Floor Plate (LUC 20.25A.060.B.1)

Per LUC 20.25D.080.B.1.a, the Director may allow the connection of floor plates above 40 feet, such that those floor plates exceed the gross square feet per floor above 40 feet consistent with the following limitations:

- The connection shall allow for safe and efficient building exiting patterns. The connecting floor area shall include required exiting corridor area and may include the area associated with dwelling units or other building uses;

- The alternative design shall result in a building mass that gives the appearance of separate and distinct building elements.
- The connection shall act as a dividing point between two floor plates, neither of which exceed the maximum floor plate size.

To meet the maximum floorplate of 20,000 SF above 40', the 6th floor requires two separate floor plates as permitted through the connected floorplate provision. Therefore, exterior design of the building and the internal layout of the top floor results in a connected floor plate that allows for safe exiting, efficient circulation and resident access to services and amenities. In addition, the building massing is designed to give the appearance of separate and distinct buildings with the inclusion of the upper level stepback and a material/color palate to help further define the building as separate forms.

D. Upper Level Stepbacks (LUC 20.25A.075.C)

LUC 20.25A.075.C requires a 15-foot upper level stepback on NE 12th Street between a height of 25 feet and the first floorplate above 40 feet. The development is incorporating a modified 6' setback along the 6th floor and is requesting relief from this standard, using the criteria listed in LUC 20.25A.075.C.1.

This site surpasses the "small site" definition by less than 1,000 SF (40,982 in lieu of 40,000 small site). In addition, the required 20' linear buffer along the Downtown border on this frontage adds further constraint to the site, resulting in a narrow developable area of the site to an already narrow site. Therefore, the request to reduce the required stepback from 15' to 6' is necessary to meet Downton Design Guidelines and provide the property owner with the same level of development opportunity as surrounding sites.

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

The site is a "Downtown-Large Site" which requires a Green and Sustainability Factor score of 0.3 per LUC 20.25A.120. The proposal provides a score of 0.31. Refer to sheet L2-01 in the Project Drawings (Attachment A) for the Green and Sustainability Factor Worksheet and associated diagrams.

- The project will achieve the required score by providing:
- Landscaped areas with soil depth of 24 inches or more.
- Landscaped areas at sidewalk grade.
- Trees and shrubs located in the landscaped areas above.
- Native or drought-tolerant landscaping.
- Green roof and green walls.
- Public bike parking

F. Soil Volume

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

streetscape planters for new and retained trees to thrive post construction. Review and verification of soil volumes will take place under the Clearing and Grading Permit. **Refer to Section XIII.B of this report for Condition of Approval regarding Soil Volumes.**

G. Mechanical Equipment Screening

Mechanical equipment shall be installed so as not to detract from the appearance of the building or overall development. Exposed mechanical equipment shall be visually screened by a predominately solid, nonreflective visual barrier that equals or exceeds the height of the equipment and shall be screened from above. Neither mechanical equipment nor mechanical screening will be allowed to exceed the height of 70 feet.

The proposal consolidates all mechanical equipment for each tower on the roof within a mechanical penthouse structure, surrounded by sections of green roof. Any proposed future equipment not located within the penthouse structure will be painted to match the adjacent roofing membrane. **Refer to Section XIII.C for Condition of Approval regarding Mechanical Equipment.**

H. 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 building is located on the building rooftop; Any proposed exhaust terminals located at the ground level shall be deflected from public space and located at least 16 feet above finished grade, the street, a public easement or other area designated accessible to the public. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points. **Refer to Section XIII.C for Conditions of Approval regarding Mechanical Exhaust.**

I. Pet Relief Areas

The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as the introduction of office tenants who are permitted to bring pets into work, City staff have begun requesting applicants provide these spaces internal to their site, and along sidewalks. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. Therefore, this development will include a pet relief area within the proposed dog run area, adjacent to NE 12th Street, internal to the site. **Refer to Section XII.B for Condition of Approval regarding Pet Relief Areas.**

V. Design Guidelines

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

The applicant has met all of the applicable Downtown Design Guidelines, as summarized below. Refer to Attachment D: Downtown Design Guidelines for additional information.

1. Context (LUC 20.25A.150)

- Relationship to height and form of other developments.
 - The building is separated into smaller masses through modulation and cladding material selection, reducing the visual bulk of the building. The project provides an aesthetic that is urban, while still residential, and complements the adjacent areas.
- Relationship to Publicly Accessible Open Spaces
 - The main building entrance is located adjacent to a small plaza along with large first-floor windows that create transparency into the ground level of the building.
 - The site and building design promote the use and accessibility of the small plaza located at the northeast corner of the development. The plaza contains landscaped areas for seating with awnings and canopies that provide weather protection.
- Relationship to Transportation elements.
 - The driveway to the parking garage entrance is located off NE 12th Street in a spot that will reduce negative impacts to the future traffic patterns. This entrance also provides site access for service and delivery trucks thereby reducing the number of new driveways.
 - A separate driveway apron is located at the west end of NE 12th Street to accommodate turnaround for fire and emergency vehicles.
- Emphasize Gateways
 - The development is designed to provide a transition to the Downtown area for pedestrians with landscaping and hardscaping along the street fronts. The building is also moderately setback along 102nd Avenue NE and creates a more residential to urban condition with a small plaza adjacent to the sidewalk.
- Maximize sunlight on the surrounding area.
 - The selected placement and massing concept will maximize sunlight and sky view for people in adjacent developments and streetscapes as the building is set back from both street fronts.
 - The top floor also steps back along NE 12th Street which provides more sunlight and sky view for the surrounding area. The 6-foot-deep upper-level step back will provide additional access to sunlight.

2. Site Organization (LUC 20.25A.160)

- On-Site Circulation
 - Access to site services and parking is provided at a shared driveway along NE 12th Street to minimize conflicts between pedestrians, bicycles, and vehicles.
 - Space for vehicle loading is provided within the parking garage, on private property, so that the right-of-way will remain clear.
 - Bicycle parking is provided within hardscape areas, surrounded by landscaping, for direct and visible access to the public street and building main entrance. Pedestrian access will be compliant with all applicable accessibility codes.
- Building Entrances
 - The main building entrance is located off 102nd Avenue NE at the midpoint of the block clearly visible and accessible from the sidewalk. A pedestrian entrance door to the parking garage is provided on the north elevation of the building

along NE 12th Street. An accessible concrete ramp connects the door to the street sidewalk.

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

- Define the pedestrian Environment
 - The development provides a sense of enclosure and a continuous and comfortable street edge for the pedestrian by creating open spaces along the street front that are surrounded by resident amenities and outdoor spaces. These spaces include a small plaza at the corner of NE 12th Street and 102nd Avenue NE, which uses retaining walls, vegetation, and a canopy to create a sense of enclosure, outdoor patios for individual units, and a dog run area open to the public.
- Protect pedestrians from the elements
 - Weather protection is provided at the main building entrance with a canopy and along the building with awnings at the street front open spaces. Overhangs provide protection from the weather without covering the entire open space.
- Create a variety of outdoor spaces and provide places for stopping and viewing.
 - The project provides open spaces for pedestrians along the street front as well as residential spaces such as courtyards and patios.

4. Right-of-Way Designations (LUC 20.25A.170.B.5)

102nd Avenue NE is designated as a Neighborhood “D” Street with the following standards:

- i. Transparency: Blank walls and inactive uses may occupy 25% of the façade.*
The project provides residential amenities including a fitness studio, property management offices, and the main building lobby on 100% of the building facade along 102nd Ave NE.
- ii. Weather Protection: 50%*
The development provides weather protection on 84% of the building facade along 102nd Ave NE.
- iii. Points of Interest: Every 90 linear feet of façade, maximum*
The development provides points of interest at least every 90 ft with large, first-floor windows and a revolving door along 102nd Ave NE.
- iv. Vehicle Parking: No surface parking or vehicle access directly between the perimeter sidewalk and main pedestrian entrance.*
None proposed.

NE 12th Street is designated as a Perimeter “E” Street with the following standards:

- i. Transparency: Blank walls and inactive uses may occupy 25% of the façade.*
The development provides residential amenities including a small plaza at the northeast corner of the property, a dog run area open to the public, residential units and patios on 83% of the building facade along NE 12th St.
- ii. Weather Protection: At entries*
The development provides weather protection at all entries along NE 12th St.
- iii. Points of Interest: Every 90 linear feet of façade, maximum*
The development provides points of interest at least every 90 ft with large, storefront windows and pedestrian entrances along NE 12th St.

iv. Vehicle Parking: No surface parking or vehicle access directly between the perimeter sidewalk and main pedestrian entrance.

None proposed.

5. Building Design (LUC 20.25A.180)

- Overall Building Design:
 - The high-quality cladding materials such as brick, wood siding, porcelain tile, and fiber cement are selected to create building facades that are bold and demonstrate depth through the varying colors, patterns, and textures.
 - The building is separated into smaller masses through modulation and cladding material selection. These forms and proportions help reduce the visual bulk of the building and reduce it to the pedestrian level.
- Connected Floor Plates
 - Modulation and changes in material selection make the development appear as distinct, separate masses to pedestrians along the street front.

VI. Administrative Departures

The applicant is requesting four 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. Below is a discussion of each Departure request made by the applicant and how it has met the Departure decision criteria in LUC 20.25A.030.D.1.b. Also refer to **Attachment C: 2020 Administrative Departure Request Forms** for each of the applicant's Departure Requests listed below:

1. Compact Parking Departure Request:

Pursuant to LUC 20.25A.080.F.2 a departure is requested to designate up to 65% of parking stalls as compact stalls. This departure is necessary to increase the below-grade parking garage efficiency by designating parking stalls as "compact" in the proposed amount of 44.3% of the total parking stalls provided.

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

Response: The resulting design advances Comprehensive Plan goal UD-42. This goal encourages the use of low impact development principles early in the site design and development process. This departure allows the project to provide the reduced number of residential parking stalls per LUC 20.20.590.L.1.b., without expanding the parking garage, and achieve this goal more adequately. The use of compact parking stalls helps provide more parking within a defined parking garage footprint and maximizes the efficiency of the development. The project could be required to add another parking garage level if the use of compact stalls is prohibited. A smaller parking garage helps to advance Comprehensive Plan goal UD-42 since it is a lower impact development principle. **Refer to Condition of Approval regarding Compact Parking Stalls in Section XIII.C of this report.**

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

Response: The resulting design is more consistent with the purpose and intent of the Land Use Code by providing compact parking stalls without exceeding the maximum of 65%. As mentioned, 96 compact parking stalls are the maximum that can be provided per section 20.25A.080.F.2., and the project provides 66 compact parking stalls.

c. 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 goals and Land Use Code intent. The departure is provided by the LUC, so it does meet the intent, and it helps achieve Comprehensive Plan goal UD-42 by utilizing low impact development principles with a smaller parking garage footprint.

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

Response: Not applicable.

e. 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. The project does not have a Development Agreement.

2. Connected Floorplate Departure Request:

The city code requires that buildings floor plates above 40-feet are a maximum of 20,000 gsf with the exception that the building provides a clear distinction that visually results in separate building masses. This project would exceed the maximum floor plate requirement without utilizing the connected floor plate. This design uses a combination of distinct and contrasting façade cladding, as well as varying wall depth and height. More specifically, a 24-foot-wide section of the building above the parking garage entrance is setback 5-feet, and clad in a distinct color, different than the remainder of the building. The parapet was also revised to a different height to provide a visual distinction from grade to roof.

Departure Decision Criteria:

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

Response: As promoted by the Comprehensive Plan Housing Policies, this development will be functional, attractive, and harmonious with adjacent neighborhoods through the building massing and cladding materials. The design objective is to increase development while using proportions that complement its surroundings, providing a mid-rise development as a density transition between low and high-rise.

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

Response: Similarly, the design seeks a relationship to height and form of other developments. A quality, community-friendly, multi-family development is promoted with 166 new residential units. The building is separated into smaller masses through modulation and cladding material selection. These forms and proportions help reduce the visual bulk of the building and create architectural motifs through the cladding and window patterns.

- c. 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 goals and Land Use Code intent. The proposed design results in separate and distinct building massing in compliance with the maximum floor areas sought by the code.

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

Response: Not applicable.

- e. 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.**

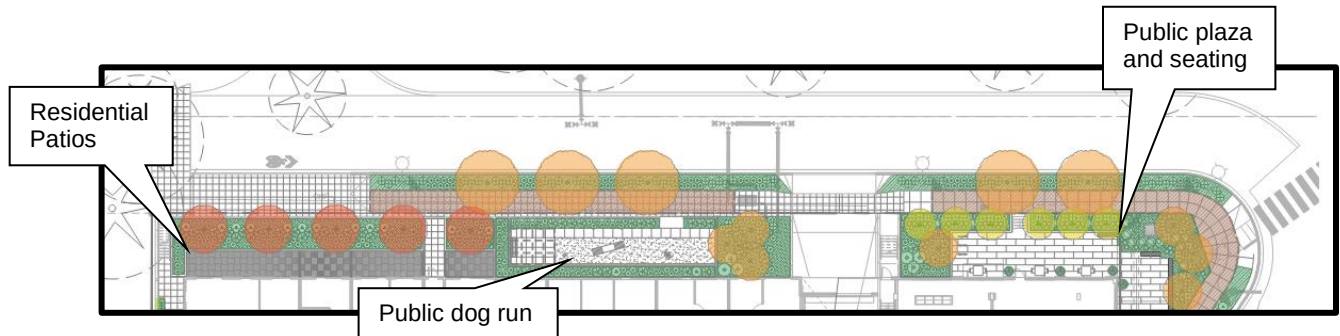
Response: Not applicable. The project does not have a Development Agreement.

3. Departure Request to Reduce Linear Buffer Planting Area:

Pursuant to LUC 20.25A.110.C.4.g, a departure is requested to reduce the requirement to plant 75% of the required 20-foot-wide linear buffer. The applicant has proposed to plant approximately 44% of the linear buffer, 31% less than the required 75%.

The irregular shape of the site and steep topography along NE 12th Street presents a challenge to providing a pedestrian-oriented façade at ground level, as the site steps up dramatically from east to west. A departure is being requested to retain the original purpose of the linear buffer while also incorporating amenity spaces to help activate the streetscape at various levels. These spaces include a dog run/pet relief area, individual patios for select ground-floor units, and a partially covered outdoor seating area, providing not only visual interest but the opportunity for residents to interact with their neighbors. This reinforces the Comprehensive Plan goals to activate the streetscape downtown with smaller neighborhood scale residential uses at the perimeter areas.

Figure 12: Linear Buffer Along NE 12th Street



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

Response: The resulting linear buffer landscape design will advance Comprehensive Plan goals and policies. A strict application of the Land Use Code would result in a passive streetscape, while the proposed design encourages street activation through pedestrian oriented activities.

This supports the Comprehensive Plan goals and policy objectives, including:

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

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

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.

Refer to the Condition of Approval regarding Linear Buffer Paving in Section XIII.B of this report.

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

Response: Consistent with the buffer requirements and intent of the code, the landscaped area of the buffer consists of a variety of flowering and deciduous trees, several shrubs that are evergreen and deciduous, and provides seasonal interest and fragrance to enhance both the private and public realm. The buffer provides visual relief of the development from the neighboring residential uses and therefore is consistent with the code.

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

Response: The requested modification is the minimum necessary to achieve comprehensive plan goals and policies, specifically S-DT-35 and S-DT-40. The proposed corner plaza activates the corner by providing a variety of seating, raised planters, and a landscaped buffer with trees, shrubs and groundcover between the sidewalk and plaza to help navigate the grade change while still creating a sense of activity, enclosure, and safety. Bicycle parking and the pet park provides both residents and neighbors with outdoor amenities that encourage interaction. Private patios provide residents with private outdoor space set back from the sidewalk on NE 12th Street, providing more human presence while still maintaining landscaped buffer area with large trees and a variety of shrubs between the patios and sidewalk.

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

Response: Not applicable.

- e. 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. The project does not have a Development Agreement.

4. Departure to Build-to Line:

The project is requesting a departure from the Dimensional Requirements in Downtown Land Use Districts, section 20.25A.060.A.1., that requires the building be built to the “build-to” line. The building is not proposed to be built to the build-to line along NE 12th Street to provide a 20’ setback from the Downtown boundary that is required per 20.25A.060.A.4.along with a required landscape buffer. A portion of the building is not proposed to be built to the build-to line along 102nd Avenue NE to provide a 12’ setback for right-of-way improvements and pedestrian open space along the street frontage. Frontage improvements include the widening of 102nd Avenue NE for a potential future parking lane, resulting in part of the required sidewalk to be located on the private property. This departure allows the project to satisfy other city requirements along the rights-of-way and still create pedestrian oriented spaces along them.

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

Response: The resulting design advances Comprehensive Plan goals such as UD-4, UD-12, UD-27, UD-45, UD-48, and UD-50. These goals promote the development of active pedestrian spaces along the street frontage and this departure allows the project to provide these spaces and achieve these goals more adequately.

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

Response: The resulting design is more consistent with the purpose and intent of the Land Use Code along both rights-of-way. By not meeting the build-to line along NE 12th Street, the project provides a required 20' setback from the Downtown boundary per LUC 20.25A.060.A.4, along with a required landscape buffer. By not meeting the build-to line along 102nd Ave NE, the project provides space for the required ROW frontage improvements that run parallel with the project's property boundary.

c. 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 goals and Land Use Code intent. The building does not step back from the build-to line more than required along NE 12th Street to provide a 20' setback and landscape buffer from the Downtown boundary that is required per LUC 20.25A.060.A.4. The building does not step back from the build-to line more than required along 102nd Ave NE to provide a 12' setback for right-of-way improvements and pedestrian open space along the street front.

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

Response: Not applicable.

e. 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. The project does not have a Development Agreement.

Finding: After review of the four (4) submitted Departure Requests and the review of these requests against the Departure Decision Criteria as discussed above, the departures for Compact Parking, Parking Reduction, Linear Buffer Planting Area and Build-To Line are approved as part of this Design Review approval.

VII. Public Notice and Public Comment

Application Date:	July 5, 2022
Notice of Application (500 feet):	August 25, 2022
Minimum Comment Period:	September 8, 2022
Public Meeting:	September 15, 2022

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on August 25, 2022, with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. A public meeting was held at the City of Bellevue on September 15, 2022, and was attended by one (1) member of the public. The attendee did not provide any comments and was just there for information. To date, no Parties of Record have submitted written comments regarding the proposal.

VIII. Technical Review

A. Parks Department

Street Trees:

Parks Department staff have provided preliminary review and comment for this Design Review approval. Final landscape plan review and comment will be part of the Clear and Grade Permit review. **Refer to Conditions of Approval regarding Final Landscaping and Irrigation Plans, Planting in the Right-of-Way/Streetscape, Streetscape Irrigation (Right-of-Way and Site), and Soil Volumes in Section XI.B of this report.**

B. Transportation

Project Summary:

The proposed multifamily development known as SRM Polynesia is located at 1125 102nd Avenue NE, approximately 200-feet west of the NE 12th Street / 102nd Avenue NE intersection. The existing site is occupied by an 18-unit low-rise apartment building. The project proposes to construct 167 multifamily apartment units over 5 floors. No commercial retail or restaurant space is proposed. No phasing of construction is proposed.

A summary of the required transportation infrastructure includes the following:

- New 7-foot-wide sidewalks and 5-foot-wide planters along project frontages of NE 12th Street and 102nd Avenue NE;
- New curb & gutter;
- Roadway widening along NE 12th Street and 102nd Avenue NE;
- An 18-inch step-off area along 102nd Avenue NE;
- New vehicle turnaround facility on NE 12th Street;
- New multi-use path connecting to the city-planned multi-use trail on NE 12th Street;
- New curb ramps, channelization and signing revisions, and illumination.

Site Vicinity and Existing Conditions

The project site is bordered by NE 12th Street to the north and 102nd Avenue NE to the east. NE 12th Street is classified as a local street west of 102nd Avenue NE, and a minor arterial east of 102nd Avenue NE. 102nd Avenue NE is classified as a minor arterial. The existing site access is via one driveway onto 102nd Avenue NE and one driveway onto NE 12th Street.

NE 12th Street measures approximately 19-feet to 21-feet in width (flow line to flow line) and features two travel lanes with no curbs. 102nd Avenue NE measures approximately 48.5-feet curb to curb, and features 2 southbound travel lanes, one center left-turn-lane, and one northbound travel lane.

For pedestrian facilities, there are no sidewalks or planters on the north side of NE 12th Street. On the south side, there is a 6-ft sidewalk with no planter on a 50-foot section of the south side leading to the SE corner of the NE 12th Street / 102nd Avenue intersection. On the west end of NE 12th Street, no curb or sidewalks are provided. Along 102nd Avenue NE, there is a 7-foot-wide sidewalk and no planter on the west side along the site frontage. On the east side of 102nd Avenue, 11-foot sidewalks inclusive of tree wells are provided.

There is an existing 115-foot-long pedestrian path that begins at the west dead-end of NE 12th street that connects to 100th Avenue NE. The existing pedestrian path is planned to be upgraded as part of the city-planned "NE 12th Street - 100th Avenue to 102nd Avenue multi-use trail". If the city project is funded, design would begin in 2025 and construction would begin in 2026. The city project would install 6-foot-wide sidewalks and sharrows on a 200-foot segment of NE 12th Street, east of 100th Avenue NE, followed by approximately 125-feet of a 12-foot-wide multi use trail that would lead to the SRM Polynesia frontage to the east.

For bicycle facilities, there are no sharrows or dedicated bicycle lanes on NE 12th Street or 102nd Avenue NE. As mentioned in the previous paragraph, there is a city planned project that would provide a multi-use trail that begins at the west end of NE 12th street and would connect to 100th Avenue NE.

Proposed Access and Infrastructure

The proposed vehicular access for the project site will be provided via one single 26-foot-wide driveway on NE 12th Street, approximately 115-feet west of the NE 12th Street / 102nd Avenue NE intersection. No access will be allowed on 102nd Avenue NE. The driveway will be unsignalized with no turn restrictions.

On NE 12th Street, the project will widen the pavement width to 24-feet along the project frontage and install curb and gutter on the south side of NE 12th Street. On the north side, 1-foot of thickened asphalt edge will be installed in addition to the 24-foot width. At the west end of NE 12th Street, the project will construct a hammerhead turnaround that fits within existing right-of-way and is designed to accommodate emergency vehicle turnaround requirements.

On the west side of 102nd Avenue NE adjacent to the project site, the street will be widened approximately 6-feet to provide 54.5 feet of total pavement width curb to curb. The widening would allow for a future parking lane adjacent to the development on the west side of 102nd Avenue NE. An 18-inch walk off strip would also be provided next to the curb for future parking needs.

Truck loading for deliveries, residential move-ins, and refuse pick-ups will occur on-site, accessed via the single driveway on NE 12th Street. All truck loading and operations will occur on-site and should not have any impact on the adjacent public streets. Auto Turn diagrams,

showing the truck turning movements for SU-30 and refuse service trucks entering/exiting the site at the driveway onto the public street were prepared to verify adequate access is provided.

Fire access will be provided via NE 12th Street and will turn around using the temporary turnaround that the development will install. **Refer to Condition of Approval regarding Vehicular Access Restrictions and Provisions for Loading in Section XIII.A of this report.**

Proposed Pedestrian and Bicycle Facilities

To improve pedestrian connectivity, the project will install 7-foot-wide sidewalks and 5-foot-wide planters on NE 12th Street and 102nd Avenue NE along the project frontages. In addition, the project will also provide an 18-inch concrete step-off for the 102nd Avenue NE frontage for future on-street parking and loading needs. In addition, the project will also provide an at-grade multi-use path ranging from 6 to 12-feet in width that connects the new sidewalk to the existing 6-foot-wide pedestrian path at the far west end of NE 12th Street. That pedestrian path is planned to be upgraded beginning in 2026 as discussed previously.

The Mobility Implementation Plan (April 2022) identified NE 12th Street from 110th Avenue NE to 116th Avenue NE as LTS target 1 and a priority bicycle corridor. To improve bicycle connectivity, the project will install sharrow markings on NE 12th Street to support the city's vision for NE 12th Street. In addition, the project will provide an at-grade multi-use path ranging from 6 to 12-feet in width that connects to the planned multi-use path described previously that will connect to 100th Avenue NE.

Transit Service Access

The closest transit stops are located on Bellevue Way north and south of NE 12th Street and on NE 8th Street east and west of 102nd Avenue NE. The bus stops on Bellevue Way are located approximately 950-feet walking distance away from the development and includes service to King County Metro Route 249. The bus stops on NE 8th Street are located approximately 1400-feet walking distance away from the development and includes service to King County Metro Routes 271 and 246. Located 0.9 miles away from the site is the Bellevue Downtown Light rail station located on NE 6th Street between 108th Avenue NE and 110th Avenue NE. No transit improvements will be required for this project.

Operational Analysis

A transportation impact analysis (TIA) dated November 30, 2022, was prepared for this project by Fehr & Peers to document the project narrative, estimate vehicular trip generation, conduct intersection level of service (LOS) analysis, analyze vehicle and pedestrian sight distance, and document internal circulation and vehicle turning studies.

In terms of trip generation, the existing apartments on site are estimated to generate 7

a.m. peak hour trips and 5 p.m. peak hour trips. The proposed uses are estimated to generate 62 a.m. and 32 p.m. peak hour vehicle trips, which would result in 57 net new a.m. and 27 net new p.m. peak hour vehicle trips for the project.

The analysis found that all four off-site intersections would operate at LOS E or better during the future AM and PM peak hours with minimal increases in vehicular delay with project impacts. In

addition, the proposed site access on NE 12th Street driveway would operate at LOS A with minimal delay during both peak hours.

Site Distance for Vehicles and Pedestrians

Sight distance requirements for vehicles and pedestrians were evaluated at the proposed driveway approach and were shown to meet the City's 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 Transportation Impact Analysis. **Refer to Condition of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure in Section XIII.B of this report.**

Street Lighting

Street lighting photometric calculations were evaluated by the design team along the project frontages of NE 12th Street and 102nd Avenue NE. New street light poles and replacement of existing luminaires with new LED fixtures will be required to meet the City's current standards.

Refer to Condition of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure in Section XIII.B of this report.

Transportation Infrastructure

To provide safe pedestrian, bicycle, and vehicular access in the vicinity of the 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 (BCC 14.60), and the provisions of the Transportation Department Design Manual.

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

Frontage improvements required by the developer will include:

1. NE 12th Street

- a. Install a minimum 7-foot-wide sidewalk, 5-foot-wide planter and new curb & gutter
- b. Remove existing driveway.
- c. Install a minimum 26-foot-wide driveway approach leading to underground parking garage, per Bellevue Standards.
- d. Widen pavement to provide 24-feet in paved width, exclusive of additional 1-foot of thickened asphalt on the north side of street.
- e. Construct turnaround facility at the west end of street to accommodate fire trucks and freight turning movements.

- f. Install at-grade multi-use path at the west end of site to connect to existing pedestrian path.
- g. Install sharrow markings.
- h. Underground lower-level overhead utilities along project frontage.
- i. Install city fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- j. Street lighting is required to meet City requirements and will require new lighting poles and luminaires.

2. 102nd Avenue NE

- a. Install a minimum 7-foot-wide sidewalk, 5-foot-wide planter and new curb & gutter
- b. Remove existing driveway.
- c. Widen pavement to provide 54.5-feet (face of curb to face of curb) to provide future compatibility for an on-street parking lane on the west side.
- d. Provide 18-inch walk off strip next to the curb for future parking needs.
- e. Underground lower-level overhead utilities along project frontage
- f. Install city fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
- g. Street lighting is required to meet City requirements and will require new lighting poles and luminaires.

Refer to Condition of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, and Transportation Infrastructure in Section XIII.B of this report.

Impact Fees

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

Impact fees for this project will be calculated during review of the building permit. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. The current city adopted impact fee rates are posted on the City of Bellevue website. **Refer to Condition of Approval regarding Transportation Impact Fee in Section XIII.C of this report.**

Concurrency

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

A concurrency determination for the development was completed on November 3, 2022. When complete, SRM Polynesia would require 31 Mobility units. The supply of Mobility Units is sufficient to accommodate this level of development. A concurrency certificate will be issued with this staff report publication. The concurrency certificate will expire one year from the date listed on the certificate unless a complete building permit application is filed prior to that date. **Refer to Condition of Approval regarding Concurrency in Section XIII.A of this report.**

Easements

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any planter strip, sidewalk along NE 12th Street and 102nd Avenue NE.

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 Condition of Approval regarding Existing Easements, Easements for Signal Control and Street Light Boxes and Vaults, and Sidewalk/Utility Easements in Section XIII.B of this report.**

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. **Refer to Condition of Approval regarding Below Grade Right-of-Way Hold Harmless and Indemnity Agreement and Above Grade Right-of-Way Hold Harmless and Indemnity Agreement in Section XIII.C and D of this report.**

Use of Right-of-Way During Construction

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to

issuance of any construction permit including demolition permit. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit. **Refer to Condition of Approval regarding Right-of-Way Use Permit in Section XIII.B of this report.**

Pavement Restoration

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "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.

Within the project vicinity, NE 12th Street and 102nd Avenue 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 Condition of Approval regarding Pavement Restoration in Section XIII.D of this report.**

C. Utilities

The design review application has been reviewed and no further utility revisions are needed at this time. The Utility Department approval of the administrative design review is based on the conceptual utility design only. This conceptual review of the proposal has no implied approvals of the engineering design and specifications. Changes to the site layout may be required to accommodate the utilities.

Storm Drainage

This project will be reviewed under the 2022 Utilities Engineering Standards or those in effect at the time of building permit application.

The project drains to Lake Washington via the Meydenbauer Creek Basin. The project is redevelopment as there is more than 35% existing impervious surface. MR #1-9 apply because the total of the new plus replaced hard surfaces is 5,000 square feet or more, AND the value of improvements exceeds 50% of the assessed value of the existing.

MR #5: The project proposes the implementation of BMP T5.13 and BMP T5.10C.

MR #6: Runoff Treatment applies based on the COB 2022 Utilities Engineering Standards SSWU Section D1-04.1 and is triggered because the Pollution Generating Hard Surface (PGHS) is more than 5,000 square feet within the Project Site.

Note: Project Site is 'That portion of a property, properties, or right of way subject to land disturbing activities, new hard surfaces, or replaced hard surfaces'.

The development will provide water quality mitigation that will treat new and/or replaced surface areas: roadway/access driveway, parking areas, and loading zones. (pollution generating surface).

MR #7: Flow Control applies based on Figure 1.5 Flow Chart for Determining Minimum Requirements for Redevelopment Projects but is not triggered because the project is within the designated area as No Detention Zone (NDT).

Stormwater runoff from hard surface areas that will be created and/or replaced through the

development will be conveyed to the public Storm Drainage system on NE 12th Street.

All unused existing services shall be abandoned back to the main per COB 2022 Utilities Engineering Standards.

Water

The water supply for this project is provided from the 12-inch City of Bellevue owned water main located on NE 12th Street. Fire lines and Irrigation shall be by separate water main connection and service per COB Water Engineering Standards W3-10(C). Any irrigation lines or services are required to have an approved and certified backflow assembly installed as well as provide an Irrigation Water Budget prior to acceptance of the installation.

New water services, smaller than 3-inch, will require a water service application (UC permit). Application fees will include permit fees, Regional Capital Facilities Charge and any other applicable fees due at the time.

Separate irrigation services are required for public and private landscaping respectively. A landscape Irrigation Budget is required for each type if the irrigated area is 500 square feet or greater.

All unused existing services shall be abandoned back to the main per COB 2022 Utilities Engineering Standards.

Sewer

UA permits (multi-family side sewer permits) will be required for each sanitary side sewer connection including modifications.

All unused existing services shall be abandoned back to the main per COB 2022 Utilities Engineering Standards.

Refer to Condition of Approval regarding Utilities Department Approval and Developer Extension Agreement in Section XIII.A of this report.

D. Clearing and Grading

The Clearing and Grading reviewer has approved this application with the following Conditions:

Refer to Condition of Approval regarding Clearing and Grading Permit Required in Section XIII.B of this report.

E. Fire Department

The Bellevue Fire Department Fire Prevention Division has reviewed the submittal in accordance with the International Fire Code, International Building Code, City of Bellevue requirements, and good fire protection practices. This review was based upon, and limited to, the information presented on drawings and/or materials received in our office. The Fire Department can approve the application, subject to the following conditions. **Refer to Conditions of Approval regarding Fire Department Connections, Required Smoke Alarms/Carbon Monoxide Alarms, and Fire Hydrant Location in Section XIII.B of this report.**

F. Building

The plans submitted by the applicant at the Design Review stage generally conform to the applicable building code requirements. Complete review of the plans for construction under the building codes will occur under the building permit application(s). Plans submitted for building permits are required to conform to the most recent building code as adopted and amended by the State of Washington and the City of Bellevue at the time of building permit submittal. There are no conditions from Building for the staff report.

IX. State Environmental Policy Act (SEPA)

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

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

A discussion of the impacts associated with the project is noted below, together with any specific conditions of approval. **These impacts will be mitigated to less than significant through exercise of Code authority as well as through project-specific Conditions of Approval contained in Section XIII of this report.**

A. Environmental Health

1. 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 Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment in section XIII.A of this report.**

2. 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. **Refer to Condition of Approval regarding Use of Best Available Noise Abatement Technology In section XIII.A of this report.**

3. Construction Light:

Construction light and glare is not permitted to affect neighboring residential uses. **Refer to Condition of Approval regarding Construction Light and Glare in section XIII.A of this report.**

4. Construction Noise:

While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Ordinance, BCC 9.18, regulates hours of construction-related noise emanating from the site. The Ordinance provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 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 hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. The Director, as outlined in the 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 Condition of Approval regarding Construction Hours in Section XIII.A of this report.**

5. Interior Noise:

Bellevue City Code, 9.18, prohibits the approval of new residential structures where the exterior noise level exceed Ldn (day-night average sound level) of 65 dBA anywhere along the site boundary, unless the construction can achieve *interior* noise levels of 45 dBA in sleeping areas and 45 dBA in non-sleeping areas. *Prior to the issuance of any building permit*, the applicant must submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing a street frontage. Before any occupancy permits are issued, the noise levels must be measured inside a random sample of the residential units and the report revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report must include recommendations to modify the construction to meet the interior noise thresholds. **Refer to Conditions of Approval regarding Certification by Noise Consultant and Interior Noise Level Measurement in Sections XIII.C and D of this report.**

6. Mechanical Exhaust Noise:

All kitchen exhaust and any other exhaust that contains smoke, odors, steam or heat must vent at least 16 feet above areas accessible to the public. Exhaust fans blowing air over a sidewalk or pedestrian connection can create noise levels exceeding that allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk prior to the issuance of any Certificate of Occupancy. **Refer to Conditions of Approval regarding Mechanical Exhaust and Certification by Noise Consultant in Section XIII.C of this report.**

B. Utilities

The development proposed for this application has been reviewed on a conceptual basis and can be feasibly constructed under current Utility codes and standards without requesting modifications or deviations from them. Major changes to the design or information submitted under this permit may cause delay in approval of future construction permits. It is the applicant's responsibility to verify the accuracy all field information and data gathered for the utility design and feasibility of this project.

Storm Drainage, Water & Sewer

Adequate storm drainage, water and wastewater services can be provided to the subject site. Refer to Utility Review comments in Section VI of this report above for detailed discussion.

C. Transportation

System Impacts and Mitigation

This project proposes to construct 167 mid-rise multifamily apartment units in PMA 1. This proposal fits within the land use assumptions in the current Comprehensive Plan and the future growth targets ratified by the Bellevue City Council through the adoption of Resolution No. 10080 on March 28, 2022. Based on the SEPA checklist and environmental record, it is not anticipated that this project will adversely affect the vehicular, transit, pedestrian and bicycling performance targets identified in the City's Multimodal Implementation Plan (MIP). The project will also not result in unmitigated significant adverse transportation impacts based on increased travel time, congestion, or impacts to the multimodal transportation network beyond what would be expected under existing conditions. Based on the analysis supporting the current Comprehensive Plan as well as the Addendum to Existing Environmental Documents for the 2021 King County Planning Policies ratified by the City of Bellevue, this project will not result in significant adverse transportation impacts.

Project Impacts and Mitigation

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

X. Changes to Proposal Due to Staff Review

A. Site Design

1. The landscaping within the required linear buffer along DT boundaries was increased through staff review. While a departure is being granted to allow less than the required 75% of planting within the required buffer, staff required greater landscaping than originally proposed to meet the intent of linear buffers within the A-1 overlay district, resulting in heavy planting over 44% of the linear buffer.
2. The applicant originally proposed an outdoor plaza to meet required amenity points under the assumption that the project site was considered a small site. The project site does not qualify as a small site, therefore requirements for outdoor plaza could not be met. Scope of

work changed to include an active recreation area (dog run/pet relief area) and a bond for the improvement of public park property.

B. Building Design

1. Design of materials of connected floor plate area was updated to create the appearance of a distinct separation between proposed connected floor plates. This was achieved by utilizing more glass in lieu of proposed building paneling.
2. A modified step back along NE 12th Street was added to the 6th floor of the building to meet LUC 20.25A.075.C. The modified step back from 15' to 6' is justified due to site restraints such as lot size, the required 20' setback from the Downtown boundary and the linear buffer requirement. In addition, the resulting design is more consistent with the Design Guidelines of LUC 20.25A.140 through LUC 20.25A.180.

XI. Decision Criteria

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

A. The proposal is consistent with the Comprehensive Plan.

Finding: Staff has reviewed and evaluated the proposal for consistency with the Comprehensive Plan goals and policies, which include policies specific to the Housing, Urban Design and the Arts, and the Downtown Subarea chapter. A few of the most applicable policies are discussed below:

Housing Policies:

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

Finding: The Polynesia project provides exterior amenities such as courtyards, patios, a dog park, and a plaza at the street intersection. The courtyards, patios, and dog park are landscaped to create natural, attractive spaces for residents to share and socialize. The plaza is also landscaped with seating features to create an attractive place for residents and visitors.

- **Policy HO-12 Provide incentives to encourage residential development for a range of household types and income levels in multifamily and mixed use commercial zones.**

Finding: The Polynesia project provides a variety of residential dwelling unit types and floor plans that will be priced at various rates to attract residents with a range of income levels.

Urban Design and the Arts Policies:

- **Policy UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."**

Finding: The image of a City in a Park will be enhanced through street trees and landscaping that are provided along the street frontages. Plantings are also provided along the edge of the roof deck located above the street intersection. This landscaping will be highly visible from

the pedestrian level and both right of ways. In addition, two landscaped courtyards are provided for residents with seating areas around larger trees.

- **Policy UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed-use areas.**

Finding: The roofline varies based on the massing and cladding materials. This variation breaks down the development into interesting and distinctive forms, specifically at the residential roof deck at the northeast corner of the building. Located at the street intersection, the roof deck contains landscaping and fire pits that will be highly visual to pedestrians.

- **Policy UD-48: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.**

Finding: The paved surfaces have been minimized along the sidewalks with large areas of landscaping that also create separate areas for seating. These areas are provided in addition to the require streetscape planters with street trees along each right-of-way.

Downtown Subarea Policies:

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

Finding: The appearance, image, and design character of Bellevue will be enhanced through high-quality building materials that were selected to create an urban residential aesthetic. This aesthetic will add to the area's overall character.

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

Finding: The mid-rise development will provide residential unit types that differ from nearby high-rise developments.

- **Policy S-DT-124. Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.**

Finding: The development is designed to provide a transition to the Downtown area for pedestrians with landscaping and hardscaping along each right-of-way. Various landscaped areas within a 20 ft building step back along NE 12th Street will mitigate potential impacts to surrounding neighborhoods by providing a buffer from the development to low-density residential areas. Also included is a proposed dog run/pet relief area that will be available to both residents and the general public as an amenity space.

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

Finding: The proposal will comply with all applicable requirements of this Code as documented in Sections IV, V, and VI of this report, including compliance with the following Administrative

Departures from Code requirements:

- Build-to line (LUC 20.25A.060.A.1)
- Connected Floorplate (LUC 20.25A.060.B.1)
- Compact Parking: (LUC 20.25A.080.F.2)
- Linear Buffer Planting Area: (LUC 20.25A.110.C.4.g)

For a more detailed discussion of the requested Administrative Departures, refer to Section III.G of this report and Attachment C: Administrative Departure Requests.

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

Finding: Through application of the Land Use Code, the applicant has addressed the intent of all applicable design guidelines and criteria as discussed in Sections IV, V, and VI of this report – including the criteria for all requested administrative departures.

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

Finding: The proposal is compatible with and responds to the existing and intended character, appearance and quality of development in the neighborhood. The building's impact on nearby development will be minimized through its setback from NE 12th Street and the incorporation of a stepback on the top floor. Vehicular access to loading and below-grade parking will be integrated in a single entrance portal to minimize the physical and visual impact to adjacent properties, and the landscaped 20-foot-wide linear buffer along the entire NE 12th Street frontage will provide a visually rich transition from the project site to lower density residential areas nearby.

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

Finding: The proposal will be adequately served by public facilities including streets, fire protection, and utilities. For further discussion, refer to Technical Review in Section VIII in this report.

XII. 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 THE DESIGN REVIEW AND SEPA APPLICATION** subject to the following conditions:

XIII. Conditions of Approval

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

A. GENERAL CONDITIONS:

Compliance with Bellevue City Codes and Ordinances

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

Clearing and Grading Code - BCC 23.76	Janney Gwo	425-452-6190
Bellevue Development Standards	Darwin Li,	425-452-4598
Transportation Code - BCC 14.60	Darwin Li,	425-452-4598
Trans. Improvement Program - BCC.22.16	Darwin Li,	425-452-4598
Right-of-Way Use Permit - BCC 14.30	Tim Stever,	425-452-4294
Bellevue Utilities Code - BCC Title 24	Arturo Chi,	425-452-4119
Construction Codes - BCC Title 23	Drew Martin,	425-452-6984
Land Use Code - BCC Title 20	Richard Hansen,	425-452-2739
Sign Code - BCC Title 22B	Richard Hansen,	425-452-2739
Noise Control - BCC 9.18	Richard Hansen,	425-452-2739
Uniform Fire Code - BCC 23.11	Anna Mickols,	425-452-2925
Parks Department	Merryn Hearn,	425-452-4100

1. 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. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short-term work outside of normal construction hours shall be limited and will be reviewed on a case-by-case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. Requests for exemption from the Noise Control Code must be submitted in writing 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 residential construction.

AUTHORITY: Bellevue City Code 9.18.040
REVIEWER: Richard Hansen, Land Use Division

2. Construction Light

During construction, all lighting must utilize cutoff shields or other appropriate measures to avoid spillover glare onto adjacent uses beyond the site.

AUTHORITY: LUC 20.20.522 & Bellevue City Code 9.10
REVIEWER: Richard Hansen, 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: Richard Hansen, Land Use Division

4. Vehicular Access Restrictions

The proposed unsignalized driveway on NE 12th Street will not have any turn restrictions.

AUTHORITY: BCC 14.60.150
REVIEWER: Darwin Li, Transportation Department

5. Provisions for Loading

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

AUTHORITY: Land Use Code 20.20.590.K.4 & Bellevue City Code 14.60.180
REVIEWER: Richard Hansen, Land Use Division
Darwin Li, Transportation Department

6. Concurrency

A concurrency certificate for 31 MUs will be issued with this staff report publication. The concurrency certificate will expire one year from the date listed on the certificate unless a complete building permit application is filed prior to that date.

AUTHORITY: BCC 14.10
REVIEWER: Darwin Li, Transportation Department

7. 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: Richard Hansen, Land Use Division

8. 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: Richard Hansen, Land Use Division

9. Utilities Department Approval

Utility Department approval of the design review application (22-114105 LD) is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved.

AUTHORITY: BCC Title 24.02, 24.04, 24.06

REVIEWER: Art Chi, Utilities Department

10. 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, Development Services Department, Clearing & Grading

11. Developer Extension Agreement

A Utility Developer Extension Agreement application is required for the engineering review and inspection of the water, sewer and storm drainage improvements per Utility Codes 24.02, 24.04 and 24.06. All design review, plan approval, and field inspection shall be performed under the Utility Developer Extension Agreement application. The Developer Extension Agreement booklets and submittal requirements are available from the Utility Representative at the Permit Center.

AUTHORITY: BCC Title 24.02, 24.04, 24.06.120

REVIEWER: Art Chi, 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:

12. Pet Relief Areas

- a. The property owner is responsible for maintaining these areas of the landscape strip along the public sidewalk.

- b. Pet relief areas within the landscape strip along the public sidewalk should be filtered prior to entry into soil or the storm sewer system.
- c. Pet relief areas within the site must drain to the sanitary sewer.
- d. Pet relief areas must be irrigated or cleaned on a regular basis (nightly) to reduce potential negative public health and environmental effects.

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K
REVIEWERS: Merryn Hearn, Parks Department
Richard Hansen, Land Use Division

13. Clearing and Grading Permit Required:

Approval of this Design Review 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 shall be consistent with the activity permitted under this approval.

AUTHORITY: Land Use Code 20.30P.140, Clearing & Grading Code 23.76.035
REVIEWER: Janney Gwo, Development Services Department, Clearing & Grading

14. Right-of-Way Use Permit

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

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) All other construction activities as they affect the public street system.
- 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: Bellevue City Code 11.70 & 14.30
REVIEWER: ROW Review (425) 452-4189

15. Civil Engineering Plans – Transportation

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

All 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.

Completion of the following transportation infrastructure is required for each of the phases of the MDP.

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

1. NE 12th Street Frontage

- a. Widen street to provide 24-feet of asphalt, exclusive of an additional 1-foot of thickened asphalt.
- b. Install new curb and gutter
- c. Install a minimum 5-feet-wide planter strip measured from the back of curb with the following:
 - i. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
 - ii. Soil preparation and root barrier
 - iii. Street trees, ground cover, and landscaping
- d. Install minimum 7-feet wide concrete sidewalk along frontage
 - i. All new and existing utilities lids within the sidewalk must have non-slip lids installed.
- e. Remove existing driveway
- f. Install new minimum 26-feet-wide driveway approaching leading to underground parking garage meeting City of Bellevue Standards.
- g. Construct turnaround facility at west end of street to accommodate fire trucks and freight turning movements.
- h. Install at-grade multi-use path at the west end of site to connect to existing pedestrian path.
- i. Install sharrow markings.
- j. Channelization and signing are required as needed to meet MUTCD, Bellevue Standards, and as directed by the review engineer.
- k. Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

- I. Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
2. 102nd Avenue NE Frontage
 - a. Widen pavement to provide 54.5-feet (face of curb to face of curb) to provide future compatibility for an on-street parking lane.
 - b. Remove existing driveway.
 - c. Install new curb and gutter.
 - d. Install a minimum 5-feet-wide planter strip measured from the back of curb with the following:
 - i. Spray Irrigation from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
 - ii. Soil preparation and root barrier
 - iii. Street trees, ground cover, and landscaping
 - e. Install minimum 7-feet wide concrete sidewalk along frontage
 - i. All new and existing utilities lids within the sidewalk must have non-slip lids installed.
 - f. Provide 18-inch walkoff strip next to curb for future parking needs.
 - g. Channelization and signing are required as needed to meet MUTCD, Bellevue Standards, and as directed by the review engineer.
 - h. Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
 - i. Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.

Additional infrastructure requirements include:

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. A separate channelization and signing plan is required.
3. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).
4. The Americans with Disabilities Act (ADA)
 - a. ADA requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope

sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

- b. ADA also requires provision of a safe travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.
5. The new landscaping planter strip within the sidewalk along the public road shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk. Installation of the proposed planter shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawing SW-130-1. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
6. The design and appearance of the sidewalk and landscaping shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.
7. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements.

8. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing SW-140-1 or equivalent. Fixed objects are defined as anything with breakaway characteristics greater than a four-inch by four-inch wooden post.
9. 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, except the PSE transmission line across I-405.
 - 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.

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 Department Design Manual; Americans with Disabilities Act

REVIEWER: Darwin Li, Transportation Department

16. Final Landscape and Irrigation Plans

General: Final Landscape and Irrigation Plans shall be submitted with the Clearing and Grading Permit application for review by the Land Use Division, the Parks Department, and the Utilities Department. Also see Condition of Approval regarding the streetscape irrigation (right-of-way and site) below.

- Any significant modification of these plans will require additional review and approval.
- 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"**.
- Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection.
- Electrical components shall not create a tripping hazard in the sidewalk.

AUTHORITY: LUC 20.25A.110, 20.20.520
REVIEWERS: Merryn Hearn, Parks Department
Richard Hansen, Land Use Division

17. Planting in Right-of-Way and Streetscape

- Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction.
- The landscape planter shall include soil preparation, spray irrigation, and root barriers.
- Prior to ordering, confirm cultivars of all street trees with City of Bellevue Parks Department. Contacts are:
- Merryn Hearn, MHearn@Bellevuewa.gov, 425-452-4100
- 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.A.3, 20.20.520.K
REVIEWERS: Merryn Hearn, Parks Department
Richard Hansen, Land Use Division

18. Streetscape Irrigation (Right-of-Way and Site)

- The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter and controller that can be accessed 24 hours a day by the City of Bellevue. 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.
- No drip irrigation will be allowed within any City right-of-way.
- Schedule 40 irrigation pipe is required.
- There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.
- If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the section of the Water Code applies.
- Parks Department Contacts:
 - Merryn Hearn, MHearn@Bellevuewa.gov or (425) 452-4100

AUTHORITY: LUC 20.25A.110, 20.20.520
REVIEWERS: Merryn Hearn, Parks Department
Richard Hansen, Land Use Division

19. Soil Volumes

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: Merryn Hearn, Parks Department
Richard Hansen, Land Use Division

20. Linear Buffer Paving Type

On the Final Landscape Plan, indicate that the paving for pedestrian access to the building entry, the building egress walkway and through-block pedestrian corridor in the linear buffer will be comprised of pervious paving, brick, stone or tile in a pattern and texture that is level and slip-resistant.

AUTHORITY: LUC 20.25A.110.C.4.g
REVIEWERS: Richard Hansen, Land Use Division

21. Existing Easements

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

AUTHORITY: Bellevue City Code 14.60.100
REVIEWER: Darwin Li, Transportation Department

22. Easements for Signal Control and Street Light Boxes and Vaults

The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults, and detection loops as needed.

AUTHORITY: Bellevue City Code 14.60.100
REVIEWER: Darwin Li, Transportation Department

23. Sidewalk/Utility Easements

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

AUTHORITY: Bellevue City Code 14.60.100
REVIEWER: Darwin Li, 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:

24. Transportation Impact Fee

Payment of the traffic impact fee will be required at the time of building permit issuance. If multiple building permits are 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: Bellevue City Code 22.16
REVIEWER: Darwin Li, Transportation Department

25. Building and Site Plans – Transportation

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

AUTHORITY: Bellevue City Code 14.60.060, 110, 120, 150, 180, 181, 190, 241
REVIEWER: Darwin Li, Transportation Department

26. 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: Darwin Li, Transportation 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: Richard Hansen, Land Use Division

28. Mechanical Exhaust

All kitchen exhaust and any other exhaust that contains smoke, odors, steam or heat must vent at least 16 feet above areas accessible to the public.

AUTHORITY: Land Use Code 20.25A.130 and Bellevue City Code 9.18
REVIEWER: Richard Hansen, Land Use Division

29. Certification by Noise Consultant

The applicant shall provide certification by a certified noise consultant that the noise from mechanical exhaust fans will not exceed 60 dBA anywhere along public sidewalks or other public spaces prior to the issuance of any mechanical permits.

AUTHORITY: Bellevue City Code 9.18
REVIEWER: Richard Hansen, Land Use Division

30. Compact Parking Stalls

All compact stalls shall be shown on the building plans and shall be marked as such on each stall. Compact stalls may not exceed 65% of the total number of stalls. The applicant has requested that 44.3% of the proposed parking stalls will be compact stalls. **Refer to Administration Departure Request to Provide Compact Parking in Section III.G.1 of this report.**

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Richard Hansen, Land Use Division

31. Mechanical Equipment and Equipment Screening

- Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND
- 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, AND
- Meet the screening requirements in LUC 20.25A.130.C including screening from above.

AUTHORITY: Land Use Code 20.20.525, 20.20.650 20.25A.130
REVIEWER: Richard Hansen, Land Use Division

32. Location of Hydrant, PIV, and FDC

Location of hydrant, PIV and FDC will be determined under 22 128306 UE and future FD permit.

AUTHORITY: International Fire Code
REVIEWER: Anna Mickols, Fire Review

D. PRIOR TO 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 Temporary Certificate of Occupancy (TCO):

33. 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: Bellevue City Code 14.60; Comprehensive Plan Policy UT-39;
Transportation Department Design Manual; and Transportation
Department Design Manual Standard Drawings.
REVIEWER: Darwin Li, Transportation Department

34. Pavement Restoration

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

- a) Pavement restoration associated with construction of transportation infrastructure or to repair damaged street surfaces shall be completed. NE 12th Street and 102nd Avenue NE are both classified as Grind and Overlay required.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: ROW Review (425) 452-4189

35. 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 shoring permit issuance. A right-of-way use permit may be required for these elements.

AUTHORITY: BCC 14.30.160
REVIEWER: Darwin Li, Transportation Department

36. Recording of Bonus Amenities

After final review and approval by Land Use, the applicant shall record a copy of the following with the King County Office of Records and Elections:

- Final, approved bonus point calculations (Tables 1 and 2 in Section III of this report), including any modifications made during building permit review and building construction.
- Building plans identifying all amenities and square footage.
- The Conditions of Approval for this Design Review.

AUTHORITY: Land Use Code 20.25A.070.E and 20.30F.145
REVIEWER: Richard Hansen, Land Use Division

37. Improvement to Public Park Property

The applicant has been working with the Parks Department regarding the improvement of public park property. As a condition of this approval, the applicant will need to either provide a bond or complete the required improvements identified by the Parks Department in the amount valued in Section IV.2.

Authority: LUC 20.25A.070.D.4.4
Reviewer: Richard Hansen, Land Use Division

38. Interior Noise Level Measurement

Interior noise levels inside residential units shall not to exceed 45 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 9.18.045B
REVIEWER: Richard Hansen, Land Use Division

39. Landscape Installation Assurance Device

All site landscaping shall be 100% complete per the plan approved by the City prior to TCO. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) an executed surety device (Assignment of Savings, Letter of Credit, or Bond) dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation and inspection approval.

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Richard Hansen, Land Use Division

40. 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: Richard Hansen, Land Use Division

41. 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: Richard Hansen, Land Use Division

E. PRIOR TO ISSUANCE OF SIGN PERMITS

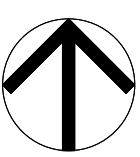
39. Signage: All signage shall be pedestrian oriented. A comprehensive sign package shall be submitted to DSD for review and approval prior to issuance of any sign permits. The sign package plans, elevations, and other sketches shall include but are not limited to:

- a. Location
- b. Lighting
- c. Color Palette
- d. Material
- e. Design (No cabinet or can signs are permitted)

Signage shall be the minimum size necessary to convey information and shall be architecturally compatible and integrated with the building. See Sign Code limitations or other design criteria. Design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application.

Authority: LUC 20.25A.170.7, LUC 20.30F, BCC 22B
Reviewer: Richard Hansen

Attachment A
(Project Drawings)



POINT AND FEE SUMMARY	
Total Amenity Points Earned	11,672
Required Amenity Points Achieved	0%
Required Amenity Points to Total Am	0%
Amenity Points Required	11,672
Amenity Points Achieved	11,672
Excess Amenity Points	0

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ARCHITECTURE
URBAN|RURAL

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T 206-257-0972

license



project name

'V' BELLEVUE

10113 NE 12TH ST. BELLEVUE,
WA 98004

100% SCHEMATIC DESIGN	6.15.2023
DESIGN REVIEW	7.1.2023
100% DD	8.4.2023
100% DD	9.26.2023
DESIGN REVIEW	12.1.2023
100% DD	1.23.2024
PRICING SET	9.11.2023
BUILDING PERMIT SUB.1	X.X.2024

AMENITY PLAN

drawing information

DATE 12.06.2023

CALE $3/32'' = 1'-0''$

DRAWN Author

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DR10

1 BUILDING ELEVATION - NORTH (EAST) - DR
DR11 1/8" = 1'-0"

Architectural floor plan of a building facade, showing window and door layouts, material callouts, and level elevations.

Material Callouts (Top):

- FC-1 (PT-1), W-1, FC-1 (PT-2), W-1, BR-1, FC-1 (PT-2), FC-1 (PT-1), FC-1 (PT-2), W-1, FC-1 (PT-2), BR-1, W-1, FC-1 (PT-2), FC-1 (PT-1), FC-1 (PT-2), BR-1, FC-1 (PT-1), W-2, FC-1 (PT-1), BR-1, FC-1 (PT-2), W-2, FC-1 (PT-1), W-1, FC-1 (PT-2), BR-1, FC-1 (PT-2), W-1, FC-1 (PT-1), W-2, FC-1 (PT-2), W-1, FC-1 (PT-2), BR-1, FC-1 (PT-2), FC-1 (PT-1), FC-1 (PT-2), W-2, BR-1

Material Callouts (Bottom):

- FC-1 (PT-1), FC-1 (PT-1), FC-1 (PT-1), W-2, FC-1 (PT-1), M-2, W-1, C-1, BR-1, W-2, FC-1 (PT-1), BR-1, FC-1 (PT-1), W-2, FC-1 (PT-1), BR-1, B-2, W-1, FC-1 (PT-1), W-2, BR-1, W-2, W-1, B-2, FC-1 (PT-2), BR-1, W-2, FC-1 (PT-1), FC-1 (PT-2), W-1, W-2, W-2

Level Elevations (Right):

- LEVEL 6: 232' - 3"
- LEVEL 5: 222' - 6"
- LEVEL 4: 212' - 9"
- LEVEL 3: 203' - 0"
- LEVEL 2: 193' - 0"
- AVG GRADE: 188' - 10 3/8"
- LEVEL M: 180' - 11"
- LEVEL 1: 176' - 5"
- LEVEL P1: 167' - 5"

Dimensions and Notes:

- BUILDING HEIGHT = 54' - 4.98" (55 MAX PER IUC 22.25A.60(A.4))
- MAX FLOOR PLATE ABOVE 40' - 0" (PER IUC 22.25A.60(A.4))
- TYPE I/A
- TYPE I/A
- PROPERTY LINE

2 BUILDING ELEVATION - NORTH (WEST) - DR
DR11 1/8" = 1'-0"

MATERIALS LEGEND:	
A-1	ACRYLIC LAMINATED AWNING W/ VALENCE
B-1	BOLT-ON CANOPY, PREFIN.
B-2	BOLT-ON JULIET, PREFIN.
BR-1	THIN BRICK
C-1	CONCRETE, SACK & PATCH
E-1	INTAKE & EXHAUST VENT, PTD.
FC-1	FIBER CEMENT PANEL SMOOTH, PTD.
G-1	GLASS GUARDRAIL
M-1	BREAK SHAPE METAL
M-2	DECORATIVE MTL. SCREEN
M-3	ANODIZED ALUMINUM PANEL
T-1	TILE PANEL
W-1	WOOD SHIPLAP, CHEVRON PATTERN, STAINED
W-2	VINYL DOOR OR WINDOW
W-3	STOREFRONT
COLOR LEGEND:	
PT1	WHITE
PT2	BLACK



1 BUILDING ELEVATION - WEST - DR
DR12/ 1/8" = 1'-0"



2 BUILDING ELEVATION - EAST - DR
DR12/ 1/8" = 1'-0"

100% SCHEMATIC DESIGN	6.15.2022
DESIGN REVIEW	7.1.2022
30% DD	8.4.2022
60% DD	9.26.2022
DESIGN REVIEW	12.1.2022
100% DD	1.23.2023
PRICING SET	9.11.2023
BUILDING PERMIT SUB.1	2.16.2024
100% DD UPDATE	2.16.2024

DATE	2.16.2024
SCALE	1/8" = 1'-0"
DRAWN	Author
JOB #	21-026

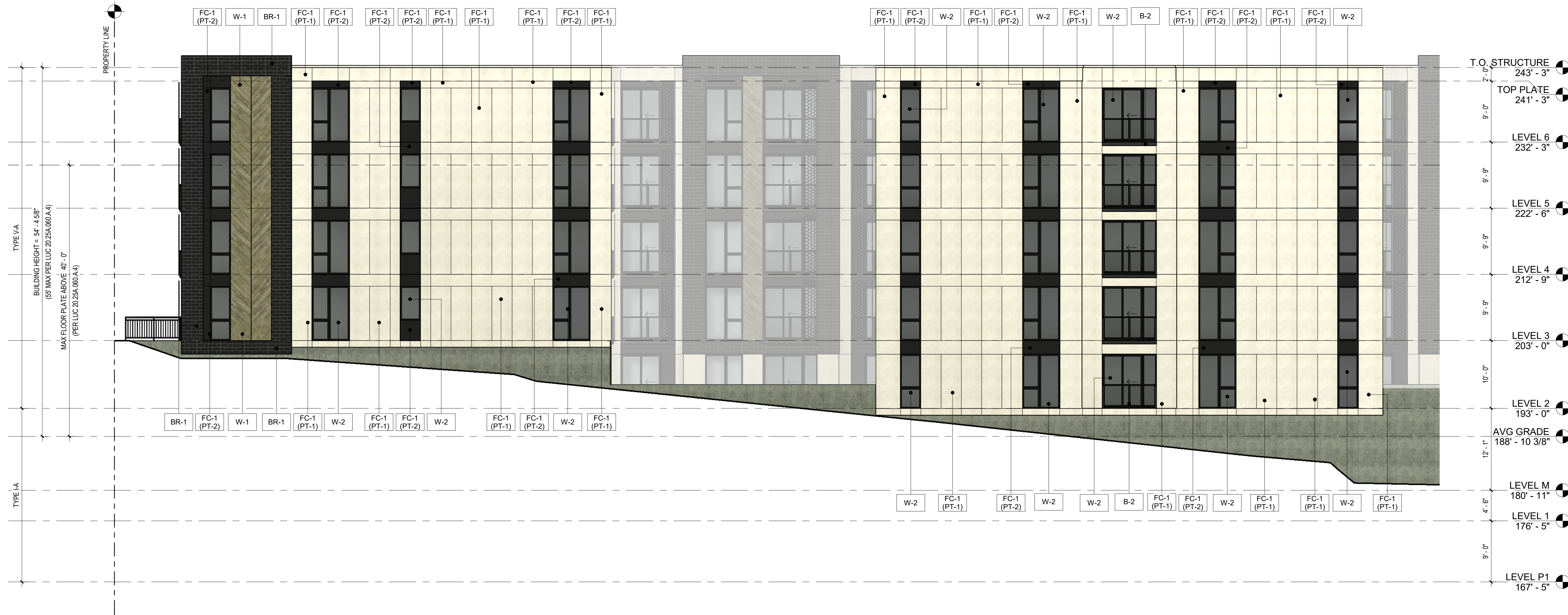
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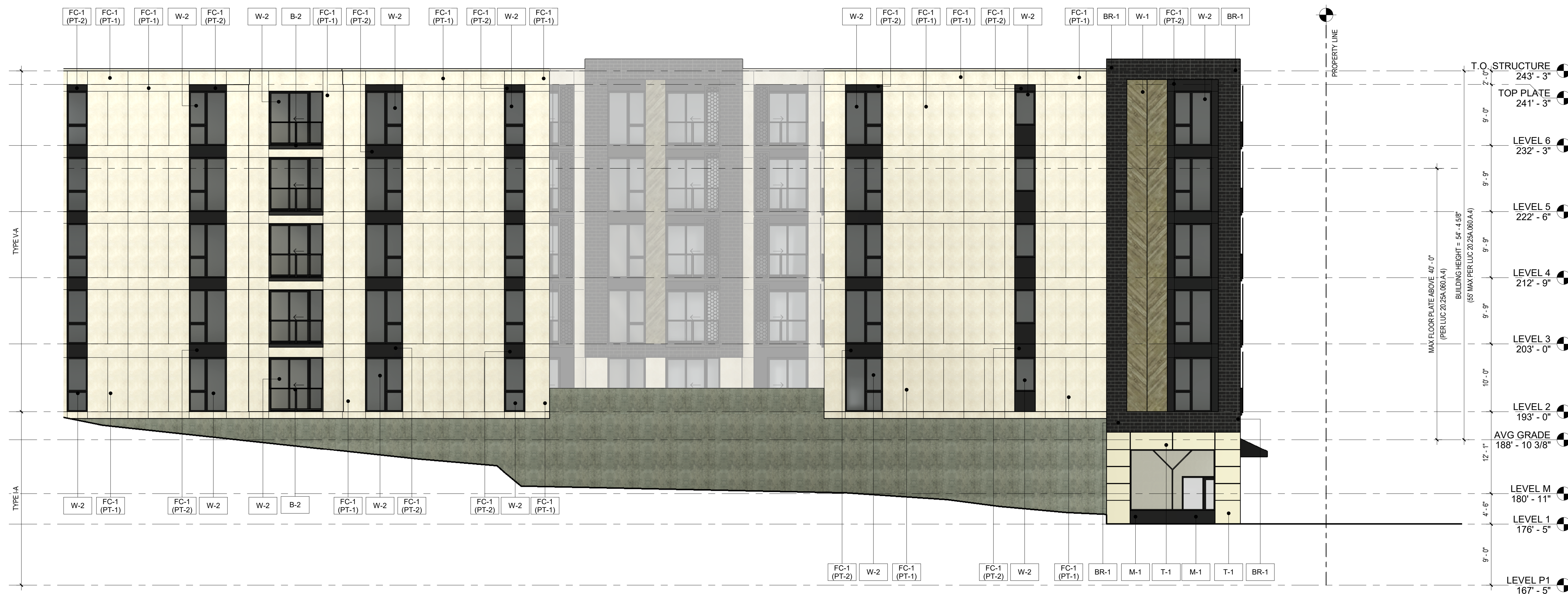
DATE 2.16.2024
SCALE 1/8" = 1'-0"
DRAWN Author
JOB # 21-026

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E-1	INTAKE & EXHAUST VENT, PTD.
FC-1	FIBER CEMENT PANEL SMOOTH, PTD.
G-1	GLASS GUARDRAIL
M-1	BREAK SHAPE METAL
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M-3	ANODIZED ALUMINUM PANEL
T-1	TILE PANEL
W-1	WOOD SHIPLAP, CHEVRON PATTERN, STAINED
W-2	VINYL DOOR OR WINDOW
W-3	STOREFRONT
COLOR LEGEND:	
PT1	WHITE
PT2	BLACK



1
DR13
BUILDING ELEVATION - SOUTH (WEST) - DR
1/8" = 1'-0"



2
DR13
BUILDING ELEVATION - SOUTH (EAST) - DR
1/8" = 1'-0"

PROJECT GROSS FLOOR AREA: (in Square Feet) APARTMENT

Floor Level	Parking	Residential	Residential Storage	Common Amenity	Circulation	BOH/mech/elec	TOTAL
P1	31,130				1,000	510	32,720
L1	22,870			6,195	1,005	3,895	33,965
L1M	6,175				575	310	7,060
L2		22,445	640		4,000	475	27,560
L3		23,530	785		3,470	460	28,245
L4		23,530	785		3,470	460	28,245
L5		23,530	785		3,470	460	28,245
L6		20,240	700	800	3,385	460	25,585
TOTAL	60,175	113,275	3,695	6,995	20,495	7,090	211,665

landscape	Roof Deck
	1,310
	8,030
	1,630
	10,970

PARKING INFORMATION

Residential Parking					
Level	Standard	Compact	Access.	Van	TOTAL
P1	42	43	0	0	85
L1	25	15	3	1	44
L1M	12	8	0	0	20
Total	79	66	3	1	149

Stalls Required	0.75	125
Visitor Parking Required	1 PER 20	9

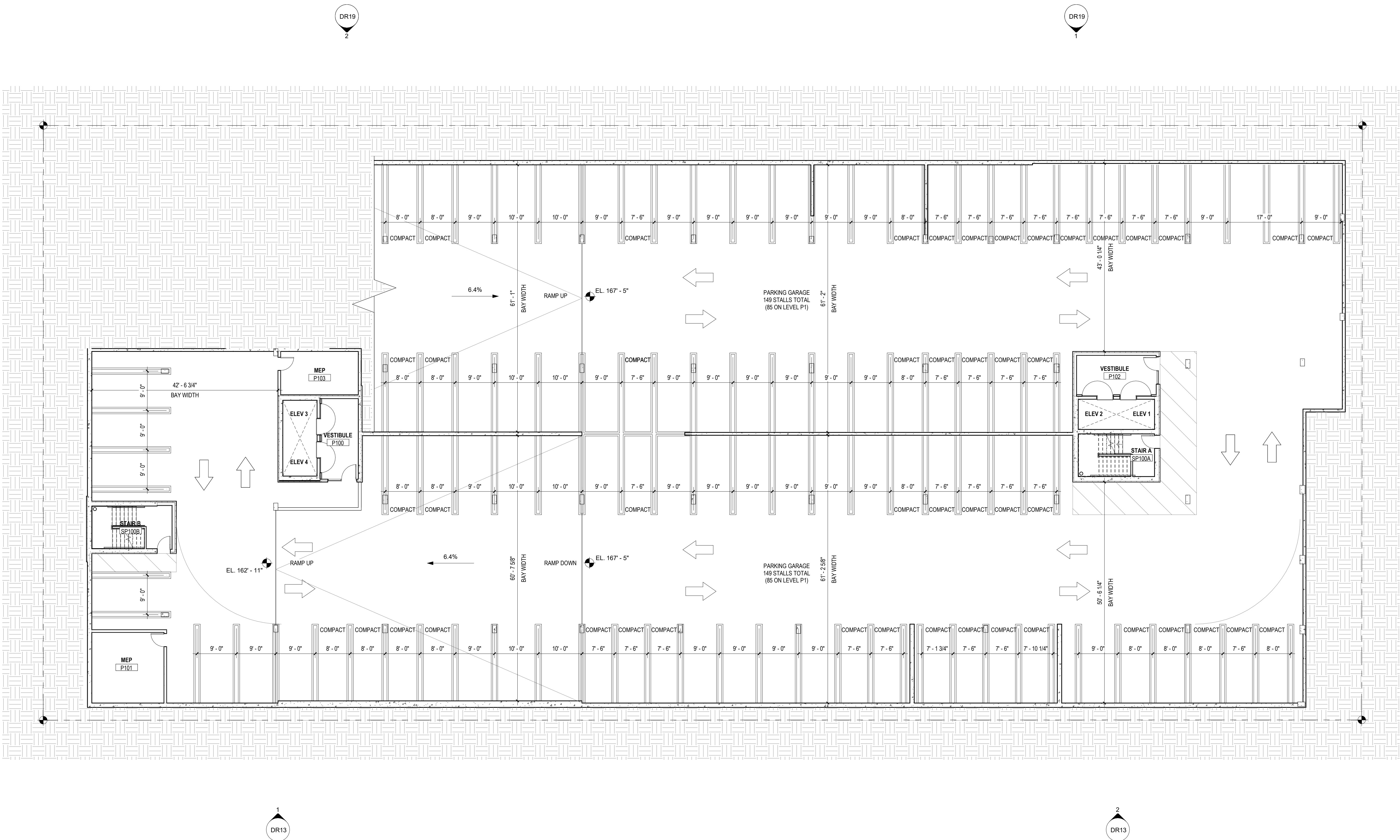
Parking Standards 20.25A.080	*Standard Parking: 1.0 min. /2.0 max per units Visitor Parking: 1.0 per 20 units. Compact Stalls: 65% Vanpool /Carpool Facilities: The property owner shall provide a vanpool/carpool loading facility that is outside of required driveway or parking aisle widths. The facility shall be adjacent to an entrance door to the structure and shall be consistent with all applicable design guidelines. Bicycle Parking: 1 per 10 dwelling units, located in a secure location *Ordinance No. 6589.L.2. Minimum Parking for Residential Uses with Frequent Transit Service Market Rate Multifamily Dwelling = 0.75 /unit.	Standard: 125 stalls required = 166 units x 0.75 Proposed: 149 stalls Compact: 96 compact stalls allowed = 149 stalls x 0.65 Proposed: 66 compact stalls Visitor: 166 units / 20 units = 9 required Proposed: 9 stalls Total Stalls: 149 stalls = 140 resident + 9 visitor Bicycle: 166 units / 10 = 17 required Proposed: 17 Compliant
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100% SCHEMATIC DESIGN	6.15.2022
DESIGN REVIEW	7.1.2022
30% DD	8.4.2022
60% DD	9.26.2022
DESIGN REVIEW	12.1.2022
100% DD	1.23.2023
PRICING SET	9.11.2023
BUILDING PERMIT SUB.1	X.X.2023

DATE	12.06.2023
SCALE	3/32" = 1'-0"
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JOB #	21-026

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PROJECT GROSS FLOOR AREA: (in Square Feet) APARTMENT

Floor Level	Parking	Residential	Residential Storage	Common Amenity	Circulation	BOH/mech/elec	TOTAL
P1	31,130				1,000	510	32,720
L1	22,870			6,195	1,005	3,895	33,965
L1M	6,175				575	310	7,060
L2		22,445	540		4,060	475	27,560
L3		23,530	785		3,470	460	28,245
L4		23,530	785		3,470	460	28,245
L5		23,530	785		3,470	460	28,245
L6		20,240	700	800	3,385	460	25,585
TOTAL	60,175	113,275	3,695	6,995	20,495	7,090	211,665

landscape	Roof Deck
	1,310
	8,030
	1,630
	10,970

PARKING INFORMATION

Residential Parking					
Level	Standard	Compact	Access.	Van	TOTAL
P1	42	43	0	0	85
L1	25	15	3	1	44
L1M	12	8	0	0	20
Total	79	66	3	1	149

Stalls Required	0.75	125
Visitor Parking Required	1 PER 20	9

Parking Standards
20.25A.080

*Standard Parking: 1.0 min. /2.0 max per units
Visitor Parking: 1.0 per 20 units.
Compact Stalls: 65%
Vanpool /Carpool Facilities: The property owner shall provide a vanpool/carpool loading facility that is outside of required driveway or parking aisle widths. The facility shall be adjacent to an entrance door to the structure and shall be consistent with all applicable design guidelines.
Bicycle Parking: 1 per 10 dwelling units, located in a secure location

*Ordinance No. 6589.L.2. Minimum Parking for Residential Uses with Frequent Transit Service
Market Rate Multifamily Dwelling = 0.75 /unit.

Standard: 125 stalls required = 166 units x 0.75
Proposed: 149 stalls
Compact: 96 compact stalls allowed = 149 stalls x 0.65
Proposed: 66 compact stalls
Visitor: 166 units / 20 units = 9 required
Proposed: 9 stalls
Total Stalls: 149 stalls = 140 resident + 9 visitor
Bicycle: 166 units / 10 = 17 required
Proposed: 17
Compliant

license



consultant logo

project name

'V' BELLEVUE

10113 NE 12TH ST, BELLEVUE,
WA 98004

key plan

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BUILDING PERMIT SUB.1	X.X.2023

drawing title

FLOOR PLAN - LEVEL
1

drawing information

DATE	12.06.2023
SCALE	3/32" = 1'-0"
DRAWN	Author
JOB #	21-026

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DR2

PROJECT GROSS FLOOR AREA: (in Square Feet) APARTMENT

Floor Level	Parking	Residential	Residential Storage	Common Amenity	Circulation	BOH/mech/elec.	TOTAL
P1	31,130				1,000	510	32,720
L1	22,870			6,195	1,005	3,895	33,965
L1M	6,175				575	310	7,060
L2		22,445	640		4,060	475	27,620
L3		23,530	785		3,470	460	28,245
L4		23,530	785		3,470	460	28,245
L5		23,530	785		3,470	460	28,245
L6		20,240	700	800	3,385	460	25,585
TOTAL	60,175	113,275	3,695	6,995	20,495	7,090	211,665

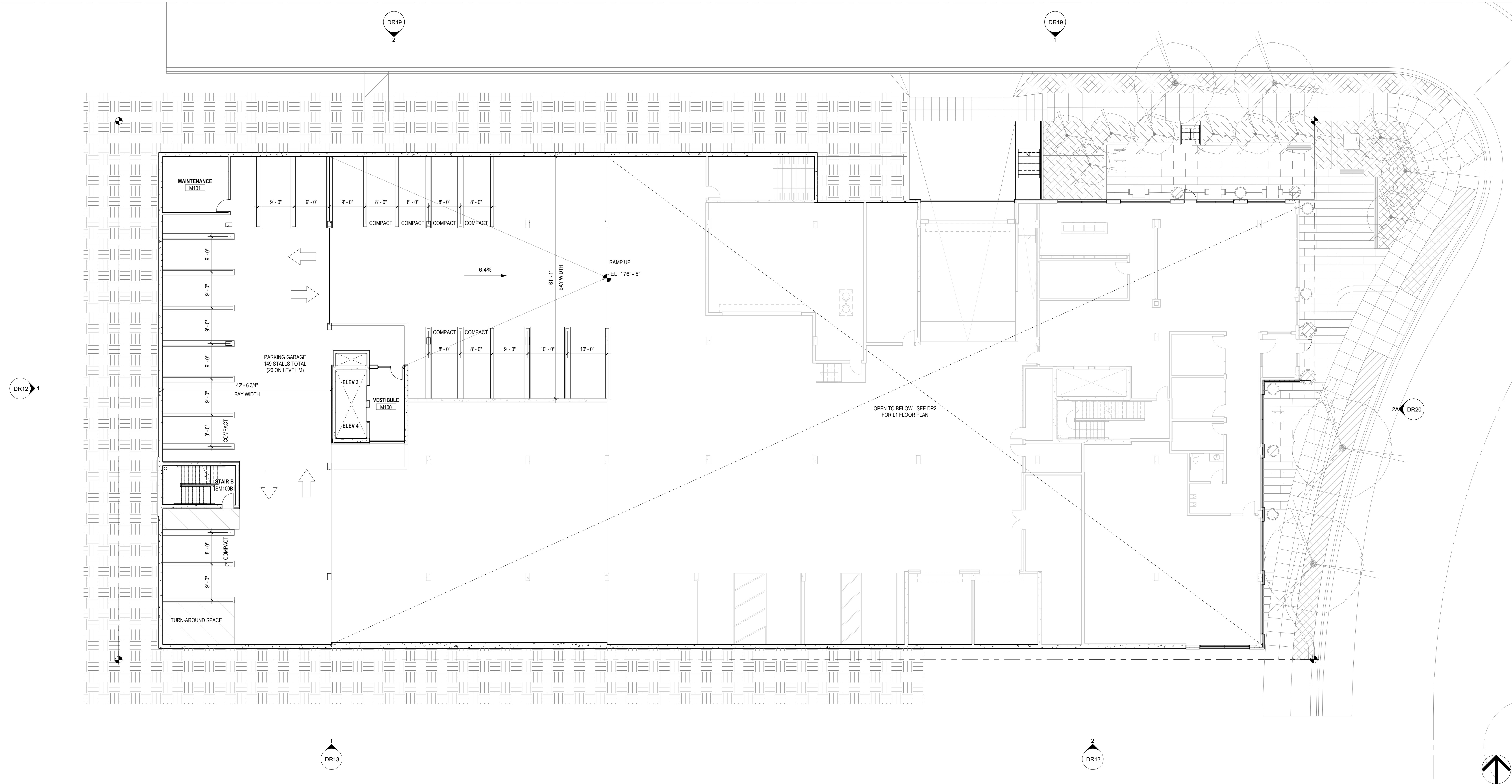
landscape	Roof Deck
	1,310
	8,030
	1,630
	10,970

PARKING INFORMATION

Residential Parking	Standard	Compact	Access.	Van	TOTAL
P1	42	43	0	0	85
L1	25	15	3	1	44
L1M	12	8	0	0	20
Total	79	66	3	1	149

Stalls Required	0.75	125
Visitor Parking Required	1 PER 20	9

Parking Standards 20.25A.080	*Standard Parking: 1.0 min. /2.0 max per units Visitor Parking: 1.0 per 20 units. Compact Stalls: 65% Vanpool /Carpool Facilities: The property owner shall provide a vanpool/carpool loading facility that is outside of required driveway or parking aisle widths. The facility shall be adjacent to an entrance door to the structure and shall be consistent with all applicable design guidelines. Bicycle Parking: 1 per 10 dwelling units, located in a secure location *Ordinance No. 6589.L.2. Minimum Parking for Residential Uses with Frequent Transit Service Market Rate Multifamily Dwelling = 0.75 /unit.	Standard: 125 stalls required = 166 units x 0.75 Proposed: 149 stalls Compact: 96 compact stalls allowed = 149 stalls x 0.65 Proposed: 66 compact stalls Visitor: 166 units / 20 units = 9 required Proposed: 9 stalls Total Stalls: 149 stalls = 140 resident + 9 visitor Bicycle: 166 units / 10 = 17 required Proposed: 17 Compliant
---------------------------------	---	---

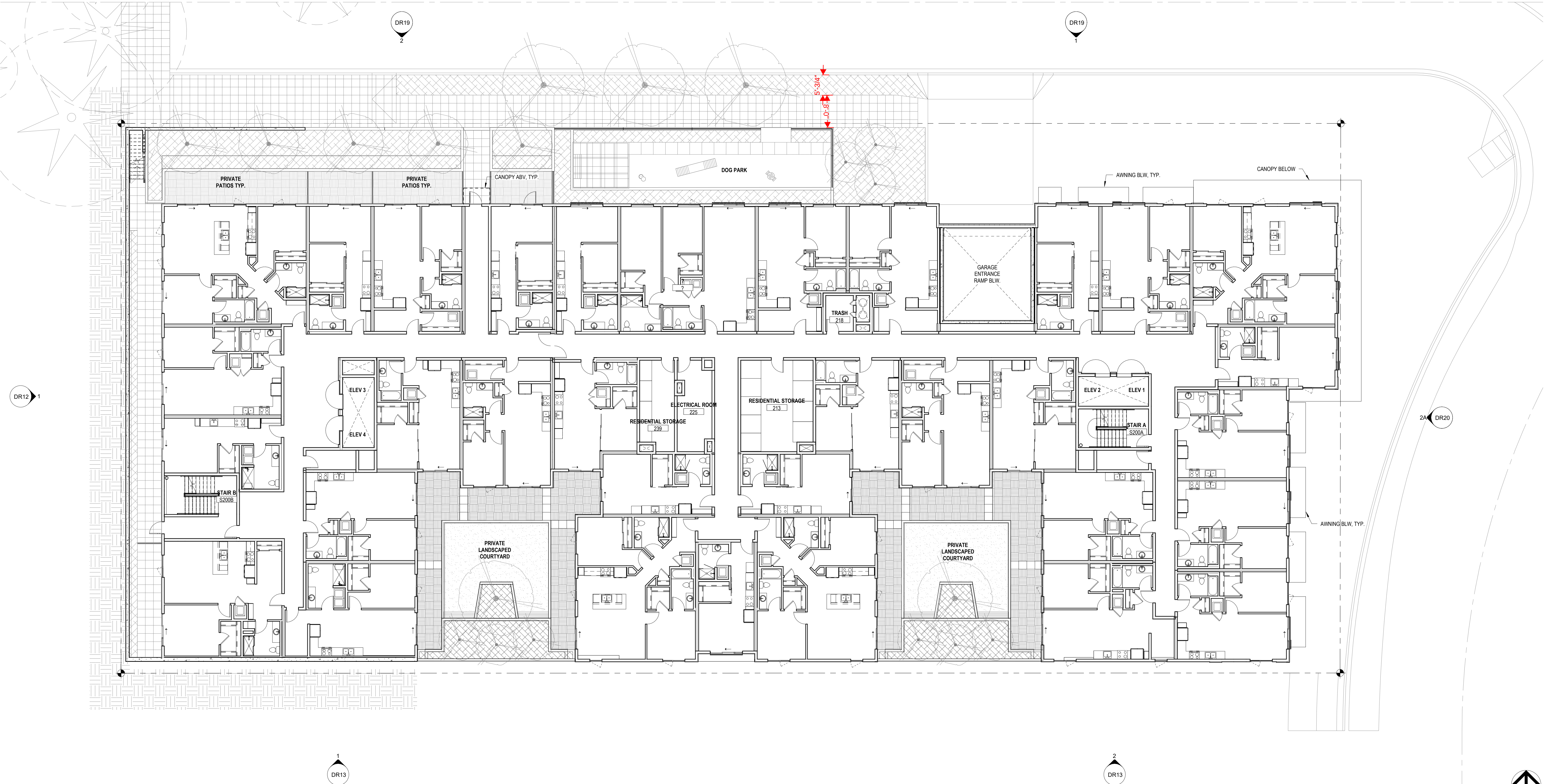


1 DR3 LEVEL M - OVERALL - DR
3/32" = 1'-0"

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DRAWN	Author
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PROJECT GROSS FLOOR AREA: (in Square Feet) APARTMENT								Landscape	
Floor Level	Parking	Residential	Residential Storage	Common Amenity	Circulation	Bolt/mech/elec.	TOTAL	Roof Deck	
P1	31,130				1,060	510	32,700		
L1	22,870			6,195	1,005	3,895	33,965		1,310
L1M	6,175				575	310	7,060		
L2		23,445	640		4,940	475	37,600		8,030
L3		23,530	785		3,470	460	28,245		
L4		23,530	785		3,470	460	28,245		
L5		23,530	785		3,470	460	28,245		
L6		20,240	700	800	3,385	460	25,585		1,630
TOTAL	60,175	113,275	3,695	6,995	20,495	7,030	211,665		10,970



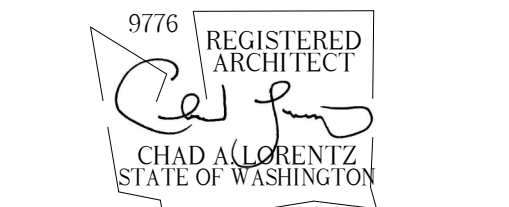
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BUILDING PERMIT SUB.1	X.X.2023

drawing title

FLOOR PLAN - LEVEL
2

drawing information

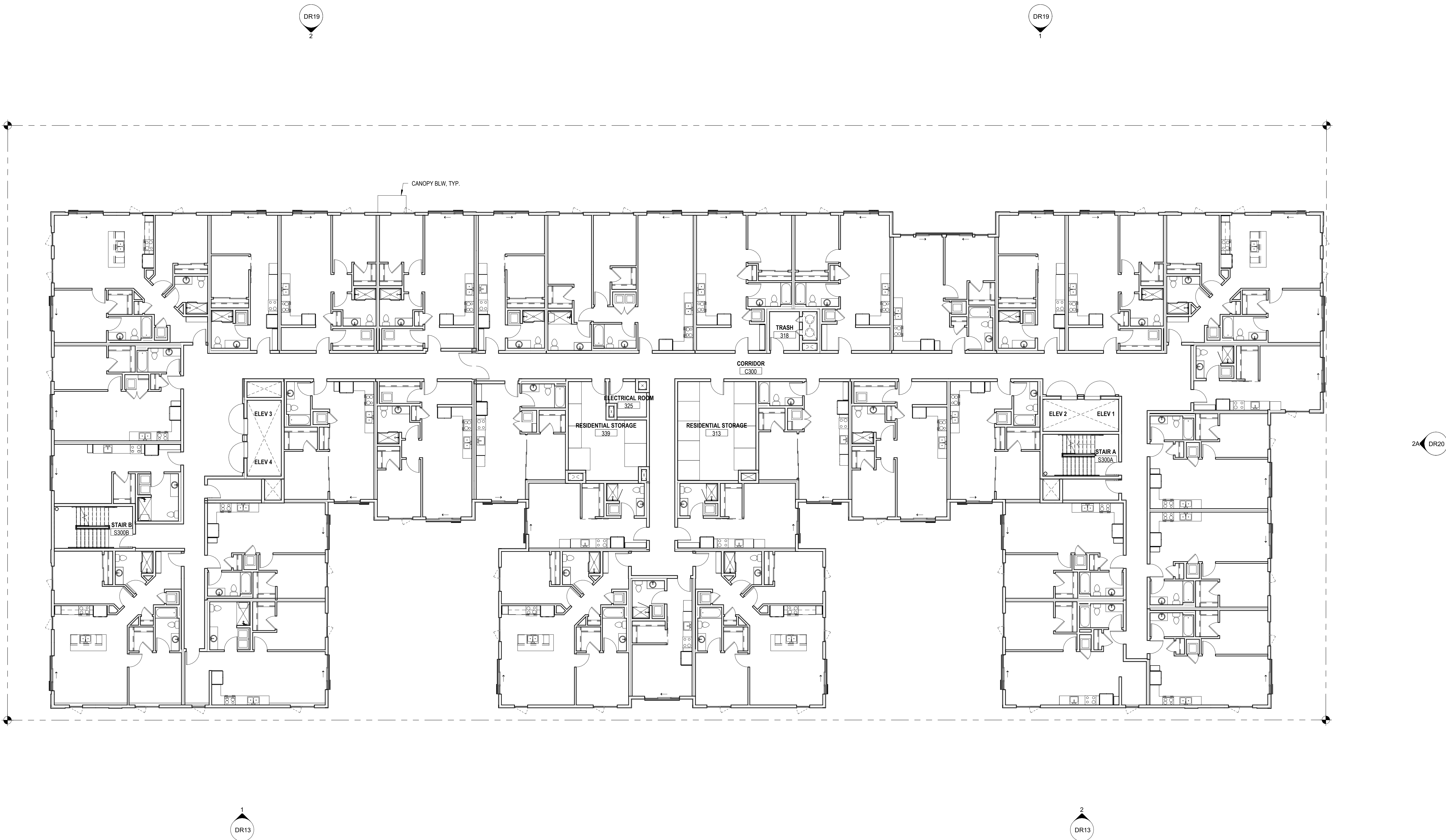
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DR4

PROJECT GROSS FLOOR AREA: (in Square Feet) APARTMENT								Landscape	
Floor Level	Parking	Residential	Residential Storage	Common Amenity	Circulation	Bolt/mech/elec.	TOTAL	Roof Deck	
P1	31,130				1,060	510	32,700		
L1	22,870			6,195	1,005	3,895	33,965		1,310
L1M	6,175				575	310	7,060		
L2		23,445	660		4,040	475	27,600		8,030
L3		23,530	785		3,470	460	28,245		
L4		23,530	785		3,470	460	28,245		
L5		23,530	785		3,470	460	28,245		
L6		20,240	700	800	3,385	460	25,585		1,630
TOTAL	60,175	113,275	3,695	6,995	20,495	7,030	211,665		10,970



1 DR5 LEVEL 3 - OVERALL - DR
3/32" = 1'-0"

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DESIGN REVIEW	12.1.2022
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BUILDING PERMIT SUB1	X.X.2023

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FLOOR PLAN - LEVEL
3

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DRAWN	Author
JOB #	21-026

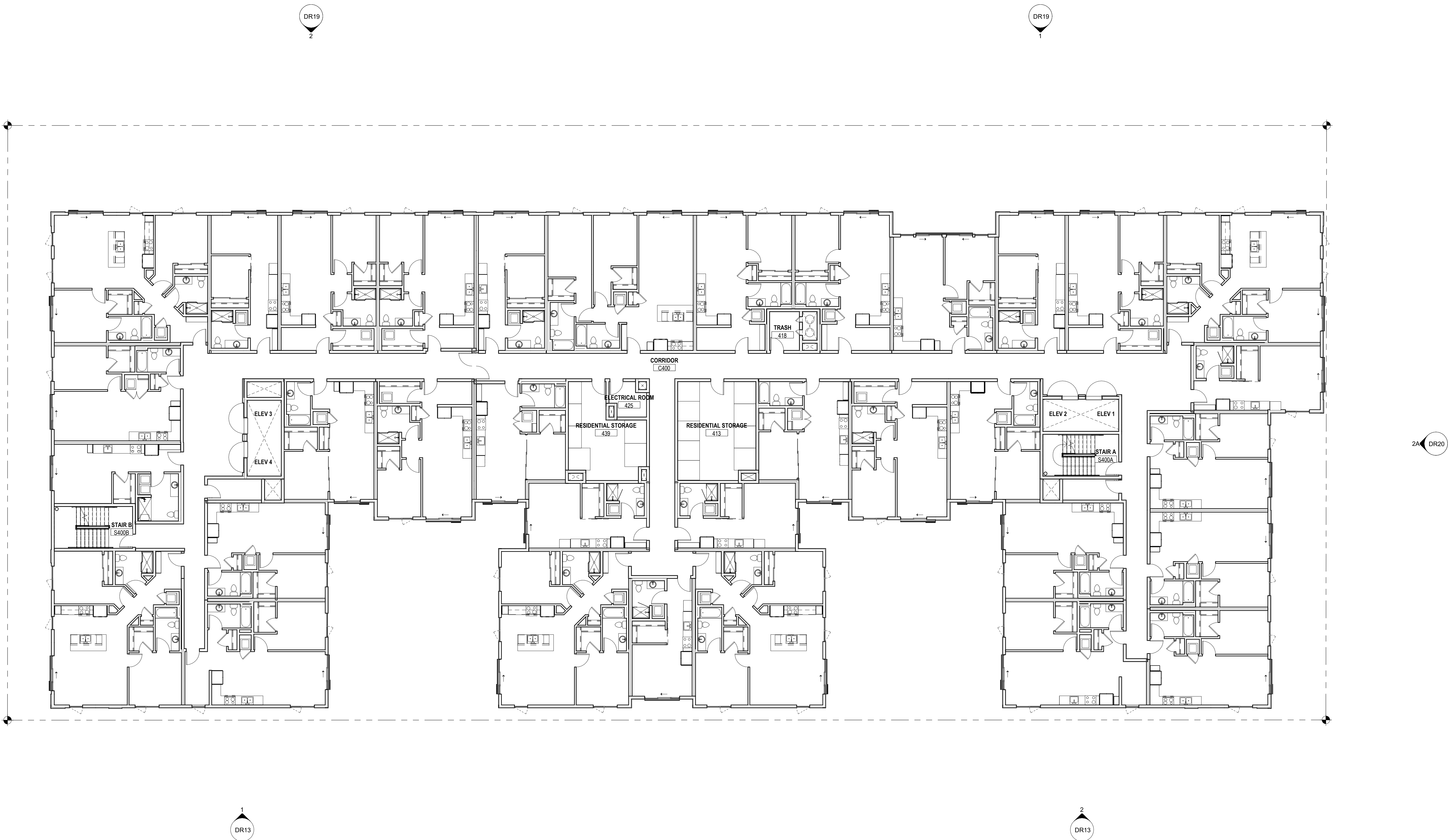
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DR5

PROJECT GROSS FLOOR AREA: (in Square Feet) APARTMENT								Landscape	
Floor Level	Parking	Residential	Residential Storage	Common Amenity	Circulation	Bolt/mech/elec.	TOTAL	Roof Deck	
P1	31,130				1,060	510	32,700		
L1	22,870			6,195	1,005	3,895	33,965		1,310
L1M	6,175				575	310	7,060		
L2		23,445	660		4,040	475	27,600		8,030
L3		23,530	785		3,470	460	28,245		
L4		23,530	785		3,470	460	28,245		
L5		23,530	785		3,470	460	28,245		
L6		20,240	700	800	3,385	460	25,585		1,630
TOTAL	60,175	113,275	3,695	6,995	20,495	7,030	211,665		10,970



1
DR6
LEVEL 4 - OVERALL - DR
3/32" = 1'-0"

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BUILDING PERMIT SUB.1	X.X.2023

drawing title

FLOOR PLAN - LEVEL
4

drawing information

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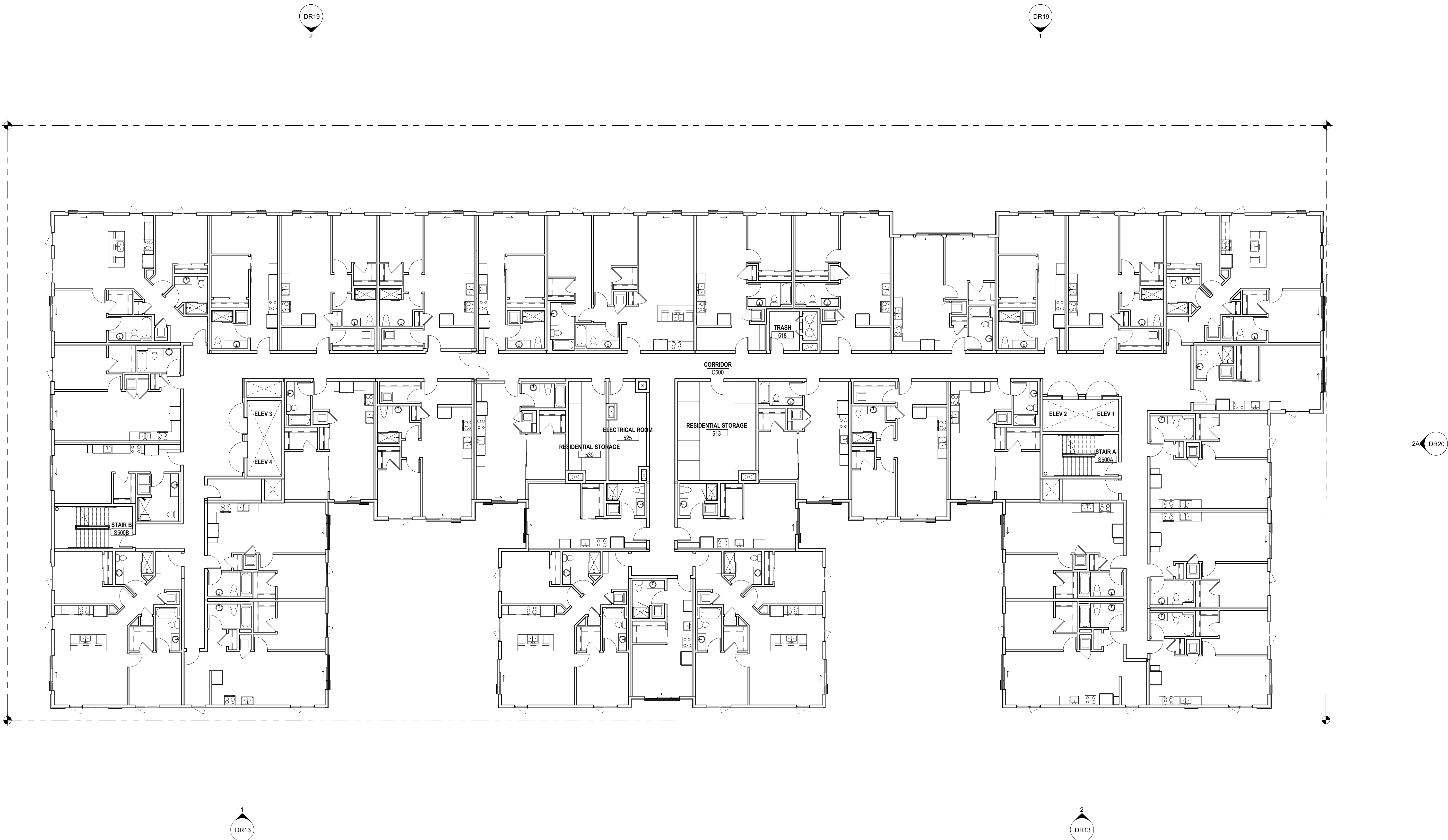
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PROJECT GROSS FLOOR AREA: (in Square Feet) APARTMENT								Landscape	
Floor Level	Parking	Residential	Residential Storage	Common Amenity	Circulation	Bolt/mech/elec.	TOTAL	Roof Deck	
P5	31,130				1,060	510	32,700		
L1	22,870			6,195	1,005	3,895	33,965		1,310
L1M	6,175				575	310	7,060		
L2		23,445	660		4,040	475	27,600		8,030
L3		23,530	785		3,470	460	28,245		
L4		23,530	785		3,470	460	28,245		
L5		23,530	785		3,470	460	28,245		
L6		20,240	700	800	3,385	460	25,585		1,630
TOTAL	60,175	113,275	3,695	6,995	20,495	7,030	211,665		10,970



1
DR7
LEVEL 5 - OVERALL - DR
3/32" = 1'-0"



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BUILDING PERMIT SUB.1	X.X.2023

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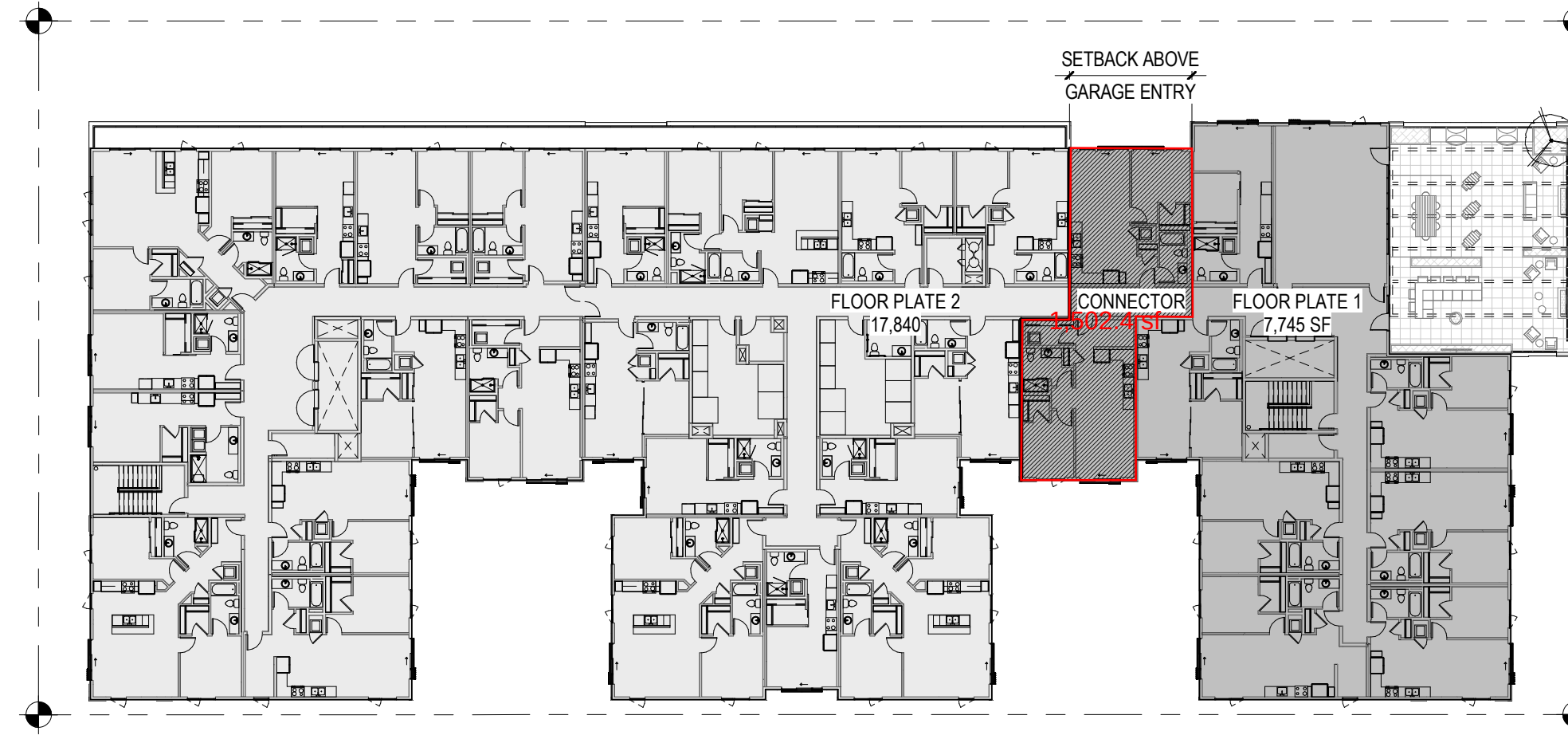
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60% DD	9.26.2022
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BUILDING PERMIT SUB.1	X.X.2023

DATE	12.06.2023
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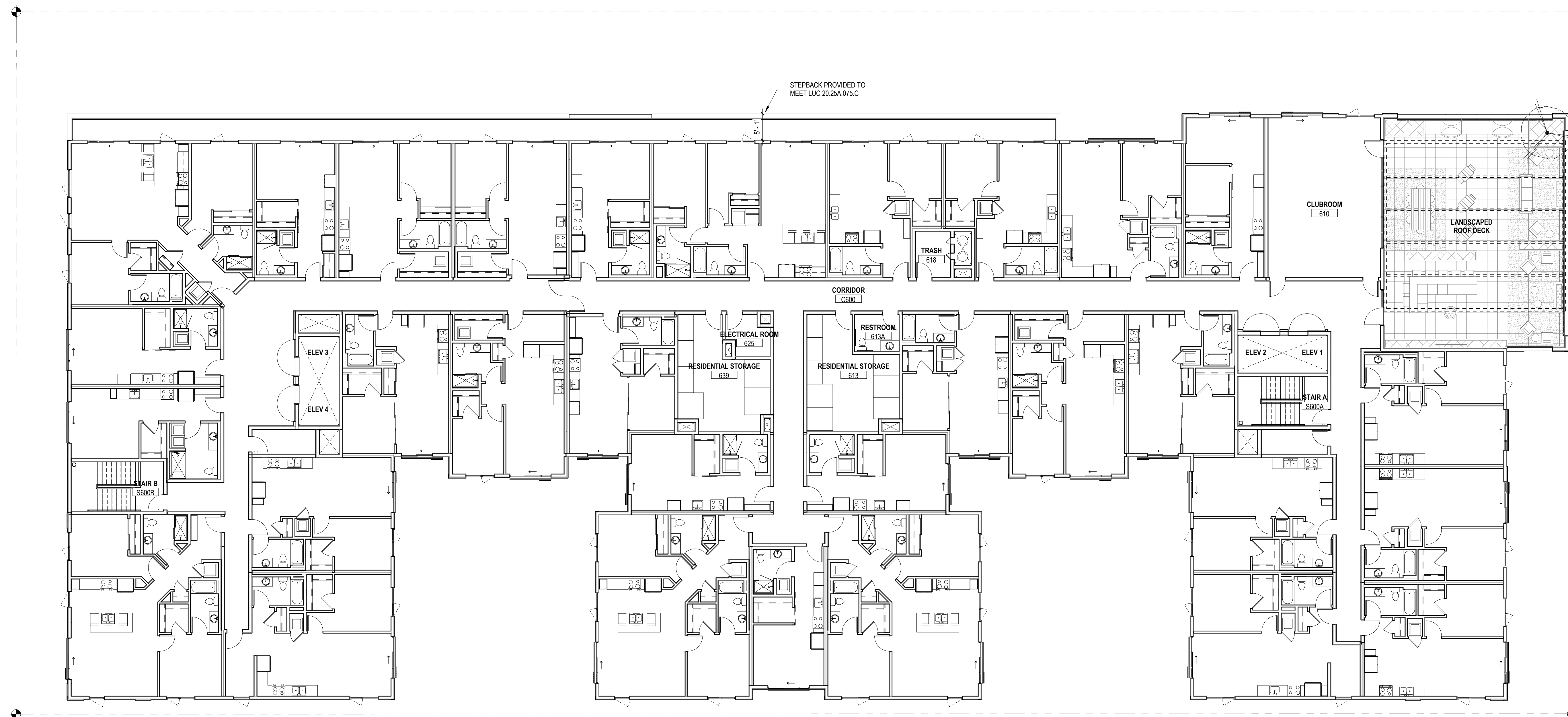
PROJECT GROSS FLOOR AREA: (in Square Feet) APARTMENT

Floor Level	Parking	Residential	Residential Storage	Common Amenity	Circulation	Boil/mech/ elec.	TOTAL
P1	31,130				1,060	510	32,700
L1	22,870			6,195	1,005	3,895	33,965
L1M	6,175				575	310	7,060
L2		23,445	660		4,040	475	27,600
L3		23,530	785		3,470	460	28,245
L4		23,530	785		3,470	460	28,245
L5		23,530	785		3,470	460	28,245
L6		20,240	700	800	3,385	460	25,585
TOTAL	60,175	113,275	3,695	6,995	20,495	7,030	211,665

Landscape Roof Deck
1,310
8,030
1,630
10,970



2
DR8
LEVEL 6 - CONNECTED FLOOR PLATE DIAGRAM
1" = 30'-0"



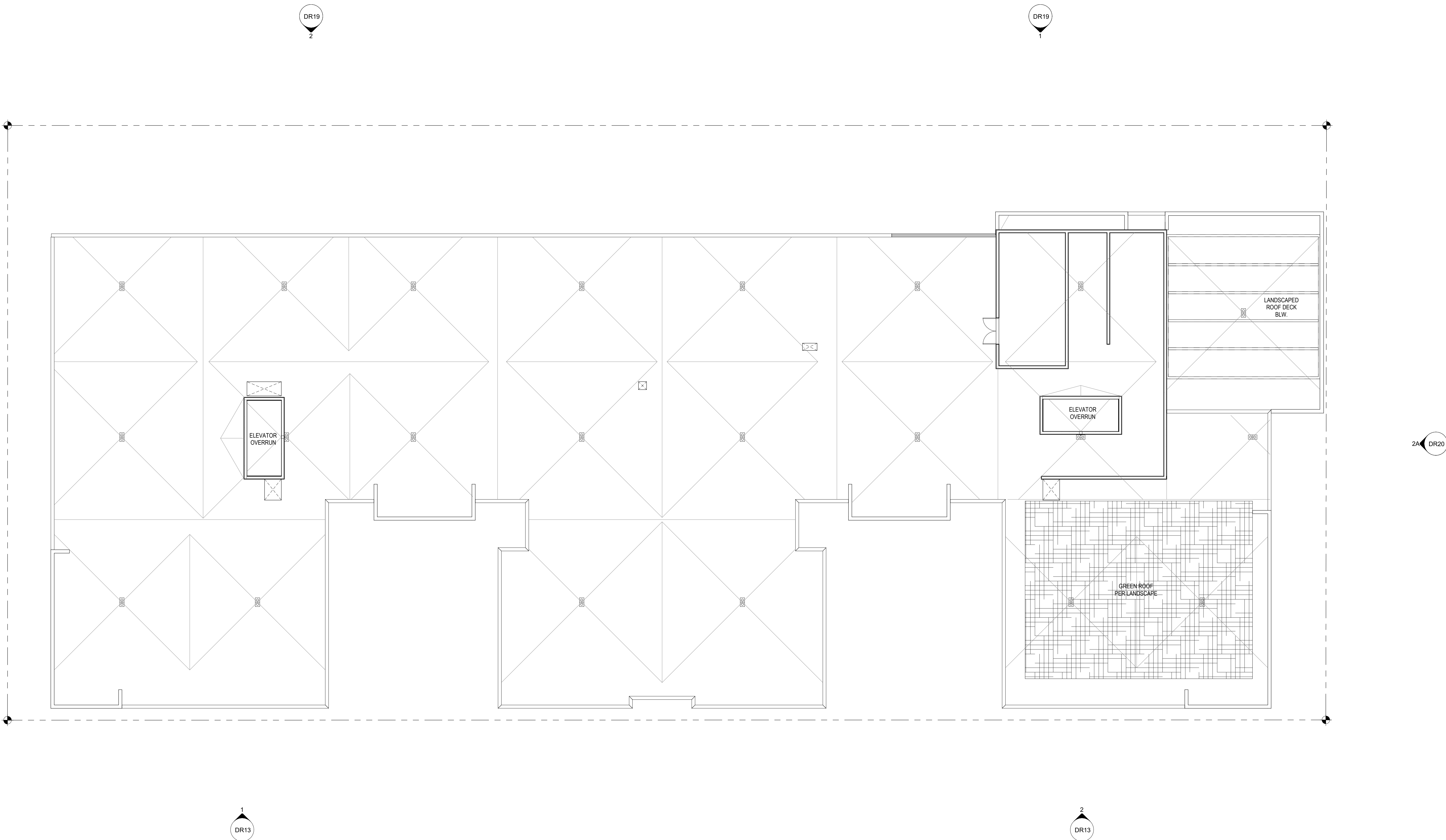
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DR8
LEVEL 6 - OVERALL - DR
3/32" = 1'-0"

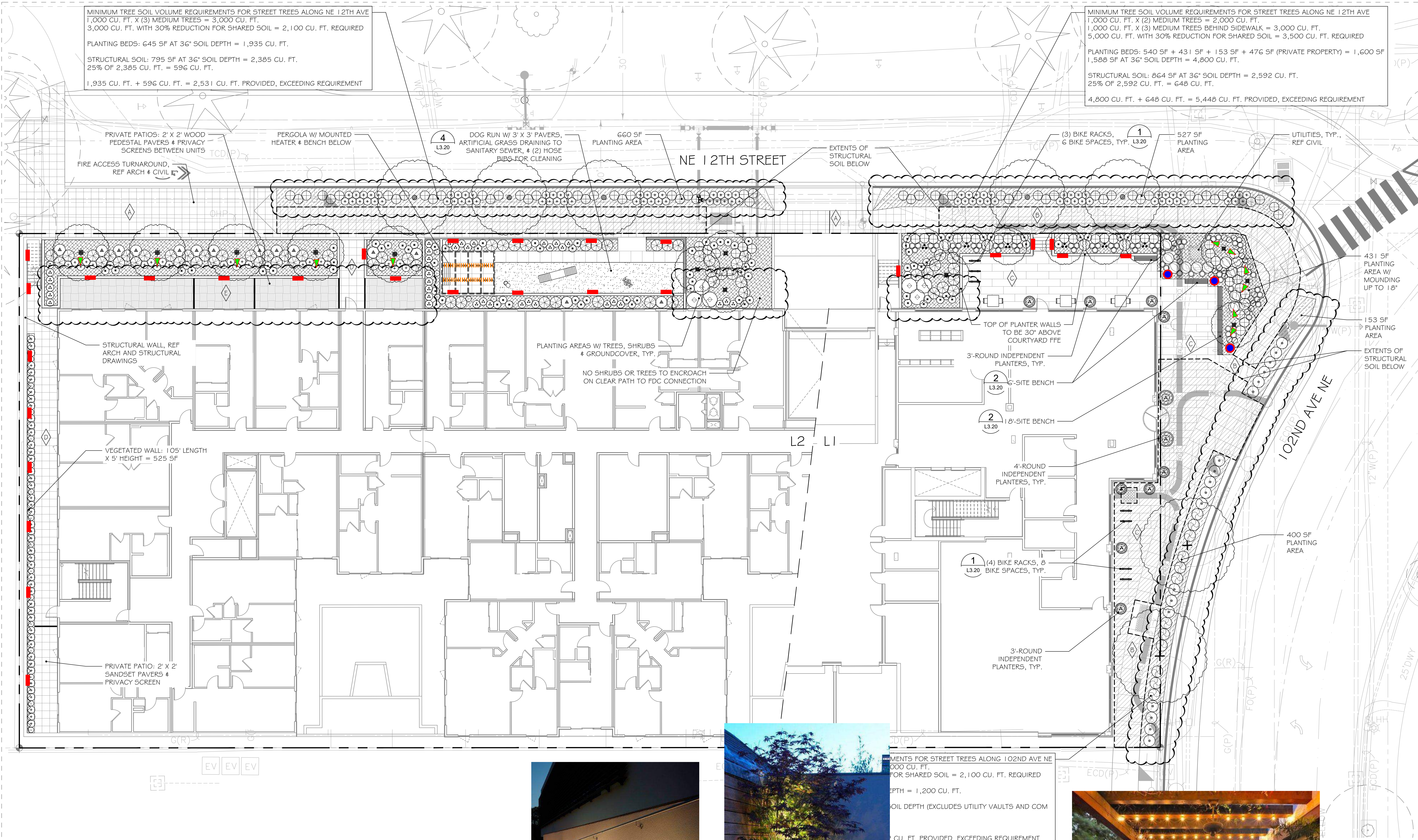


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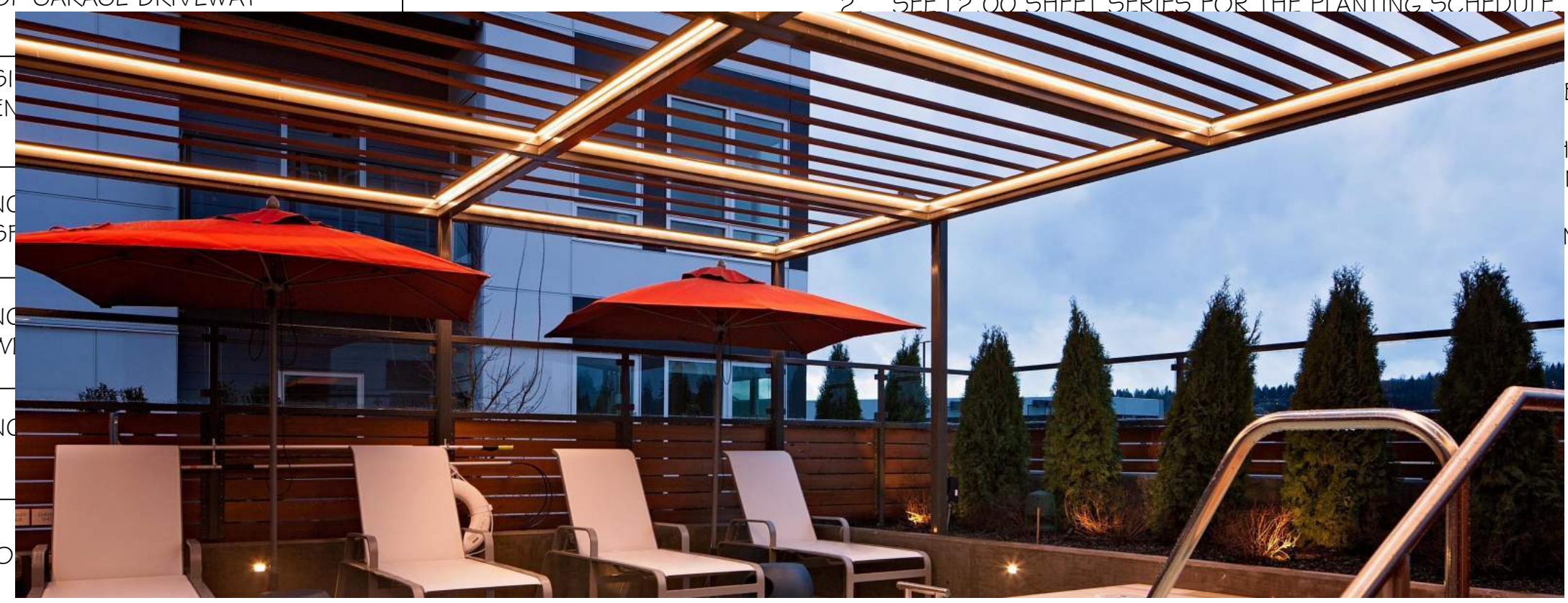
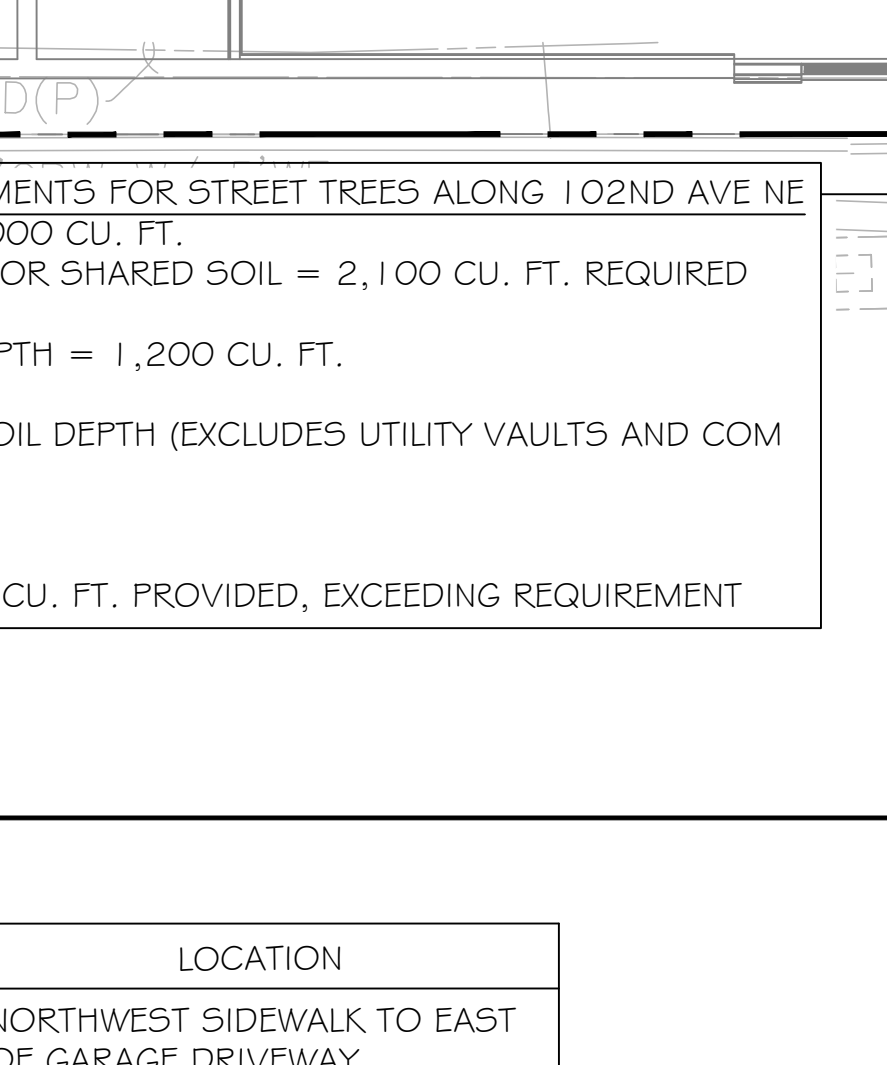
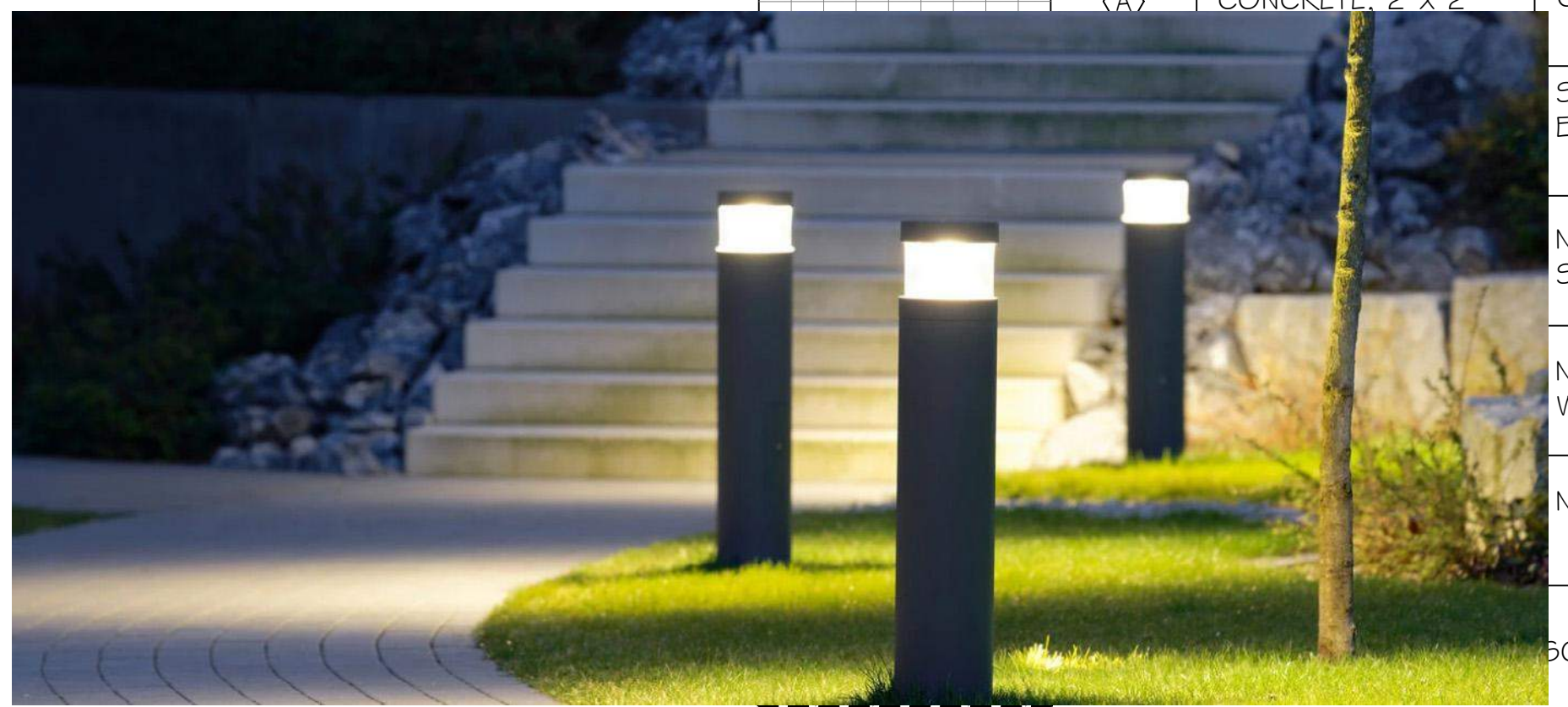




1 GROUNDPLANE LANDSCAPE PLAN
1"=10'-0"

CONCEPTUAL LANDSCAPE LIGHTING LEGEND

- RECESSED STEP LIGHT (\$300 EA. APPROX.)
- ACCENT TREE UPLIGHTING (\$120 EA. APPROX.)
- BOLLARD LIGHT (\$900 EA. APPROX.)
- LIGHTS MOUNTED TO UNDERSIDE OF TRELLIS (COST TBD PER PROGRAM)



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BELLEVUE

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ADR CORRECTIONS #2 04.28.2023

drawing title
GROUNDPLANE
LANDSCAPE PLAN

drawing information
DATE 04.28.2023
SCALE PER PLAN
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JOB # 21-014
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ADR CORRECTIONS #2	04.28.2023

drawing title

LEVEL 2
LANDSCAPE PLAN

drawing information

DATE	04.28.2023
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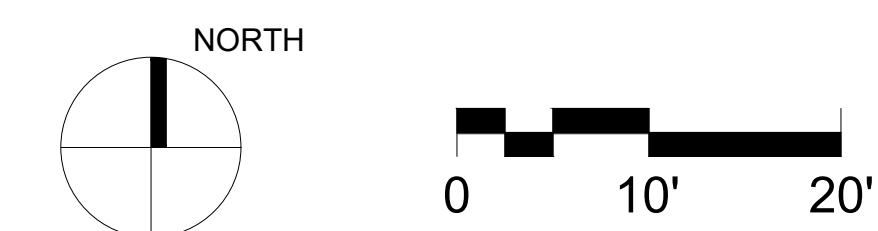
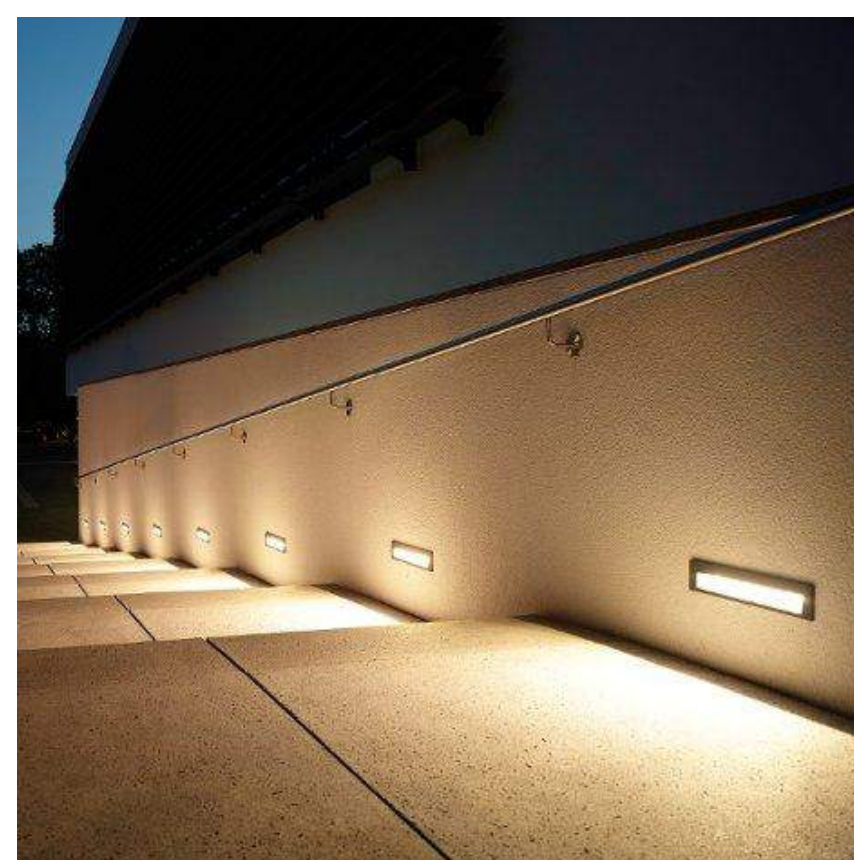
L1.01



1 LEVEL 2 LANDSCAPE PLAN
1"=10'-0"

CONCEPTUAL LANDSCAPE LIGHTING LEGEND

- RECESSED STEP LIGHT (\$300 EA. APPROX.)
- ACCENT TREE UPLIGHTING (\$120 EA. APPROX.)



GENERAL NOTES

- SEE L1.00 SHEET SERIES FOR ADDITIONAL PLANS AND INFORMATION.
- SEE L2.00 SHEET SERIES FOR THE PLANTING SCHEDULE, AND GREEN AND SUSTAINABILITY FACTOR INFORMATION.
- SEE L3.00 SHEET SERIES FOR PLANTING DETAILS.
- ALL PLANTING IN PUBLIC R.O.W. SHALL BE PER CITY OF BELLEVUE STANDARD PLANS AND SPECIFICATIONS.
- ALL PLANTING AREAS TO RECEIVE IRRIGATION SYSTEM THAT INCLUDES TRADITIONAL IRRIGATION HEADS AND/OR DRIP IRRIGATION, SLEEVING, LATERALS, CONTROL VALVES, GATE VALVES AND QUICK COUPLERS.
- MASTER CONTROLLER TO BE LOCATED IN BUILDING DURING CONSTRUCTION DOCUMENT PHASE.

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ADR CORRECTIONS #2	04.28.2023

DATE	04.28.2023
SCALE	PER PLAN
DRAWN	CS, VW
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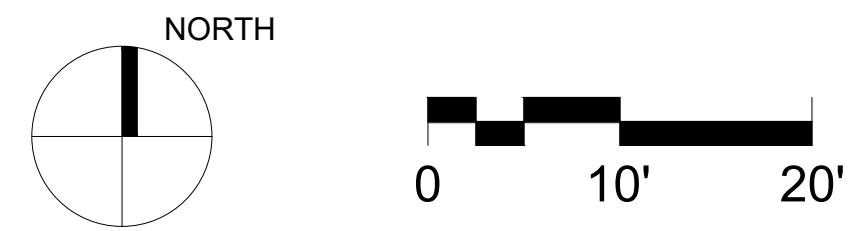
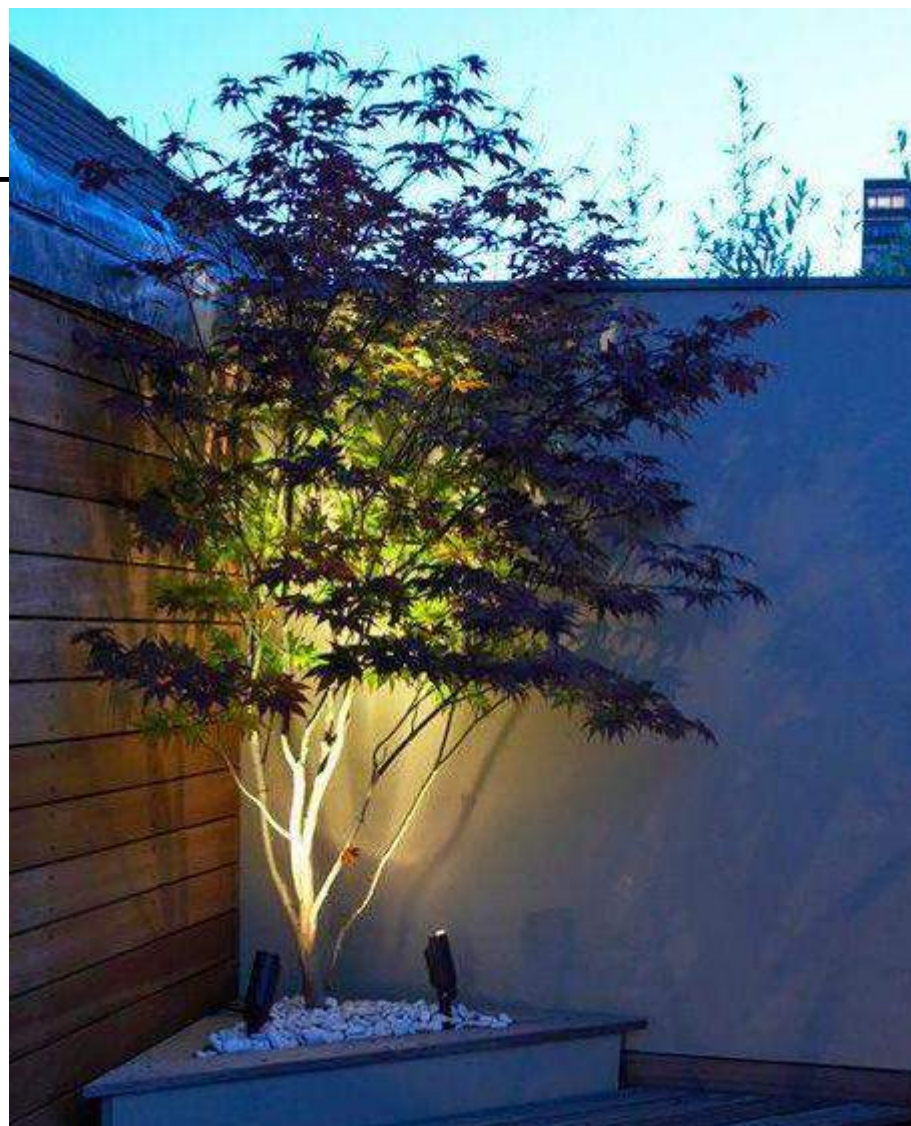
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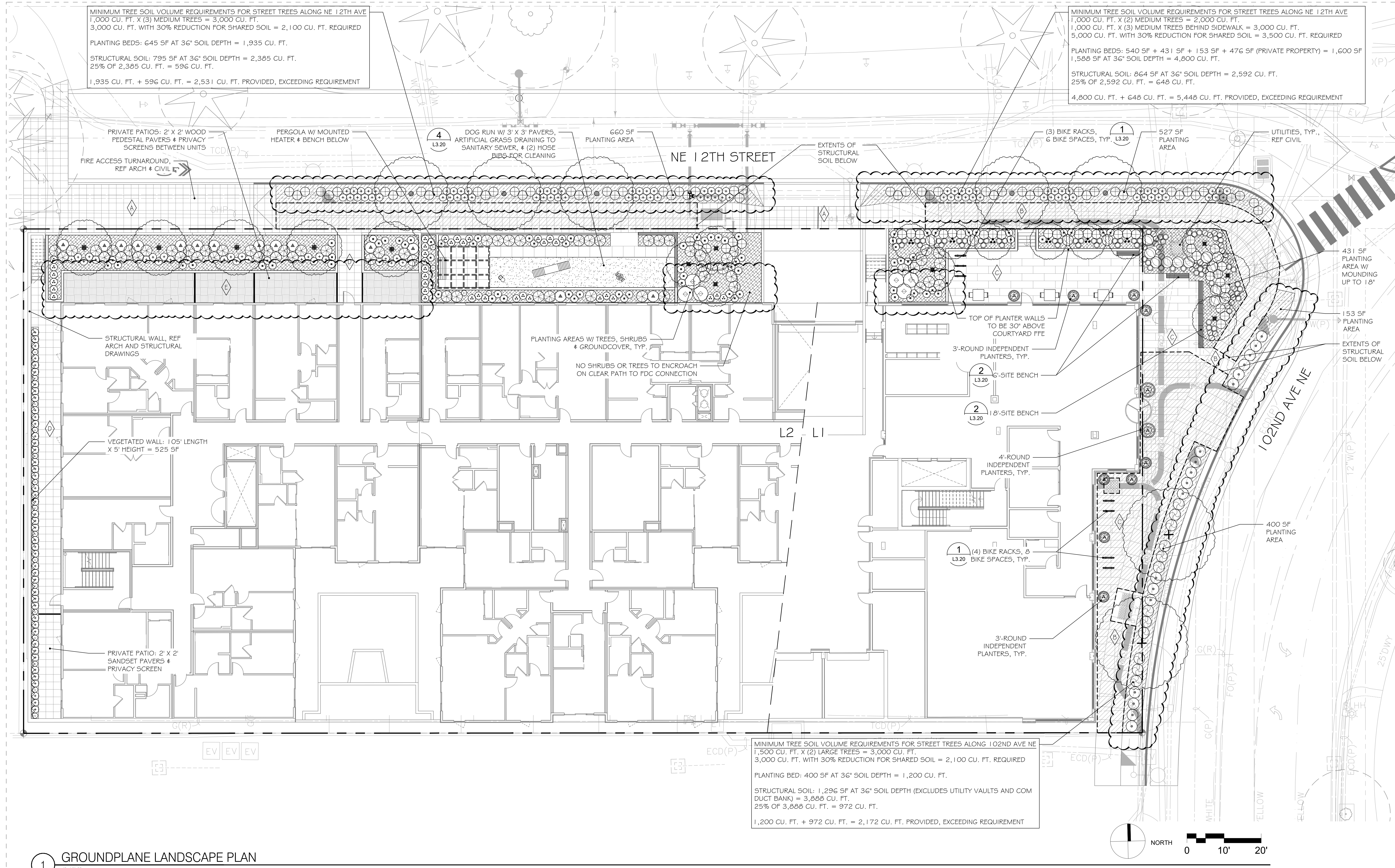


1 LEVEL 6 LANDSCAPE PLAN
1"=10'-0"

CONCEPTUAL LANDSCAPE LIGHTING LEGEND

- ▲ ACCENT TREE UPLIGHTING (\$120 EA. APPROX.)
- ===== LIGHTS MOUNTED TO UNDERSIDE OF TRELLIS (COST TBD PER PROGRAM)





1 GROUNDPLANE LANDSCAPE PLAN
1"=10'-0"

PAVING / SURFACING SCHEDULE

SYMBOL	CODE	TYPE	LOCATION
	A	PEDESTRIAN C/P CONCRETE, 2' X 2' SCORING	NORTHWEST SIDEWALK TO EAST OF GARAGE DRIVEWAY
	B	PEDESTRIAN C/P CONCRETE, 3' X 3' SCORING	SIDEWALK EAST OF GARAGE ENTRY TO SOUTH PROPERTY LINE
	C	PEDESTRIAN C/P CONCRETE, 6' X 6' SCORING	NORTHEAST ENTRY PLAZA / OPEN SPACE
	D	CONCRETE SANDSET PAVERS, 2' X 2' TYP.	NORTHWEST BUILDING ENTRY, WEST PRIVATE PATIOS
	E	WOOD PEDESTAL PAVERS, 2X2' TYP.	NORTH PRIVATE PATIOS

3"-DEPTH STRUCTURAL SOILS INSTALLED BELOW PAVING

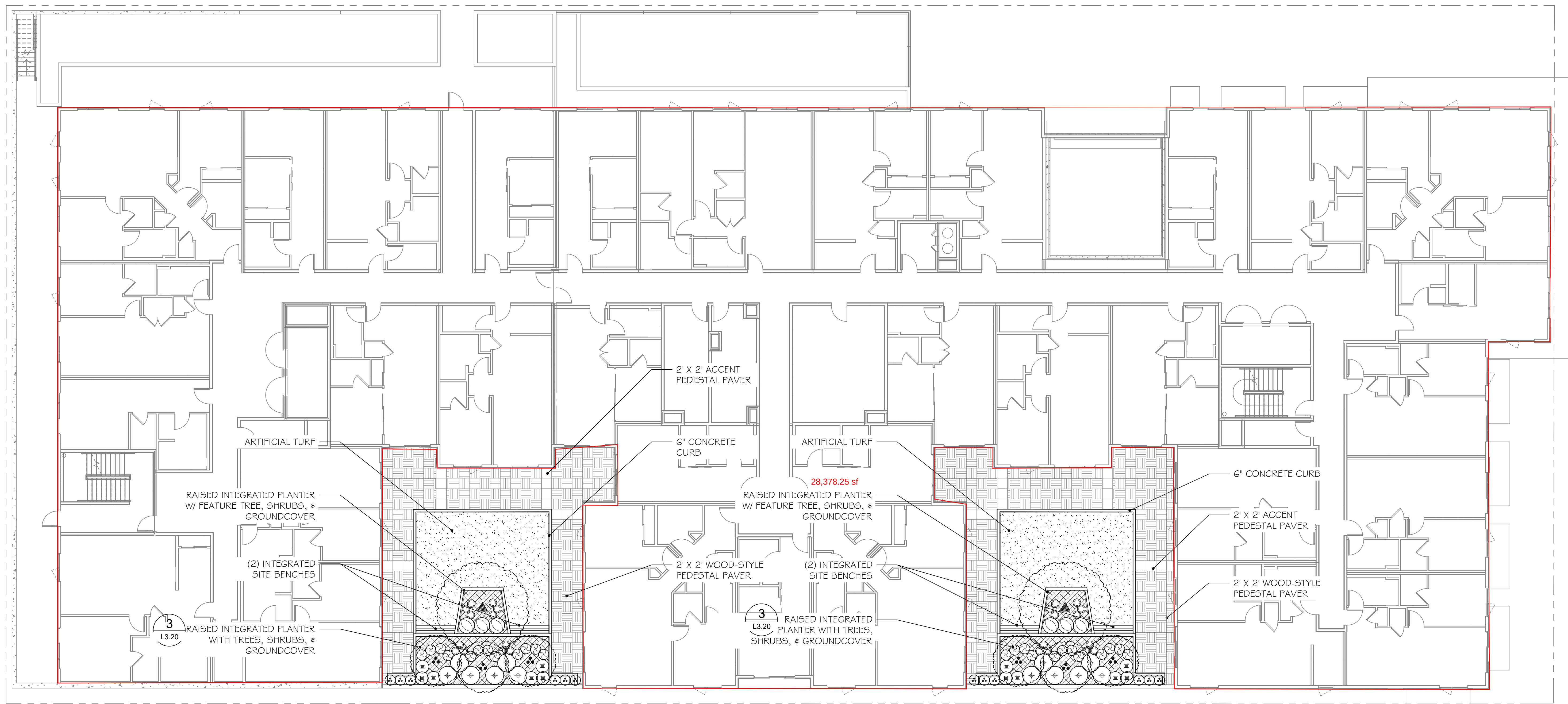
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SCALE	PER PLAN
DRAWN	CS, VW
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1 LEVEL 2 LANDSCAPE PLAN
1"=10'-0"

GENERAL NOTES

1. SEE L1.00 SHEET SERIES FOR ADDITIONAL PLANS AND INFORMATION.
2. SEE L2.00 SHEET SERIES FOR THE PLANTING SCHEDULE, AND GREEN AND SUSTAINABILITY FACTOR INFORMATION.
3. SEE L3.00 SHEET SERIES FOR PLANTING DETAILS.
4. ALL PLANTING IN PUBLIC R.O.W. SHALL BE PER CITY OF BELLEVUE STANDARD PLANS AND SPECIFICATIONS.
5. ALL PLANTING AREAS TO RECEIVE IRRIGATION SYSTEM THAT INCLUDES TRADITIONAL IRRIGATION HEADS AND/OR DRIP IRRIGATION, SLEEVING, LATERALS, CONTROL VALVES, GATE VALVES AND QUICK COUPLERS.
6. MASTER CONTROLLER TO BE LOCATED IN BUILDING DURING CONSTRUCTION DOCUMENT PHASE.



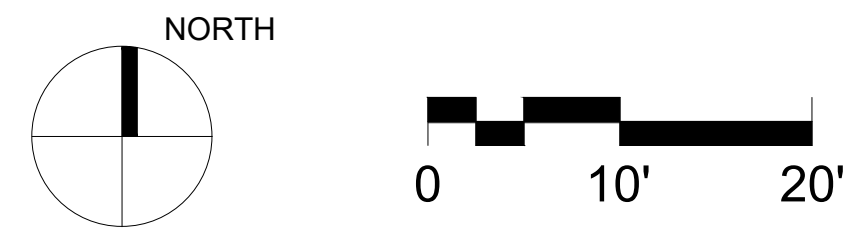
100% SCHEMATIC DESIGN	06.15.2022
30% DD	07.29.2022
60% DD	09.23.2022
CLEAR & GRADING PERMIT	11.18.2022
UTILITY EXTENSION AGREEMENT PERMIT	11.18.2022
ADR CORRECTIONS #1	11.22.2022
100% DD PROGRESS PRINT	01.22.2023
ADR CORRECTIONS #2	04.28.2023

DATE	04.28.2023
SCALE	PER PLAN
DRAWN	CS, VW
JOB #	21-014

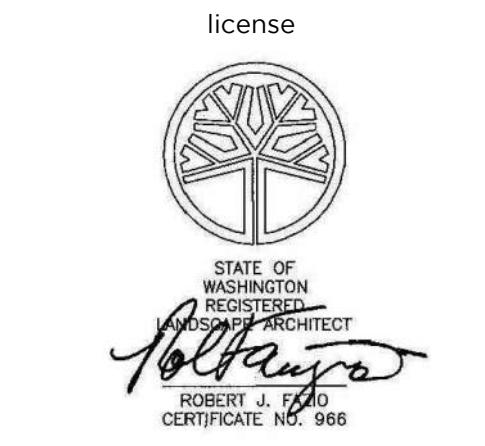
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1 LEVEL 6 LANDSCAPE PLAN
1"=10'-0"

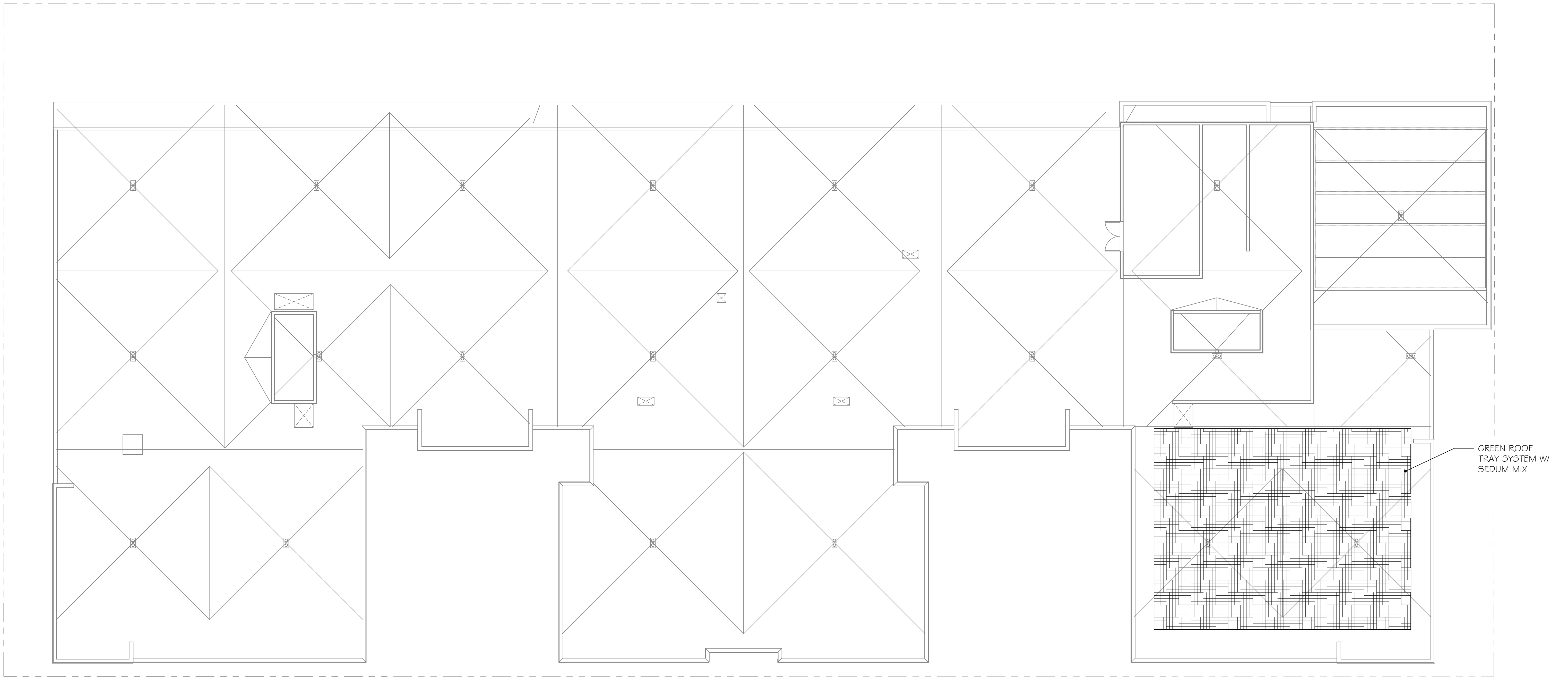


- GENERAL NOTES
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 - ALL PLANTING IN PUBLIC R.O.W. SHALL BE PER CITY OF BELLEVUE STANDARD PLANS AND SPECIFICATIONS.
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 - MASTER CONTROLLER TO BE LOCATED IN BUILDING DURING CONSTRUCTION DOCUMENT PHASE.



submittals/revisions	
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ADR CORRECTIONS #2	04.28.2023

drawing information	
DATE	04.28.2023
SCALE	PER PLAN
DRAWN	CS, VW
JOB #	21-014



1 ROOF LEVEL LANDSCAPE PLAN
1"=10'-0"

GENERAL NOTES

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consultant logo

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Seattle, WA 98107
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www.fazioassociates.com

project name

**SRM POLYNESIA
BELLEVUE**

**10113 NE 12TH ST.
BELLEVUE, WA 98004**

key plan

submittals/revisions

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drawing title

**ROOF LEVEL
LANDSCAPE PLAN**

drawing information

DATE	04.28.2023
SCALE	PER PLAN
DRAWN	CS, VW
JOB #	21-014

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sheet number

L1.03

PLANTING SCHEDULE ***ALL PLANTS ARE NATIVE OR ADAPTIVE, AND ARE DROUGHT-TOLERANT***

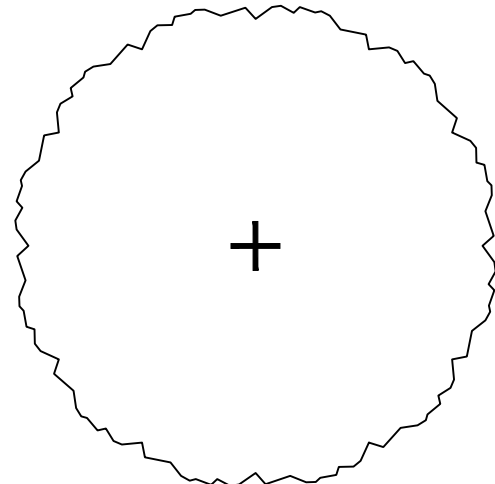
STREET TREES

QTY

BOTANICAL / COMMON NAME

SIZE

COMMENTS

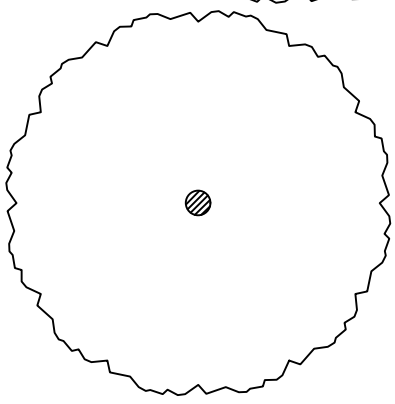


2

ACER MIYABEI 'JFS-KW3AMI' TM / RUGGED RIDGE MIYABE MAPLE

2.5" CAL.

B#B



5

ZELKOVA SERRATA 'VILLAGE GREEN' / VILLAGE GREEN SAWLEAF ZELKOVA

2.5" CAL.

B#B

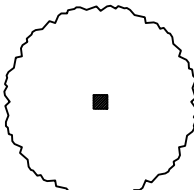
DECIDUOUS TREES

QTY

BOTANICAL / COMMON NAME

SIZE

COMMENTS

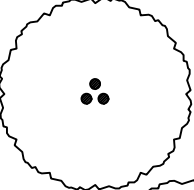


1

ACER PALMATUM 'BLOODGOOD' / BLOODGOOD JAPANESE MAPLE

1" CAL.

B#B

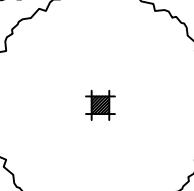


1

AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY

1" CAL.

B#B

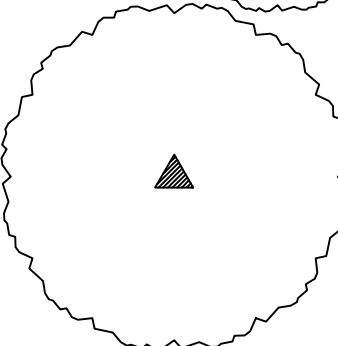


7

MAGNOLIA STELLATA / STAR MAGNOLIA MULTI-TRUNK

1" CAL.

B#B

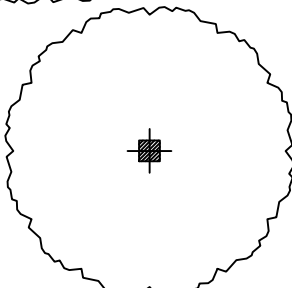


2

MAGNOLIA X 'GALAXY' / GALAXY MAGNOLIA

1" CAL.

B#B



5

NYSSA SYLVATICA / TUPELO

1" CAL.

B#B

SHRUBS

QTY

BOTANICAL / COMMON NAME

SIZE

COMMENTS



1

BERBERIS THUNBERGII 'ROSE GLOW' / ROSE GLOW JAPANESE BARBERRY

30" MIN. HT.



82

BLECHNUM SPICANT / DEER FERN

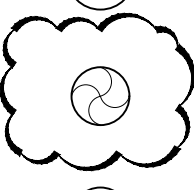
1.8" MIN. HT.



1

CHOISYA TERNATA 'SUNDANCE' / SUNDANCE MEXICAN MOCK ORANGE

36" MIN. HT.



36

CORNUS SERICEA 'KELSEY' / KELSEY'S DWARF RED TWIG DOGWOOD

24" MIN. HT.



22

DAPHNE ODORA 'MARGINATA' / GOLD-EDGED WINTER DAPHNE

30" MIN. HT.



6

FATSIA JAPONICA / JAPANESE FATSIA

42" MIN. HT.



88

HEUCHERA MICRANTHA 'PALACE PURPLE' / PALACE PURPLE CORAL BELLS

12" MIN. HT.



66

ILEX CRENATA 'SKY PENCIL' / SKY PENCIL JAPANESE HOLLY

30" MIN. HT.



49

LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER

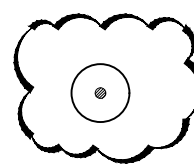
12" MIN. HT.



1

MAHONIA NERVOSA / DWARF OREGON GRAPE

24" MIN. HT.



24

NANDINA DOMESTICA 'GULF STREAM' TM / GULF STREAM HEAVENLY BAMBOO

24" MIN. HT.



1

ROSMARINUS OFFICINALIS / ROSEMARY

24" MIN. HT.



66

SARCOCOCCA CONFUSA / SWEETBOX

36" MIN. HT.



94

SPIRAEA X BUMALDA 'GOLDFLAME' / GOLDFLAME SPIREA

1.8" MIN. HT.



14

SYMPHORICARPOS ALBUS / COMMON WHITE SNOWBERRY

24" MIN. HT.

VINES

QTY

BOTANICAL / COMMON NAME

SIZE

COMMENTS



5

CLEMATIS ARMANDII / EVERGREEN CLEMATIS

1 GAL.



15

PARTHENOCISSUS TRICUSPIDATA / BOSTON IVY

1 GAL.

GROUND COVERS

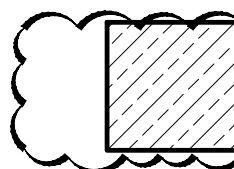
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BOTANICAL / COMMON NAME

SIZE

COMMENTS

SPACING

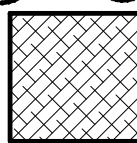


1,015

MAHONIA REPENS / CREEPING MAHONIA

1 GAL.

12" o.c.



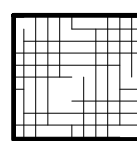
867

VINCA MINOR / COMMON PERIWINKLE

1 GAL.

1.8" o.c.

GREEN ROOF



4½" GREEN ROOF TRAY SYSTEM, BY LIVEROOF, WITH "COLUMBIA EASY CARE MIX" SEDUM MIX

PLANTING NOTES

1. ALL PLANTING AREAS ON THE GROUND-PLANE (ALL R.O.W., PLANTERS, ETC.) SHALL HAVE A TRADITIONAL IRRIGATION SYSTEM TO BE INTEGRATED WITH A CONTROLLER. RAIN SENSORS AND OTHER EQUIPMENT WILL BE INCORPORATED INTO DESIGN TO MAXIMIZE EFFICIENCY AND LOWER OVERALL MAINTENANCE.
2. ALL INDEPENDENT RAISED PLANTERS SHALL HAVE DRIP IRRIGATION AND INTEGRATED WITH RESPECTIVE CONTROLLER.
3. NO PLANTS TO BE INSTALLED WITHIN 2' DIA. OF PROPOSED STREET TREES.
3. ALL R.O.W. PLANTS TO BE INSTALLED NO LESS THAN 50% OF SPACING DISTANCE FROM CURB OR SIDEWALK EDGE TO PREVENT ENCROACHMENT.
4. ALL SHRUBS AND GROUNDCOVERS TO BE LAYED OUT IN FIELD AND APPROVED BY A LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
5. AMENDED SOILS IN PLANTER STRIP PER COB STANDARDS.
6. ALL PLANTING IN PUBLIC R.O.W. SHALL BE PER COB STANDARD PLANS AND SPECIFICATIONS.
7. SEE CIVIL SHEETS FOR PROPOSED GRADING, STREET PROFILES AND UTILITY LOCATIONS.

LANDSCAPE LEGEND

SYMBOL

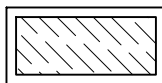
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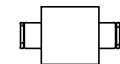
6'-SITE BENCH, SEE PLANS



3'-ROUND INDEPENDENT PLANTER, SEE PLANS



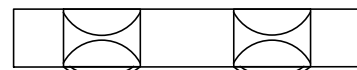
RAISED BIORETENTION PLANTER, SEE PLANS



2-PERSON TABLE, SEE PLANS



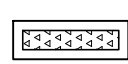
BIKE RACKS, SEE PLANS



OUTDOOR KITCHEN; (2) GAS BBQ GRILLS & COUNTER



ROUND CONCRETE RAISED FIREPIT; 'SOBA' MODEL BY PALOFORM



2' X 6' CONCRETE RAISED FIREPIT; 'ROBATA' MODEL BY PALOFORM

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consultant logo

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project name

**SRM POLYNESIA
BELLEVUE**

**10113 NE 12TH ST.
BELLEVUE, WA 98004**

key plan

submittals/revisions

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drawing title

PLANTING SCHEDULE

drawing information

DATE	04.28.2023
SCALE	PER PLAN
DRAWN	CS, VW
JOB #	21-014

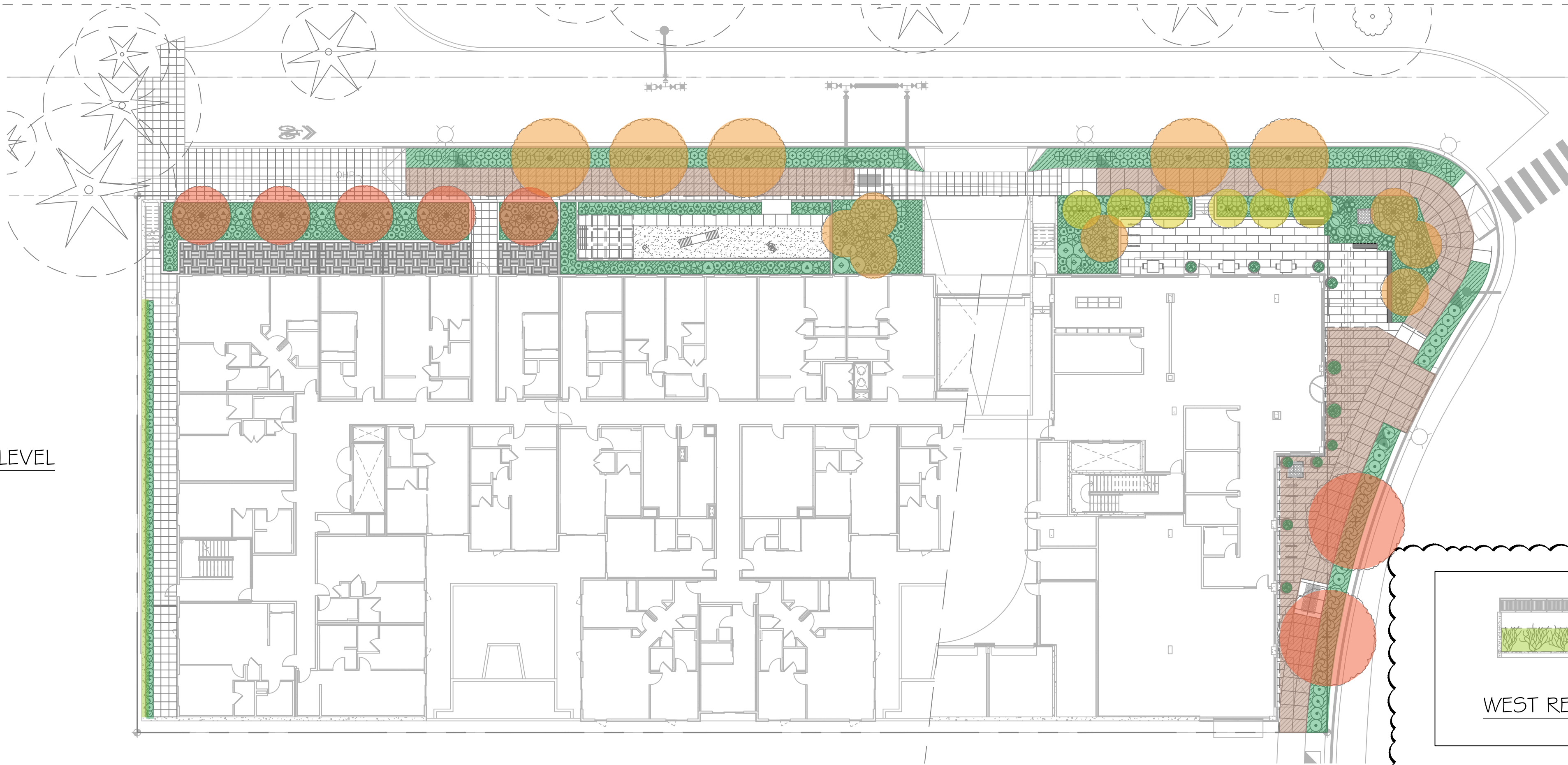
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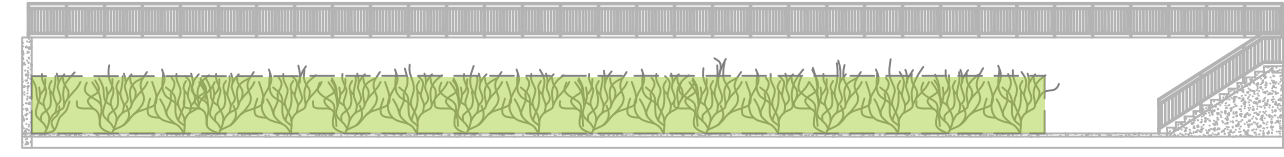
sheet number

L2.00

GROUND LEVEL



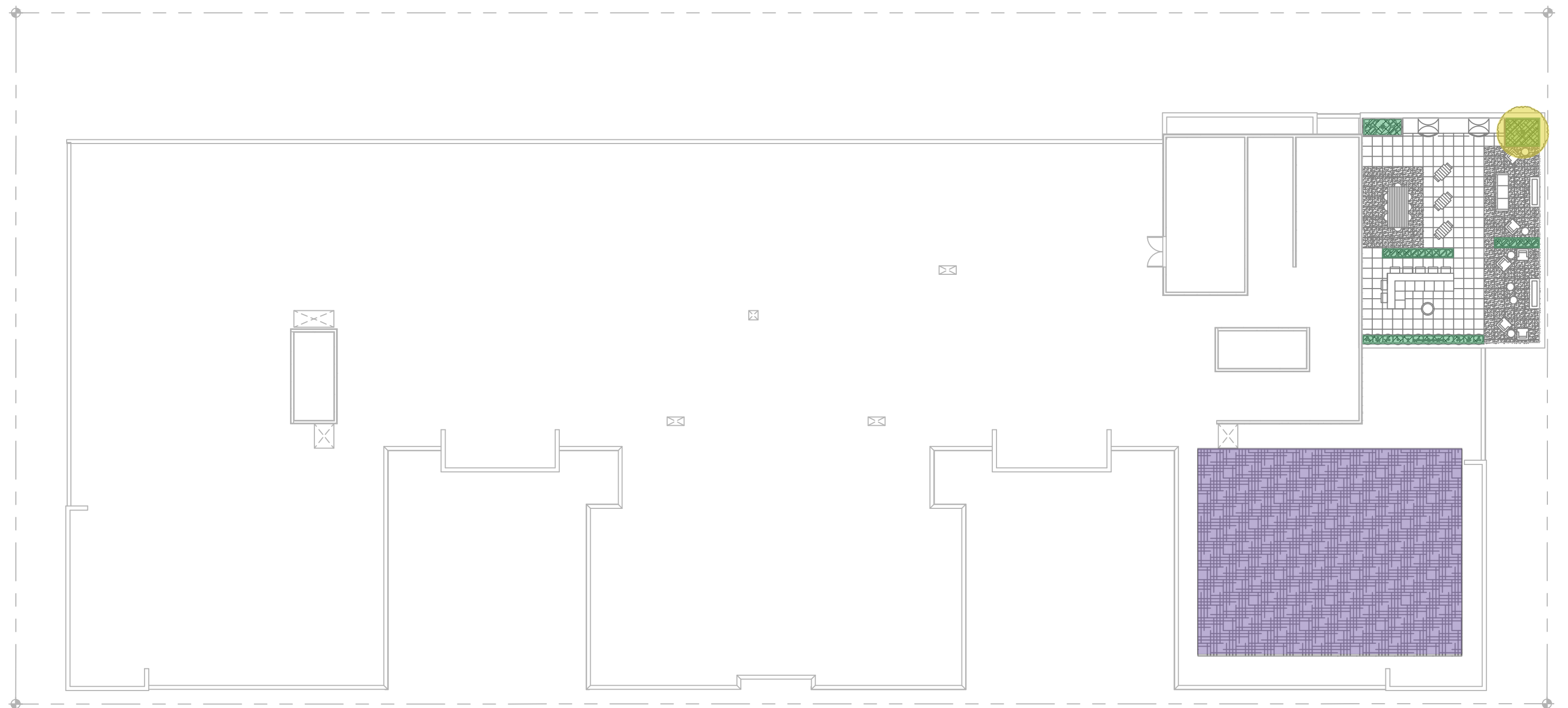
WEST RETAINING WALL ELEVATION W/ CLIMBING VINES



LEVEL 2
COURTYARDS



COMBINED LEVEL 6
& ROOF LEVEL
GREEN ROOF



GREEN AND SUSTAINABILITY FACTOR LEGEND

- SMALL TREES
- MEDIUM TREES
- LARGE TREES
- MIN 24" DEPTH PLANTING, TYP.
- VEGETATED WALL
- STRUCTURAL SOIL SYSTEMS
- 4" MIN GREEN ROOF

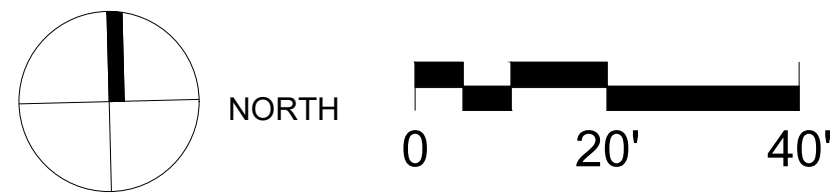
GREEN AND SUSTAINABILITY FACTOR WORKSHEET			
Note: For DT-Small Sites Use Green and Sustainability Factor Small Sites Worksheet			
4/26/2023			
Bellevue Land Use Code 20.25A.120		MINIMUM REQUIRED SCORE 0.3	
Project SRM Bellevue Polynesia		Enter sq. ft. of project limit 40,982	
PROJECT LIMIT		SCORE	0.306
Total Factor points needed based on Project Limit		12,295	
Factor Total			
A Landscape Elements			
Enter sq. ft. or volume (if soil cells).			
1 Bioretention Facilities and/or Soil Cells. Bioretention facilities shall be calculated in horizontal square feet. Soil cell systems shall be calculated in cubic feet. The volume of the soil cell system shall be calculated using 3 feet of depth or the depth of the facility, whichever is less. Green roofs do not qualify as bioretention facilities. (These must comply with Bellevue Storm and Surface Water Engineering Standards.)			
Enter volume. 8,865 0.2 1773.0			
2 Structural Soil Systems. The volume of structural soil systems shall be calculated in cubic feet. The volume of the facility shall be calculated using 3 feet of depth or the depth of the facility, whichever is less.			
Enter sq. ft. 0 0.1 0.0			
3 Landscaped Areas with Soil Depth Less Than 24 Inches. Landscaped areas can include green roofs and green wall systems (C2).			
Enter sq. ft. 5626 0.6 3375.6			
4 Landscaped Areas with Soil Depth of 24 Inches or More. Landscaped areas can include green roofs and green wall systems (C2).			
Enter inches d.b.h. 0 0 1.0 0.0			
5 Preservation of Existing Trees. Existing trees proposed for preservation shall be calculated at 20 sq. ft. per inch d.b.h. Trees must have a minimum diameter of 6 inches at d.b.h. Existing street trees proposed for preservation shall be approved by the Director.			
Enter inches d.b.h. 0 0 0.1 0.0			
6 Preservation of Existing Evergreen Trees Bonus. Existing evergreen trees proposed for this bonus shall be calculated at 20 sq. ft. per inch d.b.h. and shall have a minimum diameter of 6 inches at d.b.h.			
Enter number of shrubs. 505 6060 0.4 2424.0			
7 Shrubs or Large Perennials. Shrubs or large perennials that are taller than 2 feet at maturity shall be calculated at 12 sq. ft. per plant.			
Enter number of trees. 13 1170 0.3 351.0			
8 Small Trees. Small trees shall be calculated at 90 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.			
Enter number of trees. 14 3220 0.3 966.0			
9 Medium Trees. Medium trees shall be calculated at 230 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.			
Enter number of trees. 7 2520 0.4 1008.0			
10 Large Trees. Large trees shall be calculated at 360 sq. ft. per tree. Consult the Green and Sustainability Factor Tree List for size classification of trees.			
B Green Roofs			
Enter sq. ft. 0 0.4 0.0			
1 Green Roof, two to four inches of Growth Medium. Roof area planted with at least 2 inches of growth medium, but less than 4 inches of growth medium.			
Enter sq. ft. 2100 0.7 1470.0			
2 Green Roof, At Least 4 Inches of Growth Medium. Roof area planted with			

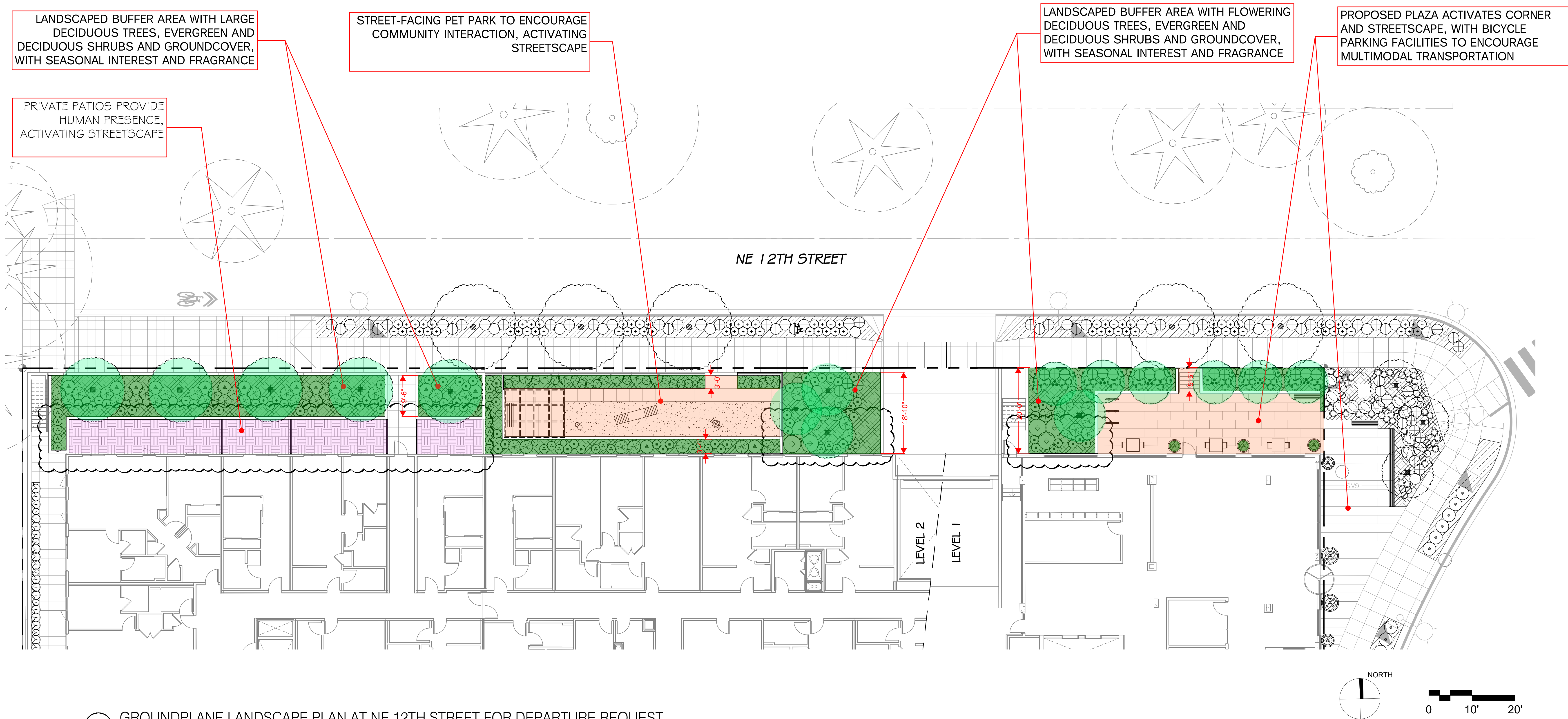
GREEN AND SUSTAINABILITY FACTOR WORKSHEET			
Note: For DT-Small Sites Use Green and Sustainability Factor Small Sites Worksheet			
4/26/2023			
Bellevue Land Use Code 20.25A.120		MINIMUM REQUIRED SCORE 0.3	
at least 4 inches of growth medium.			
C Green Walls			
Enter sq. ft. 525 0.2 105.0			
1 Vegetated Wall, Façade or structural surface obscured by vines. Vine coverage shall be calculated with an estimate of 3 years' growth. A year-round irrigation and maintenance plan shall be provided.			
Enter sq. ft. 0 0.7 0.0			
2 Green Wall System. Façade or structural surface planted with a green wall system. A year-round irrigation and maintenance plan shall be provided.			
D Landscape Bonuses			
Enter sq. ft. 0 0.2 0.0			
1 Food Cultivation. Landscaped areas for food cultivation.			
Enter sq. ft. 5626 0.1 562.6			
2 Native or Drought-Tolerant Landscaping. Landscaped areas planted with native or drought-tolerant plants.			
Enter sq. ft. 3915 0.1 391.5			
3 Landscape Areas at Sidewalk Grade.			
Enter total projected gallons harvested. 0 0 0.2 0.0			
4 Rainwater Harvesting. Rainwater harvesting for landscape irrigation shall be calculated as a percentage of total water budget times total landscape area.			
Enter total gallons. 1			
If using Rainwater Harvesting, enter total annual irrigation budget for development (if not utilizing - enter '1' into field).			
E Permeable Paving			
Enter sq. ft. 0 0.2 0.0			
1 Permeable Paving, Over 6 to 24 Inches of Soil or Gravel. Permeable pavement or pavers over at least 6 inches but not more than 24 inches of soil or gravel.			
Enter sq. ft. 0 0.5 0.0			
2 Permeable Paving, Over More than 24 Inches of Soil or Gravel. Permeable pavement or pavers over more than 24 inches of soil or gravel.			
F Publicly Accessible Bicycle Parking			
Enter total bike spaces. 14 126 1.0 126.0			
1 Bicycle Racks. Bicycle racks in publicly accessible locations shall be calculated at 9 sq. ft. per bike locking space and shall be visible from sidewalk or public area.			
Enter total bike lockers. 0 0 1.0 0.0			
2 Bicycle Lockers. Bicycle lockers in publicly accessible locations shall be calculated at 12 sq. ft. per locker, and shall be visible from public areas and open for public use.			



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JOB #	21-014





1 GROUNDPLANE LANDSCAPE PLAN AT NE 12TH STREET FOR DEPARTURE REQUEST
1"=10'-0"

DEPARTURE REQUEST SUPPORTING PLAN
FOR NE 12TH STREET BUFFER AREA MINIMUM PLANTED AREA

USABLE LINEAR BUFFER AREA = 4,945 SF

CODE REQUIREMENT
75% MIN. PLANTED BUFFER AREA = 3,708.75 SF

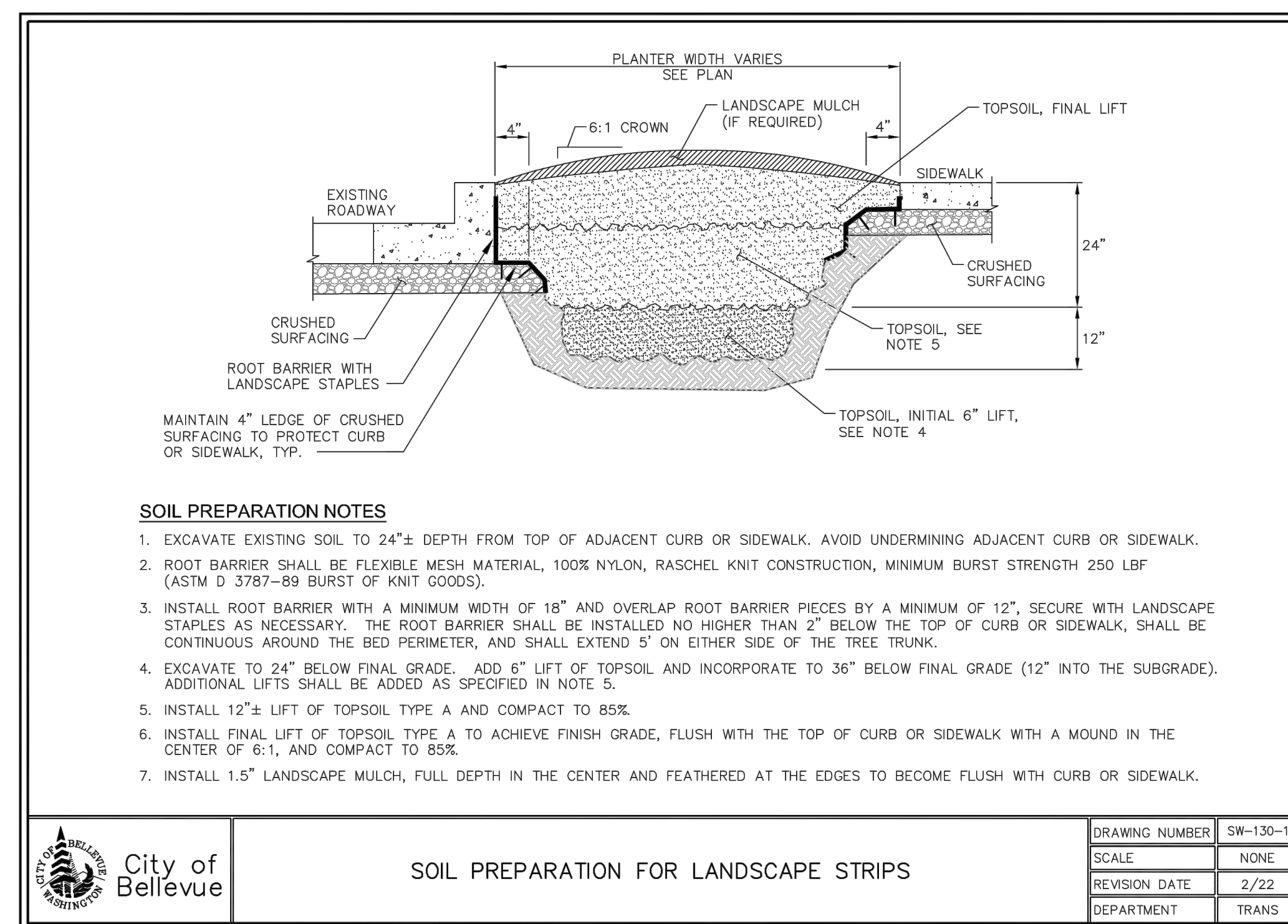
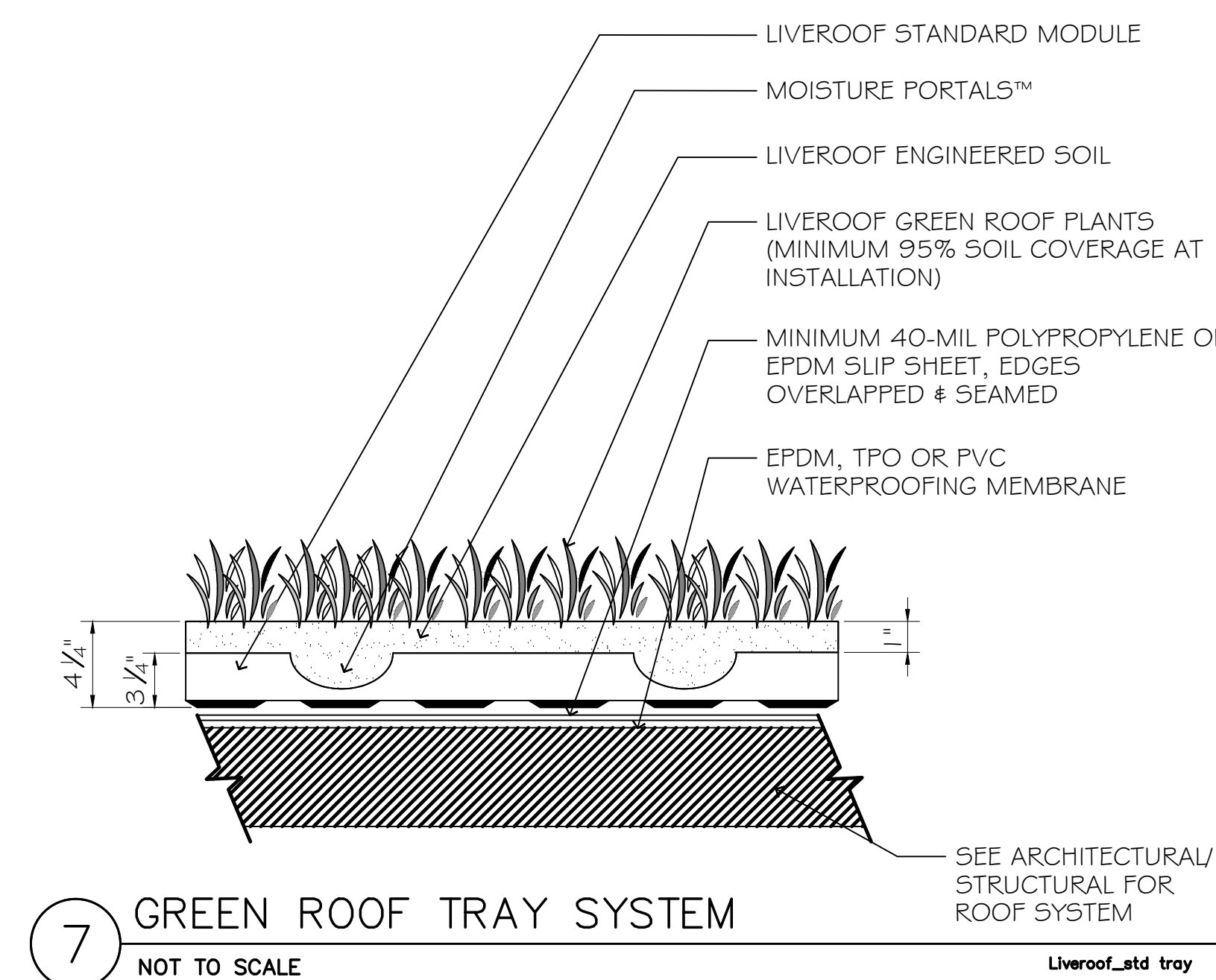
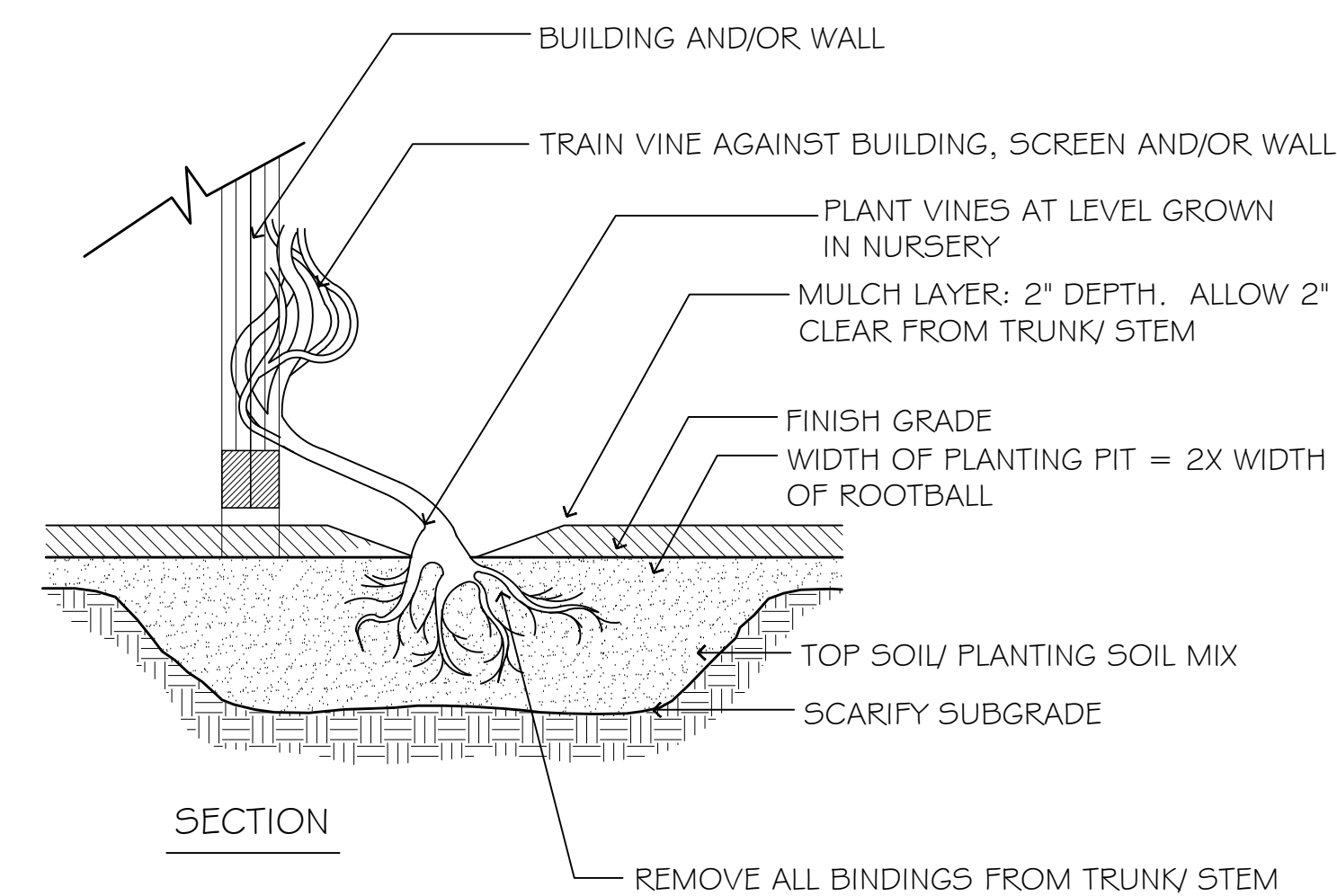
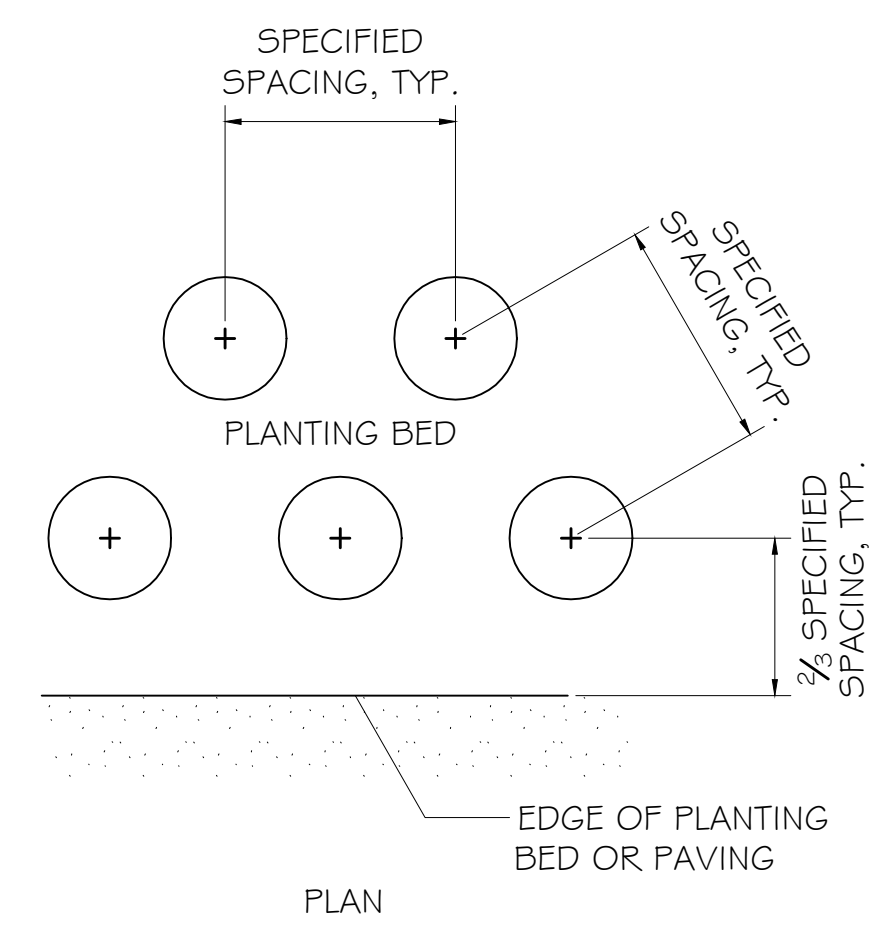
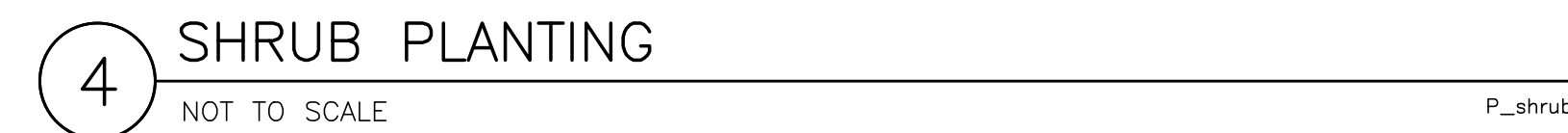
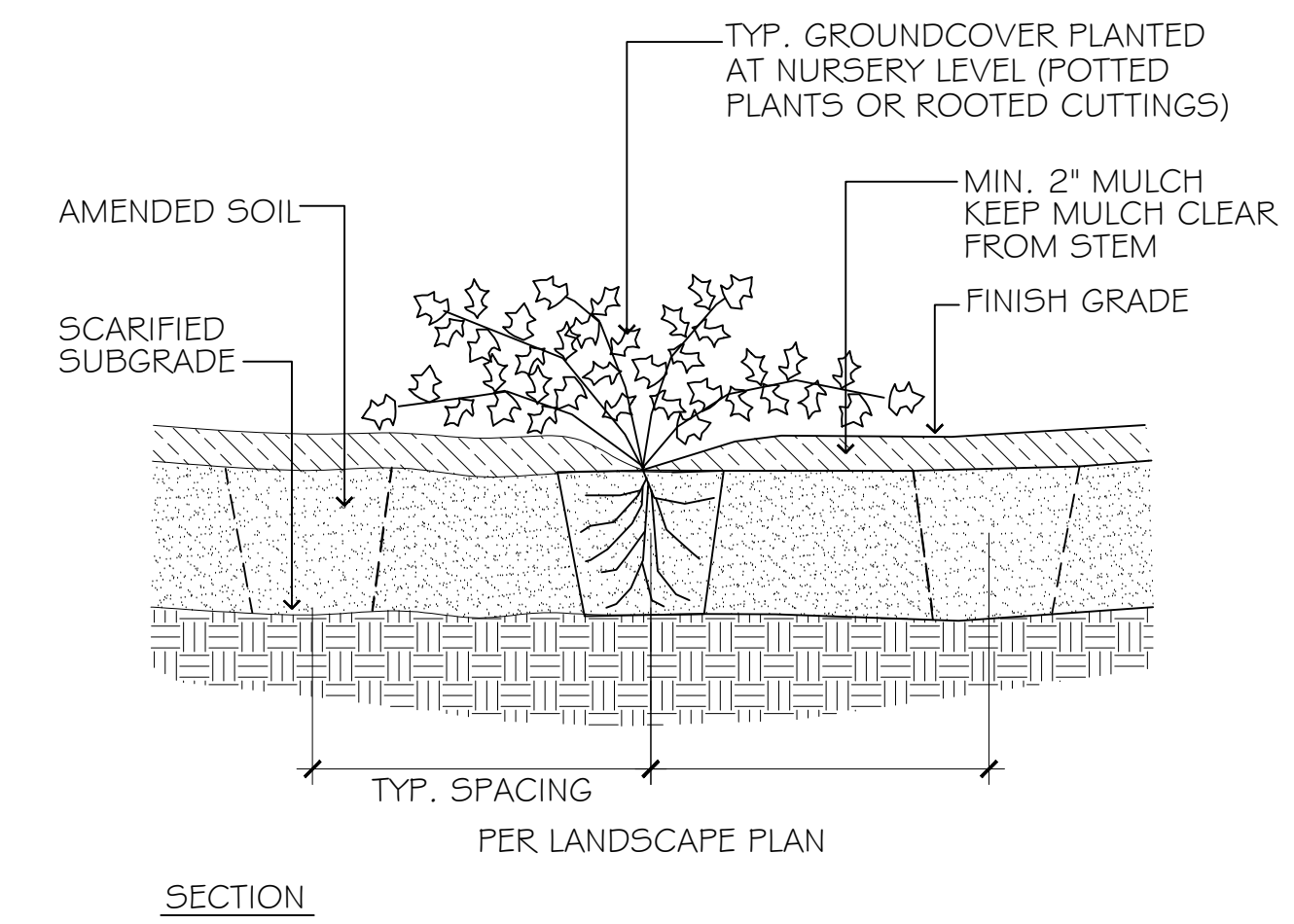
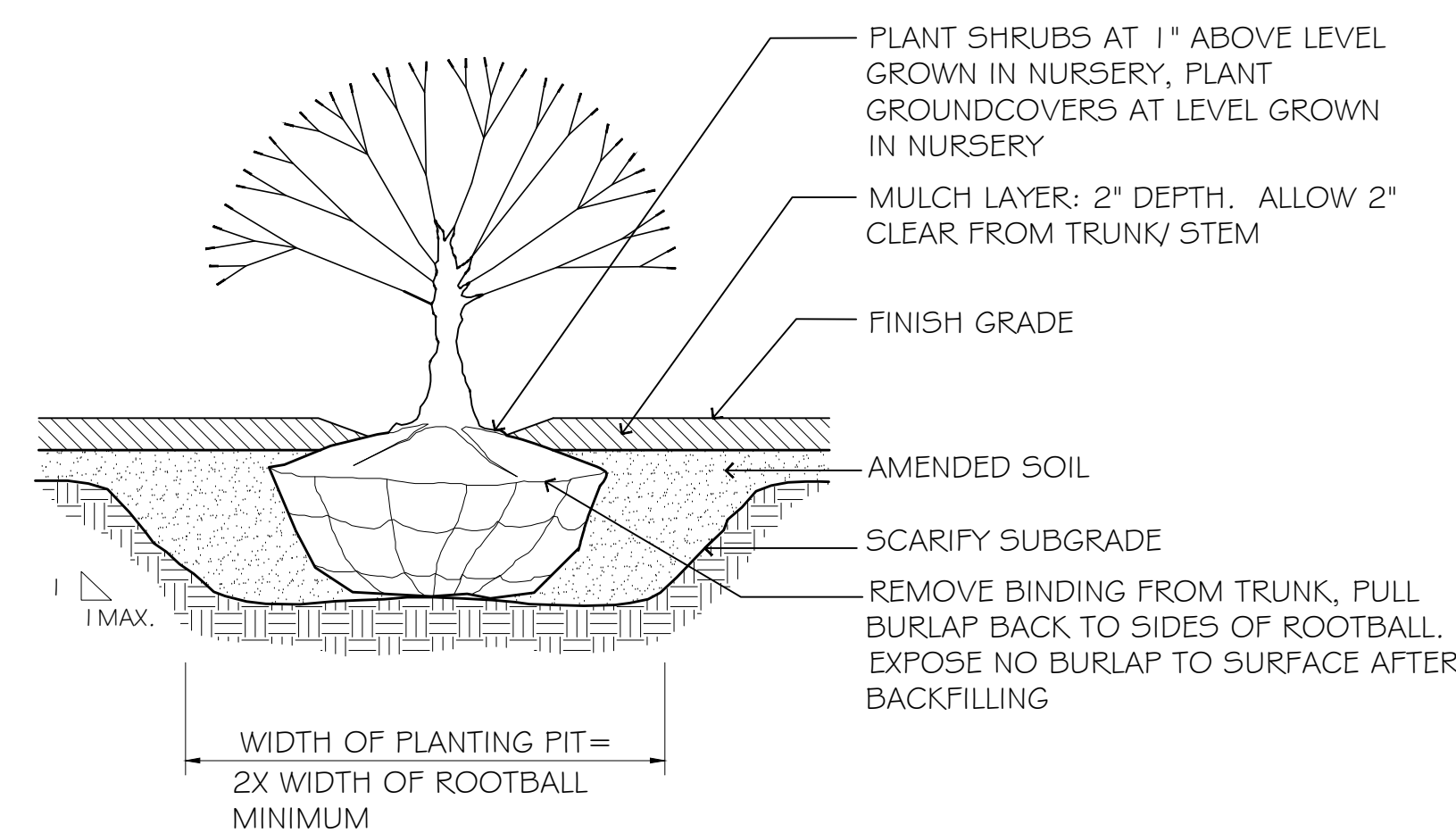
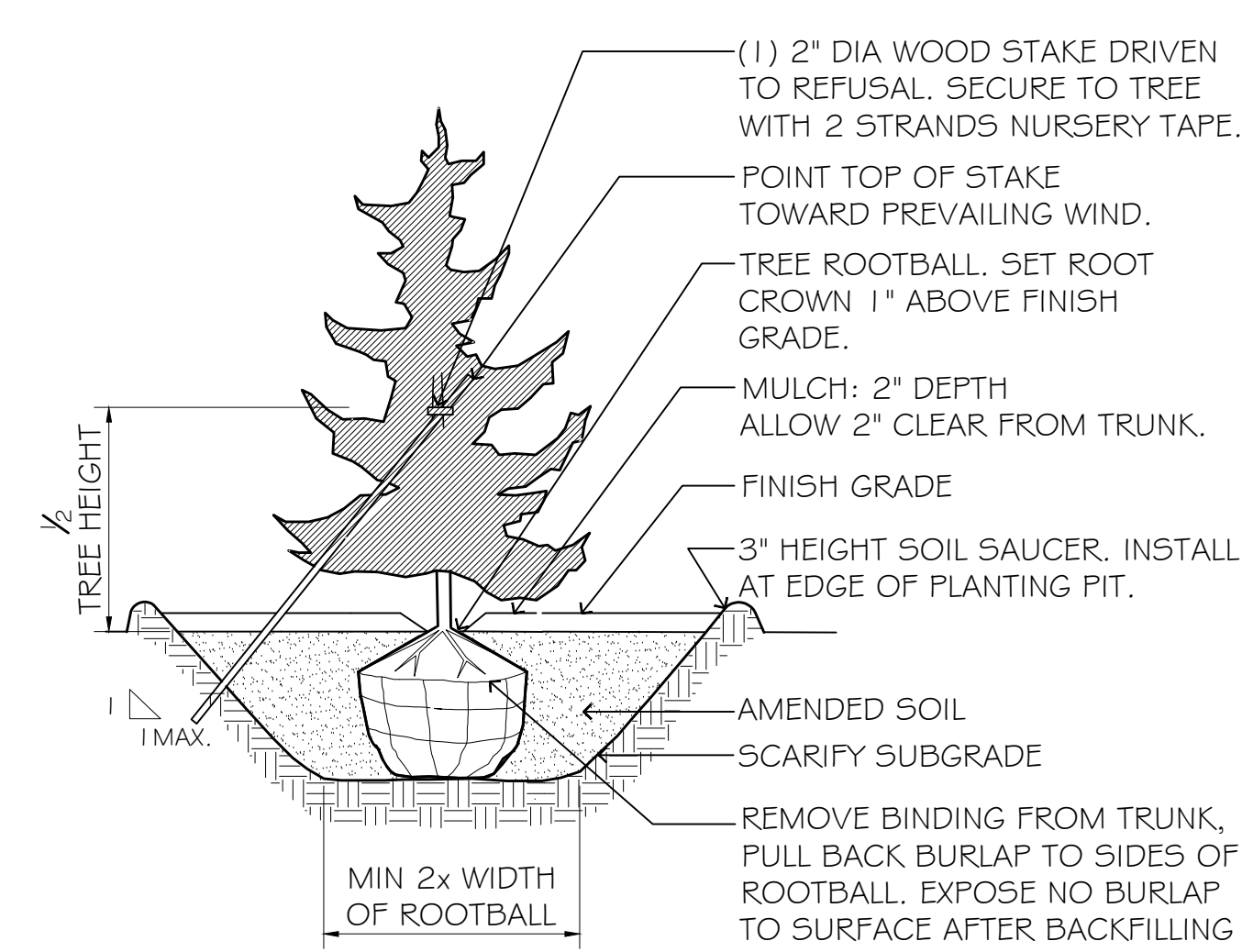
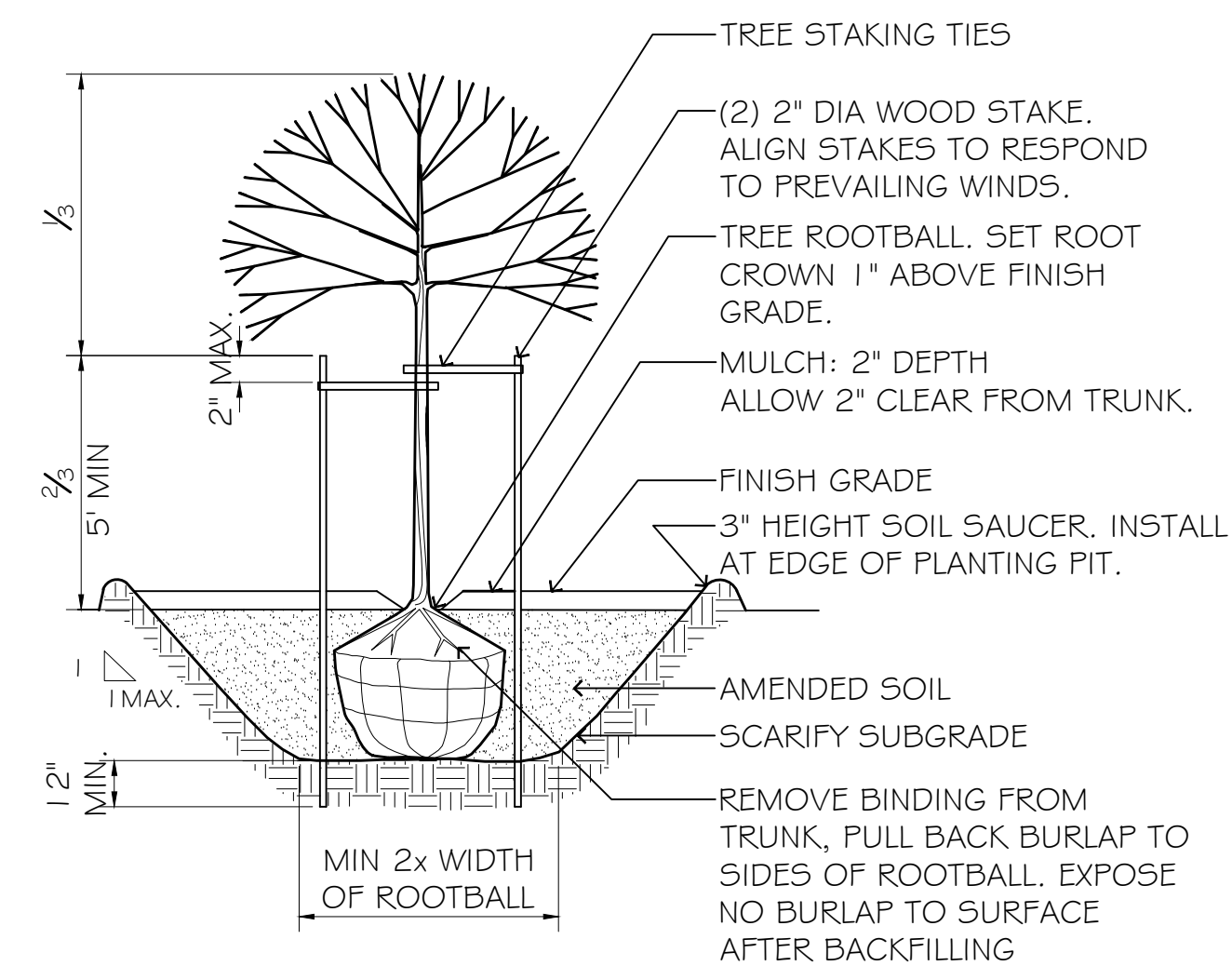
PROPOSED PLAN
47.4% PLANTED BUFFER AREA = 2,345 SF (REDUCTION OF 1,363.75 SF)
CORNER PLAZA = 721 SF
PET PARK = 753 SF
PRIVATE PATIOS = 711 SF
1. (NOTE: SQUARE FOOTAGES OF PLANTED AREA AND AMENITY SPACES EXCLUDE SITE WALLS)

key plan	
submittals/revisions	
100% SCHEMATIC DESIGN	06.15.2022
30% DD	07.29.2022
60% DD	09.23.2022
CLEAR & GRADING PERMIT	11.18.2022
UTILITY EXTENSION AGREEMENT PERMIT	11.18.2022
ADR CORRECTIONS #1	11.22.2022
100% DD PROGRESS PRINT	01.22.2023
ADR CORRECTIONS #2	04.28.2023

drawing title
GROUNDPLANE
LANDSCAPE PLAN @
NE 12TH ST FOR
DEPARTURE REQUEST

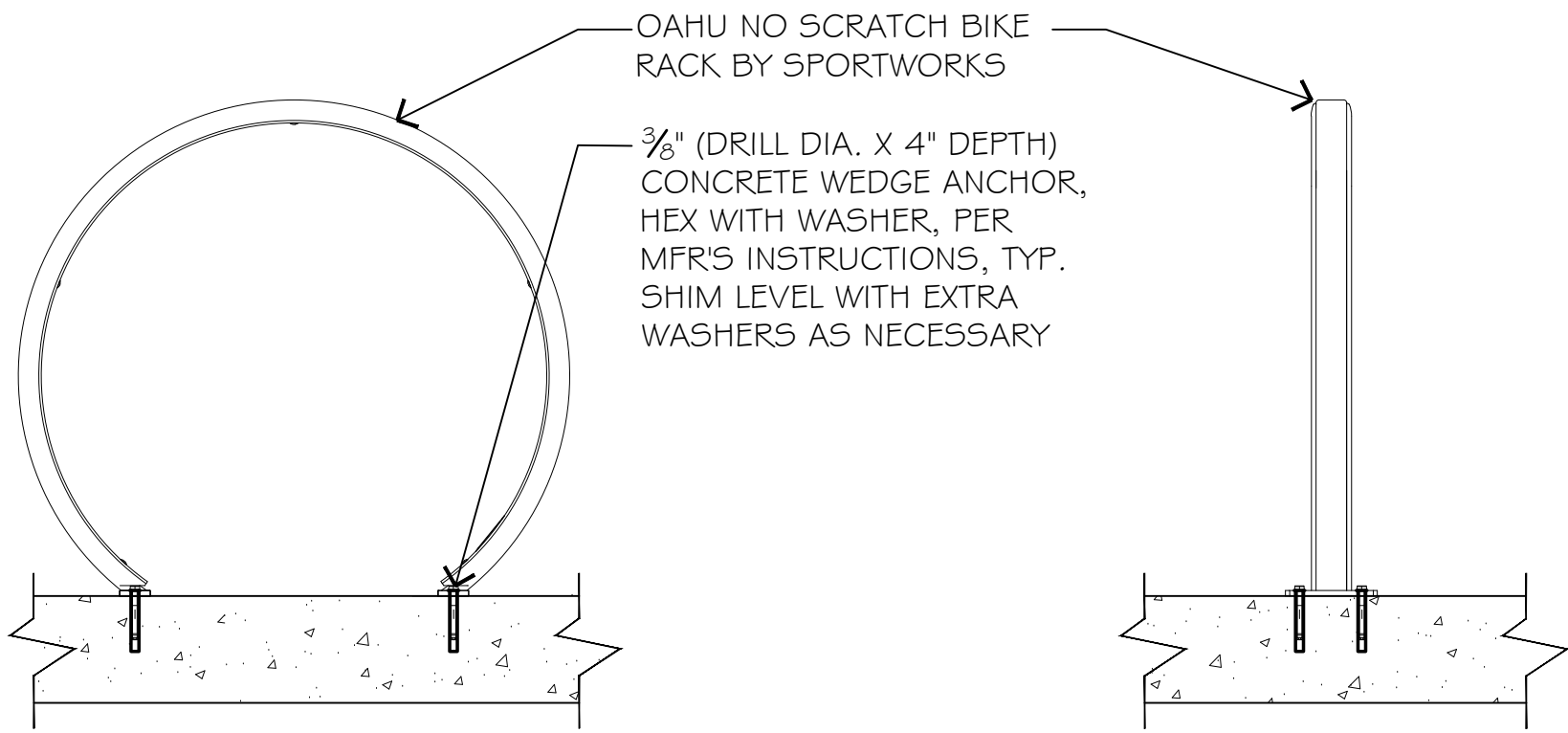
drawing information	
DATE	04.28.2023
SCALE	PER PLAN
DRAWN	CS, VW
JOB #	21-014

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sheet number



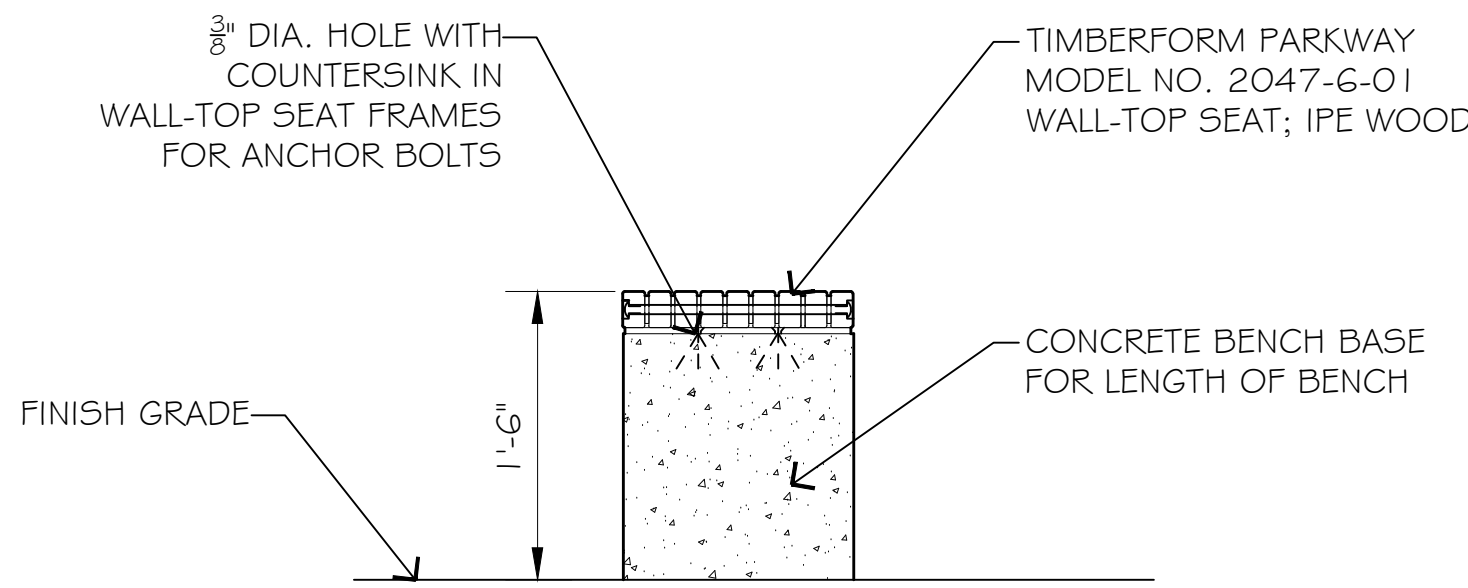
NOTE:
SOIL PREPARATION DEPTH IN R.O.W. PLANTING STRIPS TO BE 36" MIN. TO MEET SOIL VOLUME REQUIREMENTS FOR STREET TREES PER C.O.B. REQ5.

LAYOUT IN FIELD FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.



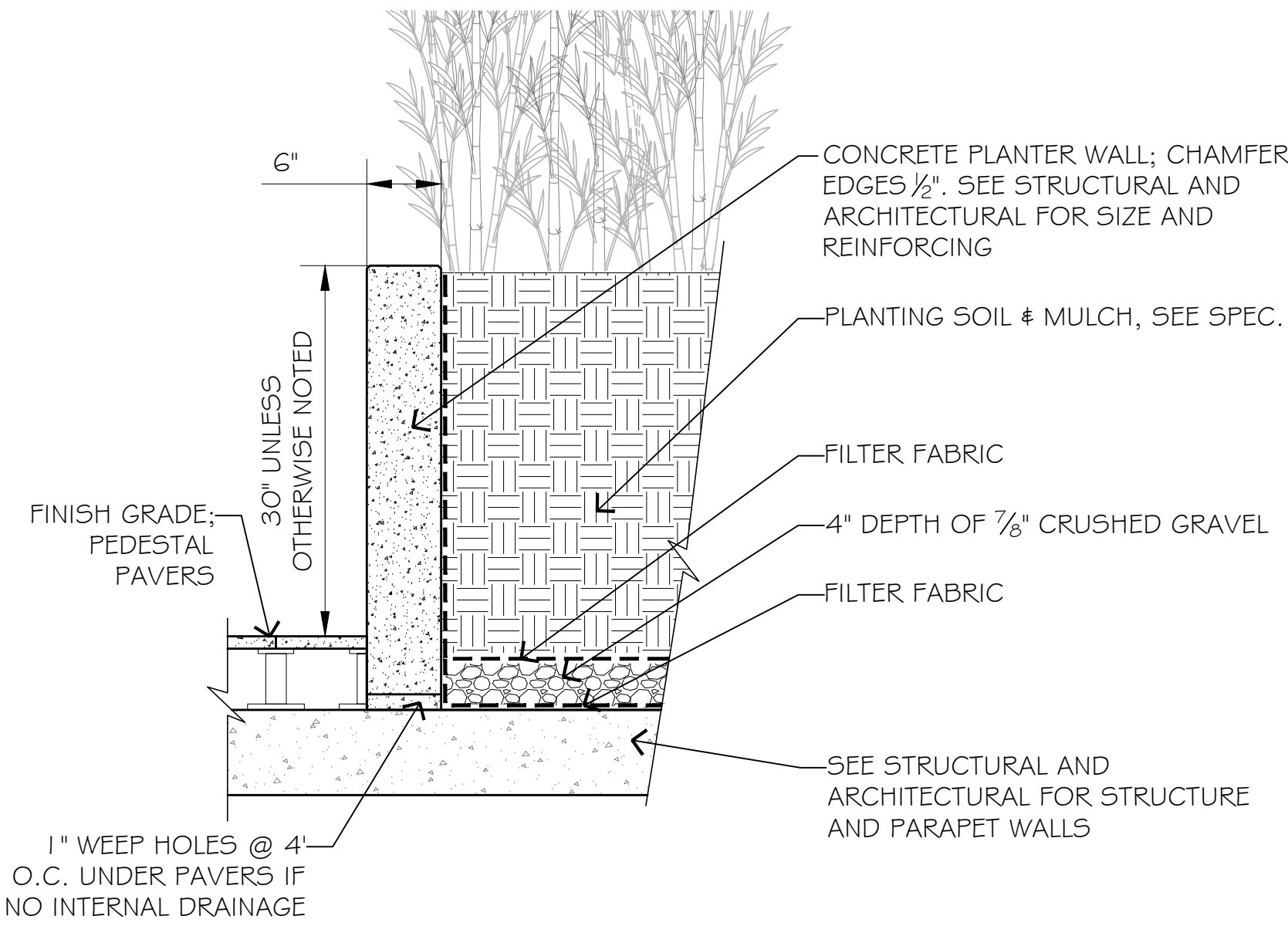
1 BIKE RACK SURFACE MOUNT
NOT TO SCALE

bike rack_oahu



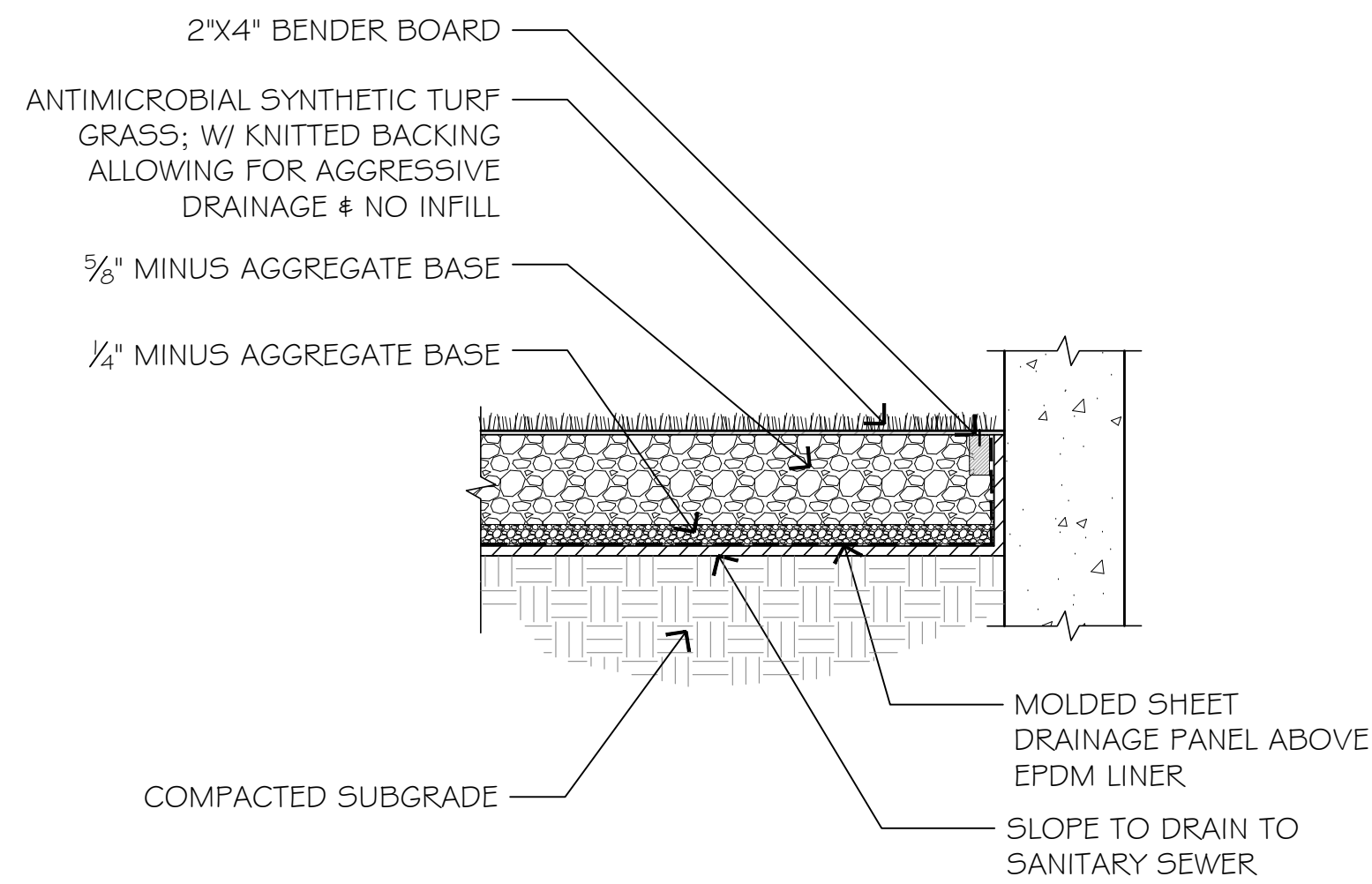
2 INTEGRATED BENCH
NOT TO SCALE

bench_integrated



3 INTEGRATED CONC. PLANTER ON STRUCTURE
NOT TO SCALE

planter_conc_on_structure



4 ARTIFICIAL LAWN AT PET PARK
NOT TO SCALE

artificial_lawn_pet_park



100% SCHEMATIC DESIGN	06.15.2022
30% DD	07.29.2022
60% DD	09.23.2022
CLEAR & GRADING PERMIT	11.18.2022
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Attachment B
(SEPA Environmental Checklist)



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 Polynesia Bellevue
2. Name of applicant Russell LeSieur
3. Contact person Russell LeSieur Phone 206.250.5064
4. Contact person address 524 East Burnside Suite 230, Portland, OR 97214
5. Date this checklist was prepared 6/30/2022
6. Agency requesting the checklist City of Bellevue

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

Planning to start construction in December 2023, with anticipated completion in September 2025. 21 Month construction schedule.

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

No future additions or expansions are planned.

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

Geotechnical soils report by Terracon Consultants, Inc.
Shadow study by Urbal Architecture
TIA by Fehr & Peers

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

Unknown.

There are no known pending approvals for the subject site.

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

Design Review; Developer Extension Agreement for Water, Sewer, & Storm; Side Sewer; Water Connection; Clearing & Grading; Demolition; Shoring; Major Project Building Permit; Plumbing; Electrical; Mechanical; Standpipes; Underground Fire Line; Fire Alarm System; Smoke Control System; Sprinkler Systems; Emergency Responder Radio Coverage Systems; Refuse & Recycling; Signage; ROW Use; ROW Dedication; Public Access Easement

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

Demolition of existing two story condominium. Construction of seven story, multifamily apartment building with internal parking. The building area is approximately 207,638 gross square feet, with 167 residential units. Outdoor amenities are proposed in the form of a seating court along the ROW, a dog park along the ROW, two private residential courtyards at level 2, and a roof deck at level 6. Other amenities, such as a lounge, fitness center, and club room, will be included internally.

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

10113 & 10103 Northeast 12th Street, Bellevue, WA 98004
1125 102nd Avenue Northeast, Bellevue, WA 98004

Units 1 through 6, inclusive, Building A, Units 7 through 12, inclusive, Building B, Units 13 through 16, inclusive, Building C and Units 17 and 18, Building D, and all common elements appurtenant hereto, being all units of Polynesia Condominiums, according to the Amended and Restated Declaration there of recorded under Recording Number 7401300062, and all amendments thereto; Said Units are delineated upon the Survey Maps and Plans as recorded in Volume 7 of Condominiums, Pages 27 through 36, inclusive, and all amendments thereto, in records of King County, Washington.

Environmental Elements

Earth

1. General description of the site:

- ☐ Flat
☐ Rolling
☐ Hilly
☐ Steep Slopes
☐ Mountainous
☒ Other sloping down from west to east

2. What is the steepest slope on the site (approximate percent slope)? 1'V:3'H

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.

Existing asphalt pavement (1 to 4 inches) over base course (about 3 inches) at the parking area. About 1 to 1 ½ feet topsoil at the landscape area. Existing fill was observed at B-3 only to about 6 feet below existing surface (bgs). a very soft to medium stiff relic topsoil/recessional glacial lacustrine layer, up to about 13 feet bgs was encountered at the eastern portion of the site. Glacially consolidated soil (glacial till and glacial lacustrine) to at least 51½ feet bgs. Potential perched groundwater was encountered as shallow as 4½ feet bgs

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

Foundation bearing soils are primarily glacial lacustrine. These subgrade soils contain a high clay content and therefore will be moisture sensitive and easily disturbed. Subgrade may become unstable when exposed to excessive moisture and/or disturbance.

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 site area is approximately 40,982 SF in area and will be excavated to a maximum depth of approximately 26 feet. Approximately 35,000 CY of excavation will occur and approximately 550 CY of structural fill will be required. Structural fill will include imported material placed beneath the structural slab and footings for support, below sidewalks, pavements, and within utility trenches. Landscape areas will require topsoil or compost-amended soils. The source of fill has not been determined but will be from an approved local source.

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

Yes. The standard TESC plans will address the risk of erosion and regular period inspections will take place to ensure all SWMPPP and BMPs are managed and functional.

7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? approximately 94%

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

Erosion will be reduced through implementing Temporary Erosion and Sedimentation Control (TESC) BMPs in accordance with the city's requirements. A TESC plan will be prepared and the contractor will implement BMPs in this plan to control and minimize erosion throughout construction. The final condition of the site will be permanently stabilized with landscaping, pavement building area, and a stormwater conveyance system.

Air

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

Construction
dust
mitigation
measures per
Clear & Grade
Code BCC
23.76

Dust and construction equipment exhaust will occur during construction. Minimal odors do to roofing. Automobile exhaust after completion will be managed via garage exhaust to the project high roof for dissipation.

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

None are known at this time.

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

While current mitigation requirements are not know. The project will comply with applicable regulations related to control of air emissions. Automobile exhaust after completion will be managed via garage exhaust to the project high roof for dissipation.

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.

None

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

No

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

None

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

No

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

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

No

2. Ground Water

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

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

Water source will be city water main. Any temporary construction dewatering will be discharged per the city's permit requirements.

- 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.

N/A

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 will be collected on-site via roof drains, conveyed through the building via plumbing, and will be discharged via an 8" pipe to the storm main in 102nd Ave NE.

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

No, any construction stormwater will be discharged off site via the storm main in 102nd Ave NE. All sanitary sewer will be discharged to the sanitary sewer main in 102nd Ave NE as well.

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

No. The existing site and the proposed development will drain to the public storm system. A minimal amount of perched groundwater may be collected and routed to the storm system during construction.

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

Stormwater on-site will be collected and conveyed through the building via plumbing to the storm main in 102nd Ave NE. Detention is not required.

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 currently existing on the site will be removed.

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

None

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

Landscaping is proposed along street frontages, areas setback from property line, courtyards, and roof deck. Plants will be a combination of native and adapted to the Pacific Northwest climate.

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

English Ivy

Animals

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

Birds: ☐hawk, ☐heron, ☐eagle, ☐songbirds, ☐other None

Mammals: ☐deer, ☐bear, ☐elk, ☐beaver, ☒other None

Fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, ☒other None

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

None

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

No

Most of Western Washington is located within the Pacific Flyaway for migratory waterfowl.

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

N/A

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

None

Energy and Natural Resources

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

Electricity and natural gas will be provided to the project for heating, cooking and lighting.

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

Portions of the properties south and west of the project will be in shadow during portions of the day and year. That said, the height of these buildings should prevent shadows from impacting solar collections.

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.

Infrastructure for future solar array will be located to the rooftop per code requirements. Project will be designed to meet all requirements of the 2018 WA State Energy Code.

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.

No known hazards.

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

No known contamination.

- 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.

No known conditions.

- 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.

Diesel fuel in construction machinery, form oil during concrete operations.

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

None other than for contractor to provide full access to the project by the Fire Department for emergency purposes.

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

Compliance with city codes.

2. Noise

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

Traffic noise from 102nd Ave NE; less so from NE 12th Street.

- 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.

Project will follow BCC 9.18 for Noise standards.

During construction, noise will be generated from 7am to 7pm. Long term noise will be generated by automobile traffic to and from the site typical of urban areas. Construction noise levels range from 60 decibels to 80 decibels with spikes of 90-100 decibels.

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

Parking will be located within the structure and underground. Compliance with noise ordinance and construction noise codes required.

Land and Shoreline Uses

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

The current use of the site is a condominium building. To the west are condominiums. To the south are apartments. The proposed project is a permitted use and should not affect the 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.

Residential dwellings.

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

Yes, the existing structures will be demolished.

5. What is the current zoning classification of the site? DT-R 55' / 75'

6. What is the current comprehensive plan designation of the site? Downtown, A-1

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

N/A

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? 300

10. Approximately how many people would the completed project displace? 30 residents

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

All tenants have been informed of the demolition timeline. Pre-leasing will be available for current tenants.

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

The project will go through the city's Design Review.

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

N/A

Housing

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

Approximately 167 residential units. All units to be market rate.

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

None.

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

Speed-to-market will aid in housing shortage.

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 highest portion of the structure will be the elevator overrun and mechanical screenings at an elevation of approximately 249'-6"; about 61'-3" above average grade plane. The roof structure will be at an elevation of approximately 243'-0"; 54'-9" above average grade plane.

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

The Pinnacle Bellevue project directly adjacent the property will essentially block all views south. No other views have been identified.

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

The project will follow Bellevue Design Guidelines and go through the Design Review process.

Light and Glare

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

The proposal will produce light mainly through residential unit and amenity windows, therefore the time in which this will be emitted will be throughout the day. However, this will not produce glare. The roof deck amenity space will emit light, but light pollution will be avoided. Any exterior residential deck light fixtures will meet dark sky compliance.

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

No

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

None known.

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

Interior spaces will have shading devices.

Project
subject to
Light and
Glare
requirements
of LUC
20.20.522

Recreation

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

None

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

No

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

Bike storage.

Historic and Cultural Preservation

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

The condominium on site was built in 1965.

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.

No

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.

N/A

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.

N/A

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 located at the corner of 102nd Avenue NE and NE 12th Street. Pedestrian access to the building will be from both streets. Vehicular access will be from NE 12th Street.

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 project does not have transit stops on its frontage, but it is served by transit a few blocks away. Within 800 feet is a transit stop at NE 12th Street/Bellevue Way NE (KCM 249). Approximately 600 feet to the south is a transit stop at NE 10th St/102nd Ave NE (ST 532, 535). Another 600 feet to the south at NE 8th St/102nd Ave NE are transit stops served by (KCM 246, 271, and ST 532, 535).

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

The proposed project will provide 144 parking spaces. The project replaces 27 existing parking spaces.

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).

This project will re-build the section of NE 12th St, in front of the property, as well as add a curb and sidewalk along both NE 12th St. and 102nd Ave 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

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?

Using ITE Trip Generation, 11th Edition, the 167 dwelling unit project is expected to generate 758 weekday trips. This conservatively assumes ITE 221 mid-rise multifamily housing, not close to rail, in a general urban/suburban area. Downtown Bellevue is a walkable, dense urban area served by transit which may result in lower trip generation. Using the City's transportation impact fee trip rate, the project is expected generate 23 net new PM peak hour trips. Using ITE Trip Gen, the project will generate 55 net new AM peak hour trips.

As a residential-only development there would be minimal daily truck volumes serving the site: waste management collection, residential package deliveries, and potentially residential move-in/out.

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

No

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

No transportation impacts were identified as study intersections are expected to operate at LOS E or better in the opening 2025 year with and without the project. The project will complete frontage improvements to provide connections to the existing pedestrian network and improve access to nearby transit stops. In addition, the project will stripe bicycle sharrows on NE 12th Street as the interim bike connection per City requests until NE 12th Street is extended west to 100th Avenue NE.

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.

No, adequate services are in the vicinity of the proposed project.

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

None

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.

Electric - PSE, Natural Gas - PSE, Water/Sewer - City of Bellevue, Refuse - Republic, Telephone/Data - TBD

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 Russell LeSieur

Name of signee Russell LeSieur

Position and Agency/Organization Architect at Ubal Architecture

Date Submitted 7/1/2022

Attachment C
(Administrative Departure Request Forms)

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:22-114105-LD

Project Name: SRM Polynesia

Administrative Departure requested for LUC: 20.25A.080.B.

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

1) describe the Departure requested and

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

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

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

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

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

Written Description of Departure Being Requested:

The project is requesting a departure from the Downtown Parking Requirements in Minimum/Maximum Parking Requirement by Use – Specific Uses, section 20.25A.080.B., that supersedes the compact parking stall requirements under 20.20.590.K.9. Per section 20.25A.080.F.2., the Director may approve though an Administrative Departure, the design and designation of up to 65% of the spaces for use by compact cars. The project provides 149 parking stalls total, so up 96 parking stalls are allowed to be used by compact cars per this departure. The project proposes 66 compact parking stalls and meets the requirements under section 20.25A.080.F.2. This departure allows the project to provide compact parking stalls without exceeding the maximum allowed by the Land Use Code.

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**

The resulting design advances Comprehensive Plan goal UD-42. This goal encourages the use of low impact development principles early in the site design and development process. This departure allows the project to provide the reduced number of residential parking stalls per LUC 20.20.590.L.1.b., without expanding the parking garage, and achieve this goal more adequately. The use of compact parking stalls helps provide more parking within a defined parking garage footprint and maximizes the efficiency of the development. The project could be required to add another parking garage level if the use of compact stalls is prohibited. A smaller parking garage helps to advance Comprehensive Plan goal UD-42 since it is a lower impact development principle.

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

The resulting design is more consistent with the purpose and intent of the Land Use Code by providing compact parking stalls without exceeding the maximum. As mentioned, 96 compact parking stalls are the maximum that can be provided per section 20.25A.080.F.2., and the project provides 66 compact parking stalls.

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

The modification is the minimum reasonably necessary to achieve the Comprehensive Plan goals and Land Use Code intent. The departure is provided by the LUC, so it does meet the intent, and it helps achieve Comprehensive Plan goal UD-42 by utilizing low impact development principles with a smaller parking garage footprint.

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).

Per section iv., Administrative Departure criteria required by the specific terms of the Land Use Code are met as detailed above.



Administrative Departure Request Form

Permit Number: 22-114105 LD

Project Name: SRM Polynesia Bellevue

Administrative departure requested for: Connected Floor Plates, LUC 20.25A.060.B

Written Description of Departure Being Requested:

Per coordination with The City of Bellevue Development Services Department, we request a Connected Floor Plate Exception per the requirements listed under LUC 20.25A.060B. The city code requires that buildings floor plates above 40-feet are a maximum 20,000 gsf with the exception that the building provide a clear distinction that visually results in separate building masses. This project exceeds that area requirement. The code provides options for doing so. This design uses a combination of distinct and contrasting façade cladding, as well as varying wall depth and height. More specifically, a 24-foot wide section of the building above the parking garage entrance is setback 5-feet, and clad in a distinct color, different than the remainder of the building. The parapet was also revised to a different height to provide a visual distinction from grade to roof.

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*

As promoted by the Comprehensive Plan Housing Policies, this development will be functional, attractive, and harmonious with adjacent neighborhoods through the building massing and cladding materials. The design objective is to increase development while using proportions that compliment its surroundings, providing a mid-rise development as a density transition between low and high-rise.

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

Similarly, the design seeks a relationship to height and form of other developments. A quality, community-friendly, multi-family development is promoted with 166 new residential units. The building is separated into smaller masses through modulation and cladding material selection. These forms and proportions help reduce the visual bulk of the building and create architectural motifs through the cladding and window patterns.

The boutique hotel aesthetic is urban, while still residential, and complements the adjacent low and high density residential areas.

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

The proposed design results in separate and distinct building massings in compliance with the maximum floor areas sought by the code.

- 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).

Yes

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:22-114105-LD

Project Name: SRM Polynesia

Administrative Departure requested for LUC: 20.25A.060.A.1.

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

1) describe the Departure requested and

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

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

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

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

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

Written Description of Departure Being Requested:

The project is requesting a departure from the Dimensional Requirements in Downtown Land Use Districts, section 20.25A.060.A.1., that requires the building be built to the “build-to” line. The building is not proposed to be built to the build-to line along NE 12th St in order to provide a 20’ setback from the Downtown boundary that is required per chart 20.25A.060.A.4. A portion of the building is not proposed to be built to the build-to line along 102nd Ave NE in order to provide a 12’ setback for right-of-way improvements and pedestrian open space along the street front. This departure allows the project to satisfy other city requirements along the right-of-ways and still create pedestrian oriented spaces along them.

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**

The resulting design advances Comprehensive Plan goals such as UD-4, UD-12, UD-27, UD-45, UD-48, and UD-50. These goals promote the development of active pedestrian spaces along the street front and this departure allows the project to provide these spaces and achieve these goals more adequately.

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

The resulting design is more consistent with the purpose and intent of the Land Use Code along both right-of-ways. By not meeting the build-to line along NE 12th St, the project provides a 20' setback from the Downtown boundary that is required per chart 20.25A.060.A.4. By not meeting the build-to line along 102nd Ave NE, the project provides space for the required frontage improvements that run within the project's property boundary. The building stepping back 12' along 102nd Ave NE also allows the project to provide an Enhanced Streetscape amenity per Chart 20.25A.070.D.4. The project provides this amenity in order to achieve the proposed FAR per 20.25A.070.D.2.

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

The modification is the minimum reasonably necessary to achieve the Comprehensive Plan goals and Land Use Code intent. The building does not step back from the build-to line more than required along NE 12th St in order to provide a 20' setback from the Downtown boundary that is required per chart 20.25A.060.A.4. The building does not step back from the build-to line more than required along 102nd Ave NE in order to provide a 12' setback for right-of-way improvements and pedestrian open space along the street front.

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).

Per section iv., Administrative Departure criteria required by the specific terms of the Land Use Code are met as detailed above.

2020 ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:22-114105-LD

Project Name: SRM Bellevue Polynesia

Administrative Departure requested for LUC: 20.25A.110.C.4.g.

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

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

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

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

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

Written Description of Departure Being Requested:

The irregular shape of the site and steep topography along NE 12th Street presents a challenge to providing a pedestrian-oriented façade at ground level, as the site steps up dramatically from east to west. We are requesting a departure from the required 75% planted area within the buffer, reducing the planted area to 44%, in order to retain the original purpose of providing some landscaped separation from the zone to the north while also incorporating amenity spaces to help activate the streetscape at various levels, providing not only visual interest but the opportunity for residents to interact with their neighbors. This reinforces the Comprehensive Plan goals to activate the streetscape downtown with smaller neighborhood-scale residential uses at the perimeter areas.

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**

A strict application of the Land Use Code would result in a passive streetscape, while the proposed design encourages street activation through pedestrian oriented activities, in support of the Comprehensive Plan goals and policy objectives, including:

S-DT-7. Encourage Downtown to continue to serve surrounding residential areas as a neighborhood retail district.

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

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

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

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.

S-DT-59. Continue to provide neighborhood-oriented retail and service uses for the Northwest Village District as well as for the surrounding neighborhoods both within and outside Downtown.

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

Consistent with the buffer requirements and intent of the code, the landscaped area of the buffer consists of a variety of flowering and deciduous trees, several shrubs that are evergreen and deciduous, and provide seasonal interest and fragrance to enhance both the private and public realm.

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

The proposed corner plaza activates the corner by providing a variety of seating, raised planters, and a landscaped buffer with trees, shrubs and groundcover between the sidewalk and plaza to help navigate the grade change while still contributing to the public realm. Bicycle parking is provided to encourage multimodal transportation.

The pet park gives residents a front-facing outdoor amenity area that encourage interaction with the community.

Private patios provide residents with private outdoor space set back from the sidewalk on NE 12th Street, providing more human presence while still maintaining landscaped buffer area with large trees and a variety of shrubs between the patios and sidewalk.

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

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

Per section iv., Administrative Departure criteria required by the specific terms of the Land Use Code have been met given the design constraints and the proposed design detailed above.

Attachment D
(Downtown Design Guidelines)

2020 DOWNTOWN DESIGN GUIDELINES

Permit # _____ 22-114105-LD _____

Provide a written response to each Standard/Guideline.

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

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

LUC GUIDELINE

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

LUC 20.25A.150 - CONTEXT

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

Guidelines

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

Response:

- a. High-quality building materials are selected to create a boutique hotel aesthetic that will add to the area's overall character.
- b. The building sets back 20 ft from the northern perimeter of the site which is adjacent to low-density residential areas.
- c. The driveway for the parking garage entrance is located along NE 12th St to reduce off-site impacts to traffic on both streets that border the site. The area with the potential to produce light and noise, the roof deck, is located at the street corner in a place that will be further away from the surrounding low-density residential areas.
- d. Large windows for the residential units are incorporated into the elevations at sizes that are proportionate to the massing of the building.
- e. The building is separated into smaller masses through modulation and cladding material selection. These forms and proportions help reduce the visual bulk of the building and create architectural motifs through the cladding and window patterns. The boutique hotel aesthetic is urban, while still residential, and complements the adjacent high and low-density residential areas.

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

Guidelines

- a. Preserve & maximize solar access
- b. Enhance user's experience of adjacent public open space
- c. Promote use and accessibility of publicly accessible open spaces through site and building design

Response:

- a. The development will preserve solar access to existing surrounding public open spaces. The small plaza at the street intersection will have solar access throughout most of the day.
- b. The main building entrance is located at this plaza along with large storefront windows that create transparency into the ground level of the building.
- c. The site and building design promote the use and accessibility of the small plaza. The plaza contains landscaped areas for seating with awnings and canopies that provide weather protection.

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

Guidelines

- a. Create logical connections
- b. Coordinate service and parking access

Response:

- a. The site and building are designed to support and connect with existing transit facilities by locating the primary building entrance at the street intersection with direct access to public transportation routes.

<i>b. The driveway to the parking garage entrance is located off NE 12th St in a spot that will reduce negative impacts to the future traffic patterns. This entrance also provides site access for service and delivery trucks thereby reducing the number of new driveways.</i>
Emphasize Gateways – LUC 20.25A.150.D
<i>Guideline</i> <i>a. Use architectural & landscape elements to emphasize gateways</i>
Response: <i>a. The development is designed to provide a transition to the Downtown area for pedestrians with landscaping and hardscaping along the street fronts. Various landscaped areas within a 20 ft building set back along NE 12th St transition to more hardscaped pedestrian areas along 102nd Ave NE as pedestrians move into the Downtown area. The building also does not set back along 102nd Ave NE and creates a more urban condition with a small plaza adjacent to the sidewalk.</i>
Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E
<i>Guidelines</i> <i>a. Evaluate alternative placement & massing concepts to ensure sunlight & sky view</i> <i>b. Maximize sunlight and sky view in adjacent developments/streetscape</i> <i>c. Minimize size of shadows & length of time cast on pedestrians</i>
Response: <i>a. Alternate placements and massing concepts were evaluated with sun studies to ensure the greatest amount of sunlight and sky view in the surrounding area. The sun studies were included in the preconference submittal package.</i> <i>b. The selected placement and massing concept will maximize sunlight and sky view for people in adjacent developments and streetscapes as the building is set back from both street fronts. The top floor also steps back along NE 12th St which provides more sunlight and sky view for the surrounding area.</i> <i>c. The selected placement and massing concept will minimize the size of shadows and length of time that they are cast on pedestrians in the streetscape as the building is set back from both street fronts. The top floor also steps back along NE 12th St which also minimizes shadows.</i>
<u>LUC 20.25A.160 - SITE ORGANIZATION</u>
On-Site Circulation – LUC 20.25A.160.B
<i>Guidelines</i> <i>a. Site Circulation for Servicing & Parking</i> <i>b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands</i> <i>c. Pedestrian & Cycling Connections</i>
Response: <i>a. Access to site services and parking is provided at a shared driveway to minimize conflicts between pedestrians, bicycles, and vehicles. Access to site services and parking is provided through a shared driveway. The services take place within the parking garage, away from public view. Mechanical equipment is located on the roof, away from the public sidewalk, within a mechanical well or screening.</i> <i>b. Space for vehicle loading is provided within the parking garage, on private property, so that the right-of-way will remain clear. Walkways from the sidewalk to the building are provided that do not cross the driveway. Long term parking is not allowed in passenger and guest loading zones.</i> <i>c. Bicycle parking is provided within hardscape areas, surrounded by landscaping, for direct and visible access to the public street and building main entrance. Pedestrian access will be compliant with all applicable accessibility codes.</i>
Building Entrances – LUC 20.25A.160.C
<i>Guideline</i> <i>a. Ensure primary building entrance front onto major public streets & are visible, defined & accessible.</i>
Response:

a. The main building entrance is located off the small plaza at the street intersection, so it will be clearly visible and accessible from the sidewalks. A pedestrian entrance door to the parking garage is provided on the north elevation of the building along NE 12th St. An accessible concrete ramp connects the door to the street sidewalk.

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

Standards

- a. Location
- b. Proportionate Share
- c. Hours
- d. Legal Agreement
- e. Signage

Response:

The development does not contain Through-Block Connections.

Guidelines

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

Response:

The development does not contain Through-Block Connections.

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. A small plaza is provided near the street intersection that is surrounded by areas of landscaping to create a natural environment.**
- b. Direct access to the plaza is provided from both sidewalks along NE 12th St and 102 Ave NE.**
- c. Areas of landscaping surround the plaza to create a natural environment.**

- d. There are not any adjacent opens spaces, but the building is located on site to create open spaces. The building steps back 20 ft from NE 12th St creating open spaces along the street front.*
- e. The building main entrance is located near the street front corner to create an attractive view and focal point for residents and pedestrians. The roof deck is also located above the main entrance to create the same affect.*
- f. The development does not contain through-block pedestrian connections.*
- g. Resident patios and a dog park are provided in the open spaces along NE 12th St where the building steps back. These spaces can be used year-round and the dog park does contain a covered structure that provides weather protection.*
- h. The resident amenities are located at the ground floor, along the open spaces created at the street intersection. These indoor spaces will have the most activity and define the edge of publicly accessible open spaces along the sidewalk.*
- i. ADA access is provided for the building and open spaces.*
- j. Weather protection is provided at the main building entrance with a canopy and along the building with awnings at the hardscaped street front.*
- k. Works of art and water features will not be provided, but there are areas of landscaping that provide artistic elements to the outdoor spaces.*
- l. Design elements, such as surface materials, furnishings, landscaping, and pedestrian scale lighting are provided within the open spaces along the street fronts.*
- m. The development will maximize safety and comfort by providing open spaces along the street front that are ADA accessible with weather protection that still allows for plenty of sunlight and does not obstruct clear views to the surrounding area.*
- n. The development does not provide areas for staging since it is only residential and these activities could be disruptive for the residents.*
- o. Loading, refuse handling, and parking are located within the parking garage away from the street front open spaces. A driveway to access the parking garage is surrounded by areas of landscaping to create a separation from the open spaces.*
- p. Decorative lighting is employed at all ground level open spaces and pedestrian pathways through bollard lights, accent tree up lighting, wall sconces, and recessed step lighting. It is also provided at all outdoor resident amenities such as the roof top patio with trellis mounted lighting.*

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. The development provides a sense of enclosure and a continuous and comfortable street edge for the pedestrian by creating open spaces along the street front that are surrounded by resident amenities, or outdoor resident spaces, on the ground level of the building. These spaces include seating areas in the plaza along 102nd Ave NE as well as resident patios and a dog park along NE 12th St. Landscaping within and along these spaces further provides a sense of enclosure and comfortable street edge.*
- ii. Large, transparent storefront windows are provided at the resident amenity spaces located on the ground level along 102nd Ave NE and a portion of NE 12th St.*
- iii. High-quality cladding materials such as brick, wood siding, porcelain tile, and fiber cement are provided on the building elevations to create visual interest on the walls in a variety of colors and forms.*
- iv. The building elevations along the street level of 102nd Ave NE, and a portion of NE 12th St, contain facade articulation through a series of pilasters and storefront windows in various sizes.*
- v. Weather protection is provided with a canopy and awnings along the pedestrian experience zone. The cladding materials change from porcelain tile to brick, wood siding, and fiber cement above the weather protection and further define this zone.*
- vi. Signage and lighting at the main entrance canopy complement the pedestrian scale on the ground level.*
- vii. Large, transparent storefront windows on the ground level of the building edge provide a strong visual connection and a physical connection is provided through direct access from the sidewalk.*

2. Protect Pedestrians from the Elements

<i>Guidelines</i> 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 at the main building entrance with a canopy and along the building with awnings at the street front open spaces. These overhangs provide areas of protection from the weather without covering the entire open space. ii. The canopy and awnings are designed to complement the boutique hotel aesthetic of the development. iii. The weather protection is broken up along the building ground level so that it is proportionate to the facade. It is also sized to not impact surrounding street trees and light fixtures. iv. The weather protection is solid and opaque which will provide a sense of enclosure for the pedestrian. v. The canopy will be constructed with structural steel, a standing seam metal roof, and a wood soffit. The awnings will be constructed will steel tubing and a synthetic acrylic laminated covering. vi. The canopy and awnings are designed to complement the boutique hotel aesthetic of the development. vii. The canopy will be 12 ft above the finished grade and the awnings will be 8 ft 6 in above the finished grade. viii. The canopy will be 12 ft above the finished grade and the awnings will be 8 ft 6 in above the finished grade. ix. Pavement below the weather protection is designed to slope away from the building for drainage. x. The weather protection is designed to be horizontal along the building. xi. The awnings are located above storefront windows and have the same width. The canopy is designed to cover multiple storefront windows and the length corresponds to the corner mass of the building as opposed to the windows beneath it.
3. Create a Variety of Outdoor Spaces
<i>Guidelines</i> 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 development provides a variety of outdoor spaces that are spatially well defined, inviting, secure, and easy to maintain. There are open spaces for pedestrians along the street front as well as spaces for only residents such a courtyards and patios. These outdoor spaces are well defined with landscaping and secure and inviting with lighting. ii. The plaza at the street intersection does work well for pedestrians with direct access and seating, but it is designed for passive activities and not special events. iii. A small plaza is provided at the main building entrance on the ground level. iv. Residential courtyards are provided that use the building to surround green spaces for residents to share. v. Landscaping is provided along the street front and around open spaces to define walkways, create transitions from open spaces to the street, and provide visual interest. vi. Outdoor spaces are provided, but they are smaller and not intended for larger events. These activities could be disruptive for the residents. vii. Seating areas that are easily accessible are provided within the plaza. They are surrounded by areas of landscaping and lighting and are highly visible from the building, so they will be safe and secure during the day and evening hours.

viii. Pedestrian walkways from the sidewalk to multiple entrance doors are provided for building access to pedestrians.
4. Provide Places for Stopping and Viewing <i>Guidelines</i> 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. Formal seating is provided with benches in the plaza as well as landscaped planters that can be used for seating. ii. Outdoor seating areas are provided near more active indoor residential amenity spaces on the ground level. iii. Seating is provided adjacent to sidewalks and pedestrian walkways. iv. The plaza at the street intersection does provide space to stop and view the surrounding area. v. The development does provide a sense of separation from vehicular traffic with landscaped area that provide a physical boundary between pedestrian areas and the streets. vi. The plaza and opening spaces along the building on the ground level provide comfortable and inviting places for pedestrians. Seating, weather protection, landscaping, lighting, cladding materials, transparent windows, and signage are provided to create this affect.
5. 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 storefront windows on the ground level, along the pedestrian open spaces, have a custom V-shaped mullion pattern to make the open spaces more memorable. ii. The canopy at the main building entrance will have special lighting underneath and signage above to mark the building entry and site corner. iii. The wood siding on the facades has a V-shaped pattern to integrate artistic details into the building. iv. Custom building elements and artistic details are provided near the ground level open spaces at the street intersection so it will activate the public realm. v. The custom building elements and artistic details are outdoors and will withstand public use and weathering.
6. 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. - xii. Response:

- i. Pedestrian scaled lighting such as bollard lights and recessed step lights are provided along pedestrian walkways and public open spaces.*
- ii. The type of lighting selected is compatible among projects within the neighborhood since it is typical for multi-family residential developments.*
- iii. The fixtures will match the boutique hotel aesthetic of the development and not overpower or dominate the streetscape.*
- iv. Accent tree up-lighting is provided at the landscape area near the plaza at the street intersection to create an inviting and safe ambiance.*
- v. Additional accent tree up-lighting is provided at other landscaped areas along the street front to highlight landscaped areas.*
- vi. Recessed strip lights, wall sconces, and can lights that are integrated into the design of the building, landscape walls, and stairways are provided.*
- vii. Foot lighting that illuminates walkways and stairs are provided with recessed strip lights and bollard lights.*
- viii. LED lighting is provided throughout the development exterior.*
- ix. The fixture selected for bollard lighting does direct lighting downward toward walking surfaces.*
- x. Festive lighting is provided at the roof deck with trellis lighting as well as can-less lights underneath main entrance canopy.*
- xi. Wall sconces on the building along the ground level open spaces provide decorative lighting and make the areas more welcoming.*

7. Orient Hanging and Blade Signs to Pedestrians

Guidelines

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

Response:

- i. The development signage provided at the main entrance canopy is compatible with the boutique hotel aesthetic and complements the building's architecture.*
- ii. The main entrance canopy signage is designed to be back lit and integrated with the canopy.*
- iii. The main entrance canopy signage will be constructed of high-quality materials and finishes.*
- iv. The development signage is designed to be directly attached to the main entrance canopy.*
- v. The development signage is designed to be individual, three-dimensional letters with back lighting.*

8. Build Compatible Parking Structures

Standards & Guidelines

- i. Where adjacent to a right-of-way, a minimum of 20 feet of the first and second floors measured from the façade inward shall be habitable for commercial activity. The following rights-of-way are excluded from this requirement:

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

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

Response:

- i. The parking garage for the development is sub-grade and therefore not adjacent to a right-of-way. The garage entry door is the only location where the parking garage is not sub-grade. The interior walls along the parking garage entry ramp will be partial height structural concrete and metal framed with gyp board.
- ii. The parking garage for the development is sub-grade and therefore does not have a street front interface except at the garage entry door. This area of the facade is designed to match the building's architecture through similar massing and use of cladding materials. The interior walls along the parking garage ramp will be partial height concrete with metal framed walls above. The framed walls will be finished with gypsum board and painted to match the exterior fiber cement.
- iii. The parking garage for the development is sub-grade and therefore does not have openings above the second floor.
- iv. The parking garage for the development is sub-grade and therefore does not have blank walls adjacent to interior property lines.
- v. Horizontal floors are provided within the parking garage except for ramp areas that provide vehicular access to other parking levels.
- vi. The parking garage has one entry and exit driveway that is located near the mid-block point where the existing grade allows for access.
- vii. The parking garage has one entry and exit driveway to minimize the width of driveway openings and potential conflicts.
- viii. The parking garage for the development is sub-grade with levels of residential units above that provide continuity with the development.
- ix. The parking garage for the development is sub-grade and therefore the parking floors are concealed.
- x. The parking garage for the development is sub-grade and therefore not visible from the urban street front.
- xi. The parking garage for the development is sub-grade and therefore vehicles will be screened from view.
- xii. The parking garage for the development is sub-grade and therefore does not have openings.
- xiii. The parking garage for the development is sub-grade and therefore glazing is not required.

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

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

Standards & Guidelines

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

Response:

The development is not located along a type ‘A’ right-of-way.

2. Commercial Streets – “B” ROW

Standards & Guidelines

- i. [Transparency](#): 75 percent minimum;
- ii. [Weather Protection](#): 75 percent minimum, six feet deep minimum. When a [building](#) is adjacent to two or more rights-of-way, [weather protection](#) shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection [A.2](#) of this section for more guidelines on [weather protection](#);
- iii. [Points of Interest](#): Every 60 linear feet of the façade, maximum;
- iv. Vehicular Parking: No surface parking or [vehicle](#) access directly between [perimeter sidewalk](#) and main pedestrian entrance; and
- v. One hundred percent of the [street wall](#) shall incorporate [Active Uses](#) and Service Uses, at least 50 percent of which shall be [Active Uses](#).

Response:

The development is not located along a type 'B' right-of-way.
3. Mixed Streets – "C" ROW Standards & Guidelines i. Transparency. 75 percent; ii. Weather Protection:. 75 percent. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection; iii. Points of Interest. Every 75 linear feet of façade, maximum; iv. Vehicular Parking:. No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and v. Fifty percent of street wall shall incorporate Active Uses or Service Uses.
Response: The development is not located along a type 'C' right-of-way.
4. Neighborhood Streets – "D" ROW Standards & Guidelines 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. The development provides active uses on 100% of the building facade along 102nd Ave NE. ii. The development provides weather protection on 84% of the building facade along 102nd Ave NE. iii. The development provides points of interest at least every 90 ft with large, storefront windows and a revolving door along 102nd Ave NE. iv. The development does not have surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance along 102nd Ave NE.
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: i. The development provides active uses on 83% of the building facade along NE 12th St. ii. The development provides weather protection at all entries along NE 12th St. iii. The development provides points of interest at least every 90 ft with large, storefront windows and pedestrian entrances along NE 12th St. iv. The development does not have surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance along NE 12th St.
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:

The development does not have an alley with an address.	
<i>Guidelines</i> 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: The development does not have an alley with an address.	
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: The development does not provide pedestrian access to the upper levels since these areas are for residents only.	
<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: The development does not provide pedestrian access to the upper levels since these areas are for residents only.	
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. High-quality cladding materials such as brick, wood siding, porcelain tile, and fiber cement are selected to create facades that are bold and demonstrate depth through the varying colors, patterns, and textures. ii. Cladding materials are given the appearance of more substance by complementing the massing of the building. iii. High-quality cladding materials in natural colors are selected such as brick, wood siding, and porcelain tile. iv. The cladding materials selected are varied and compatible to create a boutique hotel aesthetic. Black window and storefront trim are selected to complement this aesthetic.
2. Provide Interesting Building Massing
<i>Guidelines</i> 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;</i> ii. <i>Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;</i> iii. <i>Reduce the scale of elevations both horizontally and vertically;</i> iv. <i>Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and</i> v. <i>Design should feature vertical articulation of windows, columns, and bays.</i>
Response: i. The building is separated into smaller masses through modulation and cladding material selection. These forms and proportions help reduce the visual bulk of the building and reduce it to the human scale. Changes of plane are also provided, especially at cladding material changes, in order to increase this affect. ii. Cladding materials, residential windows, and balcony Julietts are used as vertical and horizontal elements to create a human scale and form a coherent boutique hotel aesthetic that provides visual interest to pedestrians. iii. The floor to ceiling height of the residential windows help to reduce the horizontal scale of the building. The borders of brick on the facades help to reduce the vertical scale of the building. iv. The building facades exhibit a vertically articulated tripartite division. The ground level sections of porcelain tile or fiber cement form the base, the lower sections of brick and wood siding form the middle, and the higher sections of brick on the parapet walls form the top. The higher sections of fiber cement on the parapet walls have fiber cement cornices to form the top. v. Vertical articulation is provided for the residential windows through the relationship of the black fiber cement panel between the windows and the vertical sections of wood siding.
Connected Floor Plates – LUC 20.25A.180.C
<i>Guidelines</i> a. <i>From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and</i> b. <i>The connection should appear to be distinct from the adjacent masses.</i>
Response: a. The development is separated into smaller masses through modulation and cladding material selection. These forms and proportions help reduce the visual bulk of the building and create architectural motifs through the cladding and window patterns. b. Modulation and changes in material selection make the development appear as distinct masses to pedestrians along both street fronts.
Building Base (Podium) – LUC 20.25A.180.D
2. Articulate Building Base
<i>Guidelines</i> 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;</i> ii. <i>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</i>

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 ground level of the building has a series of window bays and pilasters along the street front open space. The main building entrance is located within this series of windows bays and a canopy is provided overhead. High-quality porcelain tile cladding is used on the ground level as well. These design elements add to the boutique hotel aesthetic and provide architectural expression that relates to the neighboring buildings and engages pedestrians. ii. High-quality porcelain tile cladding is used on the ground level in a natural color and texture that will provide visual interest. iii. The main pedestrian entrance is located on the ground level of a building mass that appears distinct and separate in order to emphasize the significance of the building entrance. The roof deck on the top of this building mass further adds to the affect.
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 at the storefront windows along the street front open spaces. ii. Views into and out from ground floor active uses are not obstructed by window coverings or internal furnishings. iii. The development is not using the Active Uses exemption in the FAR Amenity System.
4. Design Inviting Retail & Commercial Entries
<i>Guidelines</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; ii. Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth; iii. Building lighting should emphasize entrances; iv. Provide transom, side lights, or other combinations of transparency to create visual interest; v. Provide double or multiple door entries; and vi. Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.
Response: The development does not contain commercial or retail spaces.
5. Encourage Retail Corner Entries
<i>Guidelines</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; ii. Locate primary building entrance at the corner; iii. Use weather protection, special paving, and lighting, to emphasize corner entry; iv. Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and v. Use doors with areas of transparency and adjacent windows.
Response: The development does not contain commercial or retail spaces.
6. Encourage Inviting Ground Floor Retail & Commercial Windows
<i>Guidelines</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; ii. Use clear window glazing; iii. Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity; iv. Install transom windows or other glazing combinations that promote visual interest.

Response: The development does not contain commercial or retail spaces.
7. Provide Multiple Entrances <i>Guideline</i> Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.
Response: The development provides a main entrance off 102nd Ave NE with a large, revolving door. In addition, three pedestrian entrances are provided along NE 12th St at similar intervals. These entrances provide access to various portions of the building such as the first floor residential amenity spaces, the parking ground, and the second floor residential corridor.
8. Integrate Building Lighting <i>Guidelines</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; ii. Lighting should not cast glare into residential units or onto adjacent development of streets; iii. Use accent lighting for architectural features; iv. Provide pedestrian-oriented lighting features; v. Integrate lighting within the landscape; and vi. Provide dimmable exterior lighting. Response: i. Wall sconces are provided as exterior building lighting that is integrated into the facade composition. The fixtures are located on pilasters between the ground level storefront windows to add visual interest and highlight aspects of the building. ii. The exterior building lighting is located on the ground level, except for the roof deck, and will not cast glare into residential units or adjacent developments. Most of the fixtures provide down-lighting and any up-lighting will be minimal. iii. Accent lighting is provided on architectural features such as underneath the entrance canopy and roof deck trellis. iv. Pedestrian oriented lighting fixtures are provided along the street front such as light bollards and accent tree up-lighting. v. Lighting integrated into the landscape is provided with accent tree up-lighting vi. The exterior building lighting will be dimmable.
Building Middle (Tower)– LUC 20.25A.180.E
1. Tower Placement <i>Guidelines</i> 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: The development does not contain a tower structure.
2. Maximize Energy Efficiency <i>Guidelines</i> 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: The development does not contain a tower structure.

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: The development does not contain a tower structure.
4. Promote Visually Interesting Upper Floor Residential Windows
b. Guidelines i. The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows; ii. Windows should be residential in character; iii. Windows should be operable; and iv. Windows should have trim round framed openings and be recessed from the building façade, not flush.
Response: i. Floor-to-ceiling residential windows are provided, in a limited number of sizes, with regular spacing that align from floor to floor. ii. The windows are residential in character as either casement or sliding glass doors. iii. The casement windows and sliding glass doors provided are operable. iv. Black trim is provided around the residential windows and a recess will be provided.
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. The building roofline is dynamic with varying parapet heights that correspond to the development’s massing and cladding materials. A mechanical well is also provided that increases the building’s roofline and creates a visual focal point. ii. A mechanical well is provided that increases the building’s roofline and creates a visual focal point that aligns vertically with the main pedestrian entrance on the ground level. iii. The parapet heights vary and correspond to the development’s massing and cladding. iv. Cornices are provided on the fiber cement sections of the building cladding and have proportions that create visual interest and shadow lines.
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 is integrated to the overall building design since it is a flat roof and has the same shape as the building plan. The rooftop mechanical equipment is located within a mechanical well that is integral to the building massing. Any equipment that does not fit within the mechanical well is grouped and screened with fencing out of view from pedestrians.

- ii. A roof deck is provided that aligns vertically with the main building entrance at the street intersection.*
- iii. A green roof is provided on the south-east portion of the roof.*
- iv. Any equipment that does not fit within the mechanical well is grouped and screened with fencing out of view from pedestrians.*
- v. A roof deck is provided and located near the street intersection in a place that will minimize potential noise and light impacts on neighboring developments.*

Attachment E
(Comprehensive Plan Matrix)

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.	A quality, community-friendly, multi-family development is promoted with a 166 residential unit development that provides exterior amenities such as courtyards, patios, a dog park, and a plaza at the street intersection. The courtyards, patios, and dog park are landscaped to create natural, attractive spaces for residents to share and socialize. The plaza is also landscaped with seating features to create an attractive place for pedestrians on the street front.
HO-12: Provide incentives to encourage residential development for a range of household types and income levels in multifamily and mixed use commercial zones.	The development provides a variety of residential dwelling unit types and floor plans that will be priced at various rates to attract residents with a range of income levels.
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	The appearance, image, and design character of Bellevue will be enhanced through high-quality building materials that are selected to create a boutique hotel aesthetic. This aesthetic will add to the area's overall character by providing a visually interesting building for local residents and visitors.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	The image of a City in a Park will be enhanced through street trees and landscaping that are provided along the street fronts. Plantings are also provided along the edge of the roof deck located at the street intersection. This landscaping will be highly visible from the pedestrian level. In addition, two landscaped courtyards are provided for residents with seating areas around larger trees.
UD-4: Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.	Urban design features such as seating, lighting, landscaping, awnings, canopies, and signage are provided along the street fronts to create a safe, engaging, and attractive pedestrian environment.
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	The building roofline varies based on the massing and cladding materials. This variation breaks up the development into interesting and distinctive forms, specifically at the residential roof deck. Located at the street intersection, the roof deck contains landscaping and fire pits that will be highly visual to pedestrians.

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 development will be functional, attractive, and harmonious with adjacent neighborhoods through the building massing and cladding materials. These are designed and selected to be proportionate to the size of the development. The site is located between high-density and low-density areas, and it is designed to complement both. Through traffic patterns will not be impacted by the development, and traffic patterns along the right-of-ways were considered when locating the new driveway.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	Urban design features such as seating, lighting, landscaping, awnings, canopies, and signage are provided along the street fronts to enhance and support a safe, active, connected, and functional pedestrian environment for all ages and abilities.
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 development will enrich the appearance of the surrounding area through the building's massing and high-quality cladding materials which are designed and selected to create a boutique hotel aesthetic. The site is designed to enrich the surrounding pedestrian environment through urban design features along the street front that the existing site does not contain.
UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	An iconic visual reference point will be created through the site and building design, specifically at the residential roof deck. Located at the street intersection, the roof deck contains landscaping and fire pits that will be highly visual to pedestrians.
UD-25: Ensure that site and building design relates and connects from site to site.	The site and building are designed to relate from site to site with a mid-rise structure that connects the surrounding high-density and low-density residential areas. High-quality cladding materials are selected that complement both areas. Courtyards are designed adjacent to the high-density residential area to provide access to views and sunlight for the residential units along this area.
UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	Various types of high-quality cladding materials, weather protection, landscaping, and signage are provided to create visual, auditory, and tactile design elements for the surrounding built and natural environment. These design elements provide a variety of colors, textures, shapes, sounds, and lighting that complement one another.
UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	The development provides high quality and inviting public spaces along the street front with a small plaza. The plaza contains landscaped areas for seating with awnings and canopies that provide weather protection. The main building entrance is located at this plaza along with large storefront windows that create transparency into the ground level of the building.
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	Rooftop mechanical equipment screening is built into the architecture with tall parapet walls that form a mechanical well which complements the massing of the building. The tall massing is located near the roof deck and further enhances this area as the visual focal point of the entire building massing.
UD-31: Utilize greenroofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.	The image of a City in a Park will be enhanced through street trees and landscaping that are provided along the street fronts. Plantings are also provided along the edge of the roof deck located at the street intersection. This landscaping will be highly visible from the pedestrian level.
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	Landscaped areas are provided along the blank walls adjacent to NE 12 th St. The planting will be dense and tall enough to cover the small portion of blank walls.

UD-33: Encourage public and private development to incorporate access to sunlight.	The development incorporates two residential courtyards along the southern elevation in order to provide access to sunlight for the residential units that face the high-density development to the south.
UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	Architectural elements such as awnings and canopies are provided along the street front to provide weather protection in pedestrian areas. These elements do not cover the entire street front, so sunlight will still be available within these pedestrian spaces.
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 main building entrance is located off the plaza at the street intersection, so it will be clearly visible and accessible from the street sidewalks. A pedestrian entrance door to the parking garage is provided on the north elevation of the building along NE 12 th St. A concrete ramp connects the door to the street sidewalk.
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.	The visual impact of the parking structure is reduced by locating it mostly below grade. A garage entry door and ramp are provided on the north elevation of the building along NE 12 th St and has been designed to fit within the architectural aesthetic of the building through massing and material selection. Landscaping is also provided along small sections of blank walls of the parking garage above grade. The interior walls of the garage entry ramp will be screened by the garage door except when it is opened.
UD-38: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.	Paved surfaces have been minimized along the sidewalks with large areas of landscaping that also create separate areas for seating. These areas are provided in addition to the landscaping strips with street trees along the street fronts.
UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.	High-quality cladding materials such as brick, wood, tile, and fiber cement are selected to minimize excessive glare from sunlight. Outdoor lighting has been provided in pedestrian areas to reduce unnecessary glare into residential units.
<u>DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS</u>	
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 site and building are designed to be compatible with surrounding developments. The building is a mid-rise structure that connects the surrounding high-density and low-density residential areas. High-quality cladding materials are selected that complement both areas. Courtyards are designed adjacent to the high-density residential area to provide access to views and sunlight for the residential units along this area. Various landscaped areas are provided within a 20 ft building step back adjacent to the low-density residential areas.
UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.	The site and building are designed to support and connect with existing transit facilities by locating the primary building entrance at the street intersection with direct access to public transportation routes.
UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.	Various landscaped areas within a 20 ft building set back along NE 12 th St will mitigate potential impacts to surrounding neighborhoods by providing a buffer from the development to low-density residential areas.

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.	The development is designed to provide a transition to the Downtown area for pedestrians with landscaping and hardscaping along the street fronts. A plaza is provided near the main building entrance and is accessible from the public street front. Architectural elements such as awnings and canopies are provided along the street front to provide weather protection in pedestrian areas. These elements do not cover the entire street front, so sunlight will still be available within these pedestrian spaces.
UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.	The building is sited as close to the public sidewalk as possible while still providing areas for landscaping and public hardscape.
<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.	The building signage is designed to match the boutique hotel aesthetic and is located at the street corner entrance canopy to add to the visual character of the community.
<u>VEGETATION and LANDSCAPING</u>	
UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	New landscaping areas will contain plants native to the Pacific Northwest and exemplify the character of the region.
<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 development does provide landscaping, street trees, planter strips, and lighting along the public sidewalks. Bike racks and seating areas are also provided in public open spaces near the street intersection.

VOLUME II – DOWNTOWN SUBAREA POLICIST (S-DT)

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
DOWNTOWN (SD-T) POLICIES	
POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.	The development does place emphasis on the livability of downtown residents by providing high quality residential units and amenity spaces for its residents.
POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.	The appearance, image, and design character of Bellevue will be enhanced through high-quality building materials that were selected to create a boutique hotel aesthetic. This aesthetic will add to the area's overall character.
POLICY S-DT-24. Provide density incentives to encourage urban residential development throughout Downtown.	The development will increase the residential density of the site and surrounding area. It will take advantage of the city's amenity incentive program to increase the development's density while also enhancing the site's streetscapes for residents and pedestrians.
POLICY S-DT-24.1. Encourage development of housing within the Downtown including units targeted to workers who are expected to fill jobs created in the Downtown.	The development will provide housing for future downtown workers based on its proximity to nearby employers such as Amazon.
POLICY S-DT-25. Provide for a range of Downtown urban residential types and densities.	The mid-rise development will provide residential unit types that differ from nearby high-rise developments.
POLICY S-DT-38. Minimize the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.	The development will be functional, attractive, and harmonious with adjacent neighborhoods through the building massing and cladding materials. These are designed and selected to be proportionate to the size of the development. The site is located between high-density and low-density areas, and it is designed to complement both. Through traffic patterns will not be impacted by the development, and traffic patterns along the right-of-ways were considered when locating the new driveway.
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.	The development does provide landscaping, street trees, planter strips, and lighting along the public sidewalks. Bike racks and seating areas are provided in public open spaces near the street intersection.
<u>DOWNTOWN DISTRICTS</u>	Review the District-Specific Policies applicable to your Proposal and list the below as appropriate.
Northwest Village	The Northwest Village district will be enhanced through high-quality building materials that are selected to create a boutique hotel aesthetic. This aesthetic will add to the area's overall character. The site and building are designed to be compatible with surrounding developments. The building is a mid-rise structure that connects the

	surrounding high-density and low-density residential areas. High-quality cladding materials are selected that complement both areas. Courtyards are designed adjacent to the high-density residential area to provide access to views and sunlight for the residential units along this area. Various landscaped areas are provided within a 20 ft building step back adjacent to the low-density residential areas.
<u>EDGES AND TRANSITIONS</u>	
Perimeter Areas	
POLICY-DT-124: Utilize sidewalk, landscaping, and green space treatments within Perimeter Areas to provide a transition from Downtown to surrounding residential neighborhoods.	The development is designed to provide a transition to the Downtown area for pedestrians with landscaping and hardscaping along the street fronts. Various landscaped areas within a 20 ft building step back along NE 12 th St will mitigate potential impacts to surrounding neighborhoods by providing a buffer from the development to low-density residential areas.

Attachment F
(Republic Services Letter)



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

To: Russell Lesieur
Urbal Architecture

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

Based upon our review of the preliminary site plans you submitted on 11/14/2022 for the property known as: **10113 NE 12th Street, Bellevue WA** and proposed development name of: SRM Polynesia we have determined the following:

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

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

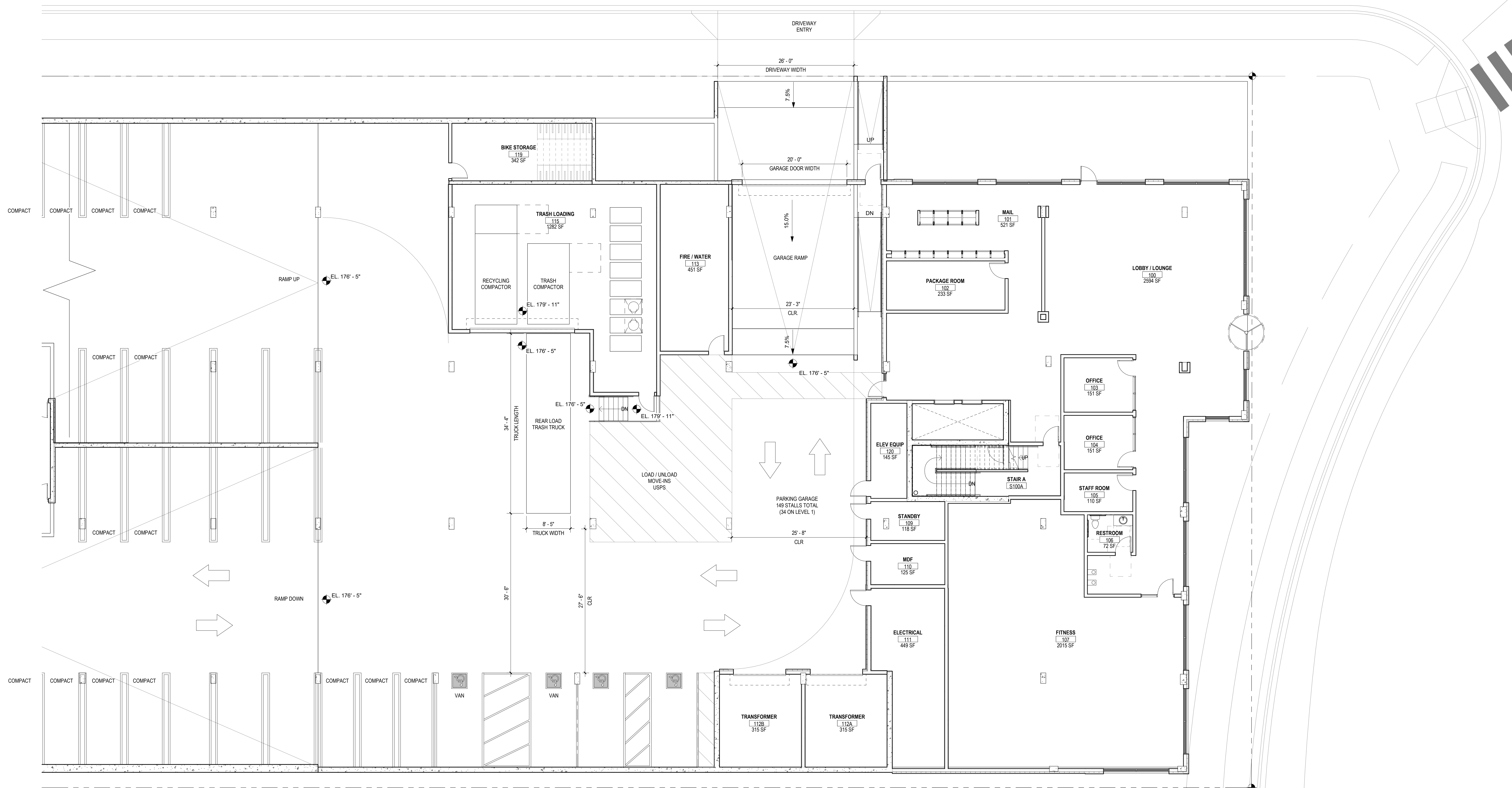
Thank you, if you have any questions please contact Republic Services.

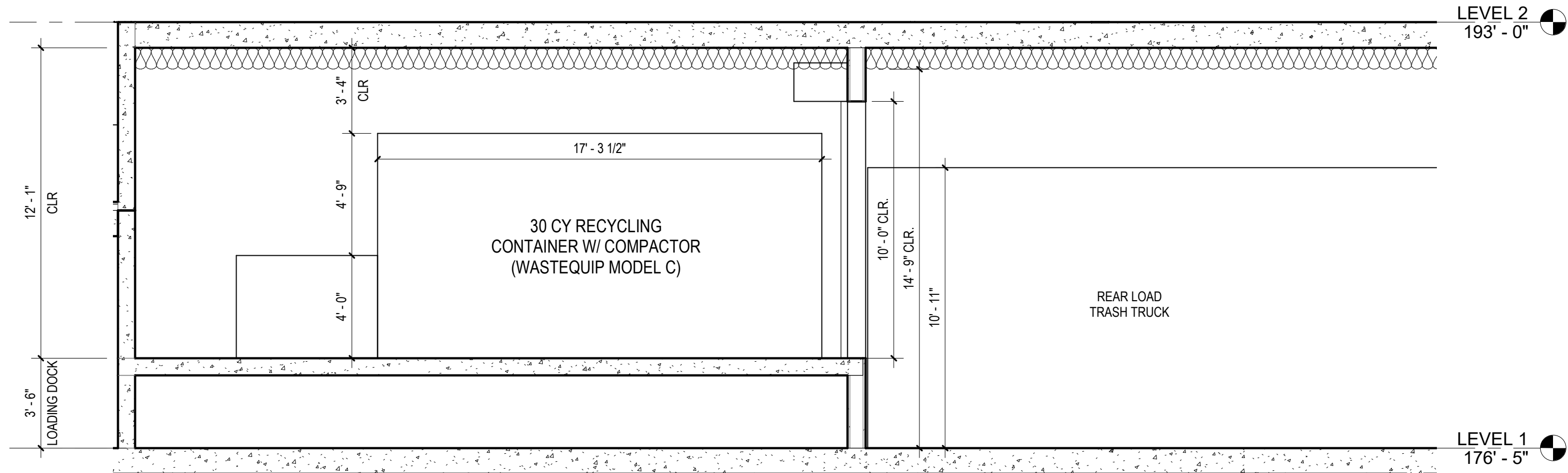
Sincerely,

Bradley Cooper
Operations Supervisor
Bcooper2@republicservices.com

In partnership with the City of Bellevue
Development Services



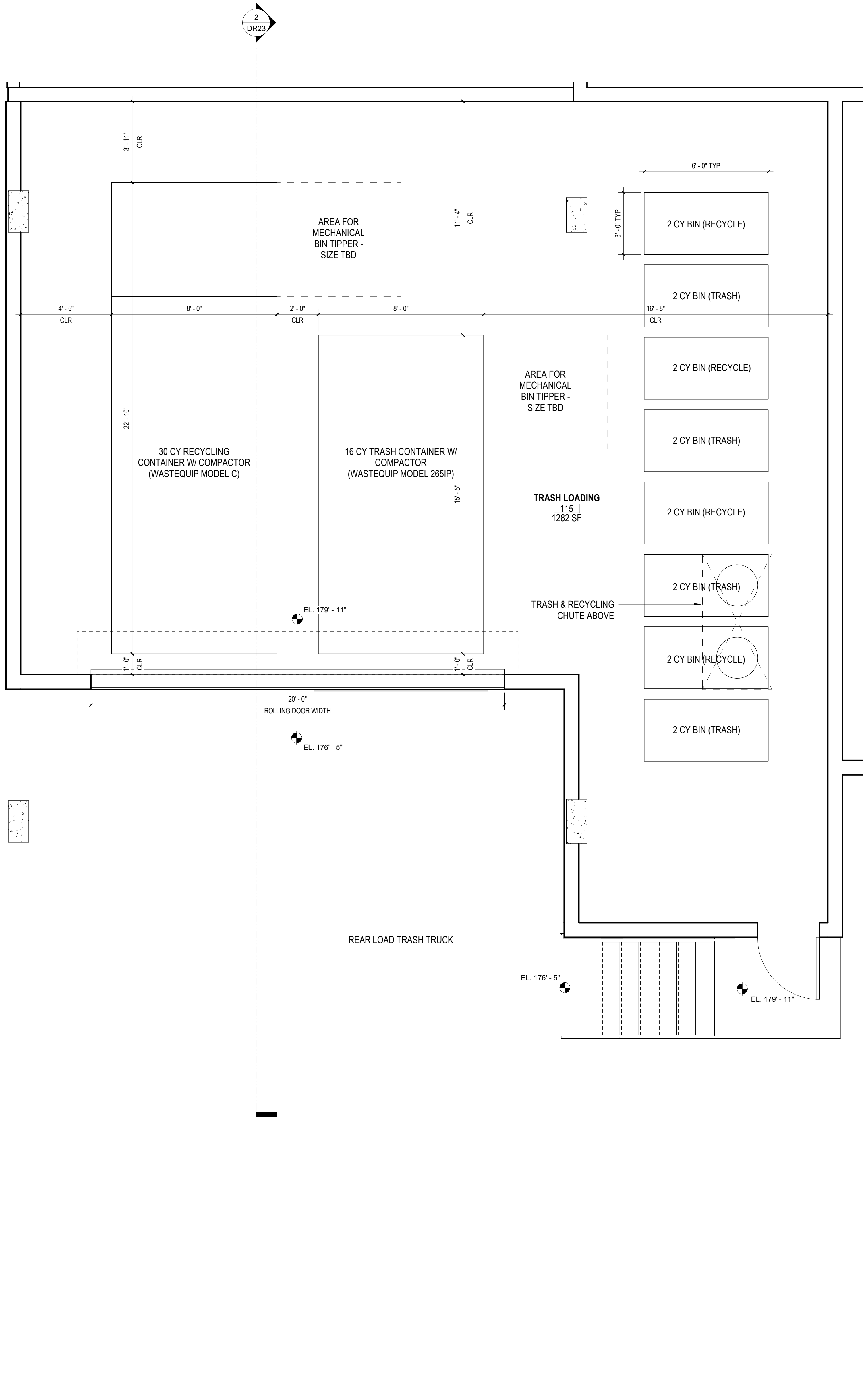




2
DR23

TRASH LOADING SECTION

1/4" = 1'-0"



1
DR23

ENLARGED TRASH LOADING PLAN

3/8" = 1'-0"

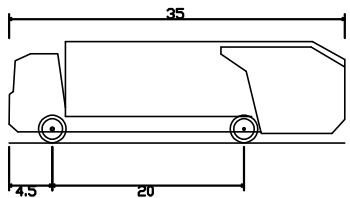
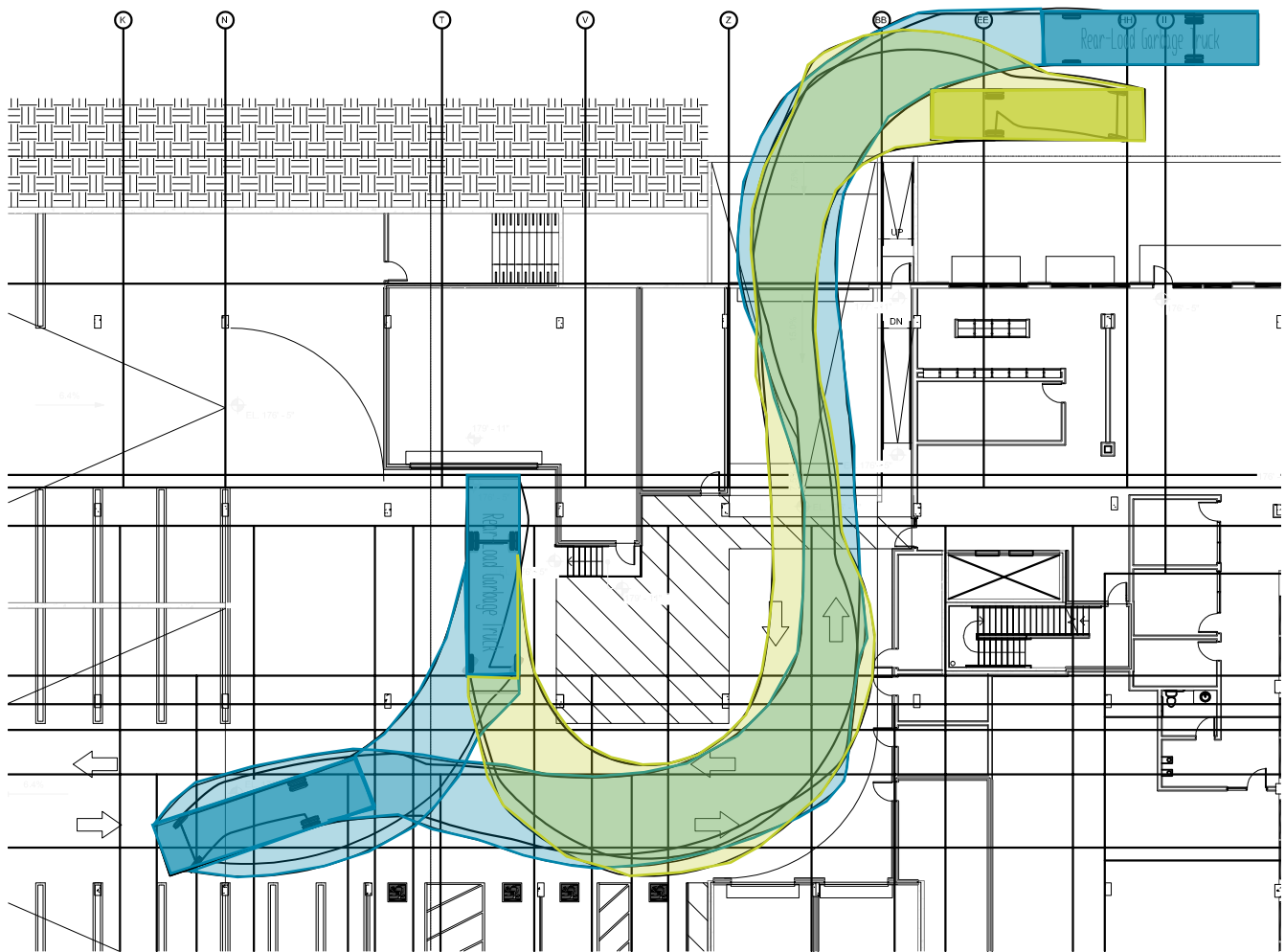
100% SCHEMATIC DESIGN	6.15.2022
DESIGN REVIEW	7.1.2022
30% DD	8.4.2022
60% DD	9.26.2022
BUILDING PERMIT SUB.1	1.X.2022

DATE	11.14.2022
SCALE	As indicated
DRAWN	Author
JOB #	21-026

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authorization of Urbal Architecture, PLLC.



1" = 30'



Rear-Load Garbage Truck	
Overall Length	35.000ft
Overall Width	8.375ft
Overall Body Height	10.546ft
Min Body Ground Clearance	1.000ft
Track Width	8.375ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.300ft

SRM Polynesia Trash Turning Study
Bellevue, WA

Project: SRM Polynesia Designed By: MMR

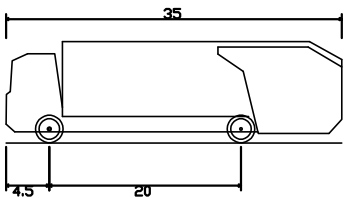
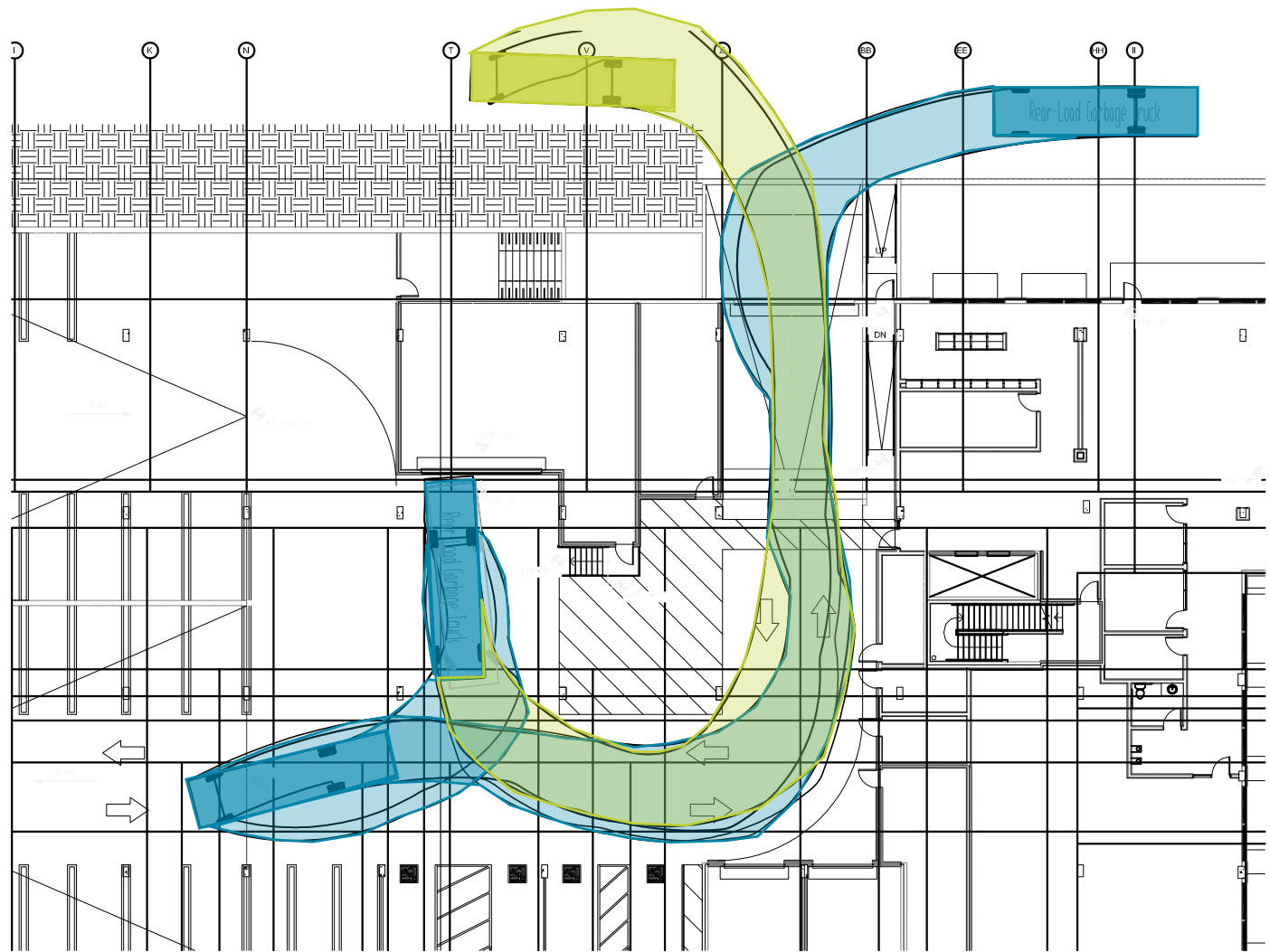
Project No: Date: 11-11-2022 Checked By: AJF

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www.cplinc.com



1" = 30'



Rear-Load Garbage Truck	
Overall Length	35.000ft
Overall Width	8.375ft
Overall Body Height	10.546ft
Min Body Ground Clearance	1.000ft
Track Width	8.375ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.300ft

SRM Polynesia Recycling Copactor Turning Study

Bellevue, WA

Project: SRM Polynesia Designed By: MMR

Project No: Date: 11-11-2022 Checked By: AJF

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Attachment G
(Certificate of Concurrency)



Transportation

Certificate of Concurrency

Date: 6/27/2024

Project Name: SRM Polynesia

Project Address: 10113 NE 12th Street

Permit Number: 22-114105

Mobility Units Allocated: 31

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 Eiri", written over a horizontal line.

Director
City of Bellevue Transportation Department

Certificate Number: 163