



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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	ACST (Pine Forest) Master Development Plan Amendment
LOCATION:	1425, 1445, 1215 120 th Avenue NE
FILE NUMBERS:	23-101054-LP
PROPONENT:	Keith Nielsen, Gensler, (206) 654-2133
DESCRIPTION OF PROPOSAL:	
Master Development Plan (MDP) revision to modify the approved Pine Forest MDP (13-101054-LP). Modifications includes changes to the site plan layout of proposed structures and associated outdoor plaza space, overall phasing, a change of use for one structure from residential to office, and an increase in square footage that exceeds 20% from the original approval, while still meeting the code permitted maximum. As these modifications do not meet the criteria for a Land Use Exemption (LUC 20.30V.160.B), an MDP Revision, processed as a new Master Development Plan application, is required (LUC 20.30V.160.A).	

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: 10/3/2024

APPEAL DATE: 10/17/2024

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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a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

Date: October 3, 2024



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

Proposal Name: ACST (Pine Forest) Master Development Plan Amendment

Proposal Address: 1425, 1445, 1215 120th Avenue NE

Proposal Description: Master Development Plan (MDP) revision to modify the approved Pine Forest MDP (13-101054-LP). Modifications includes changes to the site plan layout of proposed structures and associated outdoor plaza space, overall phasing, a change of use for one structure from residential to office, and an increase in square footage that exceeds 20% from the original approval, while still meeting the code permitted maximum. As these modifications do not meet the criteria for a Land Use Exemption (LUC 20.30V.160.B), an MDP Revision, processed as a new Master Development Plan application, is required (LUC 20.30V.160.A).

File Number: 23-101054-LP – ACST MDP Amendment

Applicant: Keith Nielsen, Senior Associate, Gensler

Decisions Included: Master Development Plan Amendment and SEPA Determination

Process: Process II, (LUC 20.35.200)

Planner: Laurie Tyler, Land Use, 425-452-2728

Threshold Determination: State Environmental Policy Act (SEPA):
Determination of Non-Significance with incorporation by reference of the Bel-Red Corridor Project Draft and Final Environmental Impact Statements issued July 19, 2007

Reilly Pittman

**Reilly Pittman, Environmental Coordinator
Development Services Department**

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

Toni Pratt, Land Use Director

Antoinette Pratt, Land Use Director

Application Date: 1-25-2023
Completeness Date: 2-22-2023
Notice of Decision Date: 10-3-2024
Appeal Deadline: 10-17-2024 at 5pm

For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the DR decision within the noted comment period for a SEPA Determination. Appeals must be received in the City Clerk's Office by 5 pm on the date noted for appeal of the decision.

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- Attachments:
- A – Updated Environmental Checklist
 - B - Project Plans – (In Project File Due to Size - Pre6)
 - C - ACST Traffic Impact Analysis, dated May 17, 2024 (In Project File Due to Size)
 - D – Department of Ecology Public Comment Letter, dated March 17, 2023
 - E – Pine Forest Amenity Fee-In-Lieu Letter
 - F – Project Narrative
 - G – Variance Criteria Letter and Plans
 - H – Certificate of Concurrency

I. PROPOSAL, PHASING & REVIEW PROCESS

A. Revised Proposal

The applicant requests a Master Development Plan (MDP) Revision and a Threshold Determination under the State Environmental Policy Act (SEPA) to modify the approved “Pine Forest Master Development Plan” (#13-101054-LP). With new shared ownership, this proposed MDP revision has been renamed to Alexandria Center for Science and Technology – Bellevue (ACST-Bellevue) to reflect these ownership changes. While the overall Pine Forest intent and goals have not changed, the following modifications have been requested by the new ownership of the MDP:

1. The proposed MDP revision builds upon the existing approved MDP groundwork, retaining residential housing and retail use with the introduction of Office/Life Science use within the previously approved commercial office structures; and
2. Conversion of a residential structure to Office/Life Science use while enlarging the building square footage; and
3. Reconfigure the placement of the commercial office structures and establish additional urban corridor connections to the exterior of the MDP and adjacent Spring District to enhance the Bel Red corridor identity; and
4. Removal of the perimeter pedestrian trail along the western side of the MDP and inclusion of a new central pedestrian trail along Central Drive which intersects with a new proposed central outdoor plaza space; and
5. Reconfigure the MDP phasing to include an additional two phases of development. In lieu of Phases 1, 2 and 3, the proposal is now Phase 0, Phase 1, Phase 2, Phase 3 (3A and 3B) and Phase 4. Refer to Phasing Plan below for additional details; and
6. Modifications to previously issued Conditions of Approval to reflect these noted changes.

This report will further detail the changes noted above. Where no changes have been proposed, reference to the original staff report has been provided. The original conditions of approval of the Pine Forest MDP, with the requested modified conditions and any new conditions leveraged by review staff are included in this report. **Refer to Section X for Condition of Approval regarding Master Development Plan Proposal (modified).**

B. Revised Phasing Plan

Development of the site was originally planned to occur in three (3) phases over a period of 10 years, with an integrated sequence of infrastructure and building development. Refer to the original Pine Forest MDP staff report for these phasing details. This MDP revision proposes to further expand on MDP phasing with the inclusion of a new Phase 0, for infrastructure and utility development, and a new Phase 4, to further break down the original three phases of building development. More detail on site conditions and interim conditions throughout the construction of all buildings is included in the plan set and project narrative, including a proposed interim vehicular turn-around until the completion of Phases 1, 2 and 3. Once these phases are completed, the proposed Central Drive will fully connect to NE Spring Boulevard.

The following are general descriptions of each new phase applicable to the revised MDP. Refer to the attached Project Narrative for detailed descriptions and graphic depictions of each phase, including the phasing of interior roadway and exterior street frontage improvements applicable to each phase.

Phase 0 - Pre-development work and portions of Road A and Central Drive. Includes site preparations, demolition of the two existing structures located on Phase 1 and 3 site areas down to slab. Phase 2 demolition will be part of the Phase 2 scope. Following demolition, a portion of Central Drive, Road A and a cul-de-sac turn-around at the site interior will be provided to maintain emergency access and access during work in later phases until Central Drive can connect to NE Spring Boulevard.

Phase I - Includes the construction of one 7-story residential building, formerly buildings B and C, in the original MDP. This residential building will contain approximately 274 units, 2 levels of below grade parking and does not include ground floor retail space. Work in this phase also includes the accompanying infrastructure along the south-west portion of the MDP, and Road B to the north, which provides fire department access for this building. Completion of this Phase 1 work satisfies the 20% minimum residential requirement per LUC 20.25D.035 to allow for the completion of the office/life science buildings.

Phase II - Includes the demolition of the existing structure on the Phase 2 site area and construction of a 7-story residential building, formerly Building A, in the original MDP. This residential building will contain approximately 116 units and includes a below grade parking garage that will have portions exposed above grade due to the topographical change running north-south. Installation of a gateway feature at the southeast corner of the site is also proposed for this phase.

Phase III - Includes the construction of two Office/Life Science buildings, a combined below grade parking garage, and new retail/office pavilion structures within a large, central outdoor plaza space. This phase will be divided into two subphases, Phase 3A and Phase 3B, to sequence development of the two Office/Life Science buildings and associated retail/office pavilion structures. A gateway feature is proposed as part of Phase 3B at the intersection of 120th Avenue NE and NE Spring Boulevard.

Phase IV – Includes the construction of one 9-story Office/Life Science building, below grade garage and two single-story office pavilion structures. This phase will also include an additional outdoor plaza area to the south of the building with retail/active use pavilions.

Revised Conceptual Phasing Plan



The original Pine Forest MDP required phasing to be developed in numerical sequence to ensure that each phase of development could meet applicable zoning requirements, access and circulation requirements, and not result in excess parking per phase. This was also because the northern portion of the MDP could not be utilized since it was being used by the City of Bellevue and Sound Transit as a staging area for construction of the new NE Spring Boulevard roadway extension to the north of the site, and the adjacent East Link Light Rail line, west of the site. With the proposed phasing modifications, the applicant has ensured that each phase can stand on its own and be developed either within sequence or out of sequence, so long as required roadway improvements are provided for access and safety. Each phase of development must demonstrate full compliance with the Land Use Code requirements at the time of Design Review application. It should also be noted that no phase of development can rely on improvements in future phases of development. Any further changes to this revised phasing plan must be reviewed and approved through the MDP modification process. **Refer to modified Condition of Approval regarding MDP Phasing Plan, Transportation Infrastructure and Street Development Requirements, Compliance with the Design Review Guidelines, Standards and Dimensional Requirements of 20.25D & MDP Conditions of Approval and Future Design Review and Construction Plans in Section X of this report.**

C. Modified Conditions of Approval

The applicant intends to modify several conditions of approval with this MDP Amendment to better align with the revisions requested to the MDP. Section X of this report provides a list of the originally approved MDP conditions of approval and includes “Modified with this Amendment” or “Removed with this Amendment” as applicable to each condition. Where there is no notation adjacent to a condition, the original condition of approval remains applicable. Conditions of approval that have been modified were either at the request of the applicant or by staff based on review of the amendment request or due to code changes. Refer to Project Narrative Pre 6 for a list of condition of approval modifications submitted by the applicant. Conditions “Removed with this Amendment” have been removed altogether to be replaced with updated conditions more applicable to this updated MDP. Therefore, Section X of this report provides for a new comprehensive list of conditions of approval that will remain applicable for the life of the MDP.

D. Vesting

The Pine Forest MDP has a ten-year vesting period, which expires June 28, 2028. This MDP revision does not include any vesting extensions, as it is not an overall new MDP and is instead modifying the underlying MDP approval. Therefore, the vesting period remains and is scheduled to expire in 2028. The Pine Forest MDP and the ACST-Bellevue MDP Revision are binding and run with the land. This MDP revision will be required to be recorded with King County. **Refer to Section X for Conditions of Approval regarding Vested Status of Master Development Plan (modified) and Recording of Master Development Plan**

E. Review Process

The Master Development Plan process is a mechanism by which the City can ensure that site development, including structure placement, vehicular and pedestrian mobility and necessary amenities are developed and phased to conform to the terms of the Land Use Code and other applicable City codes and standards.

A Master Development Plan application is a Process II application (LUC 20.35.200) with an administrative decision made by the Director of Development Services (LUC 20.30V). The SEPA Threshold Determination is also a Process II decision, with an administrative decision by the Environmental Coordinator. Appeals are heard and decided by the Hearing Examiner for Process II applications.

Any modification or addition to this MDP Revision shall be reviewed and approved as either a new MDP or as a Land Use Exemption, per LUC 20.30V.160. Any modification of the project must be reviewed for consistency with the approved Pine Forest MDP intent as stated in this report. Conditions of Approval run for the life of the project. **Refer to Section X for Condition of Approval regarding Modification to the Master Development Plan.**

II. SITE CONTEXT, ZONING & DESCRIPTION

A. Site Context

The ACST (Pine Forest) Master Development Plan is located within the Bel Red Corridor, just north of Lake Bellevue and south of the East Link Light Rail Operation and Maintenance Facility East (OMFE). The site is bordered by NE 12th Street to the south, 120th Avenue NE to the east, NE Spring Boulevard to the north, and the East Link Light Rail line to the west. State Route 520 is approximately 0.3 miles to the north, and Interstate 405 is approximately 0.5 miles to the west. The site is currently improved with three office buildings and associated parking and

landscaping. The northern half of the site was recently used for construction staging for the NE Spring Boulevard extension and East Link Light Rail line, which are now both complete.

Vicinity Map



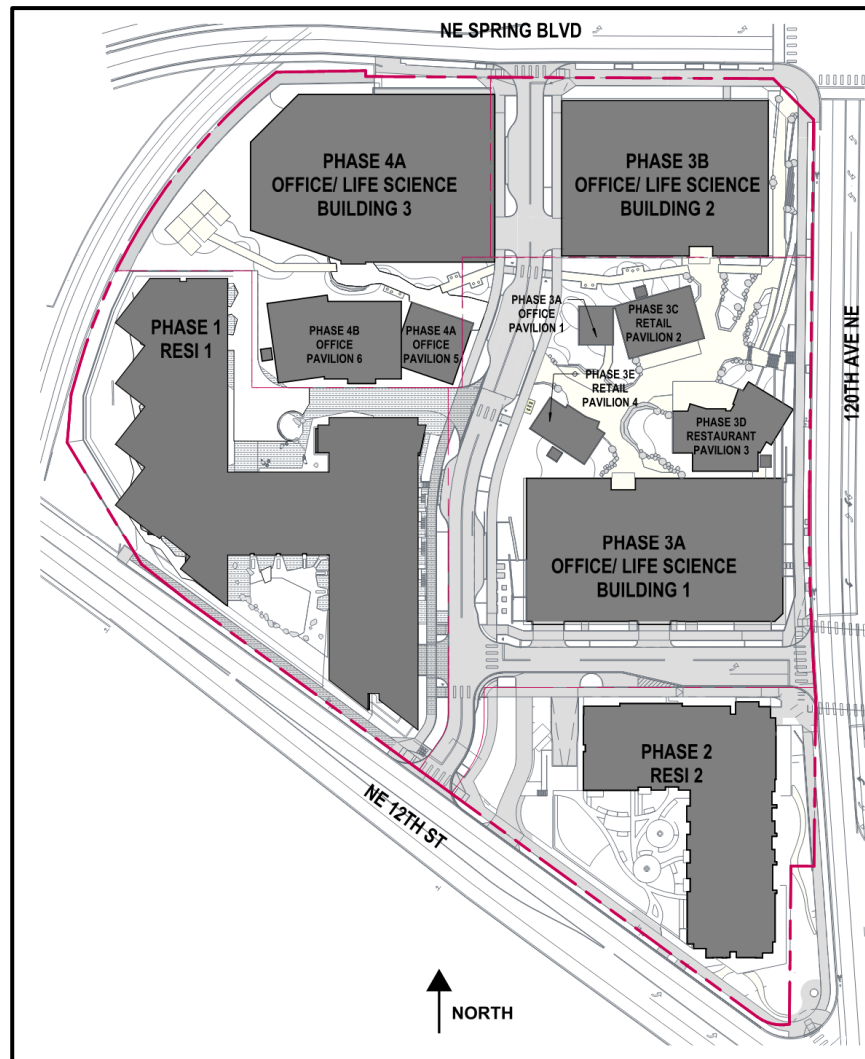
B. Site Description

The project site is triangular and has a sloping topography, with its highest point located at Spring Boulevard along the northern property line, and the lowest point at NE 12th Street to the south. Vehicular access into the development would continue from re-oriented driveway approaches on NE 12th Street (south) and 120th Avenue NE (east). A new driveway access point would be constructed at Spring Boulevard (north). Both internal roadways would be private, and would incorporate sidewalks, streetscape planters as well as on-street parking.

Entrances into the parking garages for each phase of development would occur at several locations, and all will be accessible from private roadways only.

Pedestrian access will be provided throughout the site with connections to NE Spring Boulevard, 120th Avenue NE and NE 12th Street. Sidewalks along the private roadways will be provided, and streetscape enhancements along all public streets. Proposed landscaped plazas and open spaces will also contribute to a desirable pedestrian experience with a variety of settings and textures that allow for internal and external connectivity. Public access easements and public access signage will be required during the review of each phase of development, where appropriate. **Refer to Section X for Condition of Approval regarding Public Access Signage.**

Site Plan



The project site equates to 8.36 acres or 364,240 square feet, which is less than previously indicated on the original MDP approval, due to updated survey drawings. A Binding Site Plan was recorded (King Co. Recording No: 20190510000734) following issuance of the original MDP approval, which established the property boundaries for the first phase of development; however, given the phasing modifications proposed within this amendment, an amended

Binding Site Plan will need to be recorded that is consistent with the development proposed under this Master Development Plan amendment request. Therefore, following approval of this MDP amendment and prior to the construction of Phase 0 improvements, and prior to Design Review approval of any remaining phases of development, the Binding Site Plan amendment will need to be submitted and reviewed by City Staff and subsequently recorded with King County. **Refer to Section X for modified Condition of Approval regarding Binding Site Plan.**

C. Zoning & Site Vicinity

The subject site is located within the Bel-Red Subarea and has a Comprehensive Plan designation of Bel-Red-Office/Residential-Node 2 (BR-OR2). The site is also zoned Bel-Red-Office/Residential-Node 2 (BR-OR-2). A node is an area or district where planned transportation facilities will support sufficient development intensity, amenities, recreation opportunities, and a mix of uses that foster a high level of pedestrian activity. The purpose of the BR-OR-2 land use district is to provide an area for a mix of office, housing and retail uses, with office as the predominant use. The district is located within a node, but outside the node's core. Building heights provide for a transition between the node's core and areas outside the node.

Adjacent development and zoning are as follows:

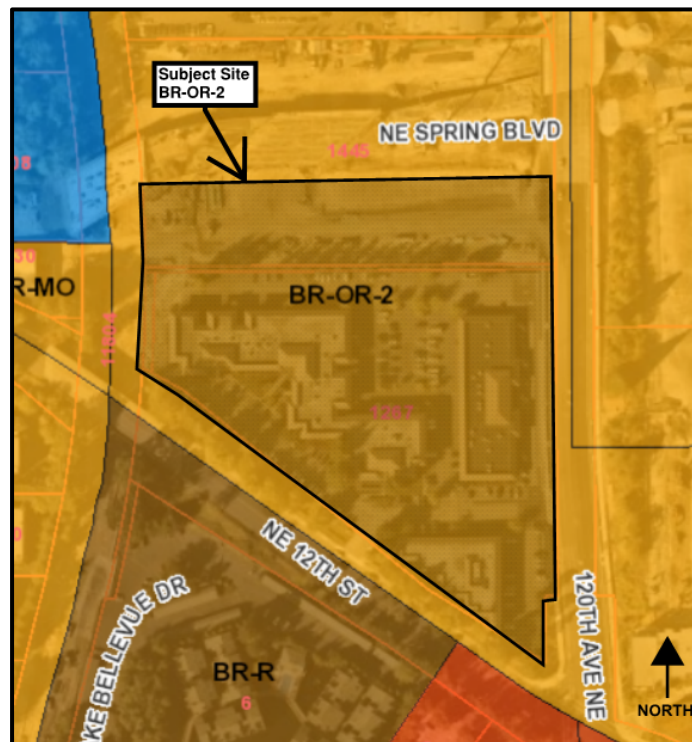
North: Spring Boulevard and AUDI Dealership (BR-OR-2)

South: Lake Bellevue Condominiums (BR-R) and The Crab Pot Restaurant (BR-GC)

West: East Link Light Rail line and General Office (BR-MO)

East: The Spring District MDP (BR-OR-1 and BR-OR-2)

Zoning Map



III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by LUC 20.10.440 (Use Charts) and LUC 20.25D (Bel-Red Overlay District). The proposed multi-family residential, Office/Life Science and retail/commercial development proposed as part of this MDP are permitted uses within the BR-OR-2 land use district. It should also be noted that per LUC 20.25D.080.A – Footnote 19, all new development located on any site greater than five acres and less than 30 acres in size on May 26, 2009 shall provide a minimum 20% of total project gross square footage as residential use. A phased development shall provide the proportional minimum of residential use per phase. However, this revised MDP will meet this 20% requirement through execution of Phase 1, which will be constructed first and will equate to 25.4% of the total gross square footage of the entire MDP. In addition, Phase 2 which will be a second residential development, will increase this threshold even further. Therefore, the MDP revision will maintain a minimum of 20% residential uses at any given time during the development of this MDP. **Refer to Section X for modified Condition of Approval regarding MDP Phasing Plan.**

2. Dimensional Requirements

All applicable dimensional requirements of the Land Use Code will be met. Refer to the following chart for specific information, as well as Conditions of Approval and the attached plans. This dimensional table supersedes the dimensional table from the original staff report.

**Table 1
 Dimensional Requirements**

Item	Required	Proposed	Comments
Land Use Designation	Bel-Red OR-2	Bel-Red OR-2	
Project Limit	No minimum	8.36 acres (364,240 sq. ft.)	Verified/Updated per recent Survey.
Building Height Land Use Code 20.25D.080.A	BR-OR-2 Base=45'-0" Maximum=125'-0" Measured from Average Finished Grade (AFG)	Building Heights Vary 25'-4" to 122'-9"	Meets Land Use Code requirements. Building heights are subject to change and will be reviewed under each Design Review application for compliance with code requirements.
Site Area by Phase (Total Property SF)	No Minimum	Phase 1: 85,211 SF Phase 2: 58,261 SF Phase 3: 158,454 SF Phase 4: 62,314 SF	Note: Existing MDP approval FAR is calculated based on site area without Tract A. Revised site area now

Item	Required	Proposed	Comments
		Total: 364,240 SF	includes interior roadway improvements.
Gross Floor Area (GFA)		Phase 1: 268,051.1 Phase 2: 124,605 Phase 3: 442,015 Phase 4: 221,068 Total: 1,055,739.1	
Floor Area Ratio (FAR) Land Use Code 20.25D.080.A Footnotes: (4)(9)	Minimum 1.0 Maximum 4.0	Phase 1: 3.15 Phase 2: 2.14 Phase 3: 2.79 Phase 4: 3.55 Total MDP FAR: 2.90 (1,055,739.1/364,240)	Participation in the Amenity Incentive System will be implemented during individual Design Review applications for each building/Phase. Note: Existing MDP total FAR was calculated based on total site area without Tract A. <u>Refer to Section X for Condition of Approval regarding FAR Amenity Incentive System.</u>
Front, Rear & Side Setbacks Land Use Code 20.25D.080.A	Front 0'-0" Subject to Footnotes: (2)(3)(5)	Proposed building locations over 45' in Phase 1, 3 and 4 facing NE 12 th Street, NE Spring Blvd. and 120 th Avenue NE are shown greater than 15' from the property line so a setback is not required. Phase 2 building has a setback above 45' along the southern portion of 120 th Avenue NE where the property line jogs.	Landscaping will be required per 20.25D.110.B.3.d. Meets Land Use Code requirements.
	Rear 0'-0" Subject to Footnotes: (3)(7)(8)(10)(14)	Proposed locations of buildings over 80' are shown greater than 25' from the property line so that a building setback is not required, per footnote 14.	Landscaping will be required per 20.25D.110.D A Variance to eliminate the required landscape buffer along the

Item	Required	Proposed	Comments
			western boundary of Phases 1 and 4 is included with this approval. Refer to Section E below for additional details.
	Side 0'-0" (3)(7)(8)(10)(14)	N/A until separate parcels are created.	Landscaping will be required per 20.25D.110.D
Maximum Impervious Surface Area Land Use Code 20.25D.080.A	Maximum 75% Footnote (6)	Existing = 83.5% (303,613 sq. ft./363,644) Proposed Impervious Surface = Phase 1: 72.1% Phase 2: 74.8% Phase 3: 72.6% Phase 4: 63.9% Total All Phases = 71.3%	The overall project will not retain any existing buildings. The maximum impervious surface is 75% MDP wide. <u>Refer to Section X for Condition of Approval regarding Impervious Surface/Lot Coverage.</u>
Maximum Lot Coverage Land Use Code 20.25D.080.A	Maximum 75% Footnote (6)	Proposed Building Coverage = Phase 1 = 54.1% Phase 2 = 63.5% Phase 3 = 39.7% Phase 4 = 55.5% Total = 49.6%	The overall project will not retain any existing buildings. The maximum lot coverage is 75% MDP wide. <u>Refer to Section X for Condition of Approval regarding Impervious Surface/Lot Coverage.</u>
Parking LUC 20.25D.120.B. 2	<u>Office Uses:</u> Minimum = 2.0 per NSF Maximum = 3.0/3.5 per NSF <u>Residential Uses:</u> Minimum = 0.75 per unit Maximum = 2.0 per unit <u>Retail Uses:</u> Minimum = 2.0 per NSF Maximum = 3.5 per NSF <u>Restaurant Uses:</u> Minimum = 5.0 per 1,000 NSF	Approximately 1,556 stalls are proposed for the amended MDP. Phase 1: 214 stalls Phase 2: 89 stalls Phase 3: 822 stalls Phase 4: 431 stalls	Calculations are approximate. Parking will be calculated and reviewed for each building during design review for each phase of development. <u>Refer to Section X for Condition of Approval regarding Parking Requirements.</u>

Item	Required	Proposed	Comments
	Maximum = 15.0 per 1,000 NSF		
Recycling and Solid Waste Collection Areas LUC 20.20.725	Each recycling and solid waste collection area shall meet minimum size requirements and be visually screened. Refuse and recycling areas may not be located within adjacent public/private streets or right of way.	Tentative recycling and solid waste locations have been identified within each structure as part of this MDP submittal.	Refuse and recycling areas will be confirmed with each Design Review application submitted per Phase of development. <u>Refer to Section X for Condition of Approval regarding Recycling and Solid Waste Collection.</u>
Landscape Development LUC 20.25D.110	Site Landscaping required per LUC 20.25D.110	Site plans and project renderings show conceptual landscape areas/designs at the MDP stage. A Variance is included with this amendment to eliminate the landscape buffer along the western property line of Phases 1 and 4.	Site landscaping requirements will be confirmed during Design Review for each phase of development. Refer to Section E for additional details regarding the Landscape Buffer Variance Request.
Sign Master Plan LUC 20.25D.150.F	A Sign Master Plan is required for the entire MDP project.	Not required at the MDP stage. Signage will be submitted for each phase during the Design Review process.	Sign Master Plan will be required with the first Design Review application or as a separate application prior to the first Design Review submittal. <u>Refer to Section X for Condition of Approval regarding Sign Master Plan.</u>
Binding Site Plan LUC 20.30V.140	The applicant may request approval of a Binding Site Plan with the MDP approval.	Applicant is preparing a Binding Site Plan Amendment submittal which must be recorded prior to issuance of construction permits for Phase 0 and any Design Review approval.	Required for sale or lease of lots/tracts. <u>Refer to Section X for modified Condition of Approval regarding Binding Site Plan.</u>

B. Other Land Use Code Topics:

1. Floor Area Ratio (FAR) Amenity Incentive System

A development within a project limit may exceed the base FAR and base building height permitted pursuant to Chart 20.25D.080.A for development within a Bel-Red land use district only if it complies with the Amenity Incentive System requirements. In no case may the development within a project limit exceed the maximum floor area ratio permitted for the land use district, in this case BR-OR-2. In a multi-building development within a single project limit, amenities may be allocated among all buildings within the project limit; provided, that such allocation shall be approved by the Director through a Master Development Plan. If construction of the multi-building development is to be phased, no phase may depend on the future construction of amenities. Therefore, each phase of development for this MDP application is required to provide amenities or choose to pay a fee-in-lieu of installation of amenities with each design review application for development.

The Bel-Red FAR Amenity Incentive System specifies tiers of amenities for residential and non-residential development. The applicant will be required to meet these amenity requirements based on building type and FAR proposed with each design review application. The applicant has prepared a preliminary phased FAR table for the MDP with approximate square footage amounts for each amenity tier based on development type. This MDP is vested to the 2013 adjusted amenity fee-in-lieu rates that were in effect when this MDP application was submitted, as expressed in the attached Amenity Fee-in-Lieu Vesting letter (Attachment E). **Refer to Section X for Conditions of Approval regarding Amenity Fee-In-Lieu Rates and FAR Amenity Incentive System.**

The proposal includes both residential and non-residential (office/life science) buildings to be constructed within 4 phases of development. The proposed gross floor area for the residential portion of development is 392,656.1, and the proposed gross floor area for the non-residential (office/life science) portion of development is 655,044 (includes pavilion SF). The Base FAR for BR-OR-2 is 1.0 and the Maximum FAR is 4.0. The FAR for each phase of development is proposed as follows:

Phase 1 FAR	3.15
Phase 2 FAR	2.14
Phase 3 FAR	2.79
Phase 4 FAR	3.55
Total MDP FAR	2.90

During design review for each phase of development, final review and calculation of the FAR amenity fee-in-lieu will occur and in-lieu fee's will be collected prior to building permit issuance. The applicant has demonstrated that the proposed development will be able to comply with all FAR requirements.

2. Parking & Loading

This proposal promotes minimal surface parking throughout the development, with only a few surface parking stalls proposed along the internal private streets. Parking is primarily located within large below grade parking structures but there will be portions of exposed underbuilding structure parking through the MDP from both external and internal roadways. No parked cars or exposed sloped floors would be visible from these above grade parking garage structures, and

these structures would be heavily landscaped or architecturally treated to minimize any visual impacts to pedestrians. Access to the below grade parking structures are identified approximately for each building within the MDP. Final access determination will occur during each phase of development though individual design review applications. **Refer to Section X for Condition of Approval regarding Above Grade Parking Structures.**

Parking is proposed to accommodate each building within each phase of development and is no longer proposed to be developed as a single below grade garage accessible by all buildings within the MDP. No single phase of development will exceed the maximum amount of parking provided. The MDP proposes parking that will not go below the minimum required, nor exceed the maximum required, however this can be modified during the review of each phase, per LUC 20.25D.120.F. For a parking breakdown by phase, refer to sheet G0.02M of the architectural plan set issued with this decision. Final parking calculations will occur during design review of each phase of development.

Per LUC 20.20.590.K.4, an off-street loading space is required which can access a public street. The standard requirement for a loading space is 10 feet wide by 55 feet long. However, the Director may waive the loading requirement if the property owner demonstrates that the development will not have any loading needs. The specifics of loading will need to be addressed in the design review application for each phase of development to comply with the land use code requirements. However, the applicant intends to update the original condition of approval to accommodate shared loading needs and also permit loading from internal private roadways which are accessible by a public street. **Refer to Section X for revised Condition of Approval regarding Loading.**

3. Refuse and Recycling

No changes proposed as part of this amendment. Each Design Review application will coordinate with Republic Services directly for refuse/recycling needs and be reviewed to meet required general loading standards. Refer to original staff report for details and Condition of Approval.

4. Addressing of Buildings

No changes proposed as part of this amendment. Refer to original staff report for Condition of Approval.

5. Outward Focus of Buildings and Architectural Compatibility

No changes proposed as part of this amendment. Each Design Review application will ensure that these design standards are being met. Refer to original staff report for details and Condition of Approval.

6. Gateway

No significant changes proposed as part of this amendment, except that these gateway/neighborhood identity points are now located in Phase 2 and 3, due to phasing changes. These required gateway/neighborhood identity points will be reviewed during the Design Review for each of these phases. Refer to original staff report for details and the revised Condition of Approval to reflect phasing changes in Section X below.

C. Bel Red Street Development Standards – LUC 20.25D.140

No changes proposed as part of this amendment. Refer to original staff report for details.

D. Bel-Red Design Guidelines

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

Character and Site Guidelines

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

Finding: The revised MDP continues to focus on providing seamless connections to the East Link Spring District/120th Light Rail station, as well as adjacent public rights-of-way. The series of commercial and residential spaces are part of a larger open space and landscape integration into Bellevue's character as a "city in a park". The proposed office/life science buildings will form an active urban edge along NE Spring Boulevard and 120th Avenue NE, while vehicular and pedestrian access are located strategically within the site for clear connection, wayfinding, and identity for entering the Bel-Red Corridor. With the East Link Light Rail tracks bordering the western edge of the MDP, the proposed development creates an urban form relationship more aligned to the Spring District MDP, east of the site, to maintain compatibility with the surrounding environment, and maintaining a buffer to the west.

This revised proposal will provide more outdoor plaza space than the previous MDP approval, which will be interconnected throughout the MDP, allowing for more trees and natural vegetation in lieu of hardscape. The proposal aims to optimize pervious surfaces throughout the site and utilize natural drainage techniques to the maximum extent feasible.

Two gateway moments will be located at the intersection of NE Spring Boulevard and 120th Avenue NE (Phase 3B), as well as 120th Avenue NE and NE 12th Street (Phase 2). These gateway areas will provide opportunities for public art and other artistic elements/building designs that would be appropriate as a gateway element. The Bel-Red Corridor Plan also notes that the intersection of NE Spring Boulevard and 120th Avenue NE is a location for a district node or gateway. Detailed gateway designs have not been provided with this MDP application; however, the applicants for the Phase 2 and 3 developments will coordinate with the City on any public art or other artistic elements that are planned for these locations. In addition, the applicant for Phase 2 will still be required to install an art feature within the proposed plaza/gateway element at the intersection of 120th Avenue NE and NE 12th Street, which will be reviewed with the Phase 2 Design Review application. **Refer to Section X for Conditions of Approval regarding Spring Boulevard Gateway and The Integration of Art.**

Pedestrian Emphasis Guidelines

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

Finding: A remaining major design goal of the MDP is to create a highly walkable urban experience within the project and to provide alternative pedestrian connections from the East Link Spring District/120th Light Rail station through the site down to Lake Bellevue and areas to the south. This connection will complement the connection proposed through the Spring District to Lake Bellevue and provide meaningful open spaces for users, residents, and visitors.

Along 120th Avenue NE, an ADA accessible and terraced pedestrian connection is designed to be open and inviting and will also provide a unique street-engaging connection point for the center of the development. Central Drive will be predominately developed as a modified green street and will otherwise be a private road with public access. The overall pedestrian protection will be addressed with each phase of development through individual design review applications to ensure pedestrians are protected from the elements.

The MDP anticipates several plaza/open space areas throughout the development to serve both public and private interests. The new proposed central open space will provide the focal point for the project with active uses such as retail, outdoor dining, art opportunities, enhanced landscaping and the primary entrances to all three Office/Life Science buildings (Office/Life Science Buildings 1, 2, & 3) and the Phase 1 residential building. In addition, residential amenity areas will provide a quieter enclave for residents within the busy urban environment along the southern portion of the development site. The gateway plaza at NE 12th Street and 120th Avenue NE, as well as the gateway at NE Spring Boulevard and 120th Avenue NE will also provide additional opportunities for outdoor space and public art. **Refer to Section X for Condition of Approval regarding Gateway/Neighborhood Identity Point and Spring Boulevard Gateway.**

Architectural Guidelines

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

Finding: No changes proposed as part of this amendment. Each phase of development will be required to submit Design Review applications to review each building design for conformance with these design guidelines. It should be noted that the proposed MDP meets the required BR-OR-2 dimensional requirements, such as floor plate size, setbacks, stepbacks and building spacing. These will be reviewed in greater detail as part of each Design Review application submitted for each phase. **Refer to Section X for Conditions of Approval regarding Design Review, Outward Focus of Buildings, Building Height, Form & Articulation and Architectural Compatibility.**

Lighting Guidelines

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

Finding: No changes proposed as part of this amendment. The MDP includes a preliminary street lighting plan. Additional exterior lighting for pedestrians, open spaces and buildings will be submitted for each phase of development in each individual Design Review application. **Refer to Section X for Condition of Approval regarding Shielded Lights.**

Sign Guidelines

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

Finding: No changes proposed as part of this amendment. Signage is not contemplated as part of this MDP submittal. A sign master plan will be submitted for the overall MDP development with the first Design Review application for Phase 1. **Refer to Section X for Condition of Approval regarding Sign Master Plan.**

E. Variance from the Land Use Code (LUC 20.30G)

1. Purpose (LUC 20.30G.120)

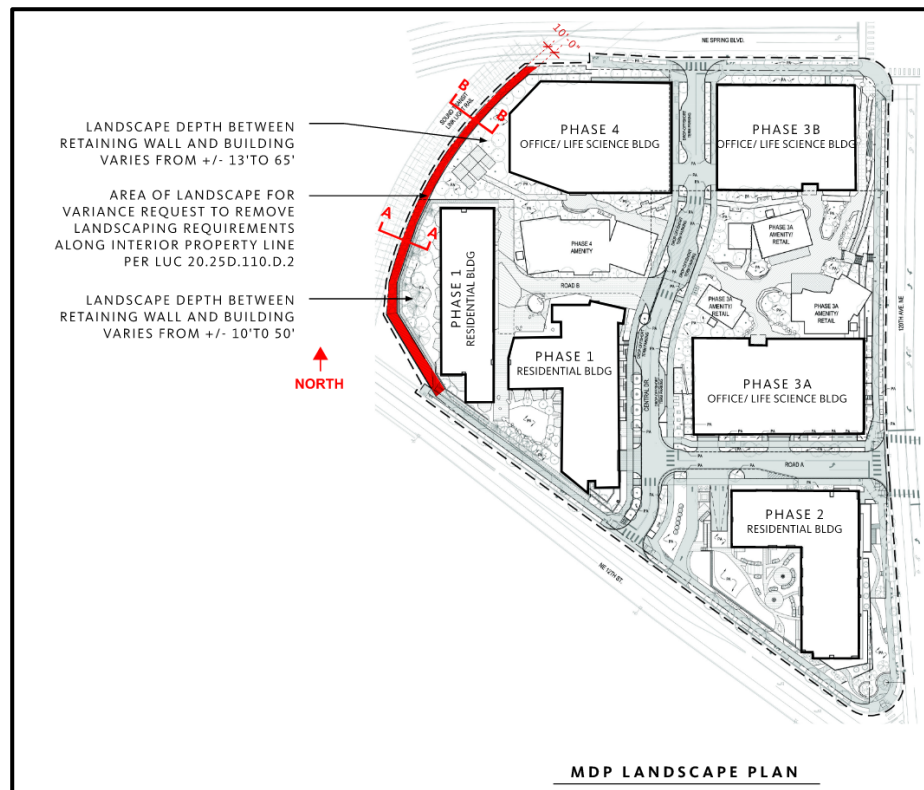
A variance is a mechanism by which the City may grant relief from the provisions of the Land Use Code, where practical difficulty renders compliance with the provisions of that Code an unnecessary hardship, where the hardship is a result of the physical characteristics of the subject property and where the purpose of that Code and of the Comprehensive Plan can be fulfilled.

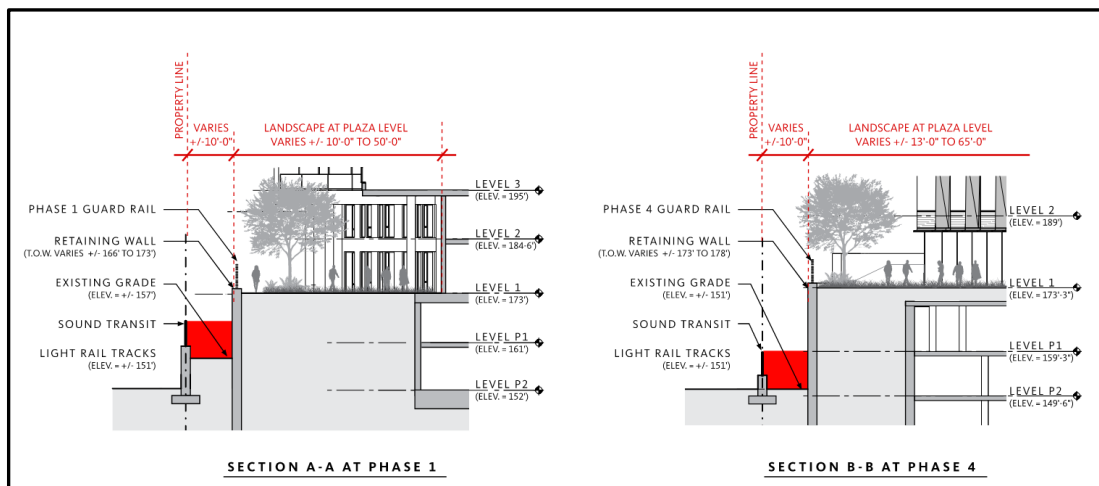
2. Request

Land Use Code 20.25D.110.D stipulates that a 10-foot landscape buffer shall be provided along an interior property line not regulated elsewhere. The intent of this buffer is to provide visual separation of uses to soften the appearance of building elevations. The proposed Master Development Plan is required to comply with this landscape buffer requirement along the western property boundary, adjacent to Phases 1 and 4, between NE 12th Street (south) and NE Spring Boulevard (north). Refer to graphic below for clarification. The applicant has requested to not provide the landscape buffer adjacent to the property boundary and is requesting to deviate from this land use code requirement for the following reasons:

- The western property boundary is bounded by the recently installed Sound Transit light rail tracks, which installed a short retaining wall and chain link fence against the subject property. There is no public pedestrian access existing or proposed along this light rail alignment.
- There is a significant grade change between the elevation of the light rail tracks and the surrounding rights-of-way, including NE Spring Boulevard, NE 12th Street and 120th Avenue NE. There is an approximately 30-foot topographical change between the western property boundary along the light rail tracks and NE Spring Boulevard (north). There is also an approximately 25-foot grade change between the western property boundary and the NE 12th Street boundary (south).
- To meet the elevation of the recently constructed NE Spring Boulevard and the existing adjacent roadway elevations of 120th Avenue NE and NE 12th Street, the proposed structures within the MDP will need to be raised so that buildings meet the elevation of each adjacent right-of-way frontage. This in turn results in the need for large, terraced retaining walls (15'-22' in height) along the western property

- boundary, resulting in an un-useable space between the proposed retaining walls and the western property boundary. See section drawings below.
- Although there will be 5'-10' of space between the fenced property boundary with Sound Transit and the proposed terraced retaining walls, this space will be undesirable for plantings meeting the required Landscape Buffer requirements of 20.25D.110.D. Significant plantings are not anticipated to thrive in between retaining walls due to shading from existing and proposed conditions. It is preferred to keep this area clear in case of any maintenance needs and to deter public safety issues from occurring. This is also an area that will not be visually prominent from public rights of way due to these surrounding conditions. Installation of landscaping would not provide any buffering from building elevations.





While the applicant has requested to deviate from the required 10' landscape buffer adjacent to the western property boundary, not all landscaping is eliminated for the entirety of the development along this western (interior) property boundary. Both Phases 1 and 4 anticipate installing landscaping along the western sides of each development to still provide a landscape buffer adjacent to each building structure to help buffer building elevations, meeting the intent of the code. See section drawings above. Refer to Section IX below for responses to Variance decision criteria.

IV. PUBLIC NOTICE AND COMMENTS

The applicant and the city held a virtual public meeting on March 13, 2023, via Microsoft Teams. The purpose of the meeting was to discuss and clarify the proposal to modify the approved Pine Forest Master Development Plan and listen to neighbor concerns. There were no attendees at the public meeting. Written comments were accepted during and after this public meeting, and up to the date of this decision. During the overall review of the project, the City received the following comment from the Department of Ecology:

- The Environmental Health section of the SEPA checklist states that subsurface investigations on the property identified petroleum constituents, metals and carcinogenic polycyclic aromatic hydrocarbons (cPAHs) in soil, and vinyl chloride in groundwater. No documentation was provided whether the concentrations of these chemicals are above or below Ecology cleanup levels. The checklist should note the presence of the contaminated site on the north end of the subject property. In addition, the Water section of the SEPA checklist states that proposed excavation depths are above measured historical groundwater elevations, yet a prior report prepared by Sound Transit indicated depths to perched groundwater of 8.5 and 17 feet below ground surface. If dewatering is necessary during construction, any potentially contaminated discharge needs to be characterized and managed in accordance with Ecology regulations and King County discharge requirements. The checklist should document proposed measures to manage such contamination if encountered.**

Response: *A copy of this Department of Ecology public comment letter was provided to the applicant for review and response. The applicant updated the SEPA Checklist to clearly document these items as part of the SEPA review for the project. Ecology was provided a copy of the updated SEPA checklist for review, and on July 31, 2023, informed the City that the revisions to the checklist were responsive to Ecology comments. The applicant will be required to coordinate with the*

Department of Ecology during the construction process for cleanup of contaminated soils and to manage any contaminated discharge. For reference, a copy of this letter is attached to this report as Exhibit E.

V. TECHNICAL REVIEW

A. Clearing & Grading

No changes to the previous analysis are required. The approved condition of approval is still applicable. **Refer to Section X for Condition of Approval regarding Clearing and Grading Permits.**

B. Utilities

This analysis has been updated from the previous MDP approval:

Water

Water mains have been sized based on projected build out for the Pine Forest development. Existing water mains will be demolished and new water main extended onto the site to serve the new development. Existing easements will need to be relinquished by City of Bellevue and new easements recorded for the newly constructed water mains. Water will be extended onto the site from a 12" water main in 120th Ave NE off the BV 400 pressure zone. There is enough capacity in the water system to provide the site with domestic and fire protection water.

Surface Water

The project site is located in Sturtevant Creek Basin which eventually drains to Lake Washington. Storm water from rooftops and roadways will be collected, treated, and conveyed to Lake Washington. Water quality for basic and enhanced treatment will be required. BMP's have been selected meeting both enhanced and basic treatment requirements in accordance with 2005 DOE Surface Water Management Manual for Western Washington. Flow control will not be required since the site proposes to decrease the amount of existing impervious surface from 83.4% impervious lot coverage to 72.5%. The 100 peak runoff threshold will not be exceeded. See utility code 24.06 and 2012 Utility Engineering Standards.

Sewer

Sewer service for the site will connect in the same location as the existing development. The existing 8" sewer main will be upgraded to a 10" sewer line with the Sound Transit project. There will be enough capacity in the existing sewer system for the development. The onsite sewer main will be privately owned.

Storm

The development proposes to meet all the minimum requirements triggered for the site as required in the City of Bellevue Surface Water Engineering Standards and 2005 DOE manual. Based on information submitted with this permit the site will trigger storm drainage minimum requirements 1-9 of the Storm and Surface Water Engineering Standards. The development is in the Sturtevant basin which is designated as a 40/20 basin per Department of Ecology and allows a modified modeling approach. The modeling approach allows the existing condition to be used for the predeveloped condition. There will be an overall decrease in impervious area for the site and detention will not be required. On-site storm water management will be implemented to the extent feasible per engineering standards. Water quality BMPs for enhanced treatment have been proposed to treat storm water prior to conveying off site.

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

C. Transportation

This analysis has been updated from the previous MDP approval:

Project Summary

The ACST project is an amendment to the MDP for the mixed-use development previously known as Pine Forest, approved in 2018. The request for an amended MDP modifies a number of aspects of the proposal and this analysis is based on the revised project. The amendment keeps the site layout substantially the same including the street network. It retains the two residential phases and modifies the proposed office development to office/life science use.

The amended MDP is anticipated to be constructed in four phases known as Phases 1, 2, 3A and 3B, and 4. There will also be an additional phase, Phase 0, that will construct the southern portion of the street system that will support Phases 1, 2, and 3A of the MDP. Phase 0 will be required to be completed prior to the occupancy of any buildings in these phases.

The main changes to the site layout of the amended MDP are the modification of Road B to provide emergency access only, modifications to the buildings in Phases 1, 3A, 3B and 4, and the addition of several small buildings between Phases 1 and 4 and between Phases 3A and 3B. The private street network is now a modified version of the Bel-Red Green Street and Local Street sections rather than the Green Street section previously proposed and will be partially constructed as the Phase 0 stand-alone project approved by this amendment.

In addition to the modifications to the project, several changes have occurred to the regulatory and physical context of the site. These include:

1. NE Spring Boulevard at the north end of the site has been completed and the parcel previously owned by the City has been returned to private ownership.
2. The Sound Transit 2 Line light rail station began limited operation between Bellevue and Redmond.
3. The City's Multimodal Concurrency system has been adopted and applies to the modified project.
4. The City's Transportation Demand Management code provisions have been amended.
5. City's prescriptive vehicle trip rates now include lower rates for use in TOD areas that apply to the site.

This analysis updates and replaces the Transportation section of the previous staff report. It reanalyzes the transportation impacts of the modified project and reflects the current proposal and regulatory framework. A new Transportation Impact Analysis (TIA) was prepared for the project to reflect the current context. Conditions of approval have been modified to reflect changes in the proposal or in code provisions and applicant-requested changes to conditions regarding loading, locating the private street network in easements, impact fee credit distribution, and modifying the street sections and construction materials. Conditions of approval that have been added to or modified from those in the previous project approval are noted in the analysis.

Vehicle Operational Analysis

The vehicle operational impacts were analyzed by TENW in a Transportation Impact Study dated May 17, 2024. The trip generation analysis for the MDP estimates that the proposed office, residential, and retail uses in the MDP for the build-out condition will generate 632 net new pm peak hour trips. Using the build-out condition allowed the analysis to look for cumulative system impacts for the complete project. Seven signalized intersections were analyzed and are expected to operate at LOS D or better. No significant impacts requiring additional mitigation were identified. Each individual project will also be required to perform an operational analysis at the time of Design Review, which would identify impacts that could arise due to changed conditions over time.

Multimodal Access and Facilities

The ACST project site is bordered by three public streets, NE Spring Boulevard on the north, 120th Avenue NE on the east, and NE 12th Street on the south, and the Sound Transit 2 Line on the west. It will be developed with an internal private street network to provide vehicle access to each individual building. As a TOD development, pedestrian and bicycle access are prioritized, and the development will provide a system of facilities for access by these modes of travel to and through the site.

Vehicle Access: Access to the development will be provided from the north at the intersection of NE Spring Boulevard and Central Drive. This access point will be operated as right-in, right-out only. Access to 120th Avenue NE on the east side of the site will be provided at the intersection with Road A. This access will be signalized and allow right and left turns into and out of the development. To the south, the intersection of NE 12th Street and Central Drive will provide a right-in, right-out access. Access within the site is provided by Central Drive and Road A. **Refer to Section X for Condition of Approval regarding Vehicular Access Restrictions.**

Pedestrian and Bicycle Access: Pedestrian access to the site is provided by sidewalks on NE Spring Boulevard, 120th Avenue NE, and NE 12th Street. The signalized intersection at NE Spring Boulevard and 120th Avenue NE provides a safe crossing from the development to the light rail station for both bicycles and pedestrians.

With this MDP proposal, the sidewalk along the NE Spring Boulevard site frontage will be widened to 14-foot plus planting strip between Central Drive and 120th Avenue NE to provide adequate width for a multipurpose facility that allows bicycle and pedestrian travel from NE Spring Boulevard into the site. West of Central Drive, the sidewalk and planting strip will transition to match the existing facility on the structure on the west end of the site.

120th Avenue NE has a 5-foot striped bike lane, sidewalk and planting strip in each direction, along the site frontage. These facilities will provide adequate bicycle and pedestrian access on this street with the exception of a missing sidewalk at the north end of the site where a construction access was located. This sidewalk will be completed with Phase 0 of the project. Crossings are available at the signals at NE Spring Boulevard to the north, NE 12th Street to the south. A signal will be constructed with this project at Road A to provide an additional crossing of 120th Avenue NE.

NE 12th Street currently has a 5-foot wide sidewalk adjacent to the curb along the site frontage with no planting strip. This MDP proposal will add a 5-foot wide planting strip and an 8-foot wide sidewalk from 120th Avenue NE to the west, transitioning back to the existing sidewalk at the bridge structure. No bicycle facilities are planned for this street, and no crossings will be

provided west of NE 12th Street.

In the interior of the site, sidewalks at least 8 feet wide will be provided on both sides of Central Drive and Road A for pedestrian travel. Pedestrian and bicycle access routes will be provided on the plaza area extending parallel to 120th Avenue NE from NE Spring Boulevard to Central Drive, and from Central Drive through the open space to 120th Avenue NE, including a stair and accessible ramps. These will all be available for public use at all times and will be covered by public access easements. **Refer to Section X for Condition of Approval regarding Right of Way and Easements.**

Transit Access: This site provides nearly direct access to the Spring District light rail station on the Sound Transit 2 Line which is just east of 120th Avenue SE and just north of NE Spring Boulevard. There is also a westbound transit stop adjacent to Phase 2 west of NE 12th Street that will be reconstructed with this project and an eastbound stop on the south side of NE 12th Street east of 120th Avenue NE.

Loading: Loading areas are required in each building in the development to serve the needs of deliveries, refuse pickup, and passenger pickup. The loading operations must be designed in a way that doesn't affect other facilities such as roadways or sidewalks. Some preliminary locations for these areas have been shown on the MDP plan. Specific loading needs and facilities will be determined during the design review phase of the individual projects. The applicant has requested to allow loading spaces to be shared between buildings if approved.

Refer to Section X for Condition of Approval regarding Provisions for Loading. This condition has been modified to allow shared loading spaces.

Transportation Infrastructure

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

Refer to Section X for Condition of Approval regarding Civil Engineering Plans – Transportation and Street Frontage Improvements. This condition has been modified to include Phase 0 and reflect street design modifications.

Access within the development will be provided by a private street system that will be constructed to meet a modified version of the Bel-Red street development standards contained in the Bel-Red Corridor Plan, Transportation Design Manual Appendix B. The southern part of Central Drive, including a temporary cul-de-sac, Road A, the signal at 120th Avenue NE intersection with Road A, and a portion of missing sidewalk on the west side of 120th Avenue NE adjacent to Phase 3B will be constructed at the beginning of the project by the master developer as Phase 0. These streets will support Phases 1 and 2. Central Drive will be extended to the north and the temporary cul-de-sac relocated to support the construction of Phase 3A. The final segment of Central Drive connecting to NE Spring Boulevard will be constructed with Phase 3B and the temporary cul-de-sac will be removed.

Phase 0 is approved with this MDP amendment and will be constructed through an approved

clearing and grading permit without additional design review required. The remaining street construction including frontage improvements to NE Spring Boulevard, 120th Avenue NE, and NE 12th Street will be approved through the design reviews for each phase and subsequent clearing and grading permits.

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

Frontage Improvements: Street frontage improvements have been provided completely or in part on NE Spring Boulevard and 120th Avenue NE through recent CIP projects constructed by the City on these streets. A missing segment of sidewalk at the north end of 120th Avenue NE where a construction site access was located will be completed in Phase 0

Sidewalk widening will be required along NE Spring Boulevard to complete the improvements on this frontage. A structural wall or other facility approved by the Transportation Department will be required to replace the temporary slope and wing wall supporting NE Spring Boulevard adjacent to Phases 3B and 4. It will be the responsibility of the developer to repair or replace any infrastructure that is damaged during construction.

Replacement of the existing curb and gutter, addition of a planting strip, and construction of a full-width sidewalk will be required on the NE 12th Street frontage between 120th Avenue NE and the bridge structure. The alignment of this sidewalk may meander if needed to preserve existing trees. The existing streetlights including poles must be replaced with this improvement.

Private Street Improvements: Central Drive and Road A will use a modified version of the Local Street or Green Street sections as shown on the approved plans. The street improvements to be constructed with Phase 0 are shown on the approved MDP plans. The improvements to be constructed with the remaining phases shown in the MDP plans should be used as a guideline for facility design and may need modification to meet appropriate engineering standards.

The interior private street system will be constructed by the master developer to the same standards as the public street system. The condition that required placement of the streets in tracts has been modified to allow these in public access easements. The master developer will be responsible for the dedication of all required easements for the private street system. Streets will be open to the public for public use at all times, and they will be covered by a covenant that will show that the responsibility to own and maintain the street system will be up to the property owners' association. All enforcement activities associated with the private street system will be addressed by the property owners' association. **Refer to Section X for Condition of Approval regarding Right-of-Way and Easements.**

Phasing of Improvements: The MDP is anticipated to be constructed in four phases shown as 1, 2, 3A and 3B, and 4. There will also be an additional phase, Phase 0, that will construct the southern portion of the street system that will support Phases 1, 2, and 3A of the MDP.

The public and private infrastructure necessary to serve each phase must be constructed prior to the occupation of any buildings in the phase. The requirements for each phase are listed below. If the phases are not constructed and completed in the order described in the MDP, the infrastructure requirements will be reevaluated and modified as necessary to ensure appropriate facilities are in place to serve the development.

Refer to Section X for Condition of Approval regarding Transportation Infrastructure and Street Development Requirements. This condition has been modified to allow the interior street system to be in public access easements instead of tracts and require a maintenance covenant. This condition has been modified to reflect changes in the design and phasing for the project.

Prior to completion of any building in any Phase – Phase 0:

- Central Drive – Complete street section from NE 12th Street north to Road B/temporary turnaround including the temporary turnaround.
- Road A – Complete street section between Central Drive and 120th Avenue NE.
- 120th Avenue NE – Completion of the signal at the intersection with Road A.
- 120th Avenue NE – Completion of the sidewalk adjacent to Phase 3B.

Prior to completion of any building in Phase 1:

- NE 12th Street – New curb and gutter, planting strip at least 5 feet wide, and sidewalk at least 8 feet wide from Central Drive to the west limits of the project.
- Phase 0 improvements

Prior to completion of any building in Phase 2:

- 120th Avenue NE – Sidewalk widening to accommodate the gateway feature to be determined during design review as part of Phase 2.
- Phase 0 improvements

Prior to completion of any building in Phase 3A:

- Central Drive – Complete street section adjacent to Phase 3A and relocation of the temporary turnaround.
- Completion of an accessible on-site route from Central Drive to 120th Avenue NE.
- Phase 0 improvements

Prior to completion of any building in Phase 3B:

- Central Drive – Complete street section to NE Spring Boulevard and removal of temporary turnaround.
- NE Spring Boulevard – Multipurpose facility at least 14 feet wide between 120th Avenue NE and Central Drive. Sidewalk at least 9 feet wide between Central Drive and the bridge structure.
- 120th Avenue NE – Plaza at the intersection of NE Spring Boulevard.
- Phase 0 improvements

Prior to completion of any building in Phase 4:

- NE Spring Boulevard – Sidewalk at least 9 feet wide between Central Drive and the bridge structure. Reconstruction of the slope and wing wall supporting this street as approved.

Applicable to all improvements:

1. Streetlights meeting arterial standards are required for NE 12th Street with new poles meeting the Bel-Red standards. Interior streetlights meeting design manual standards are required for Road A and Road B. Pedestrian scale lighting is required on all pedestrian corridors. 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).
2. As part of the traffic signal installation, the developer will be required to pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system, and in no case later than occupancy of the first building.
3. The Americans with Disabilities Act (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.

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.

4. All landscaping planter strips or tree wells within the sidewalk 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 planting strip shall include a spray irrigation system, soil preparation, root barrier and plantings. Root barrier and soil preparation are described in Standard Drawings SW-120-1 and SW-130-1. All street trees shall be planted to meet the soil volume requirements in the Parks Department Environmental Best Management Practices and Design Standards Manual – Chapter 8. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the city.
5. No new building structure or garage shall be constructed under a street right of way or public sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
6. To the extent feasible, no new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk provided they meet ADA requirements. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
7. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 12 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
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. 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.

Easements (No changes to this section)

The applicant shall provide all necessary easements to the City to encompass the full required width of any signals or equipment, sidewalks, paths, or trails located outside of city right of way.

The City currently holds wall easements and maintenance easements adjacent to 120th Avenue NE associated with the CIP improvements. The walls will be replaced by fill or other retaining walls as this project is constructed, allowing the easements to be relinquished. The construction must be completed and these easements must be relinquished following City procedures prior to the occupancy of any buildings. **Refer to Section X for Conditions of Approval regarding Existing Easements, Easements for Signal Control and Street Light Boxes and Vaults and Sidewalk/Utility/Pedestrian Access Easements.**

Holiday Construction & Traffic Restrictions (No changes to this section)

From November 15th to January 5th, construction activities such as hauling and lane closures may be restricted between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit. **Refer to Section X for Condition of Approval regarding Holiday Construction & Traffic Restrictions.**

Transportation Management Program

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

Refer to Section X for Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program. These conditions have been modified to reflect code changes.

Traffic Impact Fees

Traffic 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 BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of issuance for each building permit required in the MDP. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. The applicant has requested to modify the condition of approval to add the distribution of impact fee credits to each phase. Phase 1 will not receive credit and Phase 2 will receive credit for existing office building A. The remaining credit will be received by Phases 3 and 4 in the order of building permit approval.

Refer to Section X for Condition of Approval regarding Transportation Impact Fee. This condition has been modified to reflect the distribution of credit.

Concurrency

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

A concurrency determination was completed for the MDP on December 22, 2022. When complete, this project will require 851 MUs. The supply of Mobility Units is sufficient to accommodate this level of development. A concurrency certificate is included with this approval. Each phase will be reviewed for concurrency to determine if the MDP total needs to be adjusted. This certificate shall remain valid for 6 years if continuous permitting activity is maintained.

Refer to Section X for Condition of Approval regarding Traffic Analysis and Concurrency Review. This condition has been modified to reflect code changes.

D. Building Division

This analysis has been modified, and the previous conditions of approval have been removed and replaced with new building conditions of approval.

The plans submitted for Master Development Plan approval dated June 30, 2023, have not been sufficiently developed for a thorough review under the 2018 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue. Complete review will occur under the building permit application(s) in accordance with the codes in effect at the time of complete submittal. The plans generally conform to the level of detail typical at this stage in the design process. However, the following items are required to be addressed in the development of the plans for building permits. It should be noted that the following comments are preliminary in nature and are not intended to be all-inclusive or imply approval.

The site plan indicates the phased development of three office and two residential buildings together with underground parking on a site currently consisting of three parcels and a portion of NE 12th St. surplus right-of-way. The applicant proposes the division of the property into five building lots and placing above ground buildings on these five lots. The proposed new property lines must be recorded following City approval via a Binding Site Plan. The Binding Site Plan must be approved and recorded, prior to issuance of any Major Commercial Project (type BB) building permit. **Refer to Section X for Condition of Approval regarding Binding Site Plan.**

A common underground parking garage is proposed for Phases 3A, 3B and 4. Buildings are not legally permitted to span across property lines. This condition triggers a requirement for a Single-Site Agreement. The Single-Site Agreement must be in a form approved by the City and recorded at King County Recorder's Office prior to the issuance of any Major Commercial Project (type BB) building permit for these Phases. **Refer to Section X for Condition of Approval regarding Single-Site Agreement.**

In addition, the property line between Phase 3A and 3B runs along the exterior face of proposed Phase 3B office building which would not be allowed under the building code due to requirements for minimum fire separation distance of buildings from property lines. A Single-Site Agreement is required to eliminate the property line between Phases 3A and 3B and recognize the properties as a single property for the purpose of complying with the requirements of IBC Section 705.3. **Refer to Section X or Condition of Approval regarding Single-Site Agreement.**

In addition, the property line between Phases 3B and 4 runs along the exterior face of proposed Phase 4 office building. A portion of the proposed Phase 4 one-story pavilion building crosses the property line between Phases 3A and 4. A Single-Site Agreement is required to eliminate the property line between Phases 3A, 3B and 4 and recognize the properties as a single property for the purpose of complying with the requirements of IBC Section 705.3.

E. Fire

The Fire Department has reviewed this proposal and recommends approval. **Refer to Section X for Condition of Approval regarding Fire Department Access (modified).**

F. Addressing

The City of Bellevue will designate a street name to each internal street segment. All north-south road sections will be named independently of east-west trending road sections, even if the roads appear to continuous. The City names all streets, private or public, and assigns addresses per Bellevue City Code 14.02.

Each new building will require its own address independent of the parcel or lot address. The address of the building will be based on where the main entrance to the building is located. If the main entrance is located on an internal, private street, the building will be addressed from the internal street even if the building is bounded by larger public streets. Addressing of lots and buildings will typically occur in the Design Review stage. If you have any address-related questions, contact Jami Fairleigh, the City's Parcel and Address Coordinator. **Refer to Section X for Condition of Approval regarding Addressing of Lots, Buildings, Parcels and Tracts.**

VI. STATE ENVIRONMENTAL POLICY ACT (SEPA)

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

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

These documents are available in the Development Services Department, Records Room,

Lobby Floor, Bellevue City Hall, 450 110th Avenue NE under file #05-127994-LE.

Adverse impacts which are less than significant are typically subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code, Section 22.02.140, provides substantive authority to mitigate impacts disclosed through the environmental review process. In addition, project level SEPA review will still be required under each Administrative Design Review application to execute each phase of development of the MDP. **Refer to Section X for Condition of Approval regarding Project Level Environmental (SEPA) Review.**

Water, Sewer, Storm Water Controls

Refer to Utilities Technical review section above for discussion.

Earth

The applicant submitted an updated Geotechnical Report prepared by GeoEngineers, dated June 13, 2023. The updated report provides guidance regarding the design and construction of Phases 3A, 3B and 4 of the amended MDP. After review of the updated geotechnical analysis, no new information was provided that would change the original DNS issued for the MDP approval in June 2018.

The MDP approval indicated that no phase of construction would commence following issuance of the MDP approval, and that project specific SEPA would be part of each phase of design review, at which time project specific impacts would be identified and appropriate measures taken to ensure compliance with Bellevue City Code and any items identified as part of a project specific geotechnical investigation/reports. However, following approval of this MDP amendment, Phase 0, which is limited to infrastructure only (Central Drive/Road A), will commence, including below grade utilities to allow for the first phase of residential development to begin. From a geotechnical standpoint, the subject site remains suitable for redevelopment, provided the recommendations of the geotechnical engineer are properly followed. There is potential for erosion and sedimentation impacts as a result of earth movement activities. Applicants and permittees are responsible for preventing erosion and discharge of sediment and other pollutants into the storm and surface water system and receiving waters (i.e. Lake Bellevue). A construction stormwater pollution prevention plan (CSWPPP) prepared according to the Washington State Department of Ecology Stormwater Management minimum technical requirement #2 will be required at the time of Clearing and Grading permit application for each phase of development within the MDP (BCC 23.76).

Air Quality

No new information was provided that would change the original issued DNS. Refer to original staff report and updated SEPA checklist for details.

Plants and Animals

No new information was provided that would change the original issued DNS. Refer to original staff report and updated SEPA checklist for details.

Light and Glare

No new information was provided that would change the original issued DNS. Refer to original staff report and updated SEPA checklist for details. Each phase of development will still be required to mitigate potential light and glare impacts to adjacent vehicular

drivers/businesses/residents. Any light source emitting from the future phases of construction shall incorporate cutoff shields and be designed so as not to provide light and glare and spillover offsite. **Refer to Section X for Condition of Approval regarding Shielded Lights.**

Environmental Health

The Department of Ecology provided written communication to City staff regarding the need for the SEPA checklist to be updated regarding concentrations of chemicals above or below Ecology cleanup levels as well as acknowledging the presence of contamination on the north end of the property. It also addressed dewatering and how that should be managed in accordance with Ecology regulations and King County discharge requirements, if necessary, during construction. The applicant provided updates to the SEPA checklist to acknowledge this. Refer to the Public Notice and Comment Section IV of this report above for additional details.

Transportation

System Impacts and Mitigation

This project proposes to construct xx buildings in four phases in Bel Red Performance Management Area 1 (PMA 1). Phase 1 and Phase 2 will construct 425 multifamily units. Phases 3A, 3B, and 4 will construct 784,300 sf of office/life science space. In addition, the project will construct 5,000 sf of retail space and 5,300 sf of restaurant space. 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.

VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

- Required clarification on the proposed revised phasing plan, including identifying Phase 0, which will provide for necessary roadway and utility infrastructure post MDP amendment approval for Phase 1 to commence construction.
- Requested drawings depicting the accurate roadway elevations to clarify topography of the site, and how proposed internal roads will intercept proposed buildings within the MDP.
- Requested modifications to conditions of approval that the applicant requested to modify.

VIII. MASTER DEVELOPMENT PLAN DECISION CRITERIA

Per Land Use Code 20.30V.150, the Director may approve or approve with modifications an application for a Master Development Plan if:

A. The proposed Master Development Plan is consistent with the Comprehensive Plan;

Finding:

The request to modify the original Pine Forest MDP remains consistent with the purpose and intent of the goals and policies of the Bel Red Subarea Plan as previously stated in the original MDP approval. Refer to Section VIII.A of the original MDP staff report for a discussion regarding consistency with specific policies from the Bel Red Subarea Plan. This modification meets the applicable policies in the same or enhanced ways and satisfies the following policies more specifically:

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

Finding:

This amended Master Development Plan envisions new office/life science uses that have not yet been developed in the Bel Red Subarea or anywhere in the City. This development will create the City's first life science research use, which will expand and diversify the area's economic base, strengthen its workforce with an added employment focus and offer a use that cannot be completed from home because of specific technical requirements for scientific research laboratories. As a Transit Oriented Development MDP, the sites' strategic location in close proximity to the newly opened East Link Light Rail station will help attract life science tenants to this new market, making this new economic niche consistent with this policy.

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

Finding:

This amended Master Development Plan focuses on place making at the public edges of the site and within the site, by integrating intentional and unique spaces with the office/life science and residential buildings. A large, landscaped central open space serves as a focal point for the MDP and creates a mid-block connection to 120th Avenue NE with accessible, visual and physical connections to the surrounding streets. At the northeast and southeast areas of the site, plazas will offer a respite from the street and make connections between the new development, light rail station, while also providing gateway moments.

POLICY S-BR-40. Encourage a diversity of housing types, from high density, multi-story housing in transit nodes, to medium density housing outside nodes, to other innovative housing forms, such as live/work and work/live units.

Finding:

This amended Master Development Plan will reduce the number of proposed multi-family buildings from four to two. The two proposed residential structures will be in the same location as previously shown, which is at the southern end of the MDP, adjacent to NE 12th Street and 120th Avenue NE. This MDP is still within a transit node on the western edge of the Bel-Red subarea, and these proposed residential structures will still complement the existing and proposed surrounding developments to the east and north (Spring District MDP and OMFE TOD) while providing easy access for residents to the new Spring District East Link Light Rail Station, north-east of the MDP.

B. The Master Development Plan complies with the applicable requirements of the Bellevue City Code;

As described in Section III, the amended Master Development Plan project scope will comply with all applicable requirements of the Land Use code, except for where a Variance has been requested with this amendment to deviate from the perimeter landscape buffer requirements along the western boundary of the MDP. Refer to Section III.E and Variance decision criteria below.

C. The proposed Master Development Plan addresses all applicable standards, guidelines or criteria of this Code in a manner which fulfills their purpose and intent;

A detailed review of city codes and standards will occur under Design Review and construction permits for each phase of development. As conditioned, the proposed amended Master Development Plan complies with the applicable requirements of the Bellevue City Code. Refer to Section III, Consistency with Land Use Code/Zoning Requirements for a full discussion regarding MDP consistency with the Land Use Code and Bel Red Design Guidelines. **Refer to Section X for Conditions of Approval regarding Compliance with the Design Review Guidelines, Standards and Dimensional Requirements of 20.25D & MDP Conditions of Approval.**

D. The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying Land Use District.

The amended Master Development Plan will continue to provide a connection to the Sound Transit East Link Spring District/120th Light Rail station, due to the close proximity of the subject site to this station. The East Link light rail line will provide connections from the Spring District to downtown Bellevue, Seattle and Redmond. In addition, the amended Master Development Plan still depicts connectivity through the proposed internal and external (perimeter) pedestrian-oriented streetscapes which support the proposed development as well as the surrounding development i.e. Lake Bellevue and Spring District. Public access easements and public access signage will be required during the review of each phase of development, where appropriate. **Refer to Section X for Condition of Approval regarding Public Access Signage.**

IX. VARIANCE DECISION CRITERIA (LUC 20.30G.140)

The Director may approve or approve with modifications an application for a variance from provisions of the Land Use Code if:

- 1. The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and land use district of the subject property.**

Finding: This variance request will not constitute a grant of special privilege. Even though strict application of the code, which requires 10' of landscaping adjacent to the property line, cannot be accommodated due to the topography, location and surroundings of the site, landscaping can and will be installed above the property line at the top of the proposed retaining walls adjacent to the proposed development in Phases 1 and 4. This variance request eliminates the landscape buffer adjacent to the property line, but the overall development still aims to meet the intent of this requirement in a different location more suitable for buffering building elevations. In addition, elimination of this landscape buffer will not be visually prominent from a public way.

- 2. The variance is necessary because of special circumstances relating to the size, shape, topography, location or surroundings of the subject property to provide it with use rights and privileges permitted to other properties in the vicinity and in the land use district of the subject property.**

Finding: The variance is necessary due to the special circumstances related to the topography, location and surroundings of the subject site. The site has a significant grade change between adjacent rights of way and the elevation of the light rail tracks to the west. Substantial retaining walls are necessary to create a new development that meets the street and design guidelines for the surrounding rights of way (NE Spring Blvd., 120th Avenue NE and NE 12th Street). Strict application of the code for a 10' landscape buffer that will not be visually prominent from a public way and that will not actually buffer the proposed development from any adjacent development to the west, due to the light rail tracks and mature trees, is infeasible and undesirable for maintenance. Properties in the vicinity do not have the same grade challenges along the light rail tracks, making this situation unique.

- 3. The granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property.**

Finding: Granting this variance request will not be materially detrimental to property or improvements in the immediate vicinity of the site, as the location of the required 10' landscape buffer is in an area that will be well below the adjacent public rights-of-way of NE 12th Street and NE Spring Boulevard, as well as the subject development and will therefore not be noticeable. Granting this variance is also a proactive safety measure, ensuring visibility adjacent to the light rail tracks at the lowest elevation to avoid potential opportunities for illicit activities which could have spillover effects to the adjacent light rail tracks and proposed development.

- 4. The variance is not inconsistent with the Comprehensive Plan.**

Finding: The proposal would not be inconsistent with the Comprehensive Plan. The following policies are applicable to this request:

Policy S-BR-13. *Provide graceful edges and transitions between new land uses and established light industrial areas, and between new development and neighborhoods in adjacent subareas.*

Response: This variance request directly relates to the western exterior edge of the Master Development Plan, which is a transition area between the subject new MDP development and the adjacent light rail tracks, the existing NE 12th Street and the new NE Spring Boulevard extension, all of which converge adjacent to the MDP. Where these transportation uses merge, they ultimately end up providing a buffer from the next neighborhood to the west, along 116th Avenue NE. The proposed MDP development will not be visually prominent from this next neighborhood to the west because these roadways, light rail tracks and existing mature vegetation, help to screen it from view. Therefore, the landscape buffer adjacent to the property boundary along the western edge would not provide any visual buffering of the site since it will already be buffered visually from these existing adjacent conditions.

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

Response: The revised MDP strives to create a development that will meet the adjacent roadway elevations to support this policy. To do that, the site will need to be built up to meet these roadway elevations, which requires fairly significant terraced retaining walls along the western boundary of the MDP. This creates a hardship from providing the required 10' of landscaping along the western property boundary. Although there is room to support some amount of landscaping, given the siting conditions and adjacent transportation uses i.e. light rail tracks, NE Spring Boulevard and NE 12th street, landscaping would not survive well in these conditions due to lack of sunlight and ability to be maintained. Therefore, the applicant intends to meet the landscape buffer requirements at the top of the retaining walls to support buffering of adjacent building elevations, rather than at the bottom of the retaining walls, which will not be visually prominent from any public way.

X. DECISION

After reviewing the proposal for consistency with applicable City of Bellevue requirements, policies, development standards, and SEPA, the Director hereby **APPROVES WITH CONDITIONS** the **MASTER DEVELOPMENT PLAN AMENDMENT** and **VARIANCE** for **ACST (PINE FOREST) MDP AMENDMENT**.

XI. CONDITIONS OF APPROVAL

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

Clearing and Grading Code - BCC 23.76	Janney Gwo	425-452-6190
Bellevue Development Standards	Janney Gwo	425-452-6190
Transportation Code - BCC 14.60	Molly Johnson	425-452-6175
Trans. Development Review - BCC.22.16	Molly Johnson	425-452-6175
Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia	425-425-6988
Bellevue Utilities Code - BCC Title 24	Mark Dewey	425-452-6179
Construction Codes - BCC Title 23	Violeta Tihova	425-452-4259
Structural Codes – BCC Title 23	Violeta Tihova	425-452-4259
Land Use Code - BCC Title 20	Laurie Tyler	425-452-2728

Sign Code - BCC Title 22B	Laurie Tyler	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler	425-452-2728
Uniform Fire Code - BCC 23.11	Anna Mickols	425-452-2925
Transportation Department Design Manual	Molly Johnson	425-452-6175
The Bel-Red Corridor Plan Streetscape Character, Guidelines, and Standards	Molly Johnson	425-452-6175
Addressing	Laurie Tyler	425-452-2728
	Jami Fairleigh	425-452-4310

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

TRANSPORTATION DEPARTMENT CONDITIONS (GENERAL)

1. RIGHT-OF-WAY AND EASEMENTS

The master developer shall dedicate to the City all necessary right-of-way and easements to construct transportation infrastructure for street, pedestrian and bicycle improvements at the time of their construction approval.

AUTHORITY: BCC 14.60.100
REVIEWER: Molly Johnson, Transportation

2. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

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

AUTHORITY: BCC 14.30.060
REVIEWER: Tim Stever, Right of Way

3. VEHICULAR ACCESS RESTRICTIONS

Access to this site from NE Spring Boulevard and NE 12th Street will be restricted to right-turn-in and right-turn-out only.

AUTHORITY: BCC 14.60.150
REVIEWER: Molly Johnson, Transportation

4. PROVISIONS FOR LOADING (*Modified with this Amendment*)

Access to an off-street loading space with access to a street shall be available for use by each building, and loading spaces may be shared between buildings. This must include an off-street location for garbage pick-up, which must be acceptable to the garbage hauler. On-street loading and unloading will not be permitted.

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Molly Johnson, Transportation

5. TRANSPORTATION INFRASTRUCTURE AND STREET DEVELOPMENT REQUIREMENTS (*Modified with this Amendment*)

Future street development must be approved by the Transportation Department, including all construction of streets, streetlighting, planter strips, sidewalks, signals, channelization, pedestrian paths and trails, and bicycle facilities according to the street design standards in effect at the time of the complete permit application.

All on-site transportation infrastructure shall be provided by the master developer and shall be provided in public access easements. The property owners' association shall be responsible for the maintenance of all transportation infrastructure including enforcement of all code requirements and development conditions of approval.

The following improvements will be required to serve the development planned for each phase as shown in the preliminary plan. Changes to the phasing plan or anticipated order of construction may result in modification to these requirements.

Prior to completion of any building in any phase – Phase 0:

- Central Drive – Complete street section from NE 12th Street north to Road B/temporary turnaround including the temporary turnaround.
- Road A – Complete street section between Central Drive and 120th Avenue NE.
- 120th Avenue NE – Completion of the signal at the intersection with Road A.
- 120th Avenue NE – Completion of the sidewalk adjacent to Phase 3B.

Prior to completion of any building in Phase 1:

- NE 12th Street – New curb and gutter, planting strip at least 5 feet wide, and sidewalk at least 8 feet wide from Central Drive to the west limits of the project.
- Phase 0 improvements

Prior to completion of any building in Phase 2:

- 120th Avenue NE – Sidewalk widening to accommodate the gateway feature to be determined during design review as part of Phase 2.
- Phase 0 improvements

Prior to completion of any building in Phase 3A:

- Central Drive – Complete street section adjacent to Phase 3A and relocation of the temporary turnaround.
- Completion of an accessible on-site route from Central Drive to 120th Avenue NE.
- Phase 0 improvements

Prior to completion of any building in Phase 3B:

- Central Drive – Complete street section to NE Spring Boulevard and removal of temporary turnaround.
- NE Spring Boulevard – Multipurpose facility at least 14 feet wide between 120th Avenue NE and Central Drive. Sidewalk at least 9 feet wide between Central Drive and the bridge structure.
- 120th Avenue NE – Plaza at the intersection of NE Spring Boulevard.
- Phase 0 improvements

Prior to completion of any building in Phase 4:

- NE Spring Boulevard – Sidewalk at least 9 feet wide between Central Drive and the bridge structure. Reconstruction of the slope and wing wall supporting this street as approved.

AUTHORITY: BCC 14.60.100
REVIEWER: Molly Johnson, Transportation

UTILITIES DEPARTMENT CONDITIONS (GENERAL)

6. PRELIMINARY DESIGN, UTILITY CODES AND ENGINEERING STANDARDS
Utility review has been completed on the preliminary information submitted at the time of this application. The review of this application has no implied approvals for water, sewer and storm drainage components of the project for construction purposes. Final construction plan approval will occur under Utility Developer Extension Agreement. Final civil engineering may require some changes to the site layout to accommodate the utilities. The plan submittal will be required to comply with all engineering codes and standards in place at the time of this application. Public and private easements will be required under the Developer Extension Agreement for water, sewer, and storm water infrastructure. Existing easements will need to be relinquished by the City of Bellevue and will required council approval prior to being released.

AUTHORITY: BCC Title 24.02, 24.04, 24.06
REVIEWER: Mark Dewey, Utilities

FIRE DEPARTMENT CONDITIONS (GENERAL)

7. FIRE DEPARTMENT ACCESS (*Modified with this Amendment*)

The fire department's approval of the MDP requires a 20-foot wide paved, unobstructed access road, with a vertical clearance of 13-feet, 6-inches, at all locations necessary to satisfy hose pulls. A minimum 48-foot radius turnaround will be provided throughout Phase 0 to 3 of this project and only removed when the internal site roads connecting NE 12th Street, Spring Boulevard and 120th Avenue are completed. Final site access will be provided from public rights-of-way and interior private roads, including an additional fire access/hammerhead drive constructed as Road B, included in Phase 1 work.

AUTHORITY: IFC 503
REVIEWER: Shelley Jin, Fire

LAND USE DIVISION CONDITIONS (GENERAL)

8. MASTER DEVELOPMENT PLAN PROPOSAL (*Modified with this Amendment*)

The MDP is subject to the plans and associated documents submitted May 17, 2024 and attached to this approval.

AUTHORITY: Bellevue City Code 20.35.230
REVIEWER: Laurie Tyler, Land Use

9. VESTED STATUS OF MASTER DEVELOPMENT PLAN (*Modified with this Amendment*)

The vested status of the Master Development Plan (MDP) shall be for a period of 10 years from the date of the final decision (6/28/2018), as defined in LUC 20.35.045. This MDP amendment and/or any future MDP amendments shall not extend the 10-year vesting status period established by the original MDP. While the MDP and any subsequent MDP amendments are vested to the Land Use Code regulations for a period of up to 10 years from the date of issuance of this decision, the vested status of other required reviews, including but not limited to SEPA, Traffic Standards Code, Transportation Development Code, and building or other technical code review, is not controlled by any MDP vesting.

AUTHORITY: LUC 20.35.045; LUC 20.30V.190; LUC 20.40.500
REVIEWER: Laurie Tyler, Land Use

10. AMENITY FEE-IN-LIEU RATES

Design Review applications for each phase of development shall provide for a proportionate amount of amenities or pay a fee-in-lieu of installation of amenities. The rates for this MDP will be vested to the 2013 rates in effect at the time this MDP application was submitted to the City, and as expressed in the Amenity Fee-In-Lieu vesting letter attached to the MDP approval.

AUTHORITY: LUC 20.25D.090 & LUC 20.25D.090.C - Footnote 3; Amenity Fee-In-Lieu Vesting Letter
REVIEWER: Laurie Tyler, Land Use

11. RECORDING OF MASTER DEVELOPMENT PLAN

The MDP is binding on and runs with the land. The applicant shall record the plans and conditions of the approved MDP with the King County Recorder's Office.

AUTHORITY: LUC 20.3V.180
REVIEWER: Laurie Tyler, Land Use

12. MODIFICATION TO THE MASTER DEVELOPMENT PLAN

Any modification to this approval shall be documented as a new MDP or as a Land Use Exemption to the approved MDP.

An amendment to a previously approved MDP is treated as a new application. Minor modifications may be permitted pursuant to the criteria in LUC 20.30V.160.B. Any modification of the MDP must be reviewed for consistency with the conceptual site and building design as stated in this report. Conditions of Approval run for the life of the project. Any subsequent modifications, once approved by either of the processes stated above, shall be recorded with the King County Recorder's Office or its successor agency.

If a new MDP is required, the review will be based on the Land Use Code in effect at the time of that MDP permit submittal, and the vested status of this MDP approval will no longer be in effect.

AUTHORITY: LUC 20.30V.160, 180 and 190
REVIEWER: Laurie Tyler, Land Use

13. MDP PHASING PLAN (*Modified with this Amendment*)

The phasing plan shall be followed per the conceptual phasing plan (attached). Modifications to the phasing plan may occur as a modification to the MDP, processed as a Land Use Exemption or a new MDP, as applicable.

Each phase of development must stand on its own, i.e. meet applicable zoning requirements, without reliance on construction of future phases. Except they will rely on Phase 0 for required infrastructure.

In addition, per LUC 20.25D.080 Footnote 19, in order to maintain 20% residential uses at any given time during the development of the MDP, a temporary certificate of occupancy must be issued on Phase 1 Residential to satisfy this requirement in order to allow occupancy of the non-residential phases.

AUTHORITY: LUC 20.30V.160
REVIEWER: Laurie Tyler, Land Use

14. BINDING SITE PLAN (*Modified with this Amendment*)

Prior to the issuance of any Design Review application(s) or construction permit(s), the applicant is required to submit an amendment to the existing Binding Site Plan (20190510000734) to be reviewed and approved by City Staff that will conform to the project limit boundaries identified in the MDP Amendment approval. The applicant shall record the amended Binding Site Plan with the King County Department of Records. Upon approval and recording of the amended Binding Site Plan, the applicant may develop the subject property in conformance with the Binding Site Plan and without regard to lot lines internal to the subject property. The applicant may sell or lease parcels subject to the recorded Binding Site Plan.

Additional amendments may be required based on future phases of development. Modifications shall be processed as an amendment to the Binding Site Plan per RCW 58.17.

AUTHORITY: LUC 20.30V.140
REVIEWER: Laurie Tyler, Land Use

15. FUTURE DESIGN REVIEW AND CONSTRUCTION PLANS

This approval is limited to a Master Development Plan. Each phase of the development shall be reviewed and approved through the Design Review process, with associated construction plans and permits and an updated traffic impact analysis. All street frontage improvements, access points, and other transportation-related features must meet City of Bellevue standards and policies in effect at the time of construction plan approval.

AUTHORITY: LUC 20.25D.03.C.2 & LUC 20.30F
REVIEWER: Laurie Tyler, Land Use

16. PROJECT LEVEL ENVIRONMENTAL (SEPA) REVIEW

Project level environmental review will be required as part of the Design Review for any development on this site.

AUTHORITY: BCC 22.02.033, 034
REVIEWER: Laurie Tyler, Land Use

17. GATEWAY/NEIGHBORHOOD IDENTITY POINT (*Modified with this Amendment*)

As part of the Design Review for Phase 2, the applicant shall design an appropriate gateway/neighborhood identity point at the intersection of NE 12th Street and 120th Avenue NE, per Comprehensive Plan Policy UD-73 and as identified on Map UD-1. Appropriate characteristics include an expanded plaza, seating, weather protection, landscaping, lighting, wayfinding, decorative paving patterns and installation of a prominent crosswalk across 120th Avenue NE.

AUTHORITY: Comprehensive Plan Policy UD-73, Map UD-1
REVIEWER: Laurie Tyler, Land Use
Molly Johnson, Transportation

18. SPRING BOULEVARD GATEWAY (*Modified with this Amendment*)

As part of the Design Review for Phase 3, the applicant shall design an appropriate gateway at the intersection of NE Spring Boulevard and 120th Avenue NE which is coordinated with the remaining 3 corners of this intersection.

AUTHORITY: Bel-Red Corridor Plan
REVIEWER: Laurie Tyler, Land Use
Molly Johnson, Transportation

19. THE INTEGRATION OF ART

The applicant shall integrate art into each phase of the MDP, including an installation within the Spring Boulevard Plaza, adjacent to NE Spring Boulevard and 120th Avenue NE (Phase 3). Art should complement the design of structures and be integrated into the site's public open spaces/plaza areas. Review and approval shall occur during the design review for each phase of development.

AUTHORITY: LUC 20.25D.150.B.5
REVIEWER: Laurie Tyler, Land Use

20. SIGN MASTER PLAN

There are no implied approvals of proposed signage within this MDP approval. A comprehensive sign package/sign program for the MDP shall be submitted to the Development Services Department for review and approval through a Pre-Development Services (DC) application. Contents shall include but is not limited to:

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

Signage shall be the minimum necessary to convey information and shall be architecturally compatible and integrated with the building. Maximum letter and sign size shall be determined based on proposed location and other design criteria. Sign Code limitations are not a guaranteed maximum and cannot be exceeded. Final design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application (SA). Proposed signs for individual buildings, uses, and/or retail spaces will require separate sign permits and the design of all signage will be reviewed for consistency with the approved sign master plan for the MDP.

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

AUTHORITY: Bellevue City Code 22B.10 and Land Use Code 20.25D.150.F
REVIEWER: Laurie Tyler, Development Services Department

21. PUBLIC ACCESS SIGNAGE

Given the proximity to the future 120th Light Rail Station within the Spring District, public access signage is required for all plazas and pedestrian connections through the development. The purpose of the signage is to indicate public access and an accessible route of travel through the development. Final design of the signage and placement will occur during Design Review for each phase/building within the development.

AUTHORITY: LUC 20.30F.145
REVIEWER: Laurie Tyler, Land Use

22. IMPERVIOUS SURFACE/LOT COVERAGE

The maximum impervious surface/lot coverage is 75% MDP-wide. The impervious surface/lot coverage calculation shall be provided upon each design review application for each phase of development, along with a tracking document to show compliance with the overall MDP calculation.

AUTHORITY: LUC 20.25D.080.A
REVIEWER: Laurie Tyler, Land Use

- B. PRIOR TO DESIGN REVIEW APPROVAL FOR A BUILDING OR PHASE OF DEVELOPMENT:** The following conditions must be complied with prior to any Design Review approval for a building or phase of development, prior to issuance of the approval:

TRANSPORTATION CONDITIONS

23. TRAFFIC ANALYSIS AND CONCURRENCY REVIEW (*Modified with this Amendment*)

A concurrency analysis and a traffic analysis will be required to be submitted with the design review application for each project. A concurrency certificate for 851 MUs for the MDP will be issued with this staff report publication. Each phase will subtract the number of MUs required from this total and adjust the total as needed to accommodate each phase. This certificate shall remain valid for 6 years if continuous permitting activity is maintained.

AUTHORITY: BCC 14.10.020, 14.10.040, and 14.60.100
REVIEWER: Molly Johnson, Transportation

LAND USE DIVISION AND ADDRESSING CONDITIONS

24. DESIGN REVIEW

Any phase of development on the site, including proposals for new buildings or site work, will require Design Review approval. The Design Review process will also require a Preapplication Conference prior to each Design Review submittal.

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

25. COMPLIANCE WITH THE DESIGN REVIEW GUIDELINES, STANDARDS AND DIMENSIONAL REQUIREMENTS OF 20.25D & MDP CONDITIONS OF APPROVAL

Each of phase of development shall demonstrate full compliance with the Land Use Code in effect of the date of this MDP approval, including but not limited to the Land Use Charts, Dimensional Requirements, FAR Amenity Incentive System, Landscape Development, Parking, Bel-Red Development Standards and Design Guidelines, and all Conditions of Approval as noted in this MDP.

AUTHORITY: LUC 20.25D and 20.30V
REVIEWER: Laurie Tyler, Land Use

26. BUILDING HEIGHT, FORM & ARTICULATION

Each phase of the MDP shall achieve diversity within the built environment by using a variety of building heights and forms, by articulating and modulating the building envelopes, and by using building rooflines and floorplates that break down the scale of the buildings and to help differentiate Bel-Red from Downtown.

AUTHORITY: LUC 20.25D.150
REVIEWER: Laurie Tyler, Land Use

27. ARCHITECTURAL COMPATIBILITY

All future proposed buildings shall “fit” with their architectural surroundings and relate to the development context, and comply with all design standards and guidelines in the Bel Red section of the Land Use Code – 20.25D. Architectural elements shall enhance the overall character of the area. Architectural elements should be scaled and detailed to the size of the building. The building forms, proportions, rhythms, exterior materials and colors should be compatible with the existing/future development of the area.

AUTHORITY: LUC 20.25D.150
REVIEWER: Laurie Tyler, Land Use

28. OUTWARD FOCUS OF BUILDINGS

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

AUTHORITY: LUC 20.25D.150, Bel-Red Subarea Policies S-BR-14, 18, 25
REVIEWER: Laurie Tyler, Land Use

29. PARKING REQUIREMENTS

All parking requirements of the LUC must be met in any phase of development and no phase may depend on a subsequent phase to provide the required parking. Applications for Design Review shall show compliance with the minimum and maximum parking ratios for each proposed land use within the development.

AUTHORITY: LUC 20.25D.120
REVIEWER: Laurie Tyler, Land Use

30. ABOVE GRADE PARKING STRUCTURES

Buildings which propose above grade parking structures shall be architecturally treated to conceal the parking structure from public view. Treatments may include, but are not limited to: materiality, color, texture, art and landscape screens.

AUTHORITY: LUC 20.25D.150
REVIEWER: Laurie Tyler, Land Use

31. RECYCLING AND SOLID WASTE COLLECTION

With each design review application, the applicant shall document how recycling and solid waste will be collected. The applicant shall also provide a written document demonstrating that Republic Services, or any successor in interest to the Bellevue Waste Hauling franchise, has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for each building using current standards. In addition, all rights of way (public or private) and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.725

REVIEWER: Laurie Tyler, Land Use

32. LOADING (*Modified with this Amendment*)

Access to an off-street loading space with access to a street shall be available to each building, and loading spaces may be shared between buildings. The standard requirement for a loading space is 10 feet wide by 55 feet long. The Director may waive the loading requirement if the property owner demonstrates that the development will not have any loading needs. Loading will need to be addressed under each design review application for each phase of development to comply with the land use code requirements.

AUTHORITY: Land Use Code 20.20.590.K.4
REVIEWER: Laurie Tyler, Land Use

33. SHIELDED LIGHTS

In order to mitigate potential impacts to adjacent properties, including other residents within the development, any light source emitting from the project area(s) shall be designed so as not to provide light and glare and spillover offsite. Cutoff shields shall be used.

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

34. ADDRESSING OF LOTS, BUILDINGS, PARCELS and TRACTS

The applicant shall contact Jami Fairleigh, Information Technology Department regarding the addressing of lots, buildings, parcels and/or tracts. Addressing shall be approved by the Fire Department and Transportation Department.

AUTHORITY: Uniform Fire Code 505
REVIEWER: Jami Fairleigh, Information Technology Department
Sean Nichols, Fire Department
Molly Johnson, Transportation Department

- C. PRIOR TO CLEARING & GRADING PERMIT ISSUANCE:** The following conditions are imposed to ensure compliance with the relevant decision criteria and Code requirements. These conditions must be complied with on plans submitted with the Clearing & Grading and Demolition permit applications, prior to issuance of the permit:

CLEARING & GRADING DEPARTMENT CONDITIONS

35. CLEARING AND GRADING PERMITS

A Clearing and Grading permit is required for each phase of the development, per BCC 23.76.035. If individual buildings are constructed independent of the development phases, a separate Clearing and Grading Permit will be required for clearing and grading related to each building. The permit applications must be in accordance with the Clearing and Grading Code, as outlined in the submittal requirements and the Clearing and Grading Development Standards, which are available on the City of Bellevue website.

AUTHORITY: BCC 23.76

REVIEWER: Janney Gwo

TRANSPORTATION DEPARTMENT CONDITIONS

36. CIVIL ENGINEERING PLANS – TRANSPORTATION (*Modified with this Amendment*)

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

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

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.
- c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) Installation or relocation of streetlights and related equipment.
- e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
- f) As part of the traffic signal installation, the developer must pay a fee to integrate this signal into the city's adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building.
- g) Sight distance. Show the required sight triangles for pedestrian and vehicle sight distance and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance. Applications for sight distance deviations shall be considered with Administrative Design Review for each phase.
- h) Driveway landings on sloping approaches must meet the requirements for commercial development.
- i) Trench restoration within any right of way or access easement.

Specific requirements are detailed below.

- a) Central Drive and Road A shall meet the modified Bel-Red Local Road or Green Street standards as approved.
- b) Road B shall be designated for emergency access only with removable bollards as approved by the Bellevue Fire Department.
- c) Specific requirements for streets will be determined during design review for the first building to be constructed in each phase. Driving surface for the internal roads may

be asphalt as approved.

Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for each 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: Molly Johnson, Transportation

- D. PRIOR TO BUILDING PERMIT ISSUANCE:** The following conditions are required by City Code. Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building Permit application, prior to issuance of the permit:

TRANSPORTATION DEPARTMENT CONDITIONS

37. TRANSPORTATION IMPACT FEE (*Modified with this Amendment*)

Payment of the traffic impact fee will be required at the time of any building permit issuance. Removal of the existing buildings on the site will be eligible for impact fee credit. The existing use credits shall be allocated as follows: no existing use credits shall be allocated to Phase 1, credits from Building A shall be allocated to Phase 2, and any remaining credits shall be allocated to Phases 3 and 4 in the order of building permit approval. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16
REVIEWER: Molly Johnson, Transportation

38. EXISTING EASEMENTS

Any transportation or utility easements contained on this site which are affected by this development must be identified. Any construction that will occur in the easements must be compatible with the easement language or the easements must be relinquished following City procedures.

AUTHORITY: BCC 14.60.100
REVIEWER: Molly Johnson, Transportation

39. 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 between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100

REVIEWER: Molly Johnson, Transportation

40. SIDEWALK/UTILITY/PEDESTRIAN ACCESS EASEMENTS

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

AUTHORITY: BCC 14.60.100

REVIEWER: Molly Johnson, Transportation

41. TRANSPORTATION MANAGEMENT PROGRAM (*Modified with this Amendment*)

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

AUTHORITY: BCC 14.60.070

REVIEWER: Molly Johnson, Transportation

LAND USE DIVISION CONDITIONS

42. FAR AMENITY INCENTIVE SYSTEM

Compliance with the Bel Red FAR Amenity Incentive System shall occur during the design review of each individual phase of development. Payment of amenity fees-in-lieu are required prior to issuance of any above grade building permit. Final calculation of amenity fees-in-lieu shall occur during building permit review.

AUTHORITY: LUC 20.25D.090

REVIEWER: Laurie Tyler, Land Use

BUILDING DEPARTMENT CONDITIONS

43. BINDING SITE PLAN (*Modified/New with this Amendment*)

The proposed development shows new property lines which must be recorded following City approval via a Binding Site Plan. The Binding Site Plan must be approved and recorded prior to issuance of any Major Commercial Project (type BB) building permit.

AUTHORITY: IBC Chapters 5, 6, and 7

REVIEWER: Violeta Tihova, Building

44. SINGLE-SITE AGREEMENT (*Modified/New with this Amendment*)

A Single-Site Agreement is required for Buildings 3A, 3B and 4 to be considered as buildings on the same lot per IBC 705.3 and allow exterior wall openings per IBC 705.8. The Single Site Agreements must be in a form approved by the City and recorded at King County Recorder's Office prior to the issuance of any Major Commercial Project (type BB) building permit for these phases.

- The common underground parking garage crosses the property lines between Phase 3A, 3B and 4.

- The property line between Phase 3A and 3B runs along the exterior face of Phase 3B office building.
- A portion of Phase 4 one-story pavilion building crosses the property line between Phases 3A and 4.
- The property line between Phase 3B and 4 runs along the exterior face of Phase 4 office building.

AUTHORITY: IBC 705.3
REVIEWER: Violeta Tihova, Building

43. ~~SINGLE SITE AGREEMENT (Removed with this Amendment)~~

~~The Building Department requires the developer to provide legal documentation, prior to issuance of any building permit, that buildings will not cross property lines. Provide legal documentation that lot lines have been dissolved via a boundary line adjustment or provide a single site agreement. Example single site agreements are available upon request.~~

~~AUTHORITY: IBC 705.3
REVIEWER: Bob Snyder, Building~~

44. ~~NO BUILD COVENANT (Removed with this Amendment)~~

~~The Building Department requires legal documentation (title encumbrance) for an interim “no-build” covenant agreement for those areas north and east of proposed building C and north of proposed buildings B & F, separating the proposed phases 1B and 2 from Phase 3. This covenant will secure the required setbacks and fire separation distances between future buildings, underground parking and property lines until the project is completely built-out under the conditions of the single site agreement. This encumbrance must be filed and recorded with King County, a copy of which must be submitted to the City prior to issuance of any Building permit. Example “no-build covenant agreements” are available upon request.~~

~~AUTHORITY: IBC 705, Chapter 2
REVIEWER: Bob Snyder, Building~~

45. ~~ACCESSIBLE ROUTE OF TRAVEL (Removed with this Amendment)~~

~~At least one accessible route is required to be provided from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to all accessible building entrances served. Building permit drawings are required to demonstrate that these requirements will be met.~~

~~AUTHORITY: IBC 1104.1
REVIEWER: Bob Snyder, Building~~

46. ~~HIGH RISE CONSTRUCTION (Removed with this Amendment)~~

~~Proposed buildings which have an occupied floor or occupied roof located more than 75 feet above the lowest level of fire department vehicle access shall be constructed in accordance with the International Building Code Section 403 for high rise construction as amended by the State of Washington and the City of Bellevue. A dedicated emergency~~

~~generator and exterior fueling location will be required.~~

AUTHORITY: ~~IBC 1106; ICC A117.1-09. 502.6~~
REVIEWER: ~~Bob Snyder, Building~~

E. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY

TRANSPORTATION DEPARTMENT CONDITIONS

45. STREET FRONTAGE IMPROVEMENTS

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

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

REVIEWER: Molly Johnson, Transportation

46. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM (*Modified with this Amendment*)

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

AUTHORITY: BCC 14.60.070
REVIEWER: Molly Johnson, Transportation



SEPA Environmental Checklist

The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions

The checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully and to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions.

You may respond with "Not Applicable" or "Does Not Apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays. For assistance, see [SEPA Checklist Guidance](#) on the Washington State Department of Ecology website.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The city may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Background

Pine Forest Properties Transit Oriented Redevelopment

1. Name of proposed project, if applicable Alexandria Center for Science & Technology – Bellevue (ACST-Bellevue)
2. Name of applicant Pine Forest Properties, Inc. ARE-Seattle NO.47, LLC
3. Contact person Tiffany Brown Christian Gunter Phone (425) 454-1900 (206) 408-1550
4. Contact person address 11980 NE 24th Street, Suite 200, Bellevue, WA 9800
400 Dexter Avenue North, Suite 200, Seattle, WA 98109
5. Date this checklist was prepared October 24, 2016 (Revised May 17, 2024)
6. Agency requesting the checklist City of Bellevue No change

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

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

5/17/24 Update. Phases 0 and 1 could commence as early as 2024.

Subject to change.

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

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

5/17/24 Update. It is anticipated that this project will be completed in five phases (Phase 0 through Phase 4), all of which are detailed and included in this proposal. Phase 0 will commence post MDP approval.

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

An FEIS for the Bel-Red Corridor Project was issued by the City of Bellevue in July of 2007. The FEIS designates a Preferred Alternative, identified by the Bel-Red Steering Committee in May 2007, which would increase density in the western half of the Bel-Red Corridor in three closely spaced development nodes at the future East Link Light Rail stations. The project area is within a transit node as identified in the Preliminary Preferred Alternative of the FEIS (Figure 1-2). An FEIS for the Citywide 2009-2020 Transportation Facilities Plan update was issued by the City of Bellevue in March 2009. 5/17/24 Update. In addition to the information provided above, a traffic impact analysis report and updated geotechnical report are provided to support the MDP Amendment.

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

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

5/17/24 Update: No Change

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

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

5/17/24 Update. Master Development Plan; Design Review; Clearing and Grading Permit; Developer Extension Agreements; Fire Sprinkler and Alarm System Permits; ROW Use Permit; Building Permits

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

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

05/17/24 Update. Demolition of three existing buildings on three parcels and construction of 11 Residential, Office/ Life Science, Retail and Restaurant Buildings totaling approximately 1,730,947.4 GSF/ 1,055,739.1 FAR GFA on a 364,240 SF site. The project will be completed in five phases. Phase 0 work will begin in advance of the completion of Phase 1 work and includes site preparations, demolition of existing structures on Phase 1&3 sites, right-of-way work at NE 12th Street and 120th Ave NE, the construction of site utilities, and interior roadway work, including construction of Road A and Central Drive to Road B. A cul-de-sac/ turn-around will be provided north of Road B to maintain access during work in later phases until Central Drive can be connected to NE Spring Blvd. Note, for traffic analysis purposes, the land use sizes/units have been rounded up from the areas/units shown in current plans to provide a conservative estimate.

Phase 1 work includes the construction of a 7-story, 274 Units (300 Units per TIA)/ 268,051.1 FAR GFA Residential Building and accompanying infrastructure along the south-western portion of the development. Parking for residents will be provided in an 85,854 GSF, 214 stall, 2-level below-grade parking garage.

Phase 2 work includes the construction of a 7-story, 116 Units (125 Units per TIA) / 124,605 FAR GFA residential building and accompanying infrastructure along the south-western portion of the development. Parking for residents will be provided in a 32,513 GSF, 89 stall parking garage on Level 1. Phase 2 demolition is part of the Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.

Phase 3 work includes the construction of an 8-story, 267,000 SF TIA GFA/ 231,009 SF FAR GFA / 195,993 NSF Office/ Life Science Building, a 9-story, 247,400 SF TIA GFA/ 202,698 SF FAR GFA/ 186,518 NSF Office/ Life Science Building, a detached 1 story, 3,200 SF TIA GFA/ 2,496 SF FAR GFA / 2,496 NSF Retail Pavilion, a detached 1 story, 5,300 SF TIA GFA/ 4,134 SF FAR GFA/ 4,134 NSF Restaurant Pavilion, a detached 1 story, 1,800 SF TIA GFA/ 1,409 SF FAR GFA/ 1,409 NSF Retail Pavilion, and a 1 story, 1,000 SF TIA GFA/ 269 SF FAR GFA/ 0 NSF Office Pavilion providing access and egress for a 429,994 GSF, 822 stall 4 level below-grade parking garage. Construction of all Pavilions will be completed at the end of Phase 3.

Phase 4 includes the construction of an 9-story, 258,700 SF TIA GFA/ 212,203 SF FAR GFA / 194,053 NSF Office/ Life Science Building, a 1 story, 3,000 SF TIA GFA/ 2,324 SF FAR GFA/ 1,950 NSF Office Pavilion providing access and egress for a 167,304 GSF, 431 stall, 4 levels below-grade parking garage, and a 1 story, 7,200 SF TIA GFA/ 6,541 SF FAR GFA/ 6,541 NSF Office Pavilion.

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

1415 and 1445 120th Avenue NE. NE Spring Blvd. and 120th Avenue NE intersection. See attached.
05/17/24 Update. No change.

Environmental Elements

Earth

1. General description of the site:

Flat

Rolling

Hilly

Steep Slopes

Mountainous

Other _____

2. What is the steepest slope on the site (approximate percent slope)? 10% 05/17/24 Update. No change

Refer to updated Geotech Report dated June 13, 2023

3. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

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

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

The project area will be excavated to construct underground parking garages and other improvements.

05/17/24 Update. Approximately 120,000 cubic yards will be cut from the site and 30,000 cubic yards of fill will be required for the total MDP development. Phase 0, which includes construction of early infrastructure include Road A and a portion of Central drive will involve 1,000 cubic yards of cut and 5,000 cubic yards of fill." Some minor amounts of fill materials may be imported for landscaping and constructing other improvements.

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

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

be collected and treated on-site prior to discharge.

05/17/24 Update. No change.

7. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? 75% 05/17/24 Update. 71.3 %

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

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

05/17/24 Update. No change.

Air

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

Water

1. Surface Water

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

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

05/17/24 Update. No surface water bodies exist on the site. Lake Bellevue is south of the site, across NE 12th Street.

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change

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

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

05/17/24 Update. No change

- e. Does the proposal lie within a 100-year floodplain? No 05/17/24 Update. No change.
If so, note the location on the site plan.

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

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

05/17/24 Update. No change.

2. Ground Water

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

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

05/17/24 Update. No change.

- b. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

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

05/17/24 Update. No change. In addition to the information provided above, project will comply with required utility code and permits.

3. Water Runoff (including stormwater)

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. Update. No change

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

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

05/17/24 Update. No change.

Plants

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

- deciduous tree: alder, **maple**, aspen, other Typical urban landscaping around the perimeter and within parking lots.
05/17/24 Update. No change.
- evergreen tree: **fir, cedar**, pine, other Typical urban landscaping around the perimeter and within parking lots.
05/17/24 Update. No change.
- shrubs Typical urban landscaping around the perimeter and within parking lots. 05/17/24 Update. No change.
- grass 05/17/24 Update. Typical urban landscaping around the perimeter and within parking lots.
- pasture
- crop or grain
- orchards, vineyards or other permanent crops
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- water plants: water lily eelgrass, milfoil, other
- other types of vegetation

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

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

05/17/24 Update. No known noxious weeds or invasive species known to be on or near the site beyond typical invasive species in an urban environment.

Animals

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

Birds: hawk, heron, eagle, songbirds, other Typical urban birds such as robins, crows, sparrows, etc.
05/17/24 Update. No change.

Mammals: deer, bear, elk, beaver, other Typical urban mammals such as squirrels, etc.
05/17/24 Update. No change.

Fish: bass, salmon, trout, herring, shellfish, other None 05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

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

05/17/24 Update. No known invasive animal species known to be on or near the site.

Energy and Natural Resources

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

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

05/17/24 Update. The development will require electricity and natural gas energy associated with residential, office and commercial / retail uses. The Office / Life Science buildings are planned to be powered via electricity, not gas boilers. Natural gas is intended to be extended into the Office / Life Science buildings to feed the retail spaces, amenities, and the small amenity structures outside the Office / Life Science building footprints.

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

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

05/17/24 Update. No change.

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

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

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

05/17/24 Update. No change. The proposal is being designed to encourage multi-modal transportation and leverage the location adjacent to the East Link light rail station. This will target reductions in the amount of fossil fuels used for transportation by Tenants and visitors. Proposed measures may also include maximizing natural light, optimized building solar orientations, using ENERGY STAR™ approved appliance and water conserving fixtures, increased insulation in roof and walls, and other common and appropriate measures. All buildings will be constructed in accordance with International Building Codes and Washington State Energy Code standards. Phase 1, Phase 3 and Phase 4 are pursuing LEED certification – target Gold.

Environmental Health Updated per Department of Ecology comments.

1. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill or hazardous waste, that could occur as a result of this proposal? If so, describe.

As with all sites, there may be a risk of spills during construction.
05/17/24 Update. No change.

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

05/17/24 Update. Subsurface investigation activities identified petroleum constituents, metals and cPAHs, demonstrating the presence of anthropogenic fill material with residual contamination concentrations. There is no evidence of any release of contamination on or from the Property. One groundwater sample contained vinyl chloride, which represents the tail end of an off-property plume from an upgradient source and does not represent evidence of any release of contamination on or from the property. Urban anthropogenic fill commonly contains low concentrations of contaminants.

Requirements for the delineation and remediation of contaminated media are regulated by Washington State Department of Ecology under the Model Toxics Control Act, Chapter 70A.305 RCW (MTCA). Aspect Consulting has been retained as the lead environmental consultant for the project. Aspect will be preparing an Environmental Media Management Plan (EMMP) to address the handling, management, transport, treatment, and disposal of any contaminated or impacted media encountered during site excavation and redevelopment. Aspect will update the EMMP prior to excavation and provide supervision during excavation activities to ensure that all contaminated media is handled and managed in accordance with all regulatory requirements. After the project is complete, a Cleanup Action Report will be prepared and submitted to Ecology with a full description of environmental conditions before, during and after redevelopment, along with request for a No Further Action (NFA) determination. Any residual contaminant impacts which may remain on or adjacent to the property after the project is complete will not present any exposure risk or any potential risk to human health and the environment.

- 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.

05/17/24 Update. We are not aware of hazardous chemical/conditions that might impact project development and design.

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

05/17/24 Update. Small amounts of hazardous substances (such as lubricating oils) and mechanical equipment which utilizes petroleum fuel will be maintained, stored or used on the property during the project, but only in commercially reasonable quantities and only in those areas where storage and use will not result in any release of contamination into the environment. All health and safety protocols will be followed pursuant to the Health and Safety Plan prepared by the relevant contractors and consultants. No hazardous substances will be produced during the course of the project.

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

The need for special emergency services is not anticipated with this proposal.
05/17/24 Update. No change.

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

Spill Prevention and Control Plans will be utilized by contractors working on-site during construction. OSHA regulations will be adhered to by the contractor during construction. All demolition and disposal of hazardous materials will be done in accordance with federal, state and local regulations.
05/17/24 Update. No adverse environmental health impacts, and no mitigation necessary.

2. Noise

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

Noise from nearby roadways exists, including freeways I-405 and SR-520 and major arterial NE 12th Street. Noise from these facilities and other surrounding uses is standard and will not affect the proposal.
05/17/24 Update. No change

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

Indicate what hours noise would come from the site.

During the phasing of development, the site will produce short-term construction noise. The Bel-Red Corridor FEIS states that long-term noise impacts would be similar to the No-Action Alternative (70 to 72 dBA) in areas proposed for residential development. Noise would predominately be generated during normal business hours and be in conformance with BCC 9.18.
05/17/24 Update. No change

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

Short-term noise impacts will be controlled by observing regulated construction hours of operation as approved by the City of Bellevue in conformance with BCC9.18. The contractor will be required to keep all machinery in good working condition. The contractor will employ Best Management Practices to control noise from their activities.
05/17/24 Update. No change

Land and Shoreline Uses

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

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

05/17/24 Update. The site is currently used for professional office and warehouse uses. To the north is an automobile dealership. To the east is The Spring District, which includes residential, retail, and office uses in the developed portions, and warehouse, storage, and accessory uses in the undeveloped portions. To the south is Lake Bellevue, a mix of residential, office and commercial uses. To the west is the old railroad right-of-way, beyond that is smaller medical office uses. The proposal will not affect current land use on nearby or adjacent properties.

2. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non-farm or non-forest use?

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

05/17/24 Update. No change

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

05/17/24 Update. No

3. Describe any structures on the site.

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

05/17/24 Update. The overall site has three (3), one and two story office buildings with a total combined footprint of approximately 74,311 square feet and a total gross square footage of 131,574 square feet.

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

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

05/17/24 Update. No change

5. What is the current zoning classification of the site? BR-OR-2 05/17/24 Update. No change

6. What is the current comprehensive plan designation of the site? BR-OR-2
05/17/24 Update. No change

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

Not applicable.

05/17/24 Update. No change

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

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

05/17/24 Update. No change

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

10. Approximately how many people would the completed project displace? 0
05/17/24 Update. No change

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

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

05/17/24 Update. The applicant is not proposing any measures to avoid displacement impacts. In the Bel-Red Corridor FEIS, the City considers potential mitigation for the displacement of industrial workers to include City assistance in finding relocation opportunities in the corridor or elsewhere in Bellevue.

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

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

05/17/24 Update. No change

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

Not applicable

Housing

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

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

05/17/24 Update. This proposal will construct 390 residential units. Units will generally be priced at levels consistent with the current market. The Amenity Incentive System requires the first 1.25 FAR above the base 1.0 FAR to be earned through affordable housing, with on-site performance or payment of an in-lieu fee. If the performance option is selected, rental housing will be provided at 80 percent of median income and ownership housing will be provided at 100 percent of median income. Actual number of units will depend on how the Amenity Incentive System is used. The City of Bellevue also maintains an optional Multifamily Housing Tax Exemption program that could be used to provide additional income-restricted units.

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

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

05/17/24 Update. No change

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

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

05/17/24 Update. No change

Aesthetics

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

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

05/17/24 Update. Land use zoning (BR-OR-2) on the site allows a base building height of 45 feet and a maximum height of 125 feet from average finished grade plus an additional 15 feet above the maximum building height for mechanical uses for buildings that participate in the FAR Amenity System, BCC 20.25D.090. The proposal will conform to the Bellevue Land Use Code. There are limited building materials proposed to date. Through the administrative design review process, the exterior materials in the proposal will be further developed in conformance with current code regulations.

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

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

05/17/24 Update. No change

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

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

05/17/24 Update. Streetscapes, buildings, and open space views and connections have been carefully considered during this phase of the site development planning. Approximately 25% of the overall project area will be provided as open space and landscaping. Specific measures to reduce or control aesthetic impacts will be considered when building designs are completed and approved by the City of Bellevue through the design review process.

Light and Glare

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

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

05/17/24 Update. In addition to the information provided above, project will also comply with light and glare requirements per land use code.

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

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

05/17/24 Update. No change

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

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

05/17/24 Update. No change

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

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

05/17/24 Update. Exterior lighting will meet City design standards through administrative design review for each building. Future development will be subject to review under BCC 20.20.522. Dark sky compliant fixtures could be used to minimize light and glare from the proposal. There are no adverse light and glare impacts, and no mitigation is necessary.

Recreation

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

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

05/17/24 Update. No change

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

The proposal will not displace any existing recreational uses.

05/17/24 Update. No change

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

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

05/17/24 Update. There are no adverse recreation impacts, and no mitigation is necessary.

Historic and Cultural Preservation

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

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

05/17/24 Update. No change

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

None known.

05/17/24 Update. No change

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

The Washington State Department of Archaeology and Historic Preservation online GIS map tool was used to determine if any buildings, structures or sites located on or near the site that are over 45 years old listed in or eligible for listing in national, state or local preservation registers located on or near the site (reference question 1. of the section titled, "Historic and Cultural Preservation").

05/17/24 Update. No change

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

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

05/17/24 Update. No change

Transportation **Refer to staff report for additional discussion.**

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

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

05/17/24 Update. The proposal site is currently served by NE 12th Street, NE Spring Blvd, and 120th Avenue NE. Freeway access includes SR-520 located north of the site and I-405 to the west.

2. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

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

05/17/24 Update. King County Metro Route 226 stops are located on the northwest and southeast corners NE 12th Street and 120th Avenue NE. These stops serve the Bellevue Transit Center, Eastgate P&R and Bellevue College. In addition, King County Metro Route 250 stops are located on the southeast and southwest corners of NE 12th Street and 116th Avenue NE. These stops serve the Bellevue Transit Center, Bear Creek P&R, Redmond Transit Center, Kirkland Transit Center, and South Kirkland P&R. King County Rapid Ride B-Line is located on NE 8th Street and serves Bellevue Transit Center, Crossroads, Redmond Transit Center, Redmond Technology Station, and Overlake.

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

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

05/17/24 Update. At full build-out, the proposal will include approximately 1,556 parking spaces. The existing has approximately 305 parking spaces which would be eliminated by the redevelopment proposal.

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

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

05/17/24 Update. The proposal will include the addition of north-south and east-west private road classified as either private street or green street internal to the development. The proposal will provide frontage improvements on the perimeter public streets of 120th Ave NE, NE 12th Street, and Spring Blvd where required to meet current City standards (120th Ave NE and Spring Blvd were recently constructed by the City of Bellevue and therefore frontage improvements may be limited). Phase 0 includes construction of Road A and the southern portion of Central Drive up to Road B, as well as intersection improvements at NE 12th St and 120th Ave NE. Central Drive and Road A will be placed on raised earthen berms and will include sidewalks north and south of Road A connecting to NE 12th Street and 120th Ave NE, including fencing and fall protections while they are in their interim condition until future phases commence construction. The Phase 0 portion of Central Drive will include a sidewalk on the east side of the street that connects to Road A and NE 12th St. A sidewalk on the west side of Central Drive will be placed during Phase 1, before the road is open to the public. Phase 0 also includes a new traffic signal at the intersection of 120th Ave NE and Road A, as well as the installation of sidewalk and a new driveway at the existing asphalt driveway for the existing construction site access in the NE corner of the site along 120th 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.

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

05/17/24 Update. The project site is in close proximity to the Sound Transit Line 2 (East Link) light rail line which is expected to open for service by 2025 with an eastside-only starter line in 2024. Water or air transportation are not in the immediate vicinity of the site.

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

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

05/17/24 Update. Full buildout of the project is estimated to generate approximately 4,995 net new weekday vehicular daily trips with 627 trips occurring during the weekday AM peak hour and 632 trips occurring during the weekday PM peak hour. The AM peak is expected to occur between 7 and 9 AM and the PM peak hour between 4 and 6 PM. Less than 3% truck traffic is expected. These estimates were based on the City of Bellevue's adopted trip rates and the ITE Trip Generation Manual.

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

05/17/24 Update. No.

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

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

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

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

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

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

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

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

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

05/17/24 Update. The Bellevue City Code (BCC 14.60.070) establishes transportation management program requirements that will apply to development within the proposal site. Specific plan elements will be developed as part of the administrative design review for each phase and building. With the addition of the Sound Transit East Link Light Rail starter line open, with expanded service expected to open in 2025, vehicle trips will decline as residents, employees and visitors take advantage of the proximity of light rail. The development focuses on pedestrian connections to increase accessibility to the East Link Station. The payment of transportation impact fees will be required for developments within the proposal site that will help to fund both non-motorized and motorized future transportation projects throughout the City.

Public Service

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

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

05/17/24 Update. No change.

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

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

05/17/24 Update. No change.

Utilities

1. Check the utilities currently available at the site:

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

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

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

05/17/24 Update. Phase 0 includes City of Bellevue water main, private stormwater and sewer mains, Puget Sound Energy Electricity and Natural Gas service, as well as communication service below Road A and Central Drive to service all phases of the proposal. Service lines for all utilities will be stubbed for future connections to Phase 1, 2, and 3A. Phase 3B and 4 will require future utility main extension as well as new service installation. Refer to Phase 0 Utilities permit 23 126272 UE for details.

Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature  _____

Name of signee Christian Gunter _____

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

Date Submitted May 17, 2024 _____



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Region Office
PO Box 330316, Shoreline, WA 98133-9716 • 206-594-0000

March 17, 2023

Laurie Tyler, Planner
Development Services Department
City of Bellevue
PO Box 90012
Bellevue, WA 98009

**Re: ACST - Bellevue (Pine Forest) Master Development Plan Revision
File# 23-101054-LP, Ecology SEPA# 202300974**

Dear Laurie Tyler:

Thank you for the opportunity to provide comments on the State Environmental Policy Act (SEPA) notice of application utilizing the optional determination of nonsignificance (ODNS/NOA) process for the ACST - Bellevue (Pine Forest) Master Development Plan Revision project. Based on review of the checklist associated with this project, the Department of Ecology (Ecology) has the following comments:

The Environmental Health section of the SEPA Checklist states that subsurface investigations on the project property identified petroleum constituents, metals, and carcinogenic polycyclic aromatic hydrocarbons (cPAHs) in soil, and vinyl chloride in groundwater. No documentation was provided whether the concentrations of these chemicals are above or below Ecology cleanup levels.

This section of the checklist should also note the presence of the following contaminated site on parcel 109910-0005 of the project property:

Site Name: Sound Transit R-O-W Parcel EL279
Facility Site ID: 215562254
Cleanup Site ID: 14965
Site Status: Awaiting Cleanup

Any excavated soil determined to be contaminated above applicable Ecology cleanup levels must be managed in accordance with Ecology regulations and permit requirements for any

Laurie Tyler
March 17, 2023
Page 2

facility that receives contaminated soil. Confirmation soil samples should also be collected at the horizontal and vertical limits of excavations completed in areas of contaminated soils, to determine if soils above Ecology cleanup levels will remain in place after building construction. The checklist should document proposed measures to manage such contamination if encountered.

The Water section of the checklist states that proposed excavation depths are above measured historical groundwater elevations. However, a prior report prepared for Sound Transit on the subject parcel (CDM Smith, 2016) indicated depths to perched groundwater of 8.5 and 17 feet below ground surface. If dewatering is necessary during building construction, any potentially contaminated discharge needs to be characterized and managed in accordance with Ecology regulations and King County discharge requirements. The checklist should document proposed measures to manage such contamination if encountered.

Reference

Limited Phase 2 Environmental Site Assessment, Sound Transit ROW EL279, 1445 & 1475 120th Ave NE, Bellevue, Washington 98005, June 14, 2016, CDM Smith

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact Michael Warfel from the Toxics Cleanup Program at (425) 324-1892 or by email at michael.warfel@ecy.wa.gov.

Sincerely,



Kelli Price
SEPA Coordinator

Sent by email: Laurie Tyler, lyler@bellevuewa.gov

ecc: Michael Warfel, Ecology



City of
Bellevue Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009

October 25, 2017

Ms. Tiffany Brown
Director of Land Development
Pine Forest Properties, Inc.
11980 NE 24th Street, Suite 200
Bellevue, WA 98005

**RE: Pine Forest Master Development Plan
Project #: 13-113123-LP
Amenity Fee-In-Lieu Vesting**

SENT VIA EMAIL

Dear Ms. Brown:

The City is in receipt of your letter, dated October 12, 2017, withdrawing the non-project SEPA application for the Development Agreement (#16-148666-LM) associated with your application for a Catalyst Master Development Plan (#13-113123-LP). By withdrawing the Development Agreement, your proposal for a Catalyst Master Development Plan (MDP) no longer meets the project criteria defined as “Catalyst”, and will therefore be processed as a Master Development Plan, consistent with LUC 20.30V.

The LUC allows for the granting of a ten-year vesting period for MDP projects with defined phasing plans, pursuant to LUC 20.30V.130. The Director shall consider the following in granting a request for a ten-year vesting period for an MDP:

- The site and size – *Pine Forest is a large site with a sizable level of development planned for the site;*
- The size, scope and complexity of the project – *Pine Forest is a large complex project with multiple phases and requires coordination with the surrounding CIP projects;* and
- Construction and permitting activity in the vicinity of the project in determining the appropriate vesting period – *Pine Forest would be in a similar time frame with The Spring District MDP and the OMFE MDP, hence there is a consistency to allowing the MDP vesting extension of ten-years.*

As long as an adequate phasing plan is provided, which is comparable in nature to those provided in other adjacent MDP projects, there should be no impediments to allowing the extended 10-year vesting for the Pine Forest MDP proposal.

Additionally, the Pine Forest Master Development plan is subject to the Bel Red FAR Amenity Incentive System (LUC 20.25D.090) which permits a development to exceed the base FAR and base building height if it participates in the FAR Amenity Incentive System. LUC 20.25D.090.C.3 gives the Director the authority to annually administratively raise the amenity fee-in-lieu amounts. The current amenity fee-in-lieu amounts are as follows:

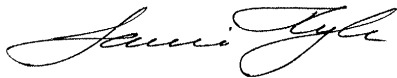
- Affordable Housing – Tier 1 residential \$18 per sf of bonus area, Tier 2 nonresidential \$15 per sf of bonus area
- Park Dedication - \$15 per sf of bonus area
- Park Improvements - \$15 per sf of bonus area
- Trail Dedications and Easements - \$15 per sf of bonus area
- Stream Restoration - \$15 per sf of bonus area
- Child Care/Non-Profit Space - \$15 per sf of bonus area

In the case of Pine Forest, where the application has been in review since 2013, the Director will maintain the current amenity fee-in-lieu amounts without applying any new consumer price index (CPI) increases. The Director will maintain these amounts so long as the project moves forward in a timely manner, and the MDP approval is published by June 2018.

It should be noted that at the request of City Council, City staff intends to start reviewing the Bel-Red Land Use Code (20.25D) in 2018, which will result in modifications to the Bel-Red code. Some of the modifications will likely include changes to the published square footage rates to better reflect the current cost of land in the Bel-Red Subarea. In the event this planning effort is completed prior to the issuance of the MDP, Pine Forest would need to pursue a special vesting provision to retain the existing rates. However, assuming the MDP is issued prior to any code changes, all subsequent phases will be vested to the fee-in-lieu rates as currently published.

If you have any questions regarding this letter, please do not hesitate to contact me at (425)-452-2728 or ltyler@bellevuewa.gov

Sincerely,



Laurie Tyler
Senior Planner

Cc: Elizabeth Stead, Land Use Director

Attachment F

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

ARE-Seattle No. 47, LLC



A L E X A N D R I A.

Gensler

Master Development Plan
DC Permit #21-115876
LP Permit #23-101054
Resubmittal May 17, 2024

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MDP Revision Request

A. Narrative

Proposed Life Science Use and MDP Amendment

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

Life Science Use

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

MDP Amendment Process

Bellevue’s Land Use Code (“LUC”) includes a section on modifications to an approved MDP. The lead-in language to that section says, “[t]here are two ways in which to modify or add to an approved Master Development Plan: process as a new Master Development Plan or process as a Land Use Exemption.” LUC 20.30V.160. This establishes two procedural paths for MDP amendments.

One path is through an administrative land use exemption (“LUX”). An MDP amendment can be processed as a LUX if the modification satisfies four criteria. LUC 20.30V.160. One of those criteria is that modification must not add more than 20 percent of the square footage assigned to any single building. The proposed ACST-Bellevue project would add more than 20 percent of square footage to Building D (now Phase 4), so the LUX modification is not an option.

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

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

Proposal Description and Design Intent

The Puget Sound region is among the nation's top centers for Life Science research, where such **use** is traditionally focused on clusters where similar work is being performed. Building upon the introduction of the Sound Transit Light Rail extension to the Bel-Red Corridor, this transit-oriented development seeks to support Office/Life Science use in Bellevue as the beginning of a new cluster. The Pine Forest Master Plan is positioned well to serve this new use but requires amendments to account for the unique infrastructural and programmatic needs of life science users that **is different from** traditional office space.

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

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

MDP Amendment Clarifications

The following clarifications identify areas of project **that have required** further development and coordination with the City of Bellevue.

1. Parking layouts are still undergoing further refinement in individual building ADRs for Phase 3, and will be addressed in the ADR for future Phase 4. The current design exceeds minimum parking ratios, but the final stall count is expected to fluctuate when the parking layout design is refined. The Design Team will identify updates to parking counts and coordinate with the City of Bellevue throughout the permitting process.

12/01/23 Update: The current Design meets the minimum parking ratios. The maximum parking permitted in this MDP amendment is compliant with the LUC for the building square footage identified and shall not be exceeded with the individual Phase ADR approvals.

5/17/24 Update: Parking counts and layouts have been fully resolved. The Parking Table on Sheet G0.02M has been revised to show a detailed breakdown of each building by phase and land use with minimum and maximum and proposed parking counts as required by NSF or unit count, showing compliance for all Phases.

2. The Design Team has only updated selected text and tables from the MDP Staff Report and will update diagrams and exhibits later in the process. This strategy is based on feedback from Bellevue planning staff, and updated diagrams and exhibits will be extracted from the MDP materials once the City has reviewed and accepted the proposed design. The Annotated MDP Staff Report included in the first MDP Amendment submission has been removed from this revised narrative based on Land Use Cycle 1 Letter, Comment 2 and confirmed in a June 12, 2023 meeting with Laurie Tyler. Instead, updated diagrams and tables are provided in this narrative that the City will incorporate into the future MDP Amendment Staff Report when reviews are complete, and the information is finalized.

5/17/24 Update: The Design Team has only provided updated selected text and tables from the MDP Staff Report. This strategy is based on feedback from Bellevue planning staff, and updated diagrams and exhibits will be extracted from the MDP materials once the City has reviewed and accepted the proposed design. The Annotated MDP Staff Report included in the first MDP Amendment submission has been removed from this revised narrative based on Land Use Cycle 1 Letter, Comment 2 and confirmed in a June 12, 2023 meeting with Laurie Tyler. Updated diagrams and tables are provided in this narrative that the City will incorporate into the future MDP Amendment Staff Report.

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

12/01/23 Update: Proposed material selections and applications have been included in the Administrative Design Review proposals for the individual buildings.

5/17/24 Update: Administrative Design Review proposals for Phases 1-3 have been submitted. Materials selections and applications for Phase 4 will be addressed in a future Administrative Design Review for that phase.

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

12/01/23 Update: The roadway curbs have been pulled back at the intersections to provide additional turning space. We believe the roads can adequately accommodate the required design vehicles.

5/17/24 Update: Changes to the roadway profiles have been made in this submission. Turning movements for SU-30 vehicles are accommodated with the changes. See civil sheets for additional information.

5. Land Use Cycle 1 Letter, Comment 7 relays a concern with respect to steep slopes onsite and immediately offsite. Updated survey information has been provided that shows the slopes do not meet the size threshold for regulation as critical area steep slopes.

12/01/23 Update: The City reviewed updated survey information and confirmed the areas shall not be regulated as steep slope critical areas by email on September 18, 2023.

6. A question has been raised regarding the applicability of LUC 20.20.460.C.2 to the development reflected in the MDP Amendment. None of the MDP Amendment phases are seeking to reduce the impervious surface limits via a critical areas report, so we understand Section C, including Section C.2 is inapplicable. This item is to be confirmed via further discussion with the City.

12/01/23 Update: Based on verbal feedback from the City, which was further confirmed in item 5 of the Revision Letter 2, we understand the City has determined this code section is inapplicable.

7. Whether an Alternative Landscape Option is required as part of the MDP Amendment for location of the City-requested access path to inspect and maintain the Spring Boulevard Bridge along the west property line adjacent to the light rail tracks. If an ALO is needed, then it will be submitted with the next MDP response submittal.

12/01/23 Update: The City has confirmed it will not be installing the previously requested path adjacent to the light rail tracks. The Phase 4 project will not include the typical landscape buffer plantings, however, because there will be significant retaining walls and grade changes along the west side of the site in the final condition. Staff have advised a variance from the landscape buffer standard is more appropriate than an ALO in this situation, and a variance application will follow this Phase 2 MDP submittal.

5/17/24 Update: No maintenance path will be provided along the western property line for Phase 1 and Phase 4. A Land Use Variance Request to remove the interior landscape buffer along the Sound Transit Property was submitted to the City of Bellevue on 05/08/2024. Please reference permit number 24 111381 LS for details.

B. Consistency with Master Development Plan

Bellevue Land Use Code Section 20.30V.150 outlines the criteria for the approval of a Master Development Plan (MDP). This MDP Amendment request complies with the criteria provided in that section as follows:

A. The proposed Master Development Plan is consistent with the Comprehensive Plan.

Section VIII.A of the original MDP Staff Report discussed the Project's consistency with the Comprehensive Plan, including specific policies from the Bel-Red Subarea Plan. This MDP Amendment meets the applicable Comprehensive Plan policies in the same or enhanced ways. In particular, the MDP Amendment satisfies three key Comprehensive Plan policies:

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

Response

This development will create Bellevue's first mission-critical life science research use. The inclusion of life science uses in Bel-Red, will expand and diversify the area's economic base, strengthen its workforce with an added employment focus, and offer a use that cannot be completed from home because of the specific technical requirements for scientific research laboratories. The site's strategic Bel-Red location and proximity to light rail will help attract life science tenants to this new market, attracting new businesses in a form not found elsewhere in Bellevue, consistent with this Comprehensive Plan policy.

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

Response

Significant portions of Central Drive, a private internal street that connects NE 12th Street and NE Spring Boulevard, are designed to meet Bel-Red's green street standards. Beyond these green street improvements, the site includes areas of plaza, street, and internal landscaping that will create an attractive and engaging pedestrian experience. The MDP Amendment is consistent with this Comprehensive Plan policy.

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

Response

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

B. The Master Development Plan complies with the applicable requirements of the Bellevue City Code.

The proposed MDP Amendment remains consistent with all applicable City Codes and with requirements identified at the time of the original MDP. For a summary table of compliance with specific code requirements reference Section J in this narrative and G-series Sheets of the accompanying MDP Amendment plan set. Each reconfigured development site within the MDP Amendment (Phases 1, 2, 3, and 4) will be required to obtain design review approval and reviewed for compliance with the applicable design guidelines and specific design components located within each development site (gateway moments, Right-of-Way improvements, etc.) through the City of Bellevue's Administrative Design Review (ADR) process.

C. The proposed Master Development Plan addresses all applicable standards, guidelines, or criteria of this Code in a manner which fulfills their purpose and intent.

The proposed MDP Amendment continues to meet all applicable standards, guidelines, and criteria of the Bellevue Land Use Code in a manner to fulfill their purpose and intent. The proposed MDP Amendment reconfigures the development site extents and reorganizes the Residential Buildings on the southern side of the site, changing the use of one Residential Building to Office/Life Science. Former Residential Buildings B and C have been combined into a single residential structure in Phase 1, while former Residential Building A remains consistent as part of Phase 2 in this MDP Amendment. The use of former Residential Building D has been modified to serve as an Office/ Life Science Building, while former Office Buildings E and F will remain consistent with commercial use as Office/ Life Science Buildings. No substantial modifications to the alignment of Road A or Central Drive are proposed in this MDP

Amendment, including their connections to NE Spring Blvd, 120th Ave NE Street, and NW 12th Streets.

D. The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying Land Use District.

The proposed MDP Amendment continues to depict features, relationships, and connectivity between required site features for the underlying Land Use District, which is BR-OR-2. The proposed MDP Amendment continues to maintain the transit-oriented development relationship with the adjacent 120th/Spring District light rail station and in the pedestrian and vehicular access to the site. Specifically, this proposed MDP Amendment further enhances the pedestrian realm through expansion of the former promenade into a substantial central open space for residents, building tenants, and the public.

The proposed MDP Amendment includes the following updates compared to the existing MDP:

Uses	Existing MDP		Proposed MDP Amendment	
	Residential Office Retail		Residential Office/Life Science Retail Restaurant	
Residential Area (FAR GFA)	93,120 sf	Phase 1A Building A	124,605 sf	Phase 2 Resi 2
	188,352 sf	Phase 1B Building B+C	268,051.1 sf	Phase 1 Resi 1(*)
	132,480 sf	Phase 3 Building D	0 sf	Phase 4A Building 3
	0 sf	Phase 3 Building E	0 sf	Phase 4A Pavilion 5
	0 sf	Phase 2 Building F	0 sf	Phase 4B Pavilion 6
			0 sf	Phase 3B Building 2
			0 sf	Phase 3A Building 1
			0 sf	Phase 3A Pavilion 1
			0 sf	Phase 3C Pavilion 2
			0 sf	Phase 3D Pavilion 3
			0 sf	Phase 3E Pavilion 4
	413,952 sf	Subtotal Area	392,656.1 sf	Subtotal Area
Office/ Life Science Area (FAR GFA)	0 sf	Phase 1A Building A	0 sf	Phase 2 Resi 2
	0 sf	Phase 1B Building B+C	0 sf	Phase 1 Resi 1
	0 sf	Phase 3 Building D	212,203 sf	Phase 4A Building 3
			2,324 sf	Phase 4A Pavilion 5
			6,541 sf	Phase 4B Pavilion 6
	241,920 sf	Phase 3 Building E	202,698 sf	Phase 3B Building 2
	198,912 sf	Phase 2 Building F	231,009 sf	Phase 3A Building 1
			269 sf	Phase 3A Pavilion 1
			0 sf	Phase 3C Pavilion 2
			0 sf	Phase 3D Pavilion 3
			0 sf	Phase 3E Pavilion 4
	440,832 sf	Subtotal Area	655,044 sf	Subtotal Area
Retail Area (FAR GFA)	3,500 sf	Phase 1A Building A	0 sf	Phase 2 Resi 2
	0 sf	Phase 1B Building B+C	0 sf	Phase 1 Resi 1
	0 sf	Phase 3 Building D	0 sf	Phase 4A Building 3
			0 sf	Phase 4A Pavilion 5
			0 sf	Phase 4B Pavilion 6
	1,300 sf	Phase 3 Building E	0 sf	Phase 3B Building 2
	1,200 sf	Phase 2 Building F	0 sf	Phase 3A Building 1
			1,409 sf	Phase 3A Pavilion 1
			2,496 sf	Phase 3C Pavilion 2
			0 sf	Phase 3D Pavilion 3
			0 sf	Phase 3E Pavilion 4
	6,000 sf	Subtotal Area	3,905 sf	Subtotal Area

Restaurant Area (FAR GFA)	0 sf	Phase 1A Building A	0 sf	Phase 2 Resi 2
	0 sf	Phase 1B Building B+C	0 sf	Phase 1 Resi 1
	0 sf	Phase 3 Building D	0 sf	Phase 4A Building 3
	0 sf	Phase 3 Building E	0 sf	Phase 4A Pavilion 5
	0 sf	Phase 2 Building F	0 sf	Phase 4B Pavilion 6
			0 sf	Phase 3B Building 2
			0 sf	Phase 3A Building 1
			0 sf	Phase 3A Pavilion 1
			0 sf	Phase 3C Pavilion 2
			4,134 sf	Phase 3D Pavilion 3
			0 sf	Phase 3E Pavilion 4
	0 sf	Subtotal Area	4,134 sf	Subtotal Area
Area (FAR GFA total)	413,952 sf	Residential	392,656.1 sf	Residential
	440,832 sf	Office	655,044 sf	Office
	6,000 sf	Retail (Excluded)	3,905 sf	Retail (Included)
	0 sf	Restaurant (Excluded)	4,134 sf	Restaurant (Included)
	854,784 sf	Total FAR GFA	1,055,739.1 sf	Total FAR GFA

Note: Existing MDP FAR GFA is calculated at 96% of Gross SF per footnote on page 47 of the existing MDP. GSF numbers used to derive GFA are shown on page 54. There is a discrepancy between the Phase 2 GSF number and calculated FAR GFA number in the existing MDP. The GFA numbers for Phase 1A and Phase 2 differ between page 47 and page 48 of the existing MDP. For comparison, the numbers shown in this table are based on the FAR Amenity Incentive System table on page 47 of the existing MDP.

(*) Completion of Phase 1 work satisfies the 20% minimum Residential Component per LUC 20.25D.035 to allow final certificate of occupancy for the Office/ Life Science Buildings.

Phase 1 Residential / Total Gross Sf = % Compliance

268,051 / 1,055,739.1 sf = 25.4 %

25.4 % > 20% therefore completion of Phase 1 residential establishes compliance.

Phase 2 is also residential and will increase the percentage further, however, this MDP intends that compliance will be satisfied with Phase 1 only as Phase 2 may be constructed later in the MDP life.

Floor Area Ratio (FAR)	2.02	Phase 1 FAR	3.15	Phase 1 FAR
	281,472 FAR GFA SF/ 139,500 SF			268,051.1 FAR GFA SF/ 85,211 SF
	3.06	Phase 2 FAR	2.14	Phase 2 FAR
	198,912 FAR GFA SF/ 65,100 SF			124,605 FAR GFA SF/ 58,261 SF
	3.19	Phase 3 FAR	2.79	Phase 3 FAR
	374,400 FAR GFA SF/ 117,500 SF			442,015 FAR GFA SF/ 158,454 SF
			3.55	Phase 4 FAR
				221,068 FAR GFA SF/ 62,314 SF
	2.65	Total MDP FAR	2.90	Total MDP FAR
	854,784 FAR GFA SF/ 322,100 SF			1,055,739.1 FAR GFA SF/ 364,240 SF

Reference Architectural sheet G2.11M – G2.13M for FAR Calculations for each phase

Building by Building	93,120 sf	Phase 1A Building A	124,605 sf	Phase 2 BLDG (+33.81%)
Total FAR GFA	188,352 sf	Phase 1B Building B+C	268,051.1 sf	Phase 1 BLDG (+42.31%)
Comparison	132,480 sf	Phase 3 Building D	221,068 sf	Phase 4 BLDG (+66.87%) (Includes Pavilions in Phase 4A/B)
	241,920 sf	Phase 3 Building E	202,698 sf	Phase 3B BLDG (-16.21%)
	198,912 sf	Phase 2 Building F	239,317 sf	Phase 3A BLDG (+20.31%) (Includes Pavilions in Phase 3A/C/D/E)

Note: FAR GSF in Phase 1, 2 and 4 buildings of the proposed MDP amendment has increased larger than 20% of the existing MDP, which necessitates this MDP Amendment

Phases	Three	Five (Phase 0-4)
Parking	1,394 Parking Stalls (Cars)	1,556 Parking Stalls (Cars)

Reference Architectural sheet G0.02M for Parking Calculations for each phase

Surface Calculations	363,644 sf	Site Area	364,240 sf	Site Area
	270,018 sf	Impervious Area	259,835 sf	Impervious Area
	74.3%	Impervious (%)	71.3%	Impervious (%)
	93,626 sf	Pervious Area	104,405sf	Pervious Area
	25.7%	Pervious (%)	28.7%	Pervious (%)

Note: Existing MDP Pervious/ Impervious and site areas based on totals shown on page 45 of existing MDP. Reference Architectural sheet G1.03M for Impervious Surface Calculations for each phase of the proposed MDP. See Dimensional Table included on Sheet G0,02M and page 56 of this Narrative for a detailed breakout of the calculations by Phase.

Project Goals & Elements of Existing MDP

Proposed MDP Amendment

Establish Entrance and Identity for the new Bel-Red Corridor and incorporating the East link light Rail Line and NE Spring Boulevard	The MDP Amendment will maintain the gateway characteristics of the existing MDP and seamlessly connect to the East Link Rail Station and Spring District with program components adding to vibrant Bel-Red neighborhood. There will be two gateway moments at the Intersection of NE Spring Boulevard and 120th Avenue NE and at 120th Avenue NE and NE 12th Street.
Connect to the future East Link Rail Station on 120th Ave NE	The site will maintain a seamless pedestrian at grade experience and access to the Light Rail Station via the intersection at NE Spring Boulevard and 120th Avenue NE. Connections will be further enhanced with a clear path from the gateway intersection to the central open space, as well as through an ADA accessible pedestrian mid-block connection along 120 th Avenue NE.
Create a complementary project to Downtown Bellevue	The development reflected in the MDP Amendment will provide a transit-oriented development consistent with the planning goals of the Bel-Red Corridor that are complementary to Downtown Bellevue.
Create a distinct and livable residential community	The development reflected in the MDP Amendment will retain a mix of residential and commercial development with open spaces and plaza contributing to the residential community in Bellevue.
Site access via NE Spring Boulevard, 120th Ave NE, and NE 12th Street	All previously approved site access points to the public right-of-way have been maintained. A path connecting the gateway feature at the NE corner of the development site leads pedestrians into the central open space, along with an ADA-accessible, pedestrian access point approximately mid-block along 120 th Avenue NE.
Central open space and plaza	The commercial buildings have been reorientated toward the surrounding public street frontages, allowing for a gracious central open space. Access to the central open space is provided via a pedestrian connection at the NE corner of the site, a pedestrian mid-block connection and pedestrian pathways along Central Drive.
Limited Surface Parking	Limited surface parking will be maintained with temporary parking available for ride share and drop off along Central Drive.
Connection to Spring District Development	Connection will be maintained via signalized intersection at the Road A / 120 th Ave NE intersection that is close to the pedestrian Midblock Connection through the site.
Connection to Wilburton and Lake Bellevue	This connection will be maintained via pedestrian facilities on Central Drive consistent with the existing MDP.
120th Ave NE & NE 12th Street Plaza	A pedestrian plaza will be maintained on the SE corner of the site, which will span into the right-of-way from within the property.
120th Ave NE & NE Spring Boulevard Plaza	A gateway terrace with a pedestrian path leading into the central open space internal to the site is provided. Refer to Phase 3 ADR for detailed Gateway Moment information.
Pedestrian Nature Trail	The nature trail has been eliminated per discussion with COB. An accessible path is provided via Central Drive and the midblock connection along 120th Ave NE. Additional pedestrian access is facilitated via the gateway terrace. Refer to Phase 3 ADR for details.
Central Drive Green Street	Central Drive will be predominantly developed consistent with the Bel-Red green street standards. The northern portion of Central Drive adjacent to Phase 3B and the portion of Central Drive south of Road A are designed to private road standards rather than green street standards. Road A and Road B are designed to private road standards. Asphalt is proposed as the driving surface for all streets.
Light Rail Buffer	The development reflected in the MDP Amendment will maintain a zone of dense planting along the western edge of the site at the level of the primary central outdoor space. There will also be retaining wall in this area. At the level of the rail tracks, no landscaping is proposed, and a variance application has been submitted to allow the City to approve this condition, which is the most practical from security and maintenance standpoints.
Midblock Connection	The project will maintain an ADA accessible midblock crossing along 120th Avenue NE.

C. Proposed Modifications to the Conditions of Approval

To remain in compliance with the Master Development Plan Conditions.

Conditions of Approval	Modification Request	Reason for Change
<p>4. PROVISIONS FOR LOADING</p> <p>Each building shall provide an off-street loading space which can access a 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.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>Access to an off-street loading space with access to a street shall be available to each building. 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.</p>	<p><i>The request is being modified to accommodate shared loading for the two Phase 3A/3B buildings. Phase 3A and 3B will share off-street loading facilities. Each phase will gain approval for its loading, including standards for loading bay sizes, through the ADR approval process.</i></p>
<p>5. TRANSPORTATION INFRASTRUCTURE AND STREET DEVELOPMENT REQUIREMENTS</p> <p>Future street development must be approved by the Transportation Department, including all construction of streets, streetlighting, planter strips, sidewalks, signals, channelization, pedestrian paths and trails, and bicycle facilities according to the street design standards in effect at the time of the complete permit application.</p> <p>All on-site transportation infrastructure shall be provided by the master developer and provided in tracts to be jointly owned. The property owners' association shall be responsible for the maintenance of all transportation infrastructure including enforcement of all code requirements and development conditions of approval.</p> <p>The following improvements will be required to serve the development planned for each phase as shown in the preliminary plan. Changes to the phasing plan or anticipated order of construction may result in modification to these requirements.</p> <p><u>Prior to completion of any building in Phase 1A:</u></p> <ul style="list-style-type: none"> - NE 12th Street – New curb and gutter, planting strip at least 5 feet wide, sidewalk at least 8 feet wide, and streetlights. - 120th Avenue NE – Sidewalk 	<p><i>The request is to modify the Condition as follows:</i></p> <p>Future street development must be approved by the Transportation Department, including all construction of streets, streetlighting, planter strips, sidewalks, signals, channelization, pedestrian paths, and bicycle facilities according to the street design standards in effect at the time of the complete permit application.</p> <p>All on-site transportation infrastructure shall be addressed in private easements, which shall require maintenance of all transportation infrastructure including enforcement of all code requirements and development conditions of approval by site owners.</p> <p>The following improvements will be required to serve the development planned for each phase as shown in the preliminary plan. Changes to the phasing plan or anticipated order of construction may result in modification to these requirements.</p> <p><u>Prior to completion of any building in Phases 1, 2, and 3A:</u></p> <ul style="list-style-type: none"> • Completion of the signal at the intersection of 120th Avenue NE and Road A. • Central Drive – Complete street section between NE 12th Street and Road A and the street section between Road A and Road B. A temporary turn-around will be 	<p><i>The request is being modified to align the build-out of infrastructure with the phasing approach per the proposed MDP Amendment. Because below-grade garages extend under the private onsite transportation infrastructure, private easements, rather than individual tracts, are preferred. Maintenance of private infrastructure to code standards will be addressed in private easements and agreements based on negotiation between the property owners.</i></p>

<p>widening to accommodate the gateway feature to be determined during design review. Completion of the signal at the intersection with Road A.</p> <ul style="list-style-type: none"> - Central Drive – Complete street section between NE 12th Street and Road A. - Road A – Complete street section between Central Drive and 120th Avenue NE. <p><u>Prior to completion of any building in Phase IB:</u></p> <ul style="list-style-type: none"> - Central Drive – Complete street section between Road A and Road B. - Road B – Complete street section from Building C to Central Drive. Complete section or temporary connection between Central Drive and 120th Avenue NE. <p><u>Prior to completion of any building in Phase II:</u></p> <ul style="list-style-type: none"> - Road B – Complete street section between Central Drive eastern terminus, approximately 60 feet. Completion of the plaza and access to 120th Avenue NE. <p><u>Prior to completion of any building in Phase III:</u></p> <ul style="list-style-type: none"> - Central Drive – Complete street section between Road B and NE Spring Boulevard. - NE Spring Boulevard – Multipurpose facility at least 14 feet wide between 120th Avenue NE and Central Drive. Sidewalk at least 9 feet wide between Central Drive and the bridge structure. - 120th Avenue NE – Plaza at the intersection of NE Spring Boulevard and completion of an accessible on-site route to Road B. 	<p>provided north of Road B and located to maintain access to Road B until completion of Central Drive in later phases. Curb ramps to be installed at intersection with NE 12th Street.</p> <ul style="list-style-type: none"> • Road A – Complete street section between Central Drive and 120th Avenue NE. Curb ramps to be installed at intersection with 120th Avenue NE. • Restoration of ADA compliant concrete sidewalk where current asphalt construction entrance is located on the west side of 120th Avenue NE, near the Spring Blvd intersection. <p><u>Prior to completion of any building in Phase 1:</u></p> <ul style="list-style-type: none"> • NE 12th Street – New curb and gutter, planting strip at least 5 feet wide, and sidewalk at least 8 feet wide for the project limit of Phase 1. <p><u>Prior to completion of any building in Phase 2:</u></p> <ul style="list-style-type: none"> • NE 12th Street – New curb and gutter, planting strip at least 5 feet wide, and sidewalk at least 8 feet wide for the project limit of Phase 2. • 120th Avenue NE – Sidewalk widening to accommodate the gateway feature to be determined during design review as part of Phase 2. <p><u>Prior to the completion of Phase 3A:</u></p> <ul style="list-style-type: none"> • Completion of accessible route from Central Drive to 120th Avenue NE <p><u>Prior to completion of any building in Phase 3B:</u></p> <ul style="list-style-type: none"> • Central Drive – Complete street section between Road B and NE Spring Boulevard. • Temporary Turn-Around: Removal of temporary turn-around north of Road B. • NE Spring Boulevard – Multipurpose facility at least 14 feet wide between 120th Avenue NE and Central Drive. • 120th Avenue NE – Gateway feature at the intersection of NE Spring Boulevard 	
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	<p>and completion of an accessible route to Central Drive.</p> <p><u>Prior to completion of Phase 4:</u> Sidewalk at least 9 feet wide between Central Drive and the NE Spring Boulevard bridge structure.</p>	
<p>7. FIRE DEPARTMENT ACCESS The fire department's approval of the MDP requires a 20-foot wide paved, unobstructed access road at all locations around the buildings with a minimum inside radius of 28-feet and vertical clearance of 13-feet, 6-inches.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>The fire department's approval of the MDP requires a 20-foot-wide paved unobstructed access road, with a vertical clearance of 13-feet 6-inches, at all locations necessary to satisfy hose pulls. A minimum 48-foot radius turnaround will be provided throughout Phase 0 to 3 of this project and only removed when the inter-site roads connecting NE 12th St, Spring Blvd and 120th Ave is completed.</p> <p>Final site access will be provided from public rights-of-way and interior private roads, including an additional fire access/hammerhead drive constructed as Road B, included in Phase 1 work.</p>	<p><i>The request is being modified to incorporate COB Fire Review Conditions of Approval dated 10/03/23. The proposed plans satisfy all of these requirements based on the team's review.</i></p>
<p>8. MASTER DEVELOPMENT PLAN PROPOSAL</p> <p>The MDP is subject to the plans and associated documents submitted April 10, 2018 and attached to this approval.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>The MDP is subject to the plans and associated documents submitted _____(to be updated with final plan submittal date) and attached to this approval.</p>	<p><i>The request is being modified to update final plan submittal date.</i></p>
<p>9. VESTED STATUS OF MASTER DEVELOPMENT PLAN</p> <p>The vested status of the Master Development Plan shall be for a period of 10 years from the date of the final decision, as defined in LUC 20.35.045. Development as outlined in this MDP will be vested to the Land Use Code in effect at the time of issuance of this approval and report. While the MDP is vested to the Land Use Code regulations for a period of up to 10 years from the date of issuance of this decision, the vested status of other required reviews, including but not limited to SEPA, Traffic Standards Code, Transportation Development Code, and building or other technical code review, is not controlled by any</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>The original Master Development Plan was granted vested status for a period of 10 years from the date of the final decision for that entitlement, as defined in LUC 20.35.045. Approval of this MDP Amendment shall have the same vested status as the original MDP approval, and vesting shall not extend beyond a period of 10 years from the date of the original MDP decision. While the MDP is vested to the Land Use Code regulations for a period of up to 10 years from the date of issuance of the original MDP decision, the vested status of other required reviews, including but not limited to SEPA, Traffic Standards Code, Transportation Development Code, and building or other technical code review, is not controlled by any MDP vesting.</p>	<p><i>The request is being modified to capture vesting status of the MDP Amendment.</i></p>

MDP vesting.		
<p>13. MDP PHASING PLAN</p> <p>The phasing plan shall be followed per the conceptual phasing plan (attached). Modifications to the phasing plan may occur as a modification to the MDP, processed as a Land Use Exemption or a new MDP.</p> <p>To ensure that each phase of development can stand on its own i.e. meet applicable zoning requirements, access and circulation requirements, and not result in excess parking per phase, the proposed project phasing for this MDP is required to be developed in numerical sequence with Phase 3 being the final phase of construction of the MDP.</p> <p>In addition, per LUC 20.25D.080 Footnote 19, in order to maintain 20% residential uses at any given time during the development of the MDP, the MDP must be phased in consecutive order (1-3) which will maintain a minimum of 20% residential uses.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>The phasing plan shall be followed per the conceptual phasing plan (attached). Modifications to the phasing plan may occur as a modification to the MDP, processed as a Land Use Exemption or a new MDP, as applicable.</p> <p>Each phase of development must stand on its own, i.e. meet applicable zoning requirements, without reliance on construction of future phases. Except they will rely on Phase 0 for infrastructure.</p> <p>In addition, per LUC 20.25D.080 Footnote 19, in order to maintain 20% residential uses at any given time during the development of the MDP, the MDP must maintain a minimum of 20% residential uses. A temporary certificate of occupancy on the residential phase will be sufficient for a final certificate of occupancy for a non-residential phase in order to meet this requirement.</p>	<p><i>The request is being modified to clarify that each Phase of development is not reliant on future phases of development and to clarify that a temporary certificate of occupancy on the residential phase will satisfy the 20% min. residential use requirement for the site to allow occupancy of the non-residential phases.</i></p>
<p>14. BINDING SITE PLAN</p> <p>Prior to the issuance of any Design Review application(s) or construction permit(s), the applicant is required to submit an application for a Binding Site Plan (LF Permit) to be reviewed and approved by City Staff. The applicant shall record the Binding Site Plan with the King County Department of Records. Upon approval and recording of the Binding Site Plan, the applicant may develop the subject property in conformance with the Binding Site Plan and without regard to lot lines internal to the subject property. The applicant may sell or lease parcels subject to the recorded Binding Site Plan.</p> <p>Additional amendments may be required based on future phases of development. Modifications shall be processed as an amendment to the Binding Site Plan per RCW 58.17.</p>	<p><i>The request is to modify the Condition as follows;</i></p> <p>Prior to the issuance of any Design Review application(s) or construction permit(s), the applicant is required to submit an amendment to the existing Binding Site Plan no. 18-128940-LF to be reviewed and approved by City Staff that will conform to the project limit boundaries identified in this MDP Amendment approval. The applicant shall record the amended Binding Site Plan with the King County Department of Records. Upon approval and recording of the amended Binding Site Plan, the applicant may develop the subject property in conformance with the Binding Site Plan and without regard to lot lines internal to the subject property. The applicant may sell or lease parcels subject to the recorded Binding Site Plan.</p> <p>Additional amendments may be required based on future phases of development. Modifications shall be processed as an amendment to the Binding Site Plan per RCW 58.17.</p>	<p><i>The request is being modified to capture amending the Binding Site Plan for the MDP Amendment.</i></p>

<p>19. THE INTEGRATION OF ART The applicant shall integrate art into each phase of the MDP, including an installation within the Spring Boulevard Plaza, adjacent to NE Spring Boulevard and 120th Avenue NE (Phase 3). Art should complement the design of structures and be integrated into the site's public open spaces/plaza areas. Review and approval shall occur during the design review for each phase of development.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>The applicant shall include the opportunity for art in each phase of the MDP. Art should complement the design of structures and be integrated into the site's public open spaces/plaza areas. Review and approval of artwork shall occur during the design review for each phase of development. And artwork provided in each phase will be the financial responsibility of the applicant for the ADR for the applicable phase.</p>	<p><i>The request is to clarify that artwork will be implemented on a phase-by-phase basis and is the responsibility of the individual phase applicants, not the master MDP developer.</i></p>
<p>29. PARKING REQUIREMENTS All parking requirements of the LUC must be met in any phase of development and no phase may depend on a subsequent phase to provide the required parking. Applications for Design Review shall show compliance with the minimum and maximum parking ratios for each proposed land use within the development.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>All parking requirements of the LUC must be met in any phase of development and no phase may depend on a subsequent phase to provide the required parking, unless a parking reduction or interim condition is specifically approved based on criteria in the code and through provision of a technical report. Applications for Design Review shall show compliance with the minimum and maximum parking ratios for each proposed land use within the development, or documentation to support an approved adjustment (increase, decrease, or interim condition) to the parking standards.</p>	<p><i>The request is being modified to allow for future parking reductions/ increases due to proximity to future public transportation options or zoning changes, and to accommodate potential options for construction of below-grade garage improvements before above-grade structures. The intent of the change is to just provide flexibility to further refine parking ratios in subsequent ADR approvals. Wording should have read "report" instead of "support".</i></p>
<p>32. LOADING Each building within each phase of development will require an off-street loading space which can access a public street. The standard requirement for a loading space is 10 feet wide by 55 feet long. The Director may waive the loading requirement if the property owner demonstrates that the development will not have any loading needs. Loading will need to be addressed under each design review application for each phase of development to comply with the Land Use Code requirements.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>Access to an off-street loading space with access to a street shall be available to each building. The standard requirement for a loading space is 10 feet wide by 55 feet long. The Director may waive the loading requirement if the property owner demonstrates that the development will not have any loading needs. Loading will need to be addressed under each design review application for each phase of development to comply with the Land Use Code requirements.</p>	<p><i>The request is being modified to clarify that Central Drive and Road A are private roads that allow for public use. Access to loading will be provided via Road A and Central Drive to connect to NE Spring Boulevard, 120th AVE NE, and NE 12th Street.</i></p>

<p>36. CIVIL ENGINEERING PLANS – TRANSPORTATION</p> <p>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.</p> <p>All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:</p> <ul style="list-style-type: none"> a) Traffic signs and markings. b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed. c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons. d) Installation or relocation of streetlights and related equipment. e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. f) As part of the traffic signal installation, the developer must pay a fee to integrate this signal into the city’s adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building. g) Sight distance. Show the required sight triangles for pedestrian and vehicle sight distance and include any 	<p><i>The request is to modify the Condition as follows:</i></p> <p>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.</p> <p>All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:</p> <ul style="list-style-type: none"> a) Traffic signs and markings. b) Curb, gutter, sidewalk, and driveway approach design. The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed. c) Curb ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons. d) Installation or relocation of streetlights and related equipment. e) Undergrounding of existing overhead utility lines, which should be coordinated with adjacent sites. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. f) As part of the traffic signal installation, the developer must pay a fee to integrate this signal into the city’s adaptive signal management system (SCATS). Payment for SCATS is needed at the time the signal is added to the adaptive signal management system and in no case later than occupancy of the first building. g) Sight distance. Show the required sight triangles for pedestrian and 	<p><i>The request is being modified to align street types and standards per the proposed MDP Amendment.</i></p>
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<p>sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.</p> <p>h) Driveway landings on sloping approaches must meet the requirements for commercial development.</p> <p>i) Trench restoration within any right of way or access easement.</p> <p>Specific requirements are detailed below.</p> <p>a) Central Drive and Road A shall meet the Bel-Red Local Road or Green Street standards.</p> <p>b) Road B shall meet the Bel-Red Green Street design standards or approved modification.</p> <p>c) Specific requirements for streets will be determined during design review for the first building to be constructed in each phase.</p> <p>Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for each 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.</p>	<p>vehicle sight distance and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance. Applications for sight distance deviations or modifications shall be considered along with Administrative Design Review or clear and grade permits.</p> <p>h) Driveway landings on sloping approaches must meet the requirements for commercial development.</p> <p>i) Trench restoration within any right of way or access easement.</p> <p>Specific requirements are detailed below.</p> <p>a) Central Drive shall meet the Bel-Red Private Road or Green Street standards or approved modification.</p> <p>b) Road B shall be fire emergency access only with removable bollards. The emergency access drive shall meet the hammerhead turnaround facilities standard dimensions.</p> <p>c) Specific requirements for streets will be determined during design review for the first building to be constructed in each phase. Driving surface for internal roads may be asphalt.</p> <p>Construction of all street and street frontage improvements must be completed prior to closing the clear and grade permit and right of way use permit for each 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.</p>	
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<p>37. TRANSPORTATION IMPACT FEE Payment of the traffic impact fee will be required at the time of any building permit issuance. Removal of the existing buildings on the site will be eligible for impact fee credit on the first building permit issued. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>Payment of the traffic impact fee will be required at the time of any building permit issuance. Removal of the existing buildings on the site will be eligible for impact fee credits. These credits may be allocated to among the future building permits as directed by the MDP applicant and agreed upon by the City. No existing use credits shall be allocated to Phase 1. Phase 2 shall receive credit for the existing office Building A, and the subsequent Phases 3 and 4 shall be granted credit for existing Building B, existing Building C, and the former north parcel building. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.</p>	<p><i>The request is being modified to allow for flexibility of allocating impact fee credits among future building permits as agreed upon by the MDP applicant and the City.</i></p>
<p>44. NO-BUILD COVENANT The Building Department requires legal documentation (title encumbrance) for an interim “no-build” covenant agreement for those areas north and east of proposed building C and north of proposed buildings B & F, separating the proposed phases 1B and 2 from Phase 3. This covenant will secure the required setbacks and fire separation distances between future buildings, underground parking and property lines until the project is completely built-out under the conditions of the single-site agreement. This encumbrance must be filed and recorded with King County, a copy of which must be submitted to the City prior to issuance of any Building permit. Example “no-build covenant agreements” are available upon request.</p>	<p><i>The request is to modify the Condition as follows:</i></p> <p>Conditions of Approval</p> <p>1. Binding Site Plan The proposed property lines must be recorded following City approval via a Binding Site Plan (or an amendment to the existing Binding Site Plan). The Binding Site Plan must be approved and recorded prior to issuance of any Major Commercial Project building permit.</p> <p>2.Single Site Agreements Single Site Agreements are required to allow the following conditions. The Single Site Agreements must be in a form approved by the City and recorded at King County Recorder’s Office prior to the issuance of any Major Commercial Project building permit for these phases.</p> <ul style="list-style-type: none"> •The common underground parking garage between Phase 3A, 3B and 4. •Establish a No-Build zone to secure the required fire separation distance between buildings Phase 3A and 3B. •Establish a No-Build zone to secure the required fire separation distance between buildings Phase 4 and 3B. <p>Cited City Codes:2018 IBC Chapters 5, 6, 7 and 9</p>	<p><i>The request is being modified to align the no-build covenant with the phasing approach per the proposed MDP Amendment. Language has been revised per COB Review request dated 10/03/23.</i></p>

D. Bel-Red Design Guideline Responses

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

Character and Site Guidelines

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

Response

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

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

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

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

Two gateway moments are located at NE Spring Blvd/120th Avenue NE and 120th Avenue NE/NE 12th Street and provide an opportunity for public art or other artistic elements that would be appropriate for these locations through the Administrative Design Review process. Specific art proposals will be incorporated into each Phase at the time of Administrative Design Review and will be the responsibility of the project applicants for the specific phase.

Pedestrian Emphasis Guidelines

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

Response

Along 120th Avenue NE, an ADA accessible and terraced pedestrian connection is designed to be open and inviting and will also provide a unique street-engaging connection point for the center of the commercial development. **Central Drive** will be **predominantly** developed as a green street, and will **otherwise be developed as a private road**. Overall pedestrian protection will be addressed with each phase of development through individual building design review applications to ensure pedestrians are protected from the elements.

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

Architectural Guidelines

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

Response

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

Lighting Guidelines

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

Response

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

Sign Guidelines

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

Response

Signage is not contemplated as part of this MDP submittal. Through the course of the Administrative Design Review process for each phase, each phase's ADR submission will provide its own building identity signage.

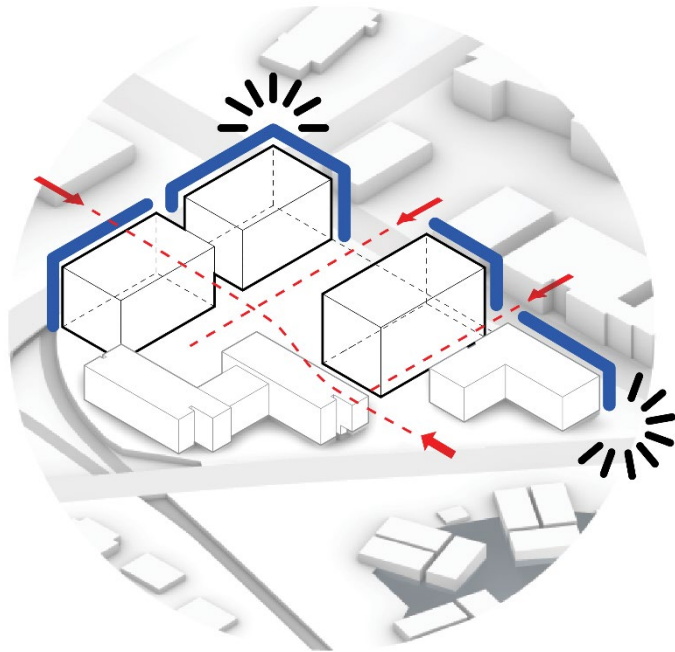
E. Illustrative Landscape Plan



F. Design Diagrams

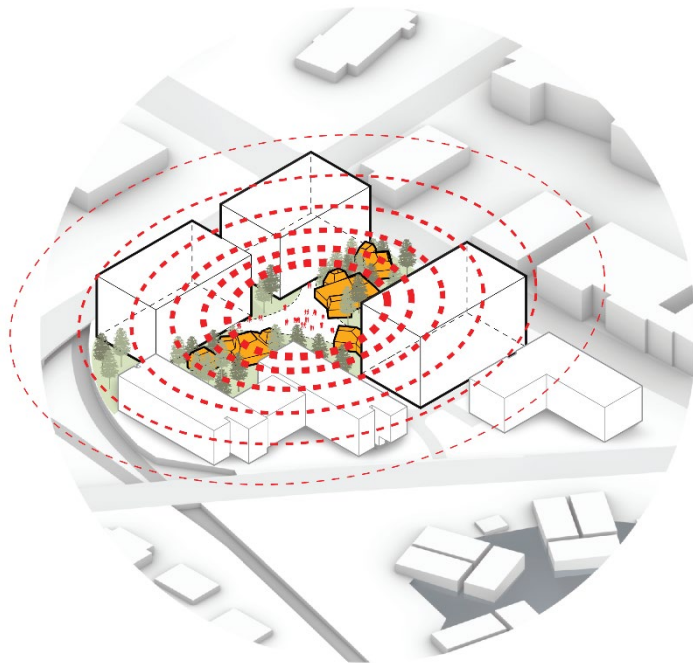
Urban Frontages

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



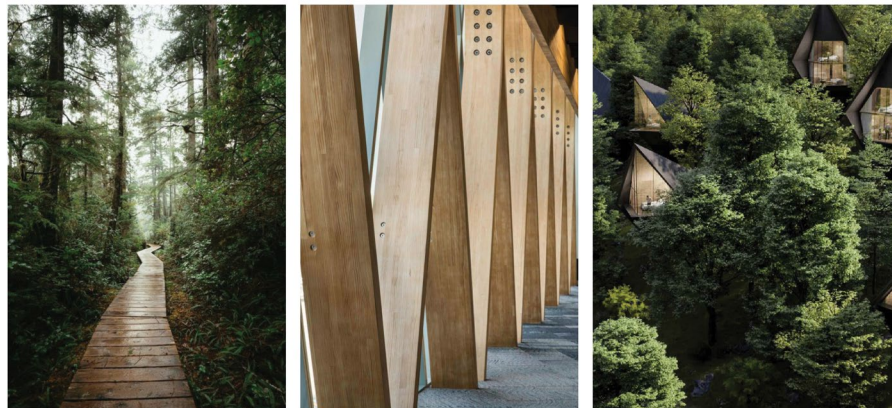
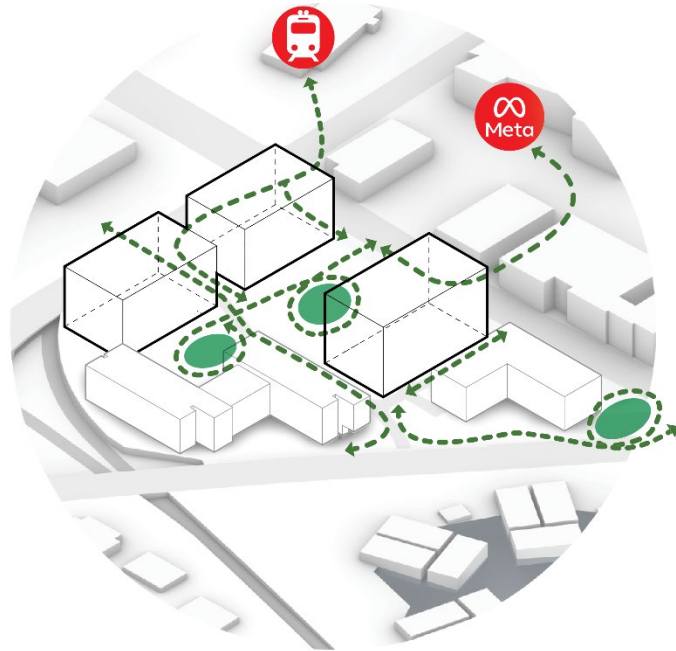
Connection to the PNW

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



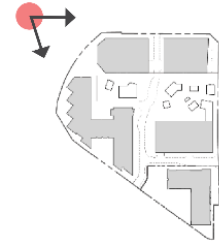
Collective Wellbeing

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



G. Imagery and Responses to Design Guidelines

Perspective view looking southeast



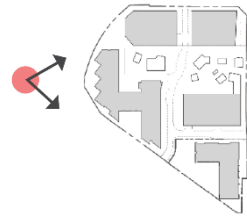
Existing MDP



Proposed MDP Amendment



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



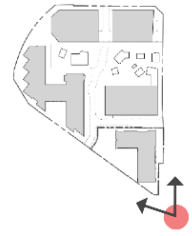
Existing MDP



Proposed MDP Amendment



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



Existing MDP



Proposed MDP Amendment



Perspective view looking northeast from NE 12th Street



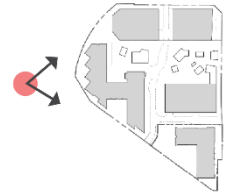
Existing MDP



Proposed MDP Amendment



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



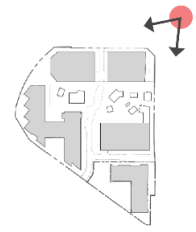
Existing MDP



Proposed MDP Amendment



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



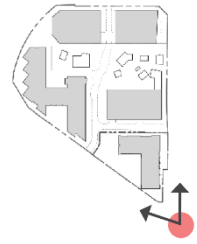
Existing MDP



Proposed MDP Amendment



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



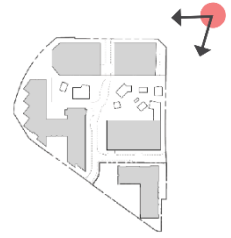
Existing MDP



Proposed MDP Amendment



Perspective view of Mid-block Connection between Office/Life Science Buildings 1 & 2



Existing MDP



Proposed MDP Amendment



Perspective view from the south



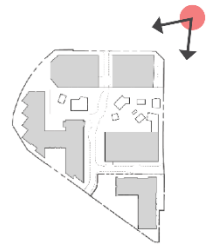
Existing MDP



Proposed MDP Amendment



Perspective view of the northeast corner of
NE Spring Blvd and 120th Avenue NE



Existing MDP



Proposed MDP Amendment



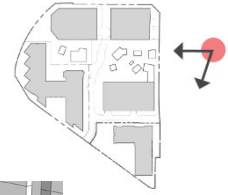
Perspective view of Central Drive from NE Spring Blvd looking south



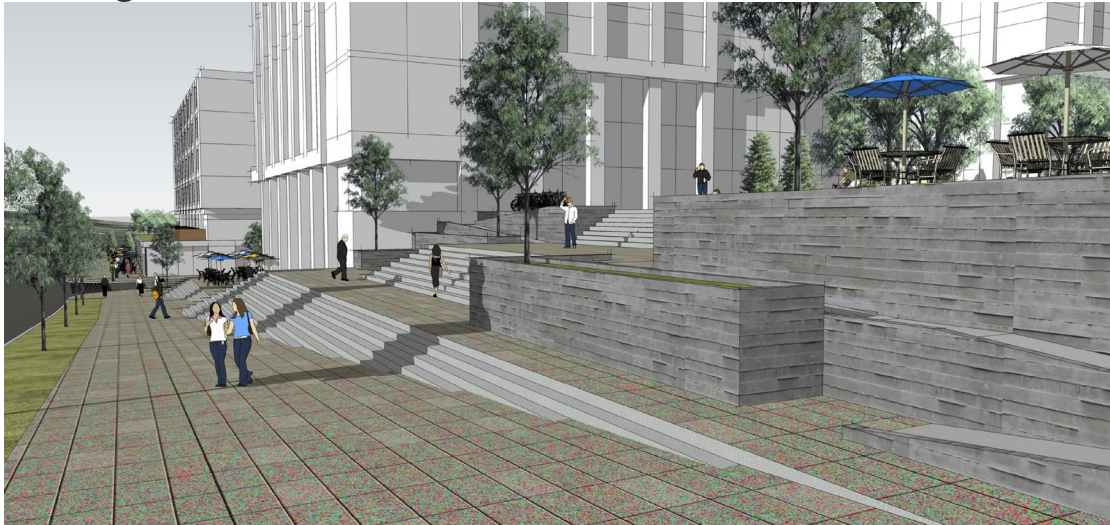
Proposed MDP Amendment



Perspective view of the Mid-block Connection at 120th Avenue NE



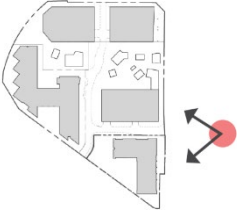
Existing MDP



Proposed MDP Amendment



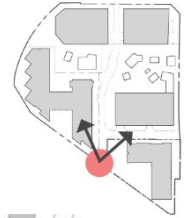
Perspective view of the intersection of Road A and 120th Avenue NE



Proposed MDP Amendment



Perspective view of the intersection of Road A and Central Drive looking north



Existing MDP



Proposed MDP Amendment



Perspective view of the central open space along Central Drive looking north



Proposed MDP Amendment



H. Approved Phasing

Phasing Overview

Development of the site is planned to occur in three (3) phases, with an integrated sequence of infrastructure and building development.

The first phase includes the construction of three residential buildings, Buildings A, B and C. These buildings comprise approximately 291,200 GSF (238,784 NSF) and accompanying infrastructure along the southwestern portion of the property. Phase 1 may be completed independently as Phase IA and Phase IB. Phase IA includes Building A with ground floor retail along 120th Avenue NE, one level of above grade parking and associated infrastructure and site improvements. Phase IB includes Buildings B and C, a two level underground parking garage, associated infrastructure, and site improvements.

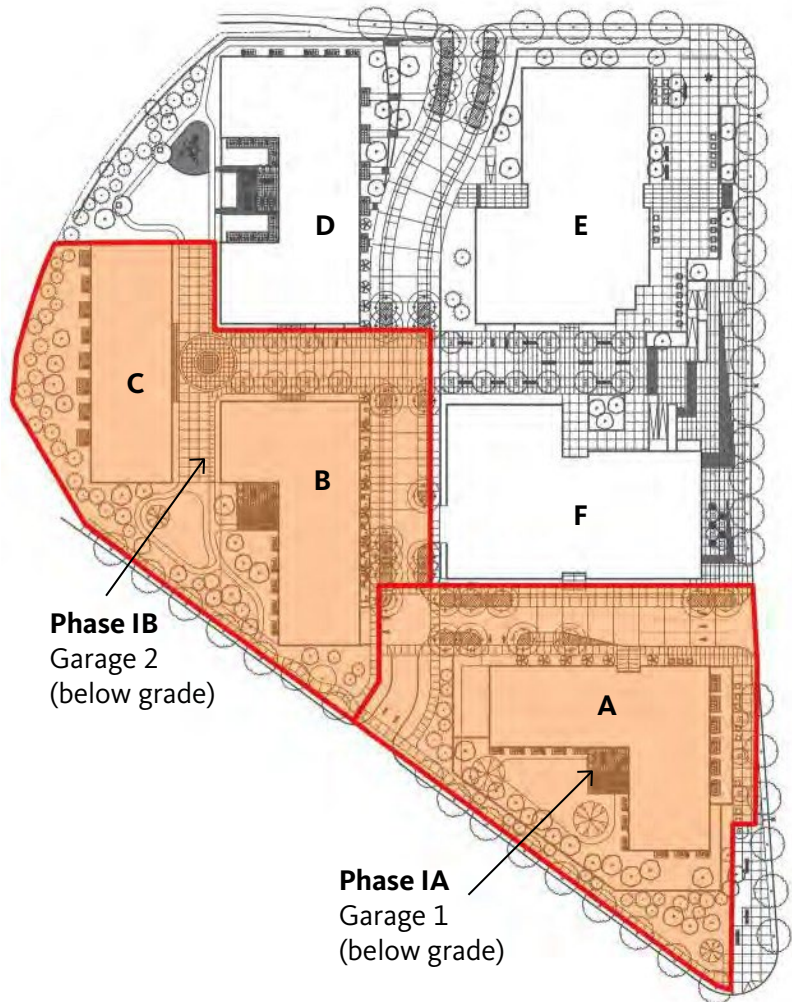
Phase I (Note: All descriptions, numbers, and stall count per Existing MDP Narrative)

Timing: 2019/2022

Description:

Phase I includes demolition of two existing buildings and the construction of three residential buildings (denoted as buildings 'A', 'B', and 'C') totaling 291,200 GSF (238,784 NSF) and accompanying road and utility infrastructure along the south-western portion of the property. Two parking garages will be constructed to serve these residential buildings. Building A parking garage is one level above grade and provides 84 stalls. Building B and C parking garage is a two level underground garage and provides 250 stalls.

Note: Building A and Buildings B and C may be completed independently of each other in sub-phases of Phase I (as Phase "IA" and Phase "IB").

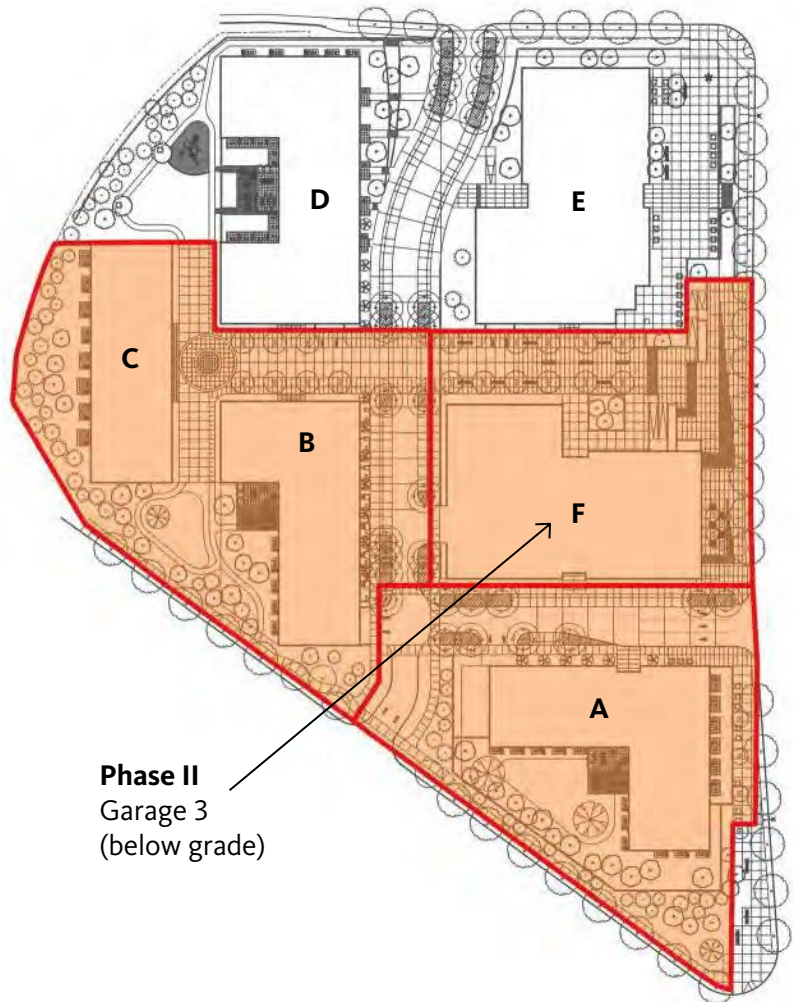


Phase II (Note: All descriptions, numbers, and stall count per Existing MDP Narrative)

Timing: ~2020 /2023

Description:

Phase two includes an 8-story, 207,200 GSF (186,480 NSF) office building, a portion of which will contain ground-floor retail (Building F), and a 168,138 SF, 380-stall below-grade parking garage (parking garage 3). A landscaped plaza fronting along the north- and east- facing facades of the office building, associated infrastructure and site improvements will also be included in this phase. The mid-block connection to 120th Avenue NE will be constructed as part of this phase



Phase III (Note: All descriptions, numbers, and stall count per Existing MDP Narrative)

Timing: ~2024

Description:

Phase III includes the addition of a nine-story, 252,000 GSF (226,800 NSF) office building, a portion of which will contain ground floor retail (building E) along with a landscaped plaza fronting the south- and east- facing building facades. A residential building (building D), directly to the west of building E, will also be constructed in this phase. Building D is a six-story, 138,000 GSF (113,600 NSF) building with 140 residential units. Parking is provided for Building E by expanding Garage 3 by 152,771 SF to the north, creating 508 additional parking stalls. Parking for Building D is provided by expanding Garage 2 by 73,660 SF to the north, creating 172 parking stalls.

Note: Phase III will not occur until the City of Bellevue and Sound Transit release the construction easement currently on the property.



I. Proposed Phasing Narrative (Revised)

Proposed Phasing Overview

Development of the site is planned to occur in **five (5)** phases, with an integrated sequence of infrastructure and building development. More detail on site conditions and interim conditions throughout the construction of all buildings is included in the drawing set, including proposed interim turn-around until the completion of Phase 3 work. Reference Architectural drawings for notated diagrams and Civil drawings for technical detail.

Existing Site Plan

The overall development site currently includes two 2-story existing buildings, and one 1-story building with surface parking. The northern portion of the site has been used by the City of Bellevue and Sound transit for construction access for the new Eastlink rail line and road infrastructure. Currently the site has drive entrances along NE 12th Street and 120th Avenue NE at the south-eastern part of the site. The new Eastlink rail line is adjacent to the western boundary of the development site, with no pedestrian or vehicular access. NE Spring Blvd borders the site to the north and is raised approximately 25 feet above grade from a majority of the site where the existing buildings are located.



Phase 0 Predevelopment Work - Site Demolition Plan

Phase 0 Predevelopment work will begin in advance of the completion Phase 1 work and includes site preparations and demolition of the two existing structures located on the Phase 1 and 3 Site Area. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0. As part of predevelopment work to prepare the site for building phases, the superstructures of each of the existing buildings will be demolished, with concrete slabs-on-grade and foundations to remain. Ground disturbance will be minimized per City of Bellevue standards to permit clearing and grading work of future phases to include removal of slabs and foundations along with necessary ground disturbance to permit construction.

KEYNOTES

1. Removal of existing building superstructure. Existing foundations & slab to remain

LEGEND

- Existing Building
- Demolition
- Improvements built in current phase
- Residential
- Office / Life Science
- Retail / Restaurant / Active Use Structures
- Existing R.O.W Landscape
- Landscape Grading Work completed in current Phase
- Completed Landscape / Grading Work
- Completed Roadway
- Midblock Connection
- Existing Sidewalk
- Completed Sidewalk
- ✦ Gateway
- Fence

NOTES

1. The "Proposed Conditions Exhibits" show the entirety of the project scope up to each phase. Refer to MDP Sheets C001 series (sheets C001-0, C001-1, C001-2, C001-3A, C001-3B, C001-4) for details.
2. Per survey documents submitted in connection with the MDP (21206-CC-200230630-SLOPE EXHIBIT) no steep slopes are currently existing or proposed on the site.
3. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.



Phase 0 Predevelopment Work - Road A & Portion of Central Drive Installation
















Once site demolition is completed, Phase 0 work will commence to construct a portion of Central Drive, a Cul-de-Sac/ Turn-around at the site interior, and Road A. These roadways are above existing grade and is consistent with the original, existing MDP. Central Drive and Road A will be placed on raised earthen berms/ grade along with sidewalk access north and south of Road A. Sidewalks will include fencing and protections while they are in their interim condition until future phases commence construction. Sidewalks along Phase 1 will be installed as part of Phase 1 work.

Right-of-way work includes installation of traffic signalization at the Road A/ 120th Ave NE intersection, and installation of sidewalk and curb cut for the existing site access in the NE corner of the site along 120th Ave NE.

KEYNOTES

1. New Graded Earthen Berm
2. New Road Work
3. Cul-de-sac
4. Sidewalk with Landscape & Grading
5. Fence/ Protection
6. New Signalization in ROW
7. New curbcut and sidewalk at existing site access

LEGEND

-  Existing Building
-  Demolition
-  Improvements built in current phase
-  Residential
-  Office / Life Science
-  Retail / Restaurant / Active Use Structures
-  Existing R.O.W Landscape
-  Landscape Grading Work completed in current Phase
-  Completed Landscape / Grading Work
-  Completed Roadway
-  Midblock Connection
-  Existing Sidewalk
-  Completed Sidewalk
-  Gateway
-  Fence

NOTES

1. The "Proposed Conditions Exhibits" show the entirety of the project scope up to each phase. Refer to MDP Sheets C001 series (sheets C001-0, C001-1, C001-2, C001-3A, C001-3B, C001-4) for details.
2. Per survey documents submitted in connection with the MDP (21206-CC-200230630-SLOPE EXHIBIT) no steep slopes are currently existing or proposed on the site.
3. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.



Phase 1 (Formerly Buildings B+C/ Phase 1B) – Residential Building & Sitework Plan

Phase 1 work includes the construction of a 7-story, 274 Units (300 Units TIA) / 268,051.1 FAR GFA Residential Building and accompanying infrastructure along the southwestern portion of the development. Parking for residents will be provided in an 85,854 GSF, 214 stall, 2-level below-grade parking garage, accommodating car and bike parking needs for Phase 1. Work in this phase includes Road B, which provides fire department access for this building. Sidewalks and landscaping along Central Drive will be installed, with necessary work in the Right-of-Way along NE 12th Street.

Completion of Phase 1 work satisfies the 20% minimum Residential Component per LUC 20.25D.035 to allow completion of the Office/ Life Science Buildings. Refer to the FAR GFA calculations shown on pages 9-11 of the narrative and Sheet G2.11M, G2.12M and G2.13M for details.

Note, for traffic analysis purposes, the number of units to be constructed have been rounded up from the units shown in current plans to provide a conservative estimate.

KEYNOTES

1. New Grading & Landscaping
2. New Fire Truck Access Lane
3. Sidewalk With Landscape & Grading
4. New Service Access Point
5. New Residential Building
6. Improvements within the Right-of-way

LEGEND

- Existing Building
- Demolition
- Improvements built in current phase
- Residential
- Office / Life Science
- Retail / Restaurant / Active Use Structures
- Existing R.O.W Landscape
- Landscape Grading Work completed in current Phase
- Completed Landscape / Grading Work
- Completed Roadway
- Midblock Connection
- Existing Sidewalk
- Completed Sidewalk
- Gateway
- Fence



NOTES

1. The "Proposed Conditions Exhibits" show the entirety of the project scope up to each phase. Refer to MDP Sheets C001 series (sheets C001-0, C001-1, C001-2, C001-3A, C001-3B, C001-4) for details.
2. Per survey documents submitted in connection with the MDP (21206-CC-200230630-SLOPE EXHIBIT) no steep slopes are currently existing or proposed on the site.
3. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.

Phase 2 - (Formerly Building A/ Phase 1A) Residential Building & Sitework Plan
















Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0. Phase 2 work includes the construction of a 7-story, 116 Units (125 Units TIA) / 124,605 FAR GFA residential building and accompanying infrastructure along the south portion of the development. Parking for residents will be provided in a 32,513 GSF, 89 stall parking garage on Level 1, accommodating car and bike parking needs for Phase 2. Landscaping and curb cuts along Road A and Central Drive will be installed, with any necessary work in the Right-of-Way along NE 12th Street and 120th Avenue NE including the installation of the gateway feature at the southeastern corner of the site. The gateway feature is proposed to span both private property and the Right-of-Way, with the final design included in the Administrative Design Review for the Phase 2 site.

Note, for traffic analysis purposes, the number of units to be constructed have been rounded up from the areas shown in current plans to provide a conservative estimate.

KEYNOTES

1. New Grading & Landscaping
2. New Residential Building
3. Installation of Gateway Feature
4. Improvements within the Right-of-way

LEGEND

-  Existing Building
-  Demolition
-  Improvements built in current phase
-  Residential
-  Office / Life Science
-  Retail / Restaurant / Active Use Structures
-  Existing R.O.W Landscape
-  Landscape Grading Work completed in current Phase
-  Completed Landscape / Grading Work
-  Completed Roadway
-  Midblock Connection
-  Existing Sidewalk
-  Completed Sidewalk
-  Gateway
-  Fence

NOTES

1. The "Proposed Conditions Exhibits" show the entirety of the project scope up to each phase. Refer to MDP Sheets C001 series (sheets C001-0, C001-1, C001-2, C001-3A, C001-3B, C001-4) for details.
2. Per survey documents submitted in connection with the MDP (21206-CC-200230630-SLOPE EXHIBIT) no steep slopes are currently existing or proposed on the site.
3. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.



Phase 3A/C/D/E (Formerly Building F/ Phase 2) – Office / Life Science Building & Sitework Plan

Phase 3 work will be subdivided into five subphases, 3A-E. Phase 3A includes the construction of an 8-story, 267,000 SF TIA GFA/ 231,009 SF FAR GFA / 195,993 NSF Office/ Life Science Building, and a 1 story, 1,000 SF TIA GFA/ 269 SF FAR GFA/ 0 NSF Office Pavilion providing access and egress for a 295,726 GSF, 537 stall, 4-level below-grade parking garage, accommodating car and bike parking needs for Phase 3A and the Pavilions constructed in Phase 3C-E. Phase 3C includes the construction of a detached 1 story, 3,200 SF TIA GFA/ 2,496 SF FAR GFA / 2,496 NSF Retail Pavilion. Phase 3D includes the construction of a detached 1 story, 5,300 SF TIA GFA/ 4,134 SF FAR GFA/ 4,134 NSF Restaurant Pavilion. Phase 3E includes the construction of a detached 1 story, 1,800 SF TIA GFA/ 1,409 SF FAR GFA/ 1,409 NSF Retail Pavilion. Construction of all Pavilions will be completed by the end of Phase 3.

A landscaped central open space with accessible, pedestrian connection to 120th Avenue NE and Central Drive is included, along with associated infrastructure and site improvements. The Cul-de-Sac will remain in-place at the project's completion, though the vehicle access point will be adjusted along with fencing and protections in preparation for the next phase. Phase 3A will include building pads for future detached retail/restaurant/ active-use pavilions constructed in Phases 3C-E. These building pads have been accounted for in the Lot Coverage and Impervious Surface calculations for 3A. The loading dock constructed in Phase 3A provides the waste/ recycling needs for all Buildings constructed in Phase 3.

Note, for traffic analysis purposes, the land use sizes have been rounded up from the areas shown in current plans to provide a conservative estimate.

KEYNOTES

1. New Grading & Landscaping
2. New Office / Life Science Building
3. New Retail / Restaurant/ Active Use Structures
4. Sidewalk with Landscape & Grading
5. Improvements within the Right-of-way
6. Accessible pedestrian access point
7. Reconfigured fence / protection

LEGEND

- Existing Building
- Demolition
- Improvements built in current phase
- Residential
- Office / Life Science
- Retail / Restaurant/ Active Use Structures
- Existing R.O.W Landscape
- Landscape Grading Work completed in current Phase
- Completed Landscape / Grading Work
- Completed Roadway
- Midblock Connection
- Existing Sidewalk
- Completed Sidewalk
- Gateway
- Fence

NOTES

1. The "Proposed Conditions Exhibits" show the entirety of the project scope up to each phase. Refer to MDP Sheets C001 series (sheets C001-0, C001-1, C001-2, C001-3A, C001-3B, C001-4) for details.
2. Per survey documents submitted in connection with the MDP (21206-CC-200230630-SLOPE EXHIBIT) no steep slopes are currently existing or proposed on the site.
3. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.



Phase 3B (Formerly Building Building E/ Phase 3) - Office / Life Science Building & Sitework Plan
















Phase 3B includes the construction of a 9-story, 247,000 SF TIA GFA/ 202,698 SF FAR GFA/ 186,518 NSF Office/ Life Science Building, and a 134,268 GSF, 285 stall 4-level below-grade parking garage, necessary improvements to the Right-of-Way on Central Drive, NE Spring Boulevard and 120th Avenue NE, and installation of the gateway feature at the northeastern corner of the site. The gateway feature is proposed to span both private property and the Right-of-Way, with the final design being included in Administrative Design Review for the Phase 3B site. The Accessible pedestrian connection completed in Phase 3A between 120th Avenue NE will remain available to pedestrians during Phase 3B construction. The Cul-de-Sac will remain in-place at this Phase's completion until the connection of Central Drive to NE Spring Blvd is completed, afterwards it will be removed, and the fencing/protection extents will be reconfigured.

Note, for traffic analysis purposes, the land use sizes have been rounded up from the areas shown in current plans to provide a conservative estimate.

KEYNOTES

1. New Grading & Landscaping
2. New Office / Life Science Building
3. Sidewalk with Landscape & Grading
4. Improvements within the Right-of-way
5. Reconfigured fence / protection
6. Complete central drive connection to NE Spring Blvd
7. Installation of gateway feature

LEGEND

-  Existing Building
-  Demolition
-  Improvements built in current phase
-  Residential
-  Office / Life Science
-  Retail / Restaurant / Active Use Structures
-  Existing R.O.W Landscape
-  Landscape Grading Work completed in current Phase
-  Completed Landscape / Grading Work
-  Completed Roadway
-  Midblock Connection
-  Existing Sidewalk
-  Completed Sidewalk
-  Gateway
-  Fence

NOTES

1. The "Proposed Conditions Exhibits" show the entirety of the project scope up to each phase. Refer to MDP Sheets C001 series (sheets C001-0, C001-1, C001-2, C001-3A, C001-3B, C001-4) for details.
2. Per survey documents submitted in connection with the MDP (21206-CC-200230630-SLOPE EXHIBIT) no steep slopes are currently existing or proposed on the site.
3. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.



Phase 4A/B – (Formerly Building D/ Phase 3) Office / Life Science Building & Sitework Plan

Phase 4 work will be subdivided into two subphases. Phase 4A includes the construction of a 9-story, 258,700 SF TIA GFA/ 212,203 SF FAR GFA / 194,053 NSF Office/ Life Science Building, and a 1 story, 3,000 SF TIA GFA/ 2,324 SF FAR GFA/ 1,950 NSF Office Pavilion providing access and egress for a 167,304 GSF, 431 stall, 4-level below-grade parking garage, accommodating car and bike parking needs for Phase 4A and the Pavilion constructed in Phase 4B. Phase 4B includes the construction of a 1 story, 7,200 SF TIA GFA/ 6,541 SF FAR GFA/ 6,541 NSF Office Pavilion. Phase 4 was formerly Building D in the existing MDP and has changed use from residential to office/ life science use.

Phase 4 work will include the construction of a curb cut along Central Drive and necessary improvements to the Right-of-Way along NE Spring Blvd. The removal of a portion of the concrete buttress wall installed by the City of Bellevue will be coordinated with the City of Bellevue, with the details and documentation to be included in Administrative Design Review for the Phase 4 site.

Note, for traffic analysis purposes, the land use sizes have been rounded up from the areas shown in current plans to provide a conservative estimate.

KEYNOTES

1. New Grading & Landscaping
2. New Office / Life Science Building
3. New Retail / Restaurant/ Active Use Structures
4. New Service Access point
5. Improvements within the Right-of-way

LEGEND

- Existing Building
- Demolition
- Improvements built in current phase
- Residential
- Office / Life Science
- Retail / Restaurant/ Active Use Structures
- Existing R.O.W Landscape
- Landscape Grading Work completed in current Phase
- Completed Landscape / Grading Work
- Completed Roadway
- Midblock Connection
- Existing Sidewalk
- Completed Sidewalk
- Gateway
- Fence

NOTES
















1. The "Proposed Conditions Exhibits" show the entirety of the project scope up to each phase. Refer to MDP Sheets C001 series (sheets C001-0, C001-1, C001-2, C001-3A, C001-3B, C001-4) for details.
2. Per survey documents submitted in connection with the MDP (21206-CC-200230630-SLOPE EXHIBIT) no steep slopes are currently existing or proposed on the site.
3. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.



Completed Project Site Plan

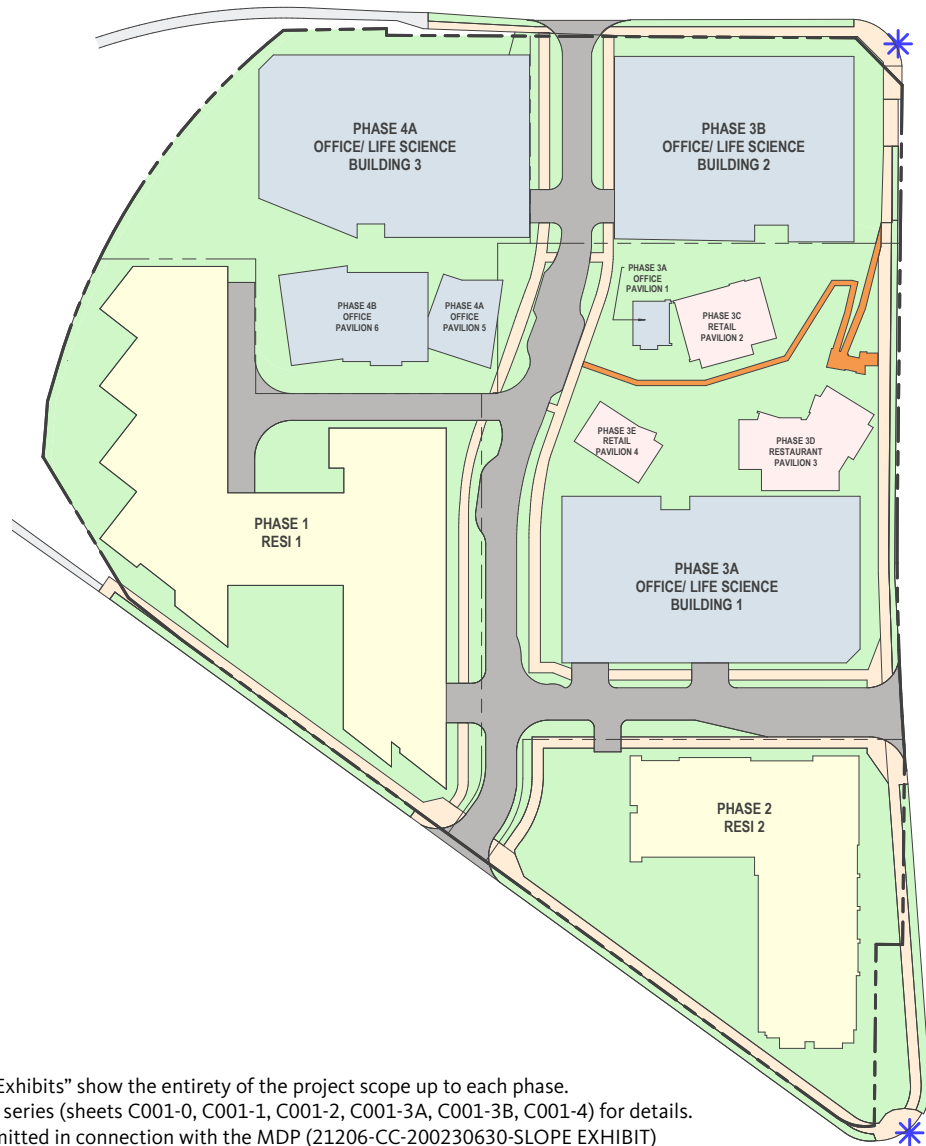
The completed project development site at the conclusion of all phases.
Reference Architectural drawings for notated diagrams and Civil drawings for technical detail.

LEGEND

-  Existing Building
-  Demolition
-  Improvements built in current phase
-  Residential
-  Office / Life Science
-  Retail / Restaurant / Active Use Structures
-  Existing R.O.W Landscape
-  Landscape Grading Work completed in current Phase
-  Completed Landscape / Grading Work
-  Completed Roadway
-  Midblock Connection
-  Existing Sidewalk
-  Completed Sidewalk
-  Gateway
-  Fence

NOTES

1. The "Proposed Conditions Exhibits" show the entirety of the project scope up to each phase. Refer to MDP Sheets C001 series (sheets C001-0, C001-1, C001-2, C001-3A, C001-3B, C001-4) for details.
2. Per survey documents submitted in connection with the MDP (21206-CC-200230630-SLOPE EXHIBIT) no steep slopes are currently existing or proposed on the site.
3. Phase 2 demolition is part of Phase 2 Scope. Currently as shown in the Phasing Plan, Phase 2 demolition will occur concurrently with Phase 0.



J. Amended Dimensional Table

Item	Required	Approved MDP	Proposed MDP	Comments
Land Use Designation	Bel-Red OR-2	Bel-Red OR-2	Bel-Red OR-2	
Project Limit	No minimum indicated	8.43 acres (367,211 sq. ft.)	8.36 acres (364,240 sq. ft.)	Verified per Survey
Building Height Land Use Code 20.25D.080.A	BR-OR-2 Base=45'-0" Maximum=125'-0" Measured from Average Finished Grade (AFG)	Building Heights Vary 61' to 121'-6"	Building Heights Resi 1 (Phase 1): 80'-0" Resi 2 (Phase 2): 74'-5 11/16" Building 1 (Phase 3A): 120'-0" Pavilion 1 (Phase 3A): 25'-4" Building 2 (Phase 3B): 122'-9" Pavilion 2 (Phase 3C): 28'-1" Pavilion 3 (Phase 3D): 27'-1" Pavilion 4 (Phase 3E): 26'-6" Building 3 (Phase 4A): 122'-1 1/2" Pavilion 5 (Phase 4A): 28'-11" Pavilion 6 (Phase 4B): 35'-8"	Meets Land Use Code requirements. Refer to sheet G1.02M for Building Height Diagrams Heights exclude provisions for 15' allowable height of rooftop mechanical program
Site Area By Phase (Total Property Area)		Phase 1: 139,500 SF Phase 2: 65,100 SF Phase 3: 117,500 SF Total Phase 1-3: 322,100 SF Tract A: 41,544 SF Total: 363,644 SF	Phase 1: 85,211 SF Phase 2: 58,261 SF Phase 3: 158,454 SF Phase 4: 62,314 SF Total: 364,240 SF	Existing MDP Phasing Lot/ Site Area based on the FAR Amenity Incentive System Table on p.47 of the existing MDP. Note Existing MDP Total FAR is calculated based on Total Site Area without Tract A. Site area in this table include some improvements in the right-of-way. Refer to Sheet G1.03M for Site Areas by Phase.
Gross Floor Area Building Area (FAR GFA)		Phase 1: 281,472 SF Phase 2: 198,912 SF Phase 3: 374,400 SF Total GFA: 854,784 SF	Phase 1: 268,051.1 SF Phase 2: 124,605 SF Phase 3: 442,015 SF Phase 4: 221,068 SF Total GFA: 1,055,739.1 SF	Refer to Sheet G2.11M-G2.13M for detailed SF breakdown by Phase, Use and Building

<p>Floor Area Ratio (FAR) Land Use Code 20.25D.080.A</p> <p>Footnotes: (4)(9)</p>	<p>Minimum 1.0 Maximum 4.0</p>	<p>Phase 1 FAR: 2.02 (281,472 SF GFA FAR/ 139,500 SF Site Area)</p> <p>Phase 2 FAR: 3.06 (198,912 SF GFA FAR/ 65,100 SF Site Area)</p> <p>Phase 3 FAR: 3.19 (374,400 SF GFA FAR/ 117,500 SF Site Area)</p> <p>Total MDP FAR: 2.65 (854,784 SF GFA FAR/ 322,100 SF Total Site Area without Tract A)</p>	<p>Phase 1: 3.15 (FAR) (268,051.1 SF GFA FAR/ 85,211 SF Site Area)</p> <p>Phase 2: 2.14 (FAR) (124,605 SF GFA FAR/ 58,261 SF Site Area)</p> <p>Phase 3: 2.79 (FAR) (442,015 SF GFA FAR/ 158,454 SF Site Area)</p> <p>Phase 4: 3.55 (FAR) (221,068 SF GFA FAR/ 62,314 SF Site Area)</p> <p>Total: 2.90 (FAR) (1,055,739.1 SF GFA FAR/ 364,240 SF Site Area)</p>	<p>Participation in the Amenity Incentive System will be implemented during individual Design Review applications for each building/Phase. Refer to Section 01/G1.04M for Condition of Approval regarding FAR Amenity Incentive System.</p> <p>Note Existing MDP Total FAR is calculated based on Total Site Area without Tract A.</p>
<p>Front, Rear & Side Setbacks Land Use Code 20.25D.080.A</p>	<p>Front 0'-0" Subject to Footnotes: (2)(3)(5)</p>	<p>Proposed building locations are shown greater than 15-feet from the property line so that a building setback is not required, per footnote 2.</p>	<p>Proposed building locations over 45-feet in Phase 1,3 and 4 facing NE 12th street, NE Spring Blvd and 120th Ave NE are shown greater than 15-feet from the property line so that a building setback is not required per footnote 2.</p> <p>Proposed building location over 45-feet in Phase 2 facing NE 12th street is shown greater than 15-feet from the property line so that a building setback is not required per footnote 2. The building has a setback above 45' height along the southern portion of 120th Ave NE where the property line jogs as required per footnote 2.</p>	<p>Landscaping will be required per 20.25D.110.B.3.d. Meets Land Use Code requirements.</p>
	<p>Rear 0'-0" Subject to Footnotes: (3)(7)(8)(10)(14)</p>	<p>Proposed building locations are shown greater than 25-feet from the property line so that a building setback is not required, per footnote 14.</p>	<p>Proposed locations of buildings over 80-feet are shown greater than 25-feet from the property line so that a building setback is not required, per footnote 14.</p>	<p>Landscaping will be required per 20.25D.110.D Meets Land Use Code requirements. A Land Use Code Variance Request for the landscape buffer along the Western property Line of Phase 1 and Phase 4 has been submitted as part of the MDP Process. Refer to Permit Number 24 111381 LS for details.</p>

	Side 0'-0" (3)(7)(8)(10)(14)	N/A until separate parcels are created	N/A until separate parcels are created	Landscaping will be required per 20.25D.110.D Meets Land Use Code requirements.
Maximum Impervious Surface Area Land Use Code 20.25D.080.A	Maximum 75% Footnote (6)	Existing Site = 83.5% (303,613 SF Impervious Surface Area/ 363,644 SF Site Area) Proposed Site Revisions for Existing MDP = 74.3% (270,018 SF Impervious Surface Area/ 363,644 SF Site Area)	Existing = 83.5% (303,613 SF Impervious Surface Area/ 363,644 SF Site Area) Proposed Impervious Surface = Phase 1 = 72.1% (61,402 SF Impervious Surface Area/ 85,211 SF Site Area) Phase 2 = 74.8% (43,570 SF Impervious Surface Area/ 58,261 SF Site Area) Phase 3 = 72.6% (115,063 SF Impervious Surface Area/ 158,454 SF Site Area) Phase 4 = 63.9% (39,800 SF Impervious Surface Area/ 62,314 SF Site Area) Total All Phases = 71.3% (259,835 SF Impervious Surface Area/ 364,240 SF Site Area)	The overall project will not retain any existing buildings. The maximum impervious surface coverage is 75% MDP wide. Refer to Section 01/G1.03M for Condition of Approval regarding Impervious Surface Coverage.
LOT COVERAGE Land Use Code 20.25A.020		Total = 36.1% (131,100 SF Building Structure Area/ 363,644 SF Site Area)	Proposed Building Structure = Phase 1 = 54.1% (46,102 SF Building Structure Area/ 85,211 SF Site Area) Phase 2 = 63.5% (37,023 SF Building Structure Area/ 58,261 SF Site Area) Phase 3 = 39.7% (62,885 SF Building Structure Area/ 158,454 SF Site Area) Phase 4 = 55.5% (34,598 SF Building Structure Area/ 62,314 SF Site Area) Total = 49.6% (180,622 SF Building Structure Area/ 364,240 SF Site Area)	The maximum lot coverage is 75% MDP wide. Refer to Section 02/G1.03M for Condition of Approval regarding Lot Coverage. Existing MDP does not list Lot Coverage. Lot Coverage is based on Total Building Area divided by Total Site Area as shown on page 45 of the Existing MDP Narrative.

<p>Parking LUC 20.25D.120.B.2</p>	<p><u>Office Uses:</u> Minimum = 2.0 per 1,000 NSF Maximum = 3.0/3.5 per 1,000 NSF</p> <p><u>Residential Uses:</u> Minimum = 0.75 per unit Maximum = 2.0 per unit</p> <p><u>Retail Uses:</u> Minimum = 2.0 per 1,000 NSF Maximum = 3.5 per 1,000 NSF</p> <p><u>Restaurant Uses:</u> Minimum = 5.0 per 1,000 NSF Maximum = 15.0 per 1,000 NSF</p>	<p>Approximately 1,394 stalls are proposed for the entire MDP. Refer to page 49 of attached project book.</p>	<p>A total of 1,556 stalls are proposed for the Amended MDP.</p> <p>Phase 1: 214 Stalls (0.78 per unit) Phase 2: 89 Stalls (0.77 per unit) Phase 3: 822 Stalls (See Table) Phase 4: 431 Stalls (See Table)</p> <p>Total: 1,556 Stalls</p>	<p>Parking will be calculated and reviewed for each building during design review for each phase of development. Refer to parking summary on G0.02M for Condition of Approval regarding Parking Requirements by Phase and by Use based on required NSF/ Unit ratios. Provided Parking complies with Minimum and Maximum requirements for each Phase and total Build-out.</p>
<p>Recycling and Solid Waste Collection Areas LUC 20.20.725</p>	<p>Each recycling and solid waste collection area shall meet minimum size requirements and be visually screened. Refuse and recycling areas may not be located within adjacent public/private streets or right of way.</p>	<p>Tentative recycling and solid waste locations have been identified within each structure as part of this MDP submittal.</p>	<p>Tentative recycling and solid waste locations have been identified within each structure as part of this MDP submittal. Refer to submitted plan drawings.</p>	<p>Refuse and recycling areas will be confirmed with each Design Review application submitted per Phase of development. Refer to Section 01/G1.05.1M & 01/G1.05.2M for Condition of Approval regarding Recycling and Solid Waste Collection.</p>
<p>Landscape Development LUC 20.25D.110</p>	<p>Site Landscaping required per LUC 20.25D.110</p>	<p>Site plans and project renderings show conceptual landscape areas/designs at the MDP stage.</p>	<p>Site plans and project renderings show conceptual landscape areas/designs at the MDP stage. A Land Use Variance Request is required for the Landscape Buffer along the Western Property Line of Phase 1 and Phase 4.</p>	<p>Site landscaping requirements can be met and will be confirmed during Design Review for each phase of development. Landscaping will be required per 20.25D.110.D A Land Use Code Variance Request for the landscape buffer along the Western property Line of Phase 1 and Phase 4 will has been submitted as part of the MDP Process. Refer to Permit Number 24 111381 LS for details.</p>

<p>Sign Master Plan LUC 20.25D.150.F</p>	<p>A Sign Master Plan is required for the entire MDP project.</p>	<p>Not required at the MDP stage.</p>	<p>Signage will be submitted for each phase during the Administrative Design Review process for each phase.</p>	
<p>Binding Site Plan LUC 20.30V.140</p>	<p>The applicant may request approval of a Binding Site Plan with the MDP approval.</p>	<p>Applicant is preparing a Binding Site Plan submittal which must be recorded prior to Design Review approval of the first phase of development.</p>	<p>The Binding Site Plan that was approved as part of the existing MDP will be amended to reflect updated MDP when it is approved.</p>	<p>Required for sale or lease of lots/tracts. Refer to Section X for Condition of Approval regarding Binding Site Plan.</p>

**Alexandria Center for Science and Technology Project
Landscape Buffer Variance Request
April 2024**

I. BACKGROUND AND REQUESTED VARIANCE

Alexandria Real Estate Equities (“Alexandria”) is developing the Alexandria Center for Science and Technology – Bellevue (the “Project”) at 1445 120th Avenue NE in Bellevue (hereafter, the “Site”). The Project¹ will include three office/life science buildings and two residential buildings.

The Project represents a “major” revision to the original “Pine Forest” Master Development Plan (“MDP”). The original MDP included only two office buildings and four residential buildings. The Notice of Decision for the original MDP was published by the City on June 28, 2018 (13-113123-LP). The major MDP revision was submitted to the City on July 3, 2023 (23-101054-LP).

The Site is bounded by City rights-of-way on three sides (NE Spring Boulevard, 120th Avenue NE, and NE 12th Street), and by recently constructed Sound Transit light rail tracks on the western boundary. The Land Use Code (the “Code”) requires landscaping along street frontages, and a 10-foot landscape buffer along interior property lines like the Sites’ boundary along the Sound Transit light rail tracks. LUC 20.25D.110.D.2. For this 10-foot buffer area, evergreen and deciduous trees must be planted every 30 feet, and shrubs and living ground cover must be planted in-between the trees (the “Landscape Buffer Requirements”). *Id.* D.3.c.

The Sound Transit light rail tracks are fenced, and there is no public pedestrian access that is existing or proposed along the Site’s western boundary.² The grade of the tracks is also the low point of the property surrounding the Site. There is significant grade between the elevation of the tracks and surrounding rights-of-way, and across the Site. There is nearly a 30 foot grade difference between the western property along Sound Transit light rail tracks (lowest elevation approx. 151’) and the Spring Boulevard boundary, with Spring Boulevard as the high point (highest elevation approx. 182’). There is also nearly a 25 foot grade difference between the western property along Sound Transit light rail tracks and the NE 12th Street boundary, with NE 12th Street as the high point (highest elevation approx. 176’). Essentially, the tracks exist in a trough adjacent to the Site.

In order to account for the grade differences and to construct buildings that have appropriate presence on street frontages as directed by the Design Guidelines,³ the buildings along the

¹ The Project represents a “major” revision to the original “Pine Forest” Master Development Plan. The original Plan included two office buildings and four residential buildings.

² The original MDP included a “nature trail” in this area, but this feature has been removed in the revised MDP in favor of a public plaza and retail “village” along 120th.

³ See *e.g.*, LUC 20.25D.150.B.1.c.iv (“Buildings sited to take maximum advantage of adjacent public amenities”).

Site's western property line (Phase 1 and Phase 4) are proposed to have their first finished floor level considerably above the height of the tracks. This condition results in significant retaining walls along the western property line, ranging from 15 feet to 22 feet in height. Although there will be between 5- and 10-feet of space between the fenced property boundary with Sound Transit and the retaining walls, it is undesirable for plantings meeting the Landscape Buffer Requirements to be in this location for several reasons. First, significant plantings are not anticipated to thrive because of the tight quarters between the light rail fence and retaining walls, and because of shading. Second, from an operations standpoint, it is preferred that the area between the retaining walls and the track fence are kept clear in case of any maintenance needs. Last, and most importantly, landscape meeting the Buffer Requirements would impact sight lines into this area, which could provide opportunity for transient camping, trespass, or other public safety issues to occur. Instead, Alexandria proposes this variance that will allow it not to comply with the Landscape Buffer Requirements and instead to accommodate the spirit and intent of the Code by providing significant landscaping in the areas on top of the proposed retaining walls that will be visible from the surrounding rights-of-way as shown in the MDP revision design.

II. INTERIOR PROPERTY LINE LANDSCAPE BUFFER VARIANCE (LUC 20.25D.110.D.2)

a. Request

The Code requires the provision of a 10-foot landscape buffer along an interior property "not regulated elsewhere," to provide visual separation of uses and to soften the appearance of parking areas and building elevations. LUC 20.25D.110.D. Alexandria seeks a variance from LUC 20.25D.110.D.2 to eliminate the landscape buffer along the Site's western property line.

b. Compliance with Variance Criteria (LUC 20.30G.140.A)

The Director may approve an application for a variance if it finds the proposal complies with the following criteria:

- 1. The variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and land use district of the subject property; and*

The proposed variance will not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity because the Project is seeking a variance from landscape buffer standards, which does not change the specific land use on the Site or in the vicinity.

- 2. The variance is necessary because of special circumstances relating to the size, shape, topography, location, or surroundings of the subject property to provide it with use rights and privileges permitted to other properties in the vicinity and in the land use district of the subject property; and*

The proposed variance is necessary due to the special circumstances relating to the topography, location, and surroundings of the Site. The Site features significant grade changes between adjacent rights-of-way and the elevation of the rail tracks. Substantial retaining walls are envisioned to create a new development that meets the street and Design Guidelines and this makes landscaping in the buffer area both infeasible and undesirable. Alexandria would like as much visibility as possible in the area between the retaining walls and the fence to the rail tracks to ensure safety and security and to reduce the potential for camping and illicit activities. Properties in the vicinity do not have the same grade challenges along the light rail tracks compared to the Site, making this situation unique. Granting the variance would provide the Site with rights and privileges of other properties in the vicinity so that it can provide landscaping adjacent to the first levels of the buildings rather than landscaping that would be essentially below-grade.

3. The granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property; and

Granting the variance will not be materially detrimental to property or improvements in the vicinity of the Site. Instead, granting the variance is a proactive safety measure, ensuring visibility within the Site adjacent to the light rail tracks. Ensuring site safety and avoiding potential opportunities for illicit activities in building and site design will have spillover benefits to the surrounding properties. Further, not screening the retaining walls with landscaping in this location will not be materially detrimental to property in the vicinity because the retaining walls will not be visible to adjacent sites except for the City's property that exists to the west of the light rail tracks, and views of the retaining walls from that property is already obscured by the tracks and associated fences themselves. From above, at the level of adjacent rights-of-way, cars, pedestrians, and the public will only see the landscaping at the top of the retaining walls.

4. The variance is not inconsistent with the Comprehensive Plan.

Granting the variance is consistent with the Comprehensive Plan. In fact, many Comprehensive Plan policies support granting the variance.

- Policy UD-4 states the Citywide character should “[c]reate a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.” As explained above, the Project with the variance achieves a design that avoids potential safety issues by not creating a secluded location without sightlines while at the same time providing buildings at the level of adjacent rights-of-way, which is an appropriate urban design feature.
- Policy UD-25 states that site and building design should “[e]nsure site and building design relates and connects from site to site.” The site and building design with the variance connects the development both internally with a consistent topography and externally with buildings at the level of the right-of-way and adjacent developments.
- Policy UD-50 states that for mixed-use developments, buildings should be “sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as

appropriate.” A primary reason for the variance is the retaining walls necessitated by the level 1 building locations at the sidewalk, as directed by this Policy.

- Policy S-BR-12 states that in Bel-Red projects should “[d]evelop and implement landscaping standards that promote sustainable design, and encourage natural drainage practices where both appropriate and feasible.” Although the variance would be from the Landscape Buffer Requirement, ample landscaping and trees are proposed to be located on the site, and in particular on top of the proposed retaining walls. The Project design with the variance meets the intent of the Policy to promote greenspace and sustainable design.
- Last, Policy S-BR-15 states that the City should “[i]ntegrate transit in the design of public and private developments, so that the form and connectivity of the built environment support travel choices.” The Project prides itself as transit-oriented development and features connections to the 120th Light Rail station that are ADA accessible through the Site. An alternative design that did not incorporate retaining walls would result in more internal grade and reduced pedestrian accessibility through the Site. Granting the variance to eliminate the Buffer therefore better carries out the intent of this Policy to support travel choices on light rail by making it easier for pedestrians to get through the Site to the Station.

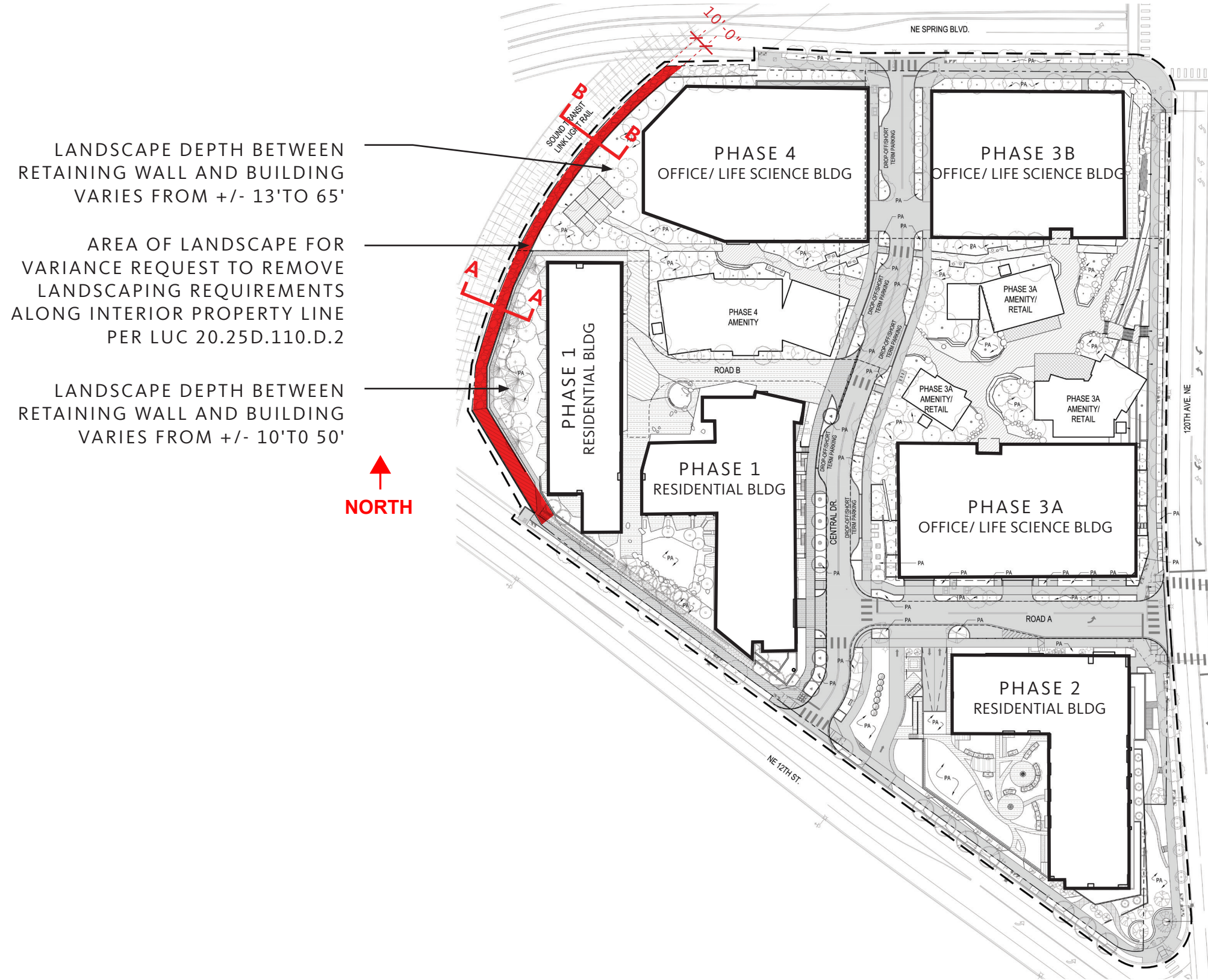
LUC 20.25D.110 LANDSCAPE DEVELOPMENT, OUTDOOR STORAGE, RETAIL DISPLAY, FENCE STANDARDS

D. INTERIOR PROPERTY LINE DEVELOPMENT.

1. PURPOSE/INTENT. THE LANDSCAPE DEVELOPMENT REQUIRED BY THIS SECTION IS NECESSARY TO PROVIDE VISUAL SEPARATION OF USES SO AS TO SOFTEN THE APPEARANCE OF PARKING AREAS AND BUILDING ELEVATIONS.
2. WHERE REQUIRED. A 10-FOOT LANDSCAPE BUFFER SHALL BE PROVIDED ALONG AN INTERIOR PROPERTY NOT REGULATED ELSEWHERE.
3. APPLICABLE STANDARD.
 - A. EVERGREEN AND DECIDUOUS TREES, WITH NO MORE THAN 50 PERCENT BEING DECIDUOUS, A MINIMUM OF SIX FEET IN HEIGHT, AND PLANTED AT INTERVALS NO GREATER THAN 30 FEET ON CENTER; AND
 - B. IF PLANTED TO BUFFER A BUILDING ELEVATION, SHRUBS, A MINIMUM OF THREE AND ONE-HALF FEET IN HEIGHT, AND LIVING GROUND COVER PLANTED SO THAT THE GROUND WILL BE COVERED WITHIN THREE YEARS; OR
 - C. IF PLANTED TO BUFFER A PARKING AREA, ACCESS, OR SITE DEVELOPMENT OTHER THAN A BUILDING, ANY OF THE FOLLOWING ALTERNATIVES MAY BE USED UNLESS OTHERWISE NOTED:
 - I. SHRUBS, A MINIMUM OF THREE AND ONE-HALF FEET IN HEIGHT, AND LIVING GROUND COVER MUST BE PLANTED SO THAT THE GROUND WILL BE COVERED WITHIN THREE YEARS.
 - II. EARTH-MOUNDING, AN AVERAGE OF THREE AND ONE-HALF FEET IN HEIGHT, PLANTED WITH SHRUBS OR LIVING GROUND COVER SO THAT THE GROUND WILL BE COVERED WITHIN THREE YEARS. THIS ALTERNATIVE MAY NOT BE USED IN A DOWNTOWN LAND USE DISTRICT.
 - III. A COMBINATION OF EARTH-MOUNDING AND SHRUBS TO PRODUCE A VISUAL BARRIER AT LEAST THREE AND ONE-HALF FEET IN HEIGHT.

COB FEEDBACK

- If you plan to remove all of the required 10' interior property line landscaping along the western property line to accommodate the required Transportation/ROW pathway, this will require a Variance (LS) application, which should be submitted and reviewed as part of this MDP amendment. Due to the unique circumstances of the site and need for the pathway, a Variance application could be supported.
- [Land Use Code Variance | City of Bellevue \(bellevuewa.gov\)](https://www.bellevuewa.gov/land-use-code-variance)








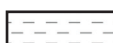
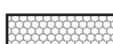









LANDSCAPE DEPTH BETWEEN RETAINING WALL AND BUILDING VARIES FROM +/- 13'TO 65'

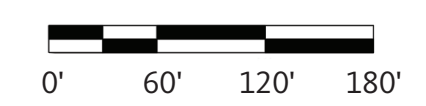
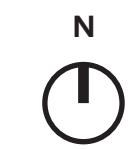
AREA OF LANDSCAPE FOR VARIANCE REQUEST TO REMOVE LANDSCAPING REQUIREMENTS ALONG INTERIOR PROPERTY LINE PER LUC 20.25D.110.D.2

LANDSCAPE DEPTH BETWEEN RETAINING WALL AND BUILDING VARIES FROM +/- 10'TO 50'

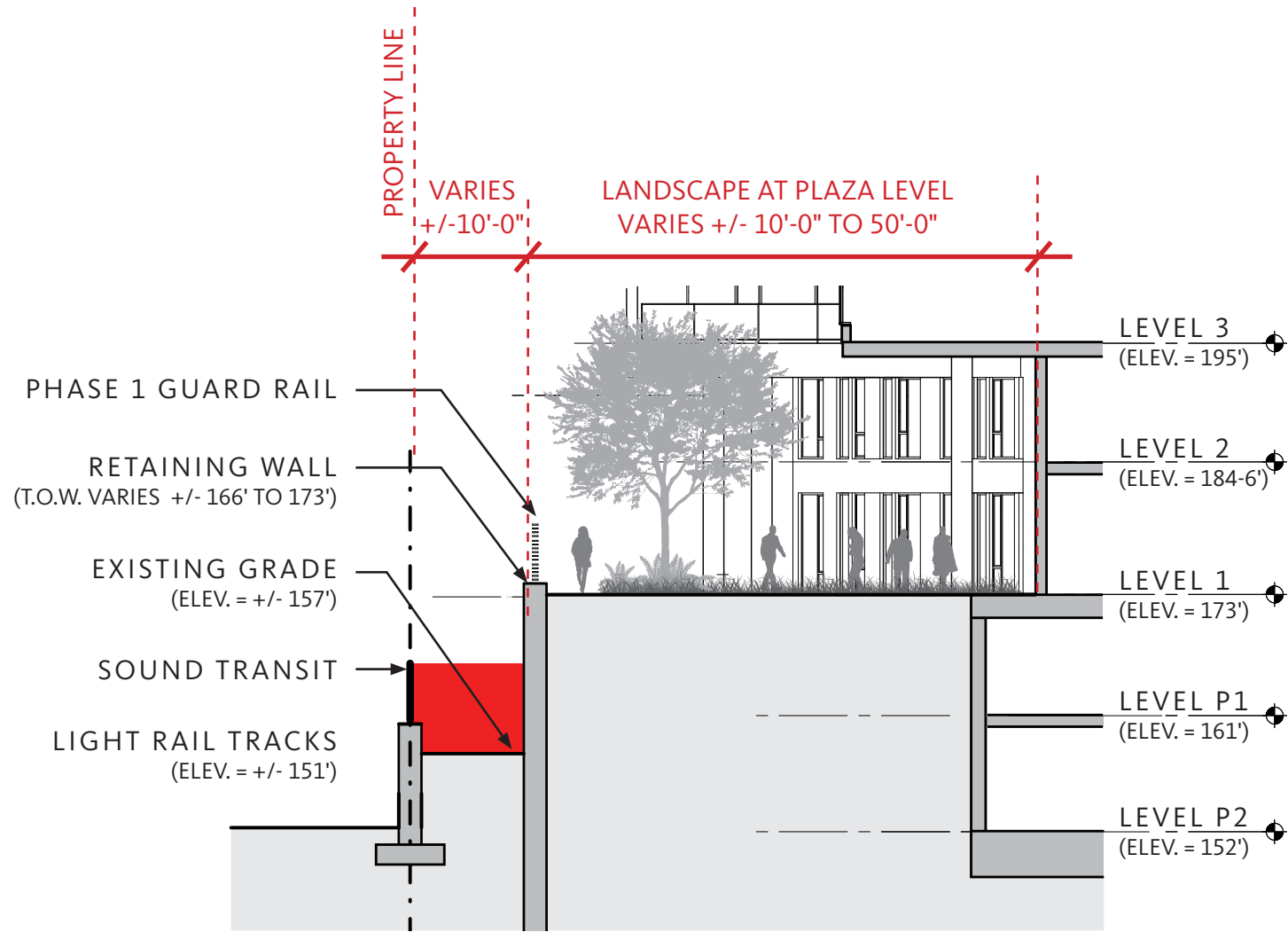


LEGEND

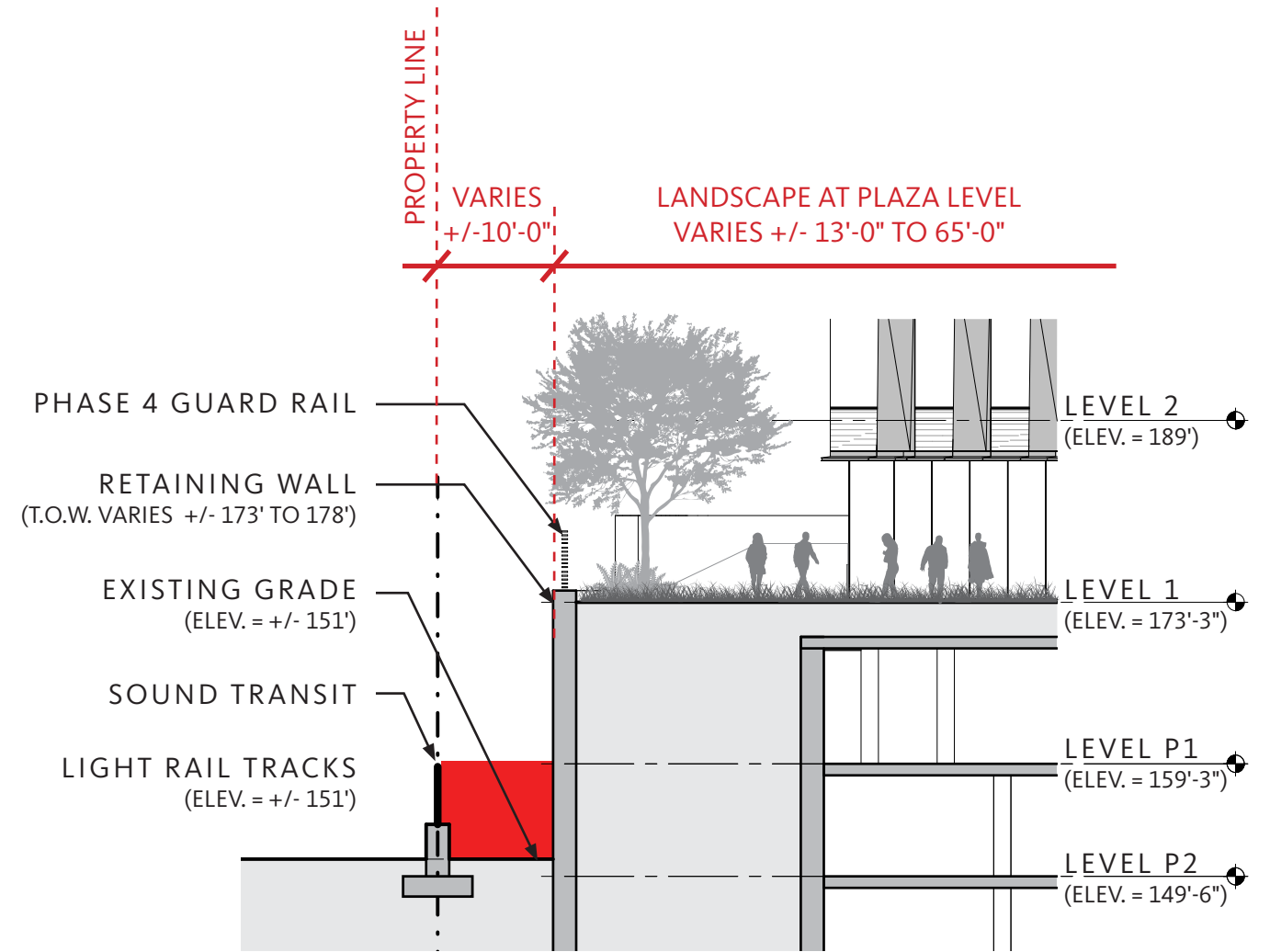
-  PT-1 UNIT PAVER
-  PT-2 BOUND AGGREGATE
-  PT-3 WOOD DECKING
-  PT-4 PERVIOUS GATEWAY PAV-
-  PT-5 GRAVEL PATHWAY
-  PERVIOUS DRAINAGE GRAVEL
-  CRUSHED ROCK/ GRAVEL PAV-
-  GRASSPAVER
-  RIVER ROCK DRY STREAM BED
-  PEDESTAL PAVER ASSEMBLY
-  PERMEABLE PAVERS ON GRADE
-  ROADWAY, SIDEWALK AND R.O.W. PAVING
-  IMPERVIOUS SURFACING
-  PLANTED AREA
-  COLORED CONCRETE CENTRAL
-  AREA OF VARIANCE REQUEST



MDP LANDSCAPE PLAN



SECTION A-A AT PHASE 1



SECTION B-B AT PHASE 4

LEGEND

■ AREA OF VARIANCE REQUEST



VIEW FROM INTERSECTION OF NE SPRING BOULEVARD AND NE 12TH STREET



LEGEND / VIEW LOCATION

 AREA OF VARIANCE REQUEST



Transportation

Certificate of Concurrency

Date: 10/3/2024

Project Name: ACST Bellevue

Project Address: 1445 120th Avenue NE

Permit Number: 23-101054 LP

Mobility Units Allocated: 851

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 Jiri".

Director
City of Bellevue Transportation Department

Certificate Number: 165