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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	Pinnacle North
LOCATION:	10112 NE 10th Street
FILE NUMBERS:	21-103192-LP, 21-103195-LD
PROPONENT:	Kandice Kwok, Pinnacle International Development
DESCRIPTION OF PROPOSAL: Master Development Plan, Design Review, and 2 associated Variance approvals of a single phased, six-tower residential development that includes ground level retail and commercial uses. The proposal is located within the DNTN-MU and DNTN-R Land Use Districts with Perimeter Overlay's A-1, B-1 and B-2.	

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: 8/28/2025

APPEAL DATE: 9/11/2025

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

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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

Issued By: Reilly Pittman **Date:** August 28, 2025

Reilly Pittman, Environmental Coordinator
Development Services Department

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	Pinnacle Bellevue North
Proposal Address:	10112 NE 10th Street
Proposal Description:	Master Development Plan (MDP) and Administrative Design Review (ADR) approval of a single phased, six-tower residential development that includes ground level retail and commercial uses. Two Administrative Variances associated with the MDP and ADR are also part of this approval. The proposal is located within the DNTN-MU and DNTN-R Land Use Districts, within Perimeter Overlay's A-1, B-1 and B-2.
File Numbers:	**21-103192-LP; 21-103195-LD; 25-110467-LS; 25-110468-LS**
Applicant:	Kandice Kwok, JYOM Architects for Pinnacle International Development
Decisions Included:	Combined Master Development Plan, Design Review and 2 Administrative Variances
Process:	Process II (LUC 20.35.200)
Planner:	Amy Tarce, Senior Planner
State Environmental Policy Act Threshold Determination:	**Determination of Non-significance (DNS)** Reilly Pittman Reilly Pittman, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Rebecca Horner Development Services Department By: Toni Pratt, Land Use Director Antoinette Pratt, Land Use Director

Master Development Plan and Administrative Design Review

Date of Application:	February 22, 2021
Complete Application:	March 22, 2021
Notice of Application:	April 8, 2021
Notice of Public Meeting:	June 3, 2021
Public Meeting:	June 22, 2021

Administrative Variances

Date of Application:	April 8, 2025
Complete Application	May 5, 2025
Notice of Application	May 8, 2025

Combined Decision Date:	August 28, 2025
Appeal Deadline:	September 11, 2025, 5 PM
Expiration Date:	MDP, August 27, 2035 Design Review, August 27, 2028

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

Table of Contents

I. **Request/Proposal Description (MDP & LD) ……4**

II. Site Description, Zoning and Land Use Context (Existing)…… 8

III. Consistency with Land Use Code/Zoning Requirements (MDP)……..... 11

IV. Consistency with Land Use Code/Zoning Requirements (LD)..... 18

A. General Provisions of the Land Use Code

B. Trigger Height Requirements (LUC 20.25A.075)

C. Tower Requirements and Upper Level Stepbacks (LUC 20.25A.075.A)

D. FAR Exemptions and Amenity Incentive System (LUC 20.25A.070)

E. Additional Flexibility through the Interim Official Control for Affordable Housing

F. Landscape Development Standards (LUC 20.25A.110)

G. Pet Relief Areas

H. Green and Sustainability Factor

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

J. Through Block Pedestrian Connection and Outdoor Plazas (LUC 20.25A.160.D)

V. Downtown Design Guidelines…….. 47

VI. Administrative Departures…… 51

A. Build-to-Line

B. 'A' Right-of-Way Weather Protection

C. Residential Lobby as Active Use

D. Street Tree Spacing

E. Location of Exhaust Vents

F. Compact Parking Spaces

VII. Variances……65

VIII. Public Notice and Public Comment……... 68

IX. Technical Review…….……..…….. 80

X. State Environmental Policy Act (SEPA)…….…….…….100

XI. Changes to Proposal Due to Staff Review……..... 106

XII. Master Development Plan Decision Criteria……..…….....107

XIII. Design Review Plan Decision Criteria……..……..... 111

XIV. Variance Decision Criteria ……..……...114

XV. Decision……117

XVI. Conditions of Approval…….…….....……118

Attachments

A. SEPA Checklist (Attachments to Checklist in Project File)
B. Comprehensive Plan Matrix
C. Downtown Design Guidelines
D. Administrative Departure Forms (6)
E. Variance Applications (2)
F. Amenity Plan and Chart
G. Republic Services Approval Letter
H. Certificate of Concurrency

I. Request/Proposal Description

A. Request

The applicant requests approvals for a Master Development Plan and Administrative Design Review to demolish 5 existing buildings and construct a single phased mixed-use development with 6 residential buildings with a total of 1,613 residential units and ground floor retail and commercial uses. Eighty-five (85) of these residential units are set aside as affordable housing. The proposal includes 1,784 parking stalls to be accommodated within the four levels of below-grade parking. Residential buildings will range in height from 14 to 26 stories. The applicant has requested extended vesting for the MDP for ten (10) years to accommodate this four-building development. **Refer to Section XV for Conditions of Approval regarding Vesting for Master Development Plan and Design Review**. Associated with the affordable housing incentives, the applicant requests two variances for the Floor Plate Reduction and the Tower Separation requirements in LUC 20.25A.075.



Figure 1 Project Perspective looking from NE 10th Street

The project site is located at 10112 NE 10th Street, within the Downtown-Mixed Use (DT-MU) and Downtown-Residential (DT-R) Land Use Districts, within Perimeter Overlay's A-1, B-1 and B-2. The project site is approximately 195,431 square feet (4.5 acres) in size. The full build out of the project will comprise approximately 1,274,662 SF of gross area of residential uses, and 97,000 s.f. of active use intended to accommodate a supermarket and service-based retail. **Refer to Section XVI for Conditions of Approval related to the Supermarket in Active Use Space**.

To exceed the prescribed trigger height for the residential towers (see Section IV below for dimensional requirements analysis), the project provides a total of 21,656 square feet of publicly accessible outdoor plaza spaces: a 13,605 SF plaza directly accessible from NE 10th Street and an 8,051 SF plaza accessible from 102nd Avenue NE. Additional outdoor amenity spaces are provided between 4 of the buildings for use by the residents. Active use spaces, consisting of approximately 97,000 square feet, are designed to accommodate a supermarket and service-based retail. The active use spaces have direct access to the two main outdoor plazas and public streets, namely 102nd Avenue NE and NE 10th Street. For a more detailed description of the proposal, please refer to the Project Narrative attached.

The applicant has requested six (6) Administrative Departures as part of this application:

- Build-to-Line
- 'A' Right-of-Way Weather Protection
- Active Use
- Street Tree Spacing
- Compact Parking Spaces
- Location of Exhaust Vents

Departure requests are discussed in detail in Section VI below.

B. Review Process

A Master Development Plan (MDP) and Administrative Design Review (ADR) is required by Land Use Code (LUC) 20.25A.030.A.1. In addition, the project requires review under the State Environmental Policy Act (SEPA) due to the project size. The Master Development Plan, Administrative Design Review, Variance from the Land Use Code, and SEPA threshold determination are Process II decisions (Chapter 20.35 LUC). The Environmental Coordinator issues the SEPA Threshold Determination, and the Director of Development Services issues the Master Development Plan, Design Review, and Variance decisions. Any appeal of a Process II land use decision is heard and adjudicated by the City of Bellevue Hearing Examiner. **Refer to Section XV for Condition of Approval regarding Modification to the Master Development Plan and Design Review Modifications.**

1. Master Development Plan (LUC 20.25A.030.B)

Master Development Plan approval is required whenever land development involves multiple buildings or phased development of one or more buildings. According to LUC 20.25A.030.B, applications for an MDP should identify proposed building placements within the project limit and demonstrate compliance with specific development requirements and standards pertaining to

dimensional requirements, parking and loading plan, Major Public Open Spaces and Minor Publicly Accessible Spaces, and landscape development. The project has met all these MDP requirements, as described below and throughout the remainder of this report.

The Master Development Plan for Pinnacle North includes 6 residential buildings organized around 4 landscaped open spaces. Two of these open spaces are public plazas that provide a sense of arrival for the ground floor retail spaces along the two main public street frontages. These two outward-focused public plazas are designed to engage the pedestrians and provide a "front porch" for the residential lobbies of each residential tower and the ground floor active (commercial) uses. The plazas are designed as outdoor rooms with water features, interactive art and a variety of seating.

A required Through Block Connection, serving as a pedestrian east-west connection through the site, breaks up the superblock into a finer grain of intersecting pathways and facilitates better pedestrian access from 102nd Avenue NE to 100th Avenue NE. Two additional outdoor plazas located in the interior of the site and connected by the Through Block Connection are provided with amenities for the exclusive use of the residents, including a dog park and a community garden. The six buildings and retail spaces share one large garage, which can be accessed from NE 10th Street and 102nd Avenue NE. Service vehicles enter from the 102nd Avenue NE garage entrance. Vehicular access is simple and direct.

Parking for the residential units and retail/active uses are all provided in the underground garage. The project is proposing 1487 residential parking spaces at a ratio of 0.92 spaces per unit, with 81 visitor parking for the residential uses and 216 spaces for the grocery store and retail/active uses.

2. Administrative Design Review (ADR, LUC 20.25A.030.C)

Design Review is required for all projects in Downtown Bellevue that involve redeveloping a legal lot with existing improvements or an undeveloped lot. Design Review is the mechanism by which new development is evaluated for compliance with all the development standards in LUC 20.25A that are not covered or required in a Master Development Plan review. It is in the ADR that architectural details including building materials and color, building façade modulation and massing, and mechanical equipment screening are reviewed. Other items subject to ADR review include the landscape plan details such as required street trees and landscaping, green and sustainability factor, soil volume and site furnishings such as benches, exterior light fixtures and required bike facilities. Public realm design requirements to ensure pedestrian comfort and walkability are also reviewed at the ADR. A detailed analysis of how the Pinnacle North project complies with all the above items is included in this staff report and can be found in subsequent Sections.

Construction Phasing.

Given the scale of Pinnacle North, it is anticipated that the project will be developed in two construction phases (as opposed to MDP phases under the LUC) to allow for staggered occupancy of the buildings, with Buildings 4 to 6

substantially completed while the 2 high-rise towers 1 and 2 are still under construction. As described in more detail in the Transportation Section of this staff report, if the project is constructed without phased construction, then all required transportation infrastructure associated with the project must be completed prior to occupancy. However, if the project is constructed in phases, then the required transportation infrastructure associated with each construction phase will be determined by the City's Transportation Development Construction Engineer prior to occupancy of any individual building. An assurance device would be required for any infrastructure not completed with the first phase of construction. All infrastructure requirements must be completed prior to final acceptance of any phase.

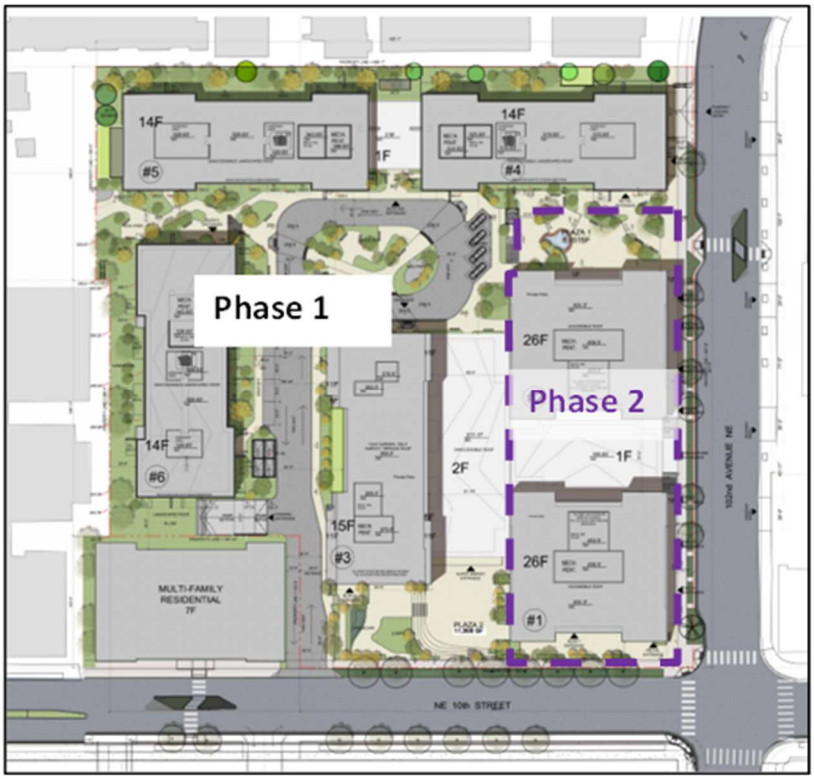


Fig. 2 Construction Phasing Plan

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

A variance is a mechanism by which the City may grant relief from the provisions of the LUC 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. A variance does not grant special privileges to projects that have not exhausted all methods and design solutions to meet the requirements of the Land Use Code. Two variances have been requested for Pinnacle North:

- Floor Plate Reduction (LUC 20.25A.075.A.2); and
- Tower Separation (LUC 20.25A.075.B).

The two variances request regulatory relief from the design standards of the Downtown Tower Requirements in the Land Use Code that are obstacles to incentivizing the production of affordable housing by private development in Downtown as contemplated by City Council's Interim Official Control, Ordinance 6785. See Section III.A.2.b for further discussion of the Interim Official Control. See Section XII for analysis of the 2 Variances.

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

A. Location

The project site is located in the Northwest Village neighborhood of the Downtown subarea, which is adjacent to the Vuecrest and Manor Hill neighborhoods to the west and north of the site. The proposed project fronts the corner of NE 10th Street and 102nd Avenue NE. Downtown Bellevue is designated as a Metropolitan Regional Growth Center by Comprehensive Plan Policy LU-1, Policy LU-19, Map LU-3, and the Puget Sound Regional Council (PSRC).

B. Site Conditions

The project site is currently developed with a low-rise apartment complex called Le Chateau Apartments, consisting of 4 buildings, a swimming pool and accessory surface parking lots softened by landscape areas with significant trees. Also within the project area is a two-story office building of approximately 11,570 SF and a large surface parking lot. The project site is predominantly impervious. The site slopes from the northwest corner to the southeast corner, with grade elevations ranging from 182 feet to 206 feet, or a difference of 24 feet (see Topographic Survey, sheet C1.1 of the Civil Plans, on file).

There are multiple vehicular access points on the project site. Along 102nd Avenue NE, there are three driveways, two of which provide access to the Chateau Apartments and one serving the parking lot of the office building (See Sheet A0.10 of the architectural plans for photos of existing conditions). Along NE 10th Street, there is one curb cut for the surface parking lot of the office building. 101st Avenue NE currently functions more like a private driveway, with head in parking spaces along one side and the street eventually terminating at the small landscaped area of the Chateau Apartments.

C. Neighborhood

The Pinnacle North project site is in the Northwest Village neighborhood of Downtown Bellevue. The Northwest Village District currently provides a wide array of primarily neighborhood-oriented retail and service uses. Low-density multi-family residential development are mixed in with auto-oriented one-story strip malls. A major grocery store south of the Pinnacle North project site serves not only the Northwest Village but also residents of the single-family residential neighborhoods adjacent to this section of Downtown. There are no public parks or civic facilities in the Northwest Village; however, immediately north of the block where Pinnacle North is located is McCormick Park (see Figure 1, Vicinity Map with Existing Land Uses).

D. Existing Land Use

The Pinnacle North project site takes up the majority of the block that is bounded by

102nd Avenue NE to the east and NE 10th Street to the south. Existing development on the block adjacent to the north and west boundaries of the project site are predominantly low-density multifamily uses except for one single-family detached residential parcel. Specific uses on the surrounding properties are as follows:

North: Multi-family residential buildings (the northeast parcel received Design Review approval, 22-114105 LD (Polynesia)), for a 6-story multi-family residential building with 167 residential units;
West: Single-family residential building;
Southwest: 5-story Multi-family residential building;
South: One-story commercial use building with surface parking lot (QFC and Bartells Drugs); and
East: Utility facilities (Lumen Technologies).

The project site is in a transitional zone in Downtown where existing uses are a mix of low-density multi-family and older neighborhood serving retail and eating establishments. As one moves north and crosses the northern boundary of Downtown at NE 12th Street, the land uses are predominantly single-family neighborhoods. McCormick Park, where 102nd Avenue NE turns into NE 12th Street, is a small linear park and the only open space in the vicinity of the project site.

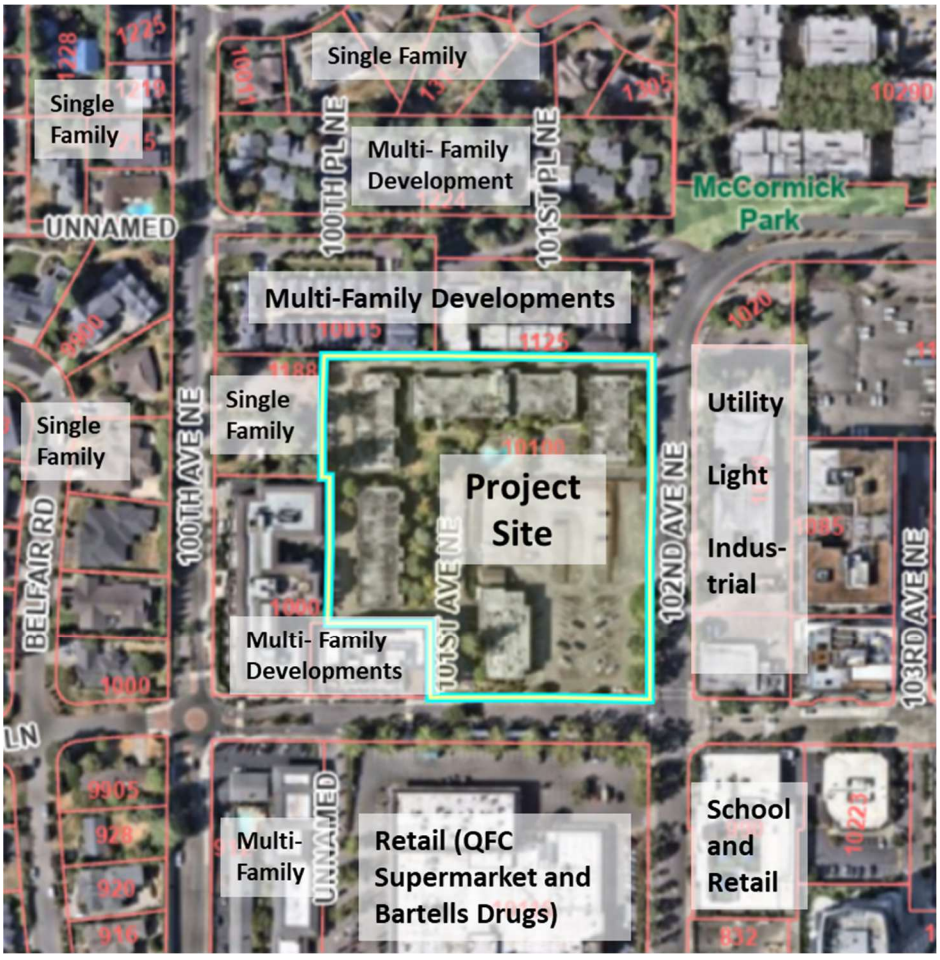


Figure 3. Vicinity Map with Existing Land Uses

The project site fronts NE 10th Street on the south and 102nd Avenue NE on the east. Per the LUC's Design Guidelines Building/Sidewalk Relationships, NE 10th Street and 102nd Avenue NE are designated as a type "D" streetscape rights-of-way. Refer to Section IV.A below for additional discussion regarding right-of-way design guidelines.

The project site is easily accessible by frequent transit service. The project site is within the ½ mile walk shed to a transit stop that receives service. One block south of the project site, there are four bus lines that stop along NE 8th Street at least four times per hour for 12 or more hours per day. These buses connect the project site to major shopping and employment destinations in the Eastside and Seattle. There is also a bus stop across NE 10th Street, the 535 Bus, which connects the project site to transit centers in Downtown Bellevue, Kirkland, Bothell and Lynnwood. It is also approximately a mile from the Bellevue Downtown Eastlink light rail station.

E. Land Use District (Comprehensive Plan and Zoning)

The City of Bellevue Comprehensive Plan vision for future growth in the city includes the Land Use element, which provides the framework to guide Bellevue's overall physical growth and development. The recently adopted Comprehensive Plan Periodic Update growth strategy specifically directs most of the city's growth in the Downtown Metropolitan Regional Growth Center (Land Use Policy LU-1 and LU-19). The Future Land Use Map has one land use designation for the entire Downtown – Mixed Use. The Comprehensive Plan further breaks down the various mixed-use areas by geographic location and neighborhood character.

The Downtown area "provide[s] an area for a mix of housing, retail, service, office and complementary uses at the highest scale and density (see illustration). The scale and density may be reduced by overlay districts." The Downtown Core has historically been designated for the highest density and tallest developments, with the density and height of buildings gradually decreasing in concentric circles at the perimeter. The project site is in the north perimeter of Downtown and is a transitional zone characterized by lower density multi-family development.

Consistent with the Comprehensive Plan Downtown Land Use policies, the LUC assigns the Downtown Design District with Land Use Districts (LUC 20.25A.010.B.2, aka zoning districts) to implement the overall Comprehensive Plan vision. Almost the entire project site is in the Downtown Mixed Use (DT-MU) Land Use District, except for a 20-foot-wide sliver of land at the northern boundary of the project site that is in the DT-R, Downtown Residential Land Use District. The DT-MU Land Use District encourages multiple uses on individual sites and in individual buildings. Further distinction of development intensity and character is achieved through the perimeter overlay zones within the DT-MU Land Use District. For the project site, there are two applicable overlay zones: A-1, B-1 and B-2. For details on how the overlay zones informed the resulting Pinnacle North design, see the dimensional requirements table below.

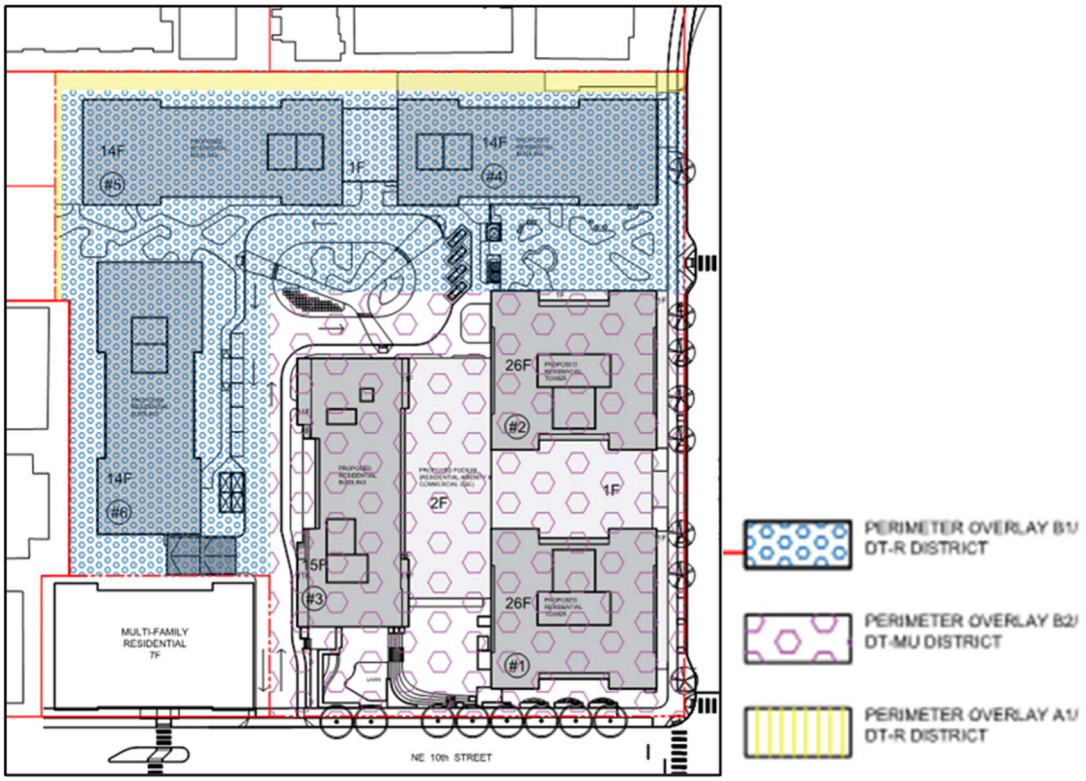


Figure 4. Land Use Districts and Overlays

III. Consistency with Land Use Code/Zoning Requirements – Master Development Plan

A. General Provisions of the Land Use Code

1. Permitted Land Uses (LUC 20.25A.050)

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

Based on the Downtown Land Use Districts charts in LUC 20.25A.050, residential uses with two or more dwelling units per structure are permitted in the DT-MU and DT-R Land Use Districts. The proposed ground floor active uses are not defined at this point and will be reviewed as part of tenant improvement building permits once the applicant has identified the tenants. Regardless of the timing of the tenant improvement, the LUC provides numerous commercial and retail uses under the "active uses" definition which are permitted in the DT-MU and DT-R Land Use Districts.

2. Dimensional Requirements (LUC 20.25A.060)

Dimensional requirements are prescribed in LUC 20.25A.060. The dimensional and area requirements that apply in DT-MU, DT-R and Perimeter Overlay A-1, B-1 and B-2 are listed below. All dimensional requirements will be met, except where an Administrative Departure has been requested. Refer to Section VI below, for discussion regarding Administrative Departures. As a reference, the applicable

overlay zones are shown in Figure 3, Land Use Districts and Overlays, in the preceding section of this staff report.

a. Build-to-Line. While not listed in the dimensional chart, there is a requirement for all buildings in Downtown to create a street wall by having their front façade at the "Build-to-Line". The "Build-to-Line" is either the property line or the right-of-way line, except where a plaza, building modulation or other ground-level open space is proposed. Administrative departure may be applied where the building/s do not sit at the build-to-line. For the Pinnacle North project, interior buildings 5 and 6 are not required to meet build-to-line requirements. Along NE 10th Street, buildings 1 and 3 are set back from the build-to-line due to the presence of an Outdoor Plaza. Along 102nd Avenue NE, the ground floor of Building 4 is set back 17'-6" from the build-to-line to provide the necessary clearance for the sight distance triangle of vehicles exiting the adjacent driveway. The applicant has requested Administrative Departures for the build-to-line along NE 10th Street and 102nd Avenue NE in connection with the Pinnacle North project. See Administrative Departure, Section VI, for complete analysis of the build-to-line departures.

b. Affordable Housing Incentive, Ordinance Nos. 6736, 6760, & 6785 - Interim Official Control (IOC)

On May 8, 2023, the City Council adopted Ordinance no. 6736 imposing a temporary and interim official control on LUC 20.25A.060 and LUC 20.25A.070 to incentivize the provision of affordable housing in private residential developments. The Ordinance allowed for Maximum Floor Area Ratio to be increased in the Downtown Perimeter Overlays A-2, A-3, B-1, B-2 and B-3 if a development meets certain affordable housing thresholds.

The Pinnacle North project, which is partially in the B-1 and B-2 Perimeter Overlays, revised its initial density to include affordable housing units and will utilize the higher floor area as a "bonus", provided it meets the conditions required for the affordable housing units. The City Council subsequently extended the terms of the IOC through the adoption of Ordinance 6760 and Ordinance6785. For purposes of discussion in this staff report, the terms "Ordinance 6736" or "IOC" refer to the applicable IOC.

Under the IOC, the affordable housing units can generate 4 times the density, at a ratio of 1 square foot of affordable housing to 4 square feet of market rate housing, not to exceed 50% of the base FAR for residential development in the Land Use District where the building is located. To qualify, bedroom mix and exterior finishes of the affordable housing units must be comparable to the market rate units, but interior design, unit size, amenities and finishes may vary.

Additional flexibility in the dimensional requirements for the provision of affordable housing units are provided in the IOC, as follows:

1. Minimum parking for affordable housing units: 0;
2. Maximum Lot Coverage may be increased by 5% in applicable perimeter overlays except in B-3;

3. Maximum residential building height and maximum building height with mechanical screening may be increased up to 25 feet except in B-2; and
4. For buildings less than 100 feet in height, upper level stepbacks may be decreased up to a maximum of 15 feet.

These flexibilities are applied to the Pinnacle North buildings and supersede the underlying LUC dimensional requirements where applicable. See subsection below for "FAR Exemption for Affordable Housing" for analysis of how this project proposes to use the FAR flexibilities for Affordable Housing with the IOC. Whenever the IOC standards are used in the tables below, a note is added in the first column.

Table 1: Master Development Plan Dimensional Requirements

Note: The IOC excludes the A-1 Perimeter Overlay for affordable housing flexibility. No structures are proposed in the A-1 Perimeter Overlay. A-1 Perimeter Overlay dimensional standards associated with maximum building height, maximum floor plate, building setbacks and stepbacks, and tower separation are not included in this table. Floor Area calculations include the A-1 maximum floor area because the project included the calculation area for A-1 to achieve the maximum allowed floor area for the project site.

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4) – Applicable to MDP			
Downtown (DT) - Project Limit – LUC 20.25A.020	195,431 Square Feet		
Land Use District per LUC 20.25A.010	Downtown-Mixed Use (DT-MU) /Perimeter Overlay B-2 Downtown Residential (DT-R)/Perimeter Overlay A-1 and B-1		
Building Type per LUC 20.25A.060	Residential, Commercial: Retail, Grocery Store		
DIMENSIONAL REQUIREMENTS APPLICABLE TO MDP (LUC 20.25A.060)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. *IF* Building Exceeds 100 ft. LUC 20.25A.060.A.4	Residential, Perimeter Overlay B-2 only: 20' setback required from interior property line. Applies to Towers 4, 5 and 6	Towers adjacent to Interior Property Lines: Tower 4, Northside of building: 20'–6" Tower 5, North side: 20'-6" and West side: 20 ft. Tower 6, West side of building: 20 ft.	Meets requirement. See Architectural Plan Sheet A0.12, Tower Separation and Sheet A1.01, Site Plan

Tower Separation above 80 ft. where Building Exceeds 100 ft. (multiple tower project only)	DT-R, B-1 Perimeter Overlay, Residential: 60 ft. separation required between Towers 4 to 5 and Towers 5 and 6 40 ft. separation required for Towers 1, 2, and 3 (for Perimeter Overlay B-2 – Footnote 15)	Tower Separation - Between Bldg. 1 & 2: 57 ft. Between Bldg. 1 & 3: 60 ft. Between Bldg. 2 & 3: 60 ft. Between Bldg. 2 & 4: 62 ft. 2 in. Between Bldg. 3 & 4: 111 ft. Between Bldg. 3 & 5: 111 ft. Between Bldg. 3 & 6: 74 ft. 5 in. between Building 4 and 5: 40 ft. Between Building 5 and 6: 41 ft. 6 in.	Tower separation between Towers 4 and 5 and Towers 5 and 6 do not meet the minimum required 60 feet separation. A Variance has been submitted to grant this deviation. See Variance discussion below. Meets requirement with Variance from the LUC. See Section XIII. Variance from the Land Use Code and explanation under the Affordable Housing Incentive section of the staff report above. See Architectural Plan Sheet A0.12 and Sheet A1.01, Site Plan
Maximum Lot Coverage by Structure Residential (IOC)	75% **IOC = 80%**	142,826/195,431 = 73%	Meets requirement. Refer to Sheet A0.21. Underground buildings (parking garage) are not considered structures for the purpose of calculating Lot Coverage.
Maximum Building Height/ Maximum Building Height with Mechanical Equipment (IOC) Measured from average finish grade (AFG) **Affordable Housing Flexibility (Interim Official Control, Ordinance 6736/6760/6785)** Maximum residential building height and maximum building height with mechanical screening may be increased up to 25 feet except in B-2.	Perimeter Overlay B-2, Residential: 176' – 264'/196' – 284'; average height not to exceed 220' (applies to Buildings 1, 2 and 3) Perimeter Overlay B-1, Residential: 99'/119' (applies to Buildings 4, 5 and 6) ***25 feet of additional height permitted in B-1 Perimeter Overlay through the IOC, Ordinance 6736: 124'/144'***	**Building 1: 255.72/274.75'** (AFG at 182.78) **Building 2: 254.76/274.75'** (AFG at 183.74) **Building 3: 149.31/169.31** (AFG at 201.19) ***Average height of Bldgs. 1 to 3: 219.93'*** **Under B-1 Perimeter Overlay** **Building 4: 123.01'/138'** (AFG at 192.82) **Building 5: 123.78'/139'** (AFG at 205.05) **Building 6: 123.83'/139'** (AFG at 205.00)	Meets requirement. Mechanical Equipment Penthouse max. height is 20 feet. Refer to Sheets A0.41-A0.43; A4.05 – A4.28, Elevation Drawings. For Buildings 4, 5 and 6, refer to Affordable Housing Incentive discussion above for explanation of proposed heights.

Floor Area Ratio: **A-1 Lot Area:** 7,400 **B-1 and B-2 Lot Area:** 188,031 SF	**A-1 Base FAR, 3.15:** 23,310 SF **A-1 Max. FAR, 3.5:** 25,900 SF **B-1 & B-2 Base FAR, 4.5:** 869,449.5 SF **B-1 & B-2 Max. FAR, 5:** 966,055 SF **IOC Bonus, 50% of Base FAR, 2.25:** 434,724.5 SF **Total max. floor area for A-1, B-1, B-2 and bonus floor area:** 25,900 SF + 966,055 SF + 434,724.5 SF = 1,426,679.5	**A-1 Base:** 0 **A-1 Max.:** 0 B-1, Bldgs. 1, 2 & 3: **770,313 SF (FAR: 3.94)** B-2, Bldgs. 4, 5 & 6: **504,348 SF (FAR: 2.58)** Total Floor Area before IOC (max. 5.0 FAR): **965,934 SF (FAR: 4.94)** IOC Bonus Floor Area: **308,727 SF (FAR: 1.58)** Total floor area for A-1, B-1, B-2 and bonus floor area: **1,274,661.5 SF** **Resulting FAR for entire project: 6.52**	Meets requirement. Refer to Section IV.D below for discussion regarding FAR & Amenity Bonus System, including the increase in FAR through the IOC, Ordinance6736.

FAR Exemptions (LUC 20.25A.070.C) – Applicable to MDP			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	Active uses meeting "A" rights-of-way up to 1.0 FAR Project site area: 195,431 GSF	**Exempt Active uses: 95,302.6 SF** Resulting FAR: 0.49	Active uses located on ground floor of towers. See Architectural Sheet A0.51 for breakdown of FAR Exemption and Amenity Incentive System Requirements discussion below.
Affordable Housing (Ordinance 6736, Extended through Ordinances 6760 and 6785)	Max. allowable bonus FAR when providing affordable units: 50% of the Base FAR, which is 2.25, with a ratio of 1 affordable housing: 4 market rate housing.	Total Net SF of affordable housing: **61,767 SF** Total Net SF of bonus market rate housing: **246,960** (max. market rate bonus floor area = 61,767 x 4 =	Meets requirement. See Architectural Plan Sheet A0.28 for proposed locations of affordable units. See page 3 of Amenity Plan and Chart (attached) for calculations.

		247,068) **Total affordable units:** 85 **Total bonus market rate residential units:** 316 **Total exempt floor area for affordable housing:** 246,960 + 61,767 = 308,727 SF or 1.58 FAR, which is less than the maximum 50% of the Base FAR	
STREET AND PEDESTRIAN CIRCULATION STANDARDS (LUC 20.25A.090) – Applicable to MDP			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Sidewalk Width measured from back of curb, Planter Strip vs. Planting Pit, Pavement Width **LUC 20.25A.090**	**102nd Ave. NE** 12'-0" overall width, 5'-0" planter strip, 7'-0" minimum sidewalk width **NE 10th Street:** 12'-0" overall width, 5'-0" planter strip, 7'-0" minimum sidewalk width	**102nd Ave. NE** 12'-0" overall width, 5'-0" planter strip, 7'-0" minimum sidewalk width North of pedestrian crosswalk, overall width of sidewalk increases to 13'–6" and planter strip is 6'-6" **NE 10th Street:** 13'-6" overall width, 6'-6" planter strip, 7'-0" minimum sidewalk width	Meets requirements. See Architectural Plan Sheet A0.23
Landscaping – Street Tree Caliper & Species **LUC 20.25A.110** **LUC 20.25A.110.A – Plate B**	**102nd Ave NE:** Miyabe maple, Acer miyabei 'Rugged Ridge' – Large Tree spacing: 30 ft. **NE 10th Street:** Tupelo: Nyssa sylvatica 'Firestarter' – Medium Tree spacing: 25 ft. Tree size, min. 2.5" caliper when planted	**102nd Ave NE:** **Miyabe maple, Acer miyabei 'Rugged Ridge' – Large** **Tree spacing: varies from 30 ft. to 50 ft.** **NE 10th Street:** **Tupelo: Nyssa sylvatica 'Firestarter' – Medium** **Tree spacing: 25 ft. except where street light is located and**	Meets requirements. **See Section V, Departure Request for Street Tree spacing.** See Landscape Plan Sheets LA-401 and LA-403.

	Trees must be at least 3 ft. from face of curb	**at the east end of the street.** **Tree size, min. 2.5" caliper when planted** **Trees at least 3 ft. from face of curb**	
PARKING (LUC 20.25A.080) – Applicable to MDP			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Vehicular Parking **LUC 20.25A.080** Total Residential Units: 1613 Retail/Supermarket: 97,083	**Residential Parking:** Min. 0.75/unit: 1210 spaces Max. 2.0/unit: 3226 spaces **Visitor Parking: 1/20 units or 81 spaces** **Retail in a Mixed Use Development:** Min. 2.0/1000 NSF: 193 spaces Max. 4.0/1000 NSF: 385 spaces (Restaurant uses will have a different parking ratio if proposed.) **Compact Stalls**: Up 65% of required parking stalls in the DNTN may be compact with a Departure	**Residential Parking:** 1487 spaces **Visitor Parking:** 81 spaces **Retail Parking:** 216 spaces **Total Parking stalls Provided:** 1784 spaces **Compact Stalls:** 664 Stalls or 37.2% Restaurant use is not proposed at this time.	Meets requirements. See Architectural Sheet A0.50. Refer to Section VI below for Administrative Departure discussion regarding Compact Parking.
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5 **95,302.6 SF Retail (Active Use)** **1613 Residential Units**	One space per 10,000 NSF for nonresidential uses greater than 20,000 SF One space for every 10 dwelling units: 161 spaces Provided on-site in a secure location.	**Non-residential:** 96,220/10,000 = 10 spaces (5 covered) 20 employee bike storage also provided in P1 garage. **Residential:** 160 bike parking spaces (80 covered)	Covered bike parking for residential units are distributed at each building garage elevator areas. The main visitor and employee covered bike parking/storage is located in the garage under Building 2 and has direct access from the Outdoor Plaza 1 and 102nd Ave. NE. Uncovered bike parking are distributed among the outdoor spaces, including the Through Block Connection, Outdoor

	Covered Spaces. At least 50 percent of required parking shall be covered. Non-Residential Bike parking: 1/10,000 SF		Plaza 1 and 2, and the central courtyard with amenities for residents. Meets requirements. Refer to Architectural Plan sheets A0.50, and Landscape Plan Sheet LA-404 for locations of bike racks and bike storage.

IV. Consistency with Land Use Code/Zoning Requirements – Design Review

A. General Provisions of the Land Use Code

As a reference, the applicable Land Use Districts and Perimeter Overlay zones are shown in Figure 4, *Land Use Districts and Overlays*, in Section II.E of the staff report.

1. **Permitted Land Uses (LUC 20.25A.050)** Uses are regulated by LUC 20.25A.050 (Downtown Land Use Charts). The residential and commercial/retail uses proposed for this project are permitted within the DNTN-MU and DNTN-R and Perimeter Overlay A-1, B-1 and B-2 Land Use Districts.

   Based on the Downtown Land Use Districts charts in LUC 20.25A.050, residential uses with two or more dwelling units per structure are permitted in the DT-MU and DT-R Land Use Districts. The proposed ground floor active uses are not defined at this point and will be reviewed as part of tenant improvement building permits once the applicant has identified the tenants. Regardless of the timing of the tenant improvement, the LUC provides numerous commercial and retail uses under the "active uses" definition which are permitted in the DT-MU and DT-R Land Use Districts.

2. **Dimensional Requirements**

   The dimensional and area requirements that apply in DNTN-MU, DNTN-R and Perimeter Overlay's A-1, B-1 and B-2 are listed below. All dimensional requirements will be met, except where an Administrative Departure has been requested. Refer to Section VI below, for discussion regarding Administrative Departures.

   Note: No structures are proposed in the A-1 Perimeter Overlay. A-1 Perimeter Overlay dimensional standards associated with maximum building height, maximum floor plate, building setbacks and stepbacks, and tower separation are not included in this table. Floor Area calculations include the A-1 overlay site area to achieve the maximum allowable floor area for the project site.

Table 2: Design Review Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Downtown (DT) - Project Limit LUC 20.25A.020	195,431 SF		
Land Use District per LUC 20.25A.010	Downtown-Residential (DNTN-R) Downtown-Mixed Use (DNTN-MU) Perimeter Overlay A-1 Perimeter Overlay B-1 Perimeter Overlay B-2		
Building Type per LUC 20.25A.060 Footnote (2)	Residential Y☒ N☐ (if more than 50% of GFA is devoted to residential uses) Non-Residential Y☐ N☐ Residential, Commercial/Miscellaneous Retail		
SITE WIDE DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4) **Refer to table in LUC for additional footnotes**			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. *IF* Building Exceeds 100 ft. LUC 20.25A.060.A.4	20’ setback required from interior property line (North & West).	These towers are on an interior property line: Tower 4: 20’-6” North Tower 5: 20’-6” North / 20’ West Tower 6: 20’ West	Meets requirement. Refer to Sheet A0.12 Tower Separation and Building Setbacks and Sheet A1.01 Site Plan.
Tower Separation above 80 ft. where Building Exceeds 100 ft. (multiple tower project only)	60’ separation required. Towers 4-6 if buildings exceed 100’ 40’ separation required in Perimeter Overlay B-2 – Footnote 15 (Towers 1, 2 & 3)	Tower Separation - Between Bldg. 1 & 2: 60 ft. Between Bldg. 1 & 3: 60 ft. Between Bldg. 2 & 3: 60 ft. Between Bldg. 2 & 4: 62 ft. 2 in. Between Bldg. 3 & 4: 111 ft. Between Bldg. 3 & 5: 111 ft. Between Bldg. 3 & 6: 74 ft. 5 in. between Building 4 and 5: 40 ft. Between Building 5 and 6: 41 ft. 6 in.	Towers 4, 5 and 6 do not meet required tower separation. Refer to Variance for Tower Separation for Building 4,5, and 6. Buildings 1,2,and 3 Meet requirement. Refer to Sheet A0.12 Tower Separation and Building Setbacks and Sheet A1.01 Site Plan.

Maximum Lot Coverage by Structure (Perimeter Overlay A-1, B-1, B-2)	80% (LUC maximum is 75% with IOC flexibility of additional 5%)	73.08% 142,826 SF	Meets requirement. Refer to Sheet A0.21 Note: Underground buildings (parking garage) are not considered structures for the purpose of calculating lot coverage.
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Sidewalk Width measured from back of curb, planter strip or planting pit, sidewalk width: **LUC 20.25A.090**	102nd Avenue NE: 12'-0" overall width, 5'-0" planter strip, 7'-0" minimum sidewalk width NE 10th Street: 12'-0" overall width, 5'-0" planter strip, 7'-0" minimum sidewalk width	102nd Avenue NE: 12'-0" overall width, 5'-0" planter strip, 7'-0" minimum sidewalk clear path of travel. (North of pedestrian crosswalk- 13'-6" overall width and planter strip is 6'-6") NE 10th Street: 13'-6" overall width, 6'-6" planter strip, 7'-0" minimum sidewalk clear path of travel.	Meets requirements. Refer to Civil Plan Sheet SPA2 (Site Plan A) and Sheet SPB2 (Site Plan B) street sections.
Landscaping - Street Tree Caliper & Species **LUC 20.25A.110 LUC 20.25A.110.A – Plate B**	102nd Avenue NE: Miyabe maple: Acer miyabei 'Rugged Ridge' – Large NE 10th Street: Tupelo: Nyssa sylvatica 'Firestarter' - Medium Tree's must be 2.5" caliper in size when planted. Large tree spacing is 30 feet. Medium tree spacing is 25 feet. Tree's must be at least 3 feet from face of curb.	102nd Avenue NE: Miyabe maple: Acer miyabei 'Rugged Ridge' – Large NE 10th Street: Tupelo: Nyssa sylvatica 'Firestarter' - Medium	Meets requirement with Departure Request for Tree Spacing. Refer to Section VI, Administrative Departures.

PARKING (LUC 20.25A.080)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Vehicular Parking Based on: 97,112 SF Retail 1,613 Residential Units	<u>Residential:</u> Min 0.75/unit: 1,210 stalls <u>Max 2.0/unit:</u> 3,226 stalls <u>Visitor Stalls:</u> 1/20 units: 81 stalls <u>Retail in a Mixed Development:</u> Min. 2.0/1000 NSF: 191 Max. 4.0/1000 NSF: 381 stalls (Restaurant use requires a different parking ratio) Total Min Required: 1,481 stalls Total Max Required: 3,607 stalls Compact Stalls: Up 65% of required parking stalls in the DNTN may be compact with a Departure	<u>Residential:</u> 1,487 stalls <u>Visitor Stalls:</u> 1/20 units: 81 stalls <u>Retail in a Mixed Development:</u> 216 Stalls No restaurant use is proposed. Total Proposed: 1,784 stalls Compact Stalls: 664 stalls (37.2%) Accessible Stalls Total: 28 Van Accessible Stalls Total: 2	Meet Requirements. Refer to Sheet A0.50 and A0.50a.
Bicycle Parking 97,112 SF Retail (Not Active Use Area, this area includes the 1809sf Supermarket Lobby located on P1 Level) 1,613 Residential Units	One space per 10,000 nsf for nonresidential uses greater than 20,000 nsf = **10 spaces** One space per every 10 dwelling units for residential uses = **163 spaces** Provided on-site in a secure location.	Residential = 226 Bike Parking (80 covered) Non-Residential = 30 Spaces (20 bike parking for employees are above the required minimum) (5 covered spaces) **Total proposed bike parking: 256**	Meets requirements. Refer to A0.50 and A0.50a. Refer to Architectural Sheets A1.02-A1.11 for Covered bike storage. Refer to Landscape Sheet LA-404 and Architectural Sheet A0.22 for Uncovered bike rack locations on site

	Covered Spaces. At least 50 percent of required parking shall be covered. **(163+5)/2 = 84 covered** Per LUC 20.25A.160.B, should be located so that it has direct and visible access to the public street, building entrances, transit and other bicycle infrastructure.	**Total covered spaces: 85** Covered residential bike parking are distributed in each building elevator lobby in the garages and one central parking accessible from Outdoor Plaza 1. Uncovered bike parking are spread out in the outdoor spaces, mixed with the non-residential bike parking spaces. 20 employee bike storage in P1 Level of parking garage.	
REFUSE/RECYCLING/LOADING (LUC 20.25A.160 & LUC 20.20.590.K and 20.20.725)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Refuse & Recycling LUC 20.20.725 & 20.25A.160 Total No. of Residential Units: 1,613 97,112 SF Retail	Residential: 1.5 SF/unit @ 1,613 units = 2,420 SF <u>Retail:</u> 5 SF/1000 SF = 485.56SF Total Min. Area Required: 2,905.56 SF Per Republic Services Calculations: <u>Residential</u> 575sf(1st 100 units) + 4 x 1513 (additional units) = 6,627SF <u>Commercial (in Mixed Use)</u> 500sf for 200,0001+ GSF of all structure = 225sf = **6,852sf**	Total Area provided = 6,859sf	Meets requirements. Republic Service Approved. Refer to Sheet A0.30 and A0.31 See also Republic Services approval letter (attached).

Loading Area 20.20.590.K.4	One 10 FT x 55 FT dedicated loading space	3 x. 10FT x 55FT Loading space 2 x 13FT x 50FT Front-loaded garbage Truck Loading space	

ADDITIONAL DIMENSIONAL REQUIREMENTS SPECIFIC TO EACH TOWER (each tower includes podium area) – DNTN-MU/Overlay B-2					
Item	**Permitted/ Required**	**Tower 1 (Residential)**	**Tower 2 (Residential)**	**Tower 3 (Residential)**	**Code Section/Comments/ Conditions**
Maximum Floor Plate Above 40 ft. **Measured in gsf/f**	Residential: 20,000 GSF/F *Floorplates of Towers 1, 2 and 3 combined at podium level cannot exceed 20,000 GSF/F	**Tower 1: 12,879 GSF/F** **40' is at level 4** measured from AFG: 182.78 Podium level does not connect above 40'	**Tower 2: 12,879GSF/F** **40' is at level 4** measured from AFG: 183.74 Podium level does not connect above 40'	**Tower 3: 14,132 GSF/F** **40' is at level 5** measured from AFG: 201.19 Podium level does not connect above 40'	Meets requirements. Refer to Architectural Plan Sheets A0.50 – A0.73
Maximum Floor Plate Above 80 ft. **Measured in gsf/f**	Residential: 13,500 GSF/F	**Tower 1: 12,879 GSF/F** **80' is at level 8** measured from AFG: 182.78	**Tower 2: 12,879 GSF/F** **80' is at level 8** measured from AFG: 183.74	**Tower 3: 13,474 GSF/F** **80' is at level 9** measured from AFG: 201.19	Meets requirements. Refer to Sheet A0.50 – A0.73
Averaged Floor Plates (if applicable) **LUC 20.25A.075.A.2**	10% above trigger height; may be averaged above all floors over 80' but no single floor shall exceed 12,150 GSF/F	**Tower 1: 12,150 GSF/Floor** 105' is at level 11 measured from AFG: 182.78	**Tower 2: 12,150 GSF/Floor** 105' is at level 11 measured from AFG: 183.74	**Tower 3: 12,143 GSF/Floor** 105' is at level 11 measured from AFG: 201.19	Meets requirements. Refer to Sheet A0.50 – A0.73

Floor Area Ratio Before IOC Zone: DTNT-MU Perimeter Overlay: B-2	Residential Base/Max: 4.5/5.0 Total available FAR across the MDP/Site is 966,055.0 SF Max. FAR for B-2 before IOC with site area of 90,786 SF: 453,930	Tower 1 GFA for FAR: **261,597.4 SF** **1.34 FAR**	Tower 2 GFA for FAR: **247,785.0 SF** **1.27 FAR**	Tower 3 GFA for FAR: **147,312.7 SF** **0.75 FAR**	Meets requirement for the MDP project site area. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System and Ordinance 6736 Refer to Sheet A0.50 and A0.51
IOC Bonus Floor Area Ordinance 6736 Project is allowed to distribute the bonus FAR in the B-1 and B-2 Perimeter Overlay since the base and maximum FAR are the same for both overlays. A-1 Overlay site area not used for this calculation, per limits of IOC.	Additional FAR for Affordable Housing Bonus FAR 2.25 = 423,070SF (Across MDP/Site) B-2 Site Area: 90,786 SF	Tower 1 GFA for FAR: **Market Rate: 23,520 SF** **Affordable Housing: 0** **Total GFA for FAR with bonus FAR: 286,926.4 SF** **1.54 FAR**	Tower 2 GFA for FAR: **Market Rate: 36,798 SF** **Affordable Housing: 0** **Total GFA for FAR with bonus FAR: 284,583 SF** **1.46 FAR**	Tower 3 GFA for FAR: **Market Rate: 36,206 SF** **Affordable Housing: 0** **Total GFA for FAR with bonus FAR: 198,803** **0.95 FAR**	Meets requirement for the MDP project site area. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System and Ordinance 6736 Refer to Sheet A0.50 and A0.51
Maximum Building Height/Maximum Building Height with Mechanical Equipment **Measured from Average Finish Grade** Zone: DTNT-MU Perimeter Overlay: B-2	176’-264’/196’-284’ No part of the building may exceed 284 feet, including mechanical equipment. Note 12: Heights may vary in B-2 with an average of no more than 220 feet.	Tower 1:**255”-9”/275’-9”** An additional 3’-6” to 4’-6” above the main roof are safety railings integrated to the façade. AFG: 182.78	Tower 2: **254’-9”/274’-9”** An additional 3’-6” to 4’-6” above the main roof are safety railings integrated to the façade. AFG: 183.74	Tower 3: **149’-4”/169’-4”** AFG: 201.19	Meets requirement. Average Height: 255.75 + 254.75+149.25 = 219.91 No part of the buildings will exceed maximum tower height of 284’ with mechanical. Refer to Sheet A0.41-0.43; A4.05-A4.28 for elevation drawings.

Base Building Height as Measured from Average Finish Grade Zone: DNTN-MU	Base Building Ht.: 230'	Tower 1: **Exceeds base building height**. GFA Above Base Bldg. Height: 24,300SF	Tower 2: **Exceeds base building height** GFA Above Base Bldg. Height: 24,300SF	Tower 3: **Exceeds base building height** GFA Above Base Bldg. Height: 12,142.7SF	Meets requirement. Refer to architectural plan sheets A0.51, A4.05, to A.4.08, A4.13.to A4.16
Building Trigger for Additional Height Perimeter Overlay B-2	105' (Footnote 7) Measured from Average Finished Grade (AFG)	Tower 1 **trigger height at Elevation 287.78' or Level 12.** AFG: 182.78	Tower 2 **trigger height at elevation 288.74' or Level 12.** AFG: 183.74	Tower 3: **Trigger height at elevation 306.19' or Level 12.** AFG: 201.19	Meets requirement. See Trigger Height discussion below. Refer to architectural plan sheets A0.51, A4.05, to A.4.08, A4.13.to A4.16
ADDITIONAL DIMENSIONAL REQUIREMENTS SPECIFIC TO EACH TOWER (each tower includes podium area) – DNTN-MU/Overlay B-1					
Maximum Floor Plate Above 40 ft. **Measured in gsf/f**	Residential: 20,000 GSF/F	Tower 4: **12,948 GSF/Floor** 40' is at level 6 measured from AFG: 192.82	Tower 5: **12,948 GSF/Floor** 40' is at level 5 measured from AFG: 205.05	Tower 6: **13,750 GSF/Floor** 40' is at level 5 measured from AFG: 205.00	Refer to Sheet A0.50 – A0.73
Maximum Floor Plate Above 80 ft. **Measured in gsf/f**	Residential: 13,500 GSF/F Applied to Floor Levels 11 to 14	Tower 4: **12,948 GSF/Floor** 80' is at level 10 measured from AFG: 192.82	Tower 5: **12,948 GSF/Floor** 80' is at level 9 measured from AFG: 205.05	Tower 6: **13,491 GSF/Floor** 80' is at level 9 measured from AFG: 205.00	Meets Requirements
Floor Plate Reduction if Trigger Height is exceeded, applied at 80 feet	10% Reduction: 12,150 Applied to Floor Levels 11 to 14	**Tower 4: 12,948 GSF/F**	**Tower 5: 12,948 GSF/F**	**Tower 6: 13,491 GSF/F**	Does not meet requirements due to affordable housing provided under IOC. Refer to Section VII, Variances for Floor Plate Reduction. See discussion below on Floor Plate Reduction

					Refer to Sheet A0.50 – A0.73
Averaged Floor Plates (if applicable) **LUC 20.25A.075.A.2**	Residential above 99' = 13,500 GSF/F	Tower 4: **12,948 GSF/F** 99' is at level 13 measured from AFG: 192.82	Tower 5: **12,948 GSF/F** 99' is at level 13 measured from AFG: 205.05	Tower 6: **13,491 GSF/F** 99' is at level 13 measured from AFG: 205.00	Meets requirements. Refer to Sheet A0.50 – A0.73
Floor Area Ratio Zone: DNTN-R Perimeter Overlay: B-1	Residential Base/Max: 4.5/5.0 Max. Floor Area with B-1 Site Area of 97,245: 486,225 SF.	Tower 4: **118,702.9 SF**	Tower 5: **84,456.4 SF**	Tower 6: **88,985.8 SF**	**Total FAR before IOC bonus: 292,145/97,245 = 3.0 FAR** Meets requirement. Refer to Section II.D below for discussion regarding FAR & Amenity Bonus System
IOC Bonus FAR Ordinance 6736 Project is allowed to distribute the bonus FAR in the B-1 and B-2 Perimeter Overlay since the base and maximum FAR are the same for both overlays.	Additional FAR for Affordable Housing Bonus FAR 2.25 = 423,070SF (Across MDP/Site) B-1 Site Area: 97,245 SF	Tower 4: **Market Rate Bonus: 36,452.5 SF** **Affordable Housing: 0** Total GFA for FAR: 155,155.4 SF = 0.79 FAR	Tower 5: **Market Rate Bonus: 50,199 SF** **Affordable Housing: 35,807 SF** Total GFA for FAR: 170,462.6 SF = 0.87 FAR	**Tower 6** **Market Rate Bonus: 63,784.6 SF** **Affordable Housing: 25,960** Total GFA for FAR: 178,730.4 SF = 0.91 FAR	Meets requirement. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System and Ordinance 6736 Refer to Sheet A0.50 and A0.51
Maximum Building Height/Maximum Building Height with Mechanical Equipment Measured from Averaged Finished Grade Zone: DNTN-R Perimeter Overlay: B-1	124'/144' (LUC maximum for this overlay is 99'/124', with IOC/Ord.6736 maximum building height increase of 25 feet.) No part of the building may exceed 144' feet, including	Tower 4: 123.01/138.0' AFG: 192.82	Tower 5: 123.78/139.0' AFG: 205.05	Tower 6: 123.83/138.83' AFG: 205.00	Meets requirement. No part of the buildings will exceed maximum tower height of 284' with mechanical. Refer to Sheet A0.41-0.43; A4.05-A4.28 for elevation drawings.

	mechanical equipment.				
Building Trigger for Additional Height Perimeter Overlay B-1	99', Measured from Average Finished Grade (AFG)	Tower 4: Exceeds trigger height	Tower 5: Exceeds trigger height	Tower 6: Exceeds trigger height	Meets requirement. See Trigger Height discussion below. Refer to architectural plan sheets A0.51, A4.17, to A.4.28

***ADDITIONAL DIMENSIONAL REQUIREMENTS SPECIFIC TO EACH TOWER – DNTN-R/Overlay A-1**

Item	Permitted/ Required	Tower 4	Tower 5	Tower 6	Code Section/Comments/Conditions
Floor Area Ratio Zone: DNTN-R Perimeter Overlay: A-1	Residential Base/Max: 3.15/3.5 Min. GFA: 23,310 SF Max. GFA: 25,900 SF Site Area in A-1: 7,400 SF	PARKING Below-Grade Exempted	PARKING Below-Grade Exempted	PARKING Below-Grade Exempted	Not applicable as below grade parking areas do not count toward FAR. 49,210 SF in A-1 is included in total GFA for MDP. Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System

FAR EXEMPTIONS (LUC 20.25A.070.C)

Item	Permitted/Required	Proposed	Code Section/Comments/ Conditions
1. Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	Active Uses meeting 'A' Rights-of-Way up to 1.0 FAR	Tower 1/2/3/4/5/6: 95,302.6 SF FAR 0.49 Ground-Level Active Use	Meets requirements. Active uses located on first floor of development. Refer to Sheet A0.24, Active Use. Also refer to Sheets A0.50 and A0.51 to see breakdown of area by building.
3. Affordable Housing - **Measured in GFA for FAR**	Up to 50% of Base FAR dedicated to supporting on-site affordable housing shall not be counted for FAR	A total 1.58 FAR 308,727 SF additional residential area with 61,767SF (85 units) of affordable housing is proposed	Ordinance 6736: For every 1.0 square feet of affordable housing provided at 80% AMI, 4 square feet is allowed for market rate housing not to exceed a maximum of 50% of Base FAR (2.25). Agreement required to be recorded with King County with covenant ensuring required affordable housing for the life of the project. See Section XVI.C for related condition.

B. Trigger Height Requirements (LUC 20.25A.07)
When a project exceeds the "trigger" height for buildings, the LUC requires both floor plate reduction and outdoor plaza space.

Trigger Heights
Perimeter Overlay B-2 (applies to Towers 1, 2 and 3): **105'**
Perimeter Overlay B-1 (applies Towers 4, 5 and 6): **99'**

The Pinnacle North towers exceed the trigger heights for both the B-1 and B-2 Perimeter Overlays; therefore, the Floor Plate Reduction and Outdoor Plaza space requirements must be met by the project. The following are the proposed heights for each tower:

Under B-2 Perimeter Overlay (trigger height of 105 feet)
Building 1: **255.72**
Building 2: **254.76**
Building 3: **149.31**

Under B-1 Perimeter Overlay (trigger height of 99 feet)
Building 4: **123.01'**
Building 5: **123.78'**
Building 6: **123.83'**

See Floor Plate Reduction under Section IV.B.1 and Section VII, Variances, for discussion on floor plate reduction. See Outdoor Plaza Design Criteria under Section C. FAR Exemptions and Amenity Incentive System.

C. Tower Requirements and Upper Level Stepbacks (LUC 20.25A.075.A)

All 6 residential towers are proposing to exceed the trigger heights of 105' in DT-MU/Overlay B-2 (Towers 1 – 3) and 99' in DT-R/B-1 (Towers 4-6). See above Dimensional Requirements Table for proposed building heights. To exceed the trigger height, a project is subject to a floor plate reduction and a required outdoor plaza space.

1. Floor Plate Reduction*:* Floor plates above the trigger height of 99' for DT-R/B-1 and 105' for DT-MU/B-2 shall be reduced by 10% for residential towers. Towers 1, 2 and 3 will meet the floorplate reduction for floors above the trigger height; however, Pinnacle North is proposing to use the floor plate averaging for Buildings 4, 5 and 6 as described in the dimensional table above. When combined with Floor Plate Reduction, the reduction may be distributed among all floor plates above 80-feet, which is 13,500 sq. ft/floor.

The floor plate averaging and floor plate reduction will result in the following:

	Max. Floor Plate, DT-MU Averaging	Required 10% Reduction	Proposed Floor Plate, Tower 4	Proposed Floor Plate, Tower 5	Proposed Floor Plate, Tower 6
REQUIRED Floor plate above Trigger Height	13,500				
Trigger Height Floor Level			13	13	13
Level 13		12,150	12,948	12,948	13,490
Level 14		12,150	12,948	12,948	13,490
Towers 4, 5 and 6 exceed the floor plate reduction size limit of 12,150					
To Calculate Floor Plate Averaging, applicable to all floors above 80 feet			**Proposed Floor Plate, Tower 4**	**Proposed Floor Plate, Tower 5**	**Proposed Floor Plate, Tower 6**
	Required/Maximum (Control Number)				
Level 11(80' from AFG)	13,500		12,948	12,948	13,490
Level 12	13,500		12,948	12,948	13,490
Level 13	12,150		12,948	12,948	13,490
Level 14	12,150		12,948	12,948	13,490
Total	**51,300**		**51,792**	**51,792**	**53,960**

Towers 4, 5 and 6 exceed the floor plate averaging maximum of 51,300.

The applicant is requesting a Variance to comply with the provisions of the Land Use Code. See Section VII, Variance, for staff analysis on how the proposed floor plates for Towers 4, 5 and 6 meet the criteria for the variance.

2. Outdoor Plaza Space Requirement (LUC 20.25A.075.A.3).
An outdoor plaza space in the amount of 10% of the site shall be provided for towers which exceed the trigger height. The plaza shall be provided within 30 inches of the adjacent sidewalk and shall comply with all requirements for outdoor plazas in the Amenity Incentive System of LUC 20.25A.070.D.2. The subject site is 195,431 square feet; therefore, a **19,543** square foot Outdoor Plaza is required. Pinnacle North includes two public plazas with a total area of **21,656 SF**; thus, exceeding the minimum required Outdoor Plaza area. The larger plaza, Outdoor Plaza 2, is located on NE 10th Street and is approximately 13,605 square feet in size (Figure 5b). The second plaza, Outdoor Plaza 1, is located on 102nd Avenue NE and is approximately 8,051 square feet in size (Figure 5a). The Outdoor Plazas are used to meet the Amenity Bonus requirement for the project, subject to additional design standards found in LUC 20.25A.070.D .



Figure 5a. Outdoor Plaza 1 as seen from 102nd Ave. NE



Figure 5b. Outdoor Plaza 2 as seen from NE 10th Street

a. Outdoor Plaza Design Criteria (Chart 20.25A.070.D.4 LUC)
The Pinnacle North MDP includes two Outdoor Plazas, each accessible directly from the public streets, 102nd Avenue NE and NE 10th Street (see Landscape Sheets LA-100, LA-101, LA-201 and LA-202). At 102nd Avenue NE, the Outdoor Plaza contains the required Through Block Pedestrian Connection and is one of 3 outdoor spaces on the north end of the site. The second Outdoor Plaza is located on NE 10th Street and extends from the intersection of NE 10th Street and 102nd Avenue NE to the walkway of the westernmost residential lobby, occupying almost the entire NE 10th Street frontage of the project.

Each Outdoor Plaza is designed to meet the Design Criteria specified in Chart 20.25A.070.D.4, to meet the Amenity Incentive for exceeding the base Floor Area Ratio and/or base height. The project meets the criteria as follows:

1. Minimum plaza size is 3,000 square feet with a maximum bonusable area of 20 percent of the gross lot area; provided, that the minimum plaza size

for a DT-Small Site is 1,500 square feet. Plazas larger than 10,000 square feet may earn 10 percent additional bonus points if they are designed in a manner to provide for activities to promote general public assembly.

Analysis:
Project Site Area: 195,431 S.F.
Minimum required plaza due to exceeding Trigger Height (10%): 19,543 S.F.
Proposed: **21,656 SF** (exceeds minimum required 3,000 SF)

2. Minimum plaza size may be met through the linking of smaller plaza spaces in a cohesive, logical manner with a strong design narrative.

Analysis:
Outdoor Plaza 2 is a combination of a smaller, forecourt space (see Figure 6a below) at the intersection of NE 10th Street and 102nd Avenue NE that extends to the larger area of the Outdoor Plaza with a flexible space, lawn and stepped seating system. The forecourt is furnished with custom seating and planters and partially under the building marquee, to allow year-round use of the Outdoor Plaza. The covered forecourt of Outdoor Plaza 2 is shown as a light blue shaded area in Figure 5a. In Downtown, Outdoor Plazas that are partially covered are allowed to receive full credit in amenity points provided the intent of the Land Use Code, as defined, is met:

> *"Outdoor Plaza: A publicly accessible, continuous open space, predominantly open from above, and designed to relate to the surrounding urban context. Outdoor plazas prioritize pedestrian use and serve as opportunities to activate Downtown for residents and users."*

The Outdoor Plaza 2 is predominantly open from above, meaning more than 50% is open to the sky, while a small area in front of the active use spaces is under the building (see Figure 6b below). The provision of a covered area within the Outdoor Plaza furthers the Comprehensive Plan policy UD-40, which states, "*Provide both weather protection and access to sunlight in pedestrian areas and public places*." The proposed location of the Outdoor Plaza under the building does not contradict the intent of the LUC requirement for incentivizing outdoor plazas in a development.

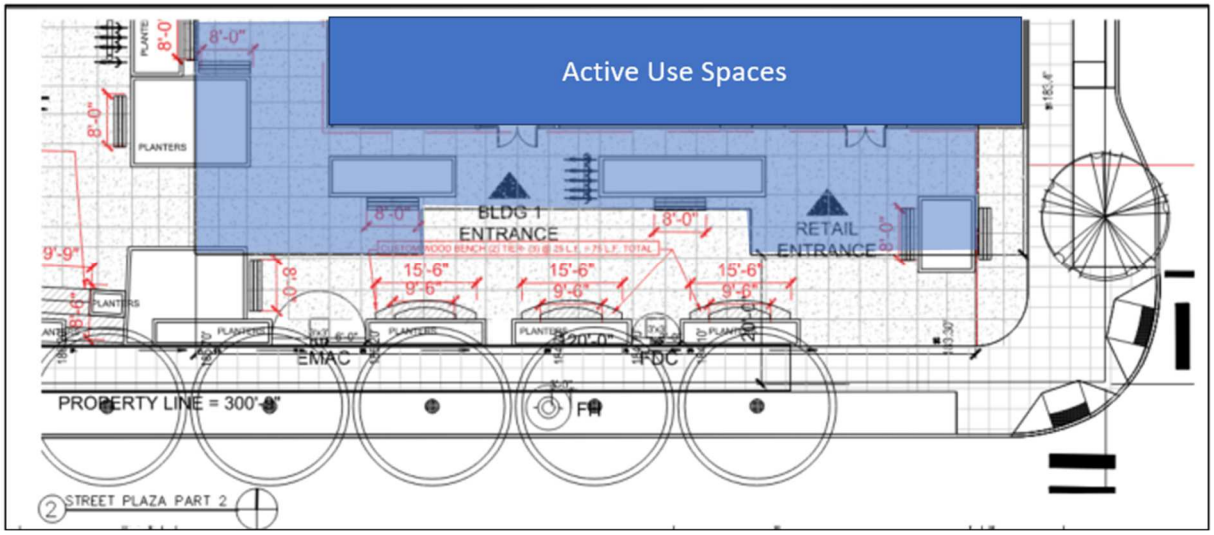


Figure 6a. Forecourt of Outdoor Plaza 2, Plan



Figure 6b. Forecourt of Outdoor Plaza 2, Perspective

3. Minimum seating provided shall be one linear foot of seating space per 30 square feet of plaza space.

   Analysis: The bench calculations for the Outdoor Plaza 2 is shown on sheet LA-201 and for Outdoor Plaza 1 on sheet LA-202 of the Preliminary Landscape Plans.

   Outdoor Plaza 1 (north): 8051 S.F.
   8051/30 = 268.3 linear feet (required)
   Proposed seating length: **175 L.F.**

   Outdoor Plaza 2 (south): 13,605 S.F.
   13,605/30 = 453.5 linear feet (required)

Proposed seating length: **556 L.F.**

Total required linear feet of seating: 21,656 S.F./30 = 721.87 LF
Total proposed linear feet of seating: 731 L.F., which is greater than the minimum required.

4. A minimum of 20 percent of the area eligible for bonus amenity points in the plaza shall be landscaped.

   Outdoor Plaza 1 (north):
   Required 20% landscaped area: 1,610 SF
   Proposed total landscape area: **2,874 SF – meets minimum requirement**

   Outdoor Plaza 2 (south):
   Required 20% landscaped area: 2,721 SF
   Proposed total landscape area: **2,499 SF – deficient, does not meet minimum requirement.**

   MDP (entire project) with total plaza area of 21,656 SF
   Required 20% landscape area: 4331.2 SF
   Proposed total landscape area for MDP: 5373 SF

   The project exceeds the required landscape area for the outdoor plazas at an MDP level but not for each plaza area. Each plaza is required to meet the design criteria independently. **See Section XVI for Conditions of Approval regarding Outdoor Plaza 2 Required Landscape Area, Landscape Installation Assurance Device and Landscape Maintenance Assurance Device.**

5. Plaza amenities to enhance the users' experience shall be provided, e.g., art and water elements.

   Analysis: Each Outdoor Plaza is provided with several amenities (see Architectural Plan sheets A0.25 and A0.26.

   Outdoor Plaza 1 (north): A media wall in the interior of the plaza draws pedestrians from the street to Pinnacle North from 102nd Avenue NE. A water feature designed with seating also allows a multi-sensory experience of the outdoor spaces that doubles as the Through Block Pedestrian Connection (see Architectural Plan sheet A0.25)

   Outdoor Plaza 2 (south): A multi-level auditorium style stepped seating and a large, paved area that can be used as a flexible space is provided on the plaza area leading to the supermarket entrances. The open area can be used to stage a small farmer's market or for the supermarket to display fresh produce and other merchandise or for extra tables and chairs during mild weather months. The lawn area in the upper plaza provides sunbathing and informal play space. Metal tile artwork will be installed at several benches to

provide interest and enhance user experience. **See Section XVI for Condition of Approval regarding Metal Tile Artwork**.

Both Outdoor Plazas provide other furnishings such as bike racks and lighting, special landscape treatment such as the green walls, and public access signage to ensure that they are welcoming, safe, and useable 24 hours a day for the public.

6. Plaza shall be located within 30 inches of the adjacent sidewalk grade and shall provide physical and visual access from the adjacent right-of-way.

   Analysis: Both Outdoor Plazas are located within 30 inches of the adjacent sidewalk grade (see Preliminary Landscape Plan sheet LA-401). Due to the significant grade change of the site along NE 10th Street, the area of the Outdoor Plaza 2 in front of the supermarket is more than 30 inches below the sidewalk grade (see Figure 7 below); however, the area extending from the intersection of NE 10th Street and 102nd Avenue NE to approximately 150 feet west is at the same grade as the sidewalk, meeting the 30 inch requirement. Pedestrian connection to the lower plaza level is provided through a series of steps integrated into the auditorium style bench seating and the upper-level plaza at the western end of the Outdoor Plaza 2.

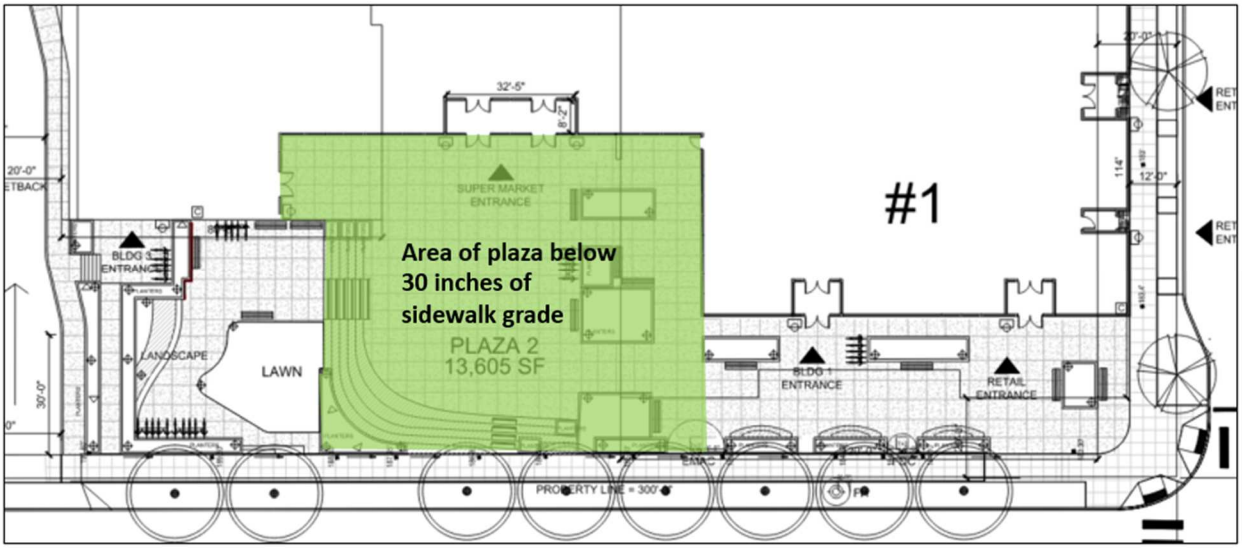


Figure 7. Outdoor Plaza 2 Below Sidewalk Grade

7. Provide for sense of security to users through well-lit and visible spaces.

   Analysis: Both Outdoor Plazas provide pedestrian scale landscape lighting in the form of landscape bollards and accent lighting for small trees. The main walkways and steps are provided with lighting also. Seating areas are visible from the street and organized to encourage a variety of social interaction intensities, from group seating to spectator seating (people watching) to quiet contemplation. The lower plaza seating areas have direct visibility from the

major active use space.

8. Directional signage shall be provided to identify circulation routes for all users and inform the public that the space is accessible to the public at all times. The signage shall be visible from all points of access.

   Analysis: All directional signage will be provided in accordance with City standards and templates. **See Section XVI for Condition of Approval regarding Public Access Signs for Required Outdoor Spaces.**

9. Plazas shall be open to the public at all times and require an easement for public right of pedestrian use in a form approved by the City.

   Analysis: The project will provide a public access easement that ensures 24-hour access. **Refer to Section XVI for Condition of Approval regarding Outdoor Plaza.**

10. Plazas shall meet all design criteria for design guidelines for public open spaces.

    Analysis: The Outdoor Plazas are designed to meet the Design Guidelines found in LUC 20.25A.150.B, Relationship to Publicly Accessible Open Spaces; LUC 20.25A.150.E, Maximize Sunlight on Surrounding Area; LUC 20.25A.160.E, Open Space; and LUC 20.25A.170.A.3, 4, 5, 6. See applicant's response to each design guidelines in the attached Downtown Design Guidelines checklist. Additional analysis on Outdoor Plaza design compliance can be found under Section V, Design Guidelines, of this staff report.

11. Square footage for purposes of calculating amenity points shall not include vehicle or loading drive surfaces.

    Analysis: No loading drive surfaces are adjacent or in the proposed Outdoor Plazas.

3. Required Tower Separation (LUC 20.25A.075.B)
   Tower separation applies to any structure with a minimum height of 100 feet or greater where multiple towers are proposed within a single project limit. Perimeter Overlay B-1 requires a tower separation of 60 feet. Tower separation in Perimeter Overlay B-2 is 40 feet according to note 2 of dimensional requirements in Chart 20.25A.060.A.4 LUC.

   Pinnacle North's 6 buildings exceed the height of 100 feet (see Dimensional Requirements table in section 1 above). Tower separation is not required for projects in the B-1 Perimeter Overlay where the maximum building height is 99 feet. However, with Pinnacle North, the buildings in the B-1 Perimeter Overlay exceed the maximum building height by an additional 25 feet, which is allowed through the IOC for Affordable Housing. In doing so, all of Pinnacle North is subject to the tower separation requirements. The tower separation proposed for each building are as follows:

Between Bldgs. 1 & 2: 60 ft.
Between Bldgs. 1 & 3: 60 ft.
Between Bldgs. 2 & 3: 60 ft.
Between Bldgs. 2 & 4: 62 ft. 2 in.
Between Bldgs. 3 & 4: 111 ft.
Between Bldgs. 3 & 5: 111 ft.
Between Bldgs. 3 & 6: 74 ft. 5 in.
Between Bldgs. 4 and 5: 40 ft.
Between Bldgs. 5 and 6: 41 ft. 6 in.

Buildings 4, 5 and 6 do not meet the tower separation requirements and a variance has been approved to modify the tower separation. See Section VII for the Variance discussion.

4. Upper Level Stepbacks.
The project site for Pinnacle North is not abutting one of the streets where Upper Level Stepbacks are required, as shown on Figure 20.25A.075.C.2. No Upper Level Stepbacks are required at a height between 25 feet and the level of the first floor plate above 40 feet. Note that Stepback is different from Tower Setbacks standards. As shown on the Dimensional Requirements table, tower setback does not apply to Perimeter Overlay B-1 (Pinnacle North buildings 4, 5 and 6) and a tower setback of 20 feet applies to Perimeter Overlay B-2 (buildings 1, 2, and 3) along the right-of-ways. See architectural plan sheet A0.12 for tower separation and tower setbacks.

D. FAR Exemptions and Amenity Incentive System (LUC 20.25A.070)

The project is utilizing FAR exemptions through LUC 20.25A.070.C. and the IOC for Affordable Housing. A building may exceed the maximum Floor Area Ratio permitted for development if it complies with the requirements of this section (FAR Exemption). While LUC 20.25A.070 specifically limits the bonusable floor area up to the maximum floor area ratio permitted for the district or overlay, the City Council, through the IOC, has provided additional flexibility to the LUC to achieve its priorities through incentives for development. This is the case with Pinnacle North, which is taking advantage of the temporary relief from the LUC requirements in the B-1 and B-2 overlays, as allowed by the IOC, for the production of affordable housing.

1. FAR Exemption for Ground Level Active Use (LUC 20.25A.070.C.1.a):
Each square foot of ground level floor area of active uses that satisfies the requirements of LUC 20.25A.020.A and complies with the design guidelines contained in LUC 20.25A.170.B.1 for “Pedestrian Corridor/High Streets – “A” Rights-of-Way” shall be eligible for an exemption from the calculation of the floor area, up to a maximum of 1.0 FAR per LUC 20.25A.070.C.1.a.

The LUC allows for floor area exemption up to 1.0 FAR. The applicant is proposing 95,302.6 square feet of active uses within the first floor of the development, which is below the maximum allowable 1.0 FAR (Total project site area is 195,431 SF). Therefore, 95,302.6 square feet may be exempted from the overall gross floor area for FAR calculation. Exempt ground level active uses must meet the definition of active use and the proposal must provide weather protection, points of interest and transparency. See architectural plan sheet A0.24 for locations of active use spaces.

To meet the requirements of Active Use, the ground floor plane must meet the design standards for a "A" Right-of-Way. Staff analysis for compliance to the "A" Right-of-Way can be found under Section V.A, ROW Design Guidelines, and Section VI, Administrative Departures. **See Section XVI for Condition of Approval regarding Active Use Designated for Supermarket**.

2. Recording FAR Amenity Bonus
Per LUC 20.25A.070.E, the total amount of bonus floor area earned through the Amenity Incentive System for a project and the amount of bonus floor area to be utilized on site for that development shall be recorded with the King County Recorder's Office, or its successor agency. A copy of the recorded document shall be provided to the Director. In addition, the applicant shall record a copy of the approved bonus point calculations, project drawings and conditions of this Design Review approval. **Refer to Section XVI for Condition of Approval regarding FAR Amenity Bonus and Project Approval Recording**.

3. FAR Exemption for Affordable Housing (IOC for providing affordable housing, Ordinances 6736, 6760 & 6785)
This project takes advantage of the increased Affordable Housing Development Flexibility established by the City Council through the IOC under Ordinance 6736, which was subsequently extended through the adoption of Ordinances 6736, 6760 and 6785. Although the applicant submitted a complete permit application on March 22, 2021, the applicant revised the Pinnacle North project after the City Council adopted the IOC in order compliance with the components of the IOC prior to the IOC expiration date of September 18, 2024, as set by Ordinance 6785. Consequently, the Pinnacle North project is vested to the provisions of the IOC, and the provisions of the IOC are available to this project.

Pinnacle North has 3 overlays, B-1, B-2 and A-1. The IOC allows for FAR flexibility in the B overlays, but not the A-1 overlay. As such, for calculating the Affordable Housing Amenity Bonus FAR for Pinnacle North, the reduced project site area of 188,031 SF is used, which includes the site area of overlays B-1 and B-2.

The IOC provides increased development flexibility by allowing projects to exempt floor area dedicated to on-site affordable housing from FAR calculations. Floor area dedicated to supporting the creation of on-site affordable housing not to exceed 50% of the Base Floor Area may be exempt from the maximum Floor Area Ratio for the applicable overlay district.

Project Site Area: 188,031 SF (not including A-1 overlay)
Base FAR in both B-1 and B-2 is 4.5 or 846,139.5 SF (See attached Amenity Plan and Chart)
Max. Floor Area that can be exempted through the IOC: **423,069.5 SF or 2.25 FAR**

To qualify for the exemption from the Floor Area Ratio limits of the LUC, the Project must meet the following:

a. For every 1.0 square foot of affordable housing provided at 80 percent of the average median income (AMI), the applicant is allowed 4 square feet of market-rate housing, up to a maximum of 50% of the base FAR for residential development (2.25).

This total exempt floor area is distributed at a ratio of 1:4 Floor Area or 20% Affordable Housing and 80% Market Rate Housing, as follows:

	Required Ratio	Permitted	Proposed Floor Area	Proposed Ratio	Proposed FAR (based on total project site area of 188,031 GSF)
Affordable Units	20%	84,614 SF	61,767 SF	20%	0.33
Market Rate Units	80%	338,456 SF	246,960.3 SF	80%	1.31
Total	100%	423,070 SF	308,727.3 SF	100%	1.64

The project proposes **85 affordable units with a total gross floor area of 61,767 SF**, which is below the maximum allowed by the IOC. **The proposed total FAR of 1.64 is below the maximum allowed FAR of 2.25 for exemption.** **See Conditions of Approval in Section XVI regarding Affordable Housing Covenant.**

b. Provide a comparable ratio of unit types by bedroom size for affordable housing units as proposed for market rate units.

The Pinnacle North project is proposing the following affordable housing units in Building 5 and 6, distributed by the following unit types:

	Building 4	Building 5	Building 6	Total	Percentage	Comparable Affordable Units	**Proposed**
1 Bedroom	53	83	53	189	27.92%	24	**30**
1 Bedroom + Den	114	107	103	324	47.86%	41	**26**
2 Bedroom	27	56	41	124	18.32%	16	**21**
2 Bedroom + Den	29	2	9	40	5.91%	5	**8**
				677	100.00%	86	**85**

A Regional Coalition for Housing (ARCH) administers the affordable housing program for Bellevue and works closely with the applicant to determine the final distribution of unit types by bedrooms for projects such as Pinnacle North. ARCH considers the most beneficial combination of unit types based on market needs and "comparable" does not necessarily mean an exact match to the ratio of unit types for the market rate portion of a project. The proposed numbers for the Pinnacle North project has been approved by ARCH. **See Condition of Approval in Section XVI regarding Affordable Housing Types and Size.**

See Section E below, "Additional Flexibility through the Interim Official Control for

Affordable Housing", for additional discussion and analysis related to the IOC affordable housing incentive.

1. Floor Area Earned from Special Dedications: The Pinnacle North project will be required to dedicate right-of-way to the proposed back of curb along the project's frontage and to the future back of curb of the roundabout design at the northwest corner of the 102nd Avenue NE/NE 10th Street intersection. LUC 20.25A.070.C.3.a allows an applicant to include the dedicated area in the computation of FAR. See Table 2, dimensional chart above, for this calculation. However, the project is not earning bonus floor area for this right-of-way dedication.

E. Additional Flexibility through the Interim Official Control for Affordable Housing (Ordinances 6736, 6760 and 6785).

As discussed above, the City Council adopted the IOC to incentivize the production of affordable housing in Downtown Bellevue through three ordinances:

- Ordinance 6736, adopted on May 8, 2023; and
- Ordinance 6760, adopted on October 23, 2023 which extended the expiration date of the IOC to May 17, 2024, or until it is repealed/replaced; and
- Ordinance 6785, adopted on April 23, 2024, which extended the expiration date of the IOC to September 18, 2024 (See attachment "Ordinance 6785").

The following dimensional requirements in the Land Use Code have been modified where affordable units are provided in the specified Downtown Land Use Districts:

a. For every 1.0 square foot of affordable housing provided, 4.0 square feet is allowed for market rate housing, not to exceed a maximum of 50 percent of the base FAR for residential development in the land use district the building is located.

   Response: See III.B.2 for analysis on how this project complies with the available the FAR Exemption.

b. No minimum parking required for affordable housing units.

   Response: This project is not providing parking for the 84 affordable housing units.

c. Projects that provide a minimum of 0.5 FAR of exempt floor area are eligible for:
   i. 5% increase in lot coverage in Perimeter Overlays A-2, A-3, B-1, and B-2
   Response: This project did not increase the lot coverage. See the dimensional requirements table above.

   ii. 25-foot increase in the maximum building height and building height with mechanical screening in Perimeter Overlays (except B-2 overlay)
   Response: Buildings 4, 5 and 6 are utilizing this flexibility which increased the heights of each tower from 10 stories to 14 stories from the original proposal. See the dimensional requirements table above, under Maximum Building Height and Maximum Building Height with Mechanical

Equipment.

iii. Up to a 15-foot stepback reduction for buildings less than 100 feet in height in the Perimeter Overlays A-2, A-3, B-1, B-2, and B-3
Response: The proposed building heights for Buildings 4, 5 and 6 located in Perimeter Overlay B1 are greater than 100 feet; therefore, this flexibility does not apply to the project.

iv. For single project limits in the Perimeter Overlay and in DT-MU, unutilized FAR from the Perimeter Overlay may be utilized in the DT-MU within the same project limit
Response: The Pinnacle North project is not utilizing this flexibility.

4. Amenity Incentive System Requirements (20.25A.070.D.4)
The LUC provides an incentive program in Downtown to encourage the private development of amenities for public benefit. When a project exceeds the Base FAR or Base Height for the Land Use District or Perimeter Overlay where it is located, it must provide an Amenity prescribed in Chart 20.25A.070.D.4 LUC. The Chart lists a menu of public amenities from which a development can earn bonus points, with bonus points varying depending on the Downtown neighborhood. Each Bonusable Amenity must also meet the Design Criteria included in the chart. The bonus points have an equivalent value in floor area requiring Amenity Bonus, measured in square feet.

The Pinnacle North project exceeds both the base Floor Area Ratio and the Base Height as shown on the Dimensional Requirements tables and discussion below. Therefore, it is required to provide an Amenity.

The Amenity Incentive System prioritizes provision of public open space features such as the Grand Connection and Major Public Open Space, Outdoor Plaza, Donation of Park Property, Improvement of Public Park Property, Enhanced Streetscape, Active Recreation Area, Enclosed Plaza or Alleys with Addresses. Seventy-five percent or more of the required amenity incentive points must be gained through one of the above public open space options. The remainder of the project's required amenity points may be earned from any other amenity on the chart.

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 an MDP. If construction of the multi-building development is to be phased, each construction phase shall provide for a proportionate installation of amenities as established in an approved MDP phasing plan. No phase may depend on the future construction of amenities.

The Pinnacle North project is proposing a single phased multi-building project under the LUC independent of any phased construction that may occur as the project is built; therefore, all required amenities will be constructed with the entire project. The MDP is not proposed to be phased under the LUC and will be constructed as a single-site development, albeit with the option for a phased construction plan for the project. Therefore, FAR and amenities are considered under the LUC based on the entire site and are not broken down by phase.

Pinnacle North is opting to provide 100% of its required amenity incentive points by providing two Outdoor Plazas, with a total area of 21,656 SF. Referring to Chart 20.25A.070.D.4, the Outdoor Plaza, when provided in the Northwest Village, where Pinnacle North is located, receives 9.3:1 bonus points per square foot, or a total of **201,401 bonus points**. See Section C.2 above for discussion on how the Outdoor Plazas meet the design criteria.

Following the calculation methodology in LUC 20.25A.070.D.2.a for a multi-building development, the individual building amenity calculations are combined for an overall development's required amenity incentive points.

a. Floor Area Above Base FAR
To calculate the floor area above the base FAR for Pinnacle North, the two differing base FAR and maximum FAR for the A-1 and B overlays are calculated independently.

Site Area for A-1 Overlay: 7,400 SF
Site Area for B Overlays: 188,031 SF
Base Residential Floor Area in A-1 Overlay (FAR of 3.15): 23,310 SF
Base Residential Floor Area in B Overlays (FAR of 4.5): 846,139.5 SF
Max Residential Floor Area for A-1 (FAR of 3.5): 25,900 SF
Base Residential Floor Area for entire site: 869,449.5 SF
Proposed Floor Area for entire site: 965,934.2

Floor area above Base FAR requiring Amenity Points: 965,934.2 – 869,449.5 = 96,484.70 SF

Because the project exceeds the base FAR, it is required to provide one of the Amenities listed under Chart 20.25A.070.D.4. The applicant has chosen to provide 2 Outdoor Plazas to meet their amenity requirements for floor area bonus. See discussion of Outdoor Plazas above in Section IV.C. **See Conditions of Approval in Section XVI regarding Outdoor Plaza, and Public Access Signs for Required Outdoor Spaces.**

b. Floor Area Above Base Height
Floor Areas above base height are calculated as follows:

	B-2 Overlay			B-1 Overlay		
Building	1	2	3	4	5	6
Floor Area above base height	22,062 SF	22,062 SF		12,054 SF	24,130.4 SF	25,202 SF
	44,124 SF			61,386.8 SF		

The floor areas above base height for the B-1 overlay results from the project utilizing the IOC for Affordable Housing flexibility and bonus floor area. As such, the 61,386.8 SF is exempt from the Amenity Bonus requirements. Amenity points required for exceeding the base height is:

44,124/2 = **22,062 SF**

c. Amenity Points Calculation
The project provides a total of 201,401 amenity points. This exceeds the amenity points needed. Detailed analysis of the amenity points are shown in the table below:

Amenity Points needed: 96,484.70
Amenity Points provided: 201,401
Total area of 2 outdoor plazas: 21,656 SF
Amenity Points equivalence as a Ratio: 9.3:1
21,656 x 9.3 = **201,401 amenity points provided**

	B-1 and B-2 Overlays		A-1 Overlay		Entire Project/MDP
Site Area	**188,031**		**7,400**		**195,431**
	Permitted	**Proposed**	**Permitted**	**Proposed**	
Base FAR	4.5		3.15		
Base Floor Area (GSF)	846,139.50		23,310		869,449.50
Maximum FAR	5		3.5		
Maximum Floor Area (GSF)	940,155.00		25,900.00		966,055.00
Proposed Floor Area		965,934.20		0	
Floor Area Above Base FAR		96,484.70			
Floor Area above Base Height divided by 2		**22,062**			
FAR Amenity Points needed		**96,484.70**			
Amenity Points provided		**201,401**			

The Pinnacle North project has provided bonus points that exceed the required amenity bonus points.

F. Landscape Development Standards (LUC 20.25A.110)
1. Street Trees and Landscaping (LUC 20.25A)

A. Street Landscaping. The LUC allows for variations in understory plant materials within the planter strips from one project to another as long as they meet the intent of the LUC, as stated in LUC 20.25A.110.A.2. The proposed vegetation for the planter strips of the 102nd Avenue NE façade and NE 10th Street façade of Pinnacle North can be found on Preliminary Landscape Plan sheet LA-404. To ensure traffic visibility and pedestrian safety, the understory for the landscape planter strips will be small evergreen shrubs, including irish heath, liriope, dwarf Japanese holly and dwarf red twig. These species have been used in other Downtown projects and are preferred for their viability in an urban environment, and providing interesting texture and color. The Parks Department and Land Use Director have determined that the proposed mix of vegetation and density of groundcover are suitable for the pedestrianized urban environment of this section of Downtown and the plant varieties and species reflect the urban character of the area. **See Section XVI for conditions of approval regarding Landscape Installation Assurance Device and and Landscape Maintenance Assurance Device.**

B. Irrigation (LUC 20.25A.110.A.3)

A permanent automatic irrigation system shall be provided at the time of installation of street trees and sidewalk planting strip landscaping located in a required planter strip or tree pit. The use of rainwater to irrigate is encouraged. Rainwater irrigations systems that do not meet the total demand for landscape water, shall be served by a separate water meter installed by the applicant and served by City-owned water supply with 24-hour access by the City. The irrigation system shall be designed per the Parks and Community Services Department Environmental Best Management Practices and Design Standards (BMP), as now or hereafter amended.

The Parks Department and Land Use Director have determined that the proposed irrigation plan is compliant at this stage of review. Detailed requirements for water meters and compliance to other BMP standards will be further assessed during the construction permit reviews. **See Section XVI for conditions of approval regarding Landscape Irrigation and Permanent Irrigation.**

2. On-Site Landscaping (LUC20.25A.110.B)

A. Site Perimeter and Parking Structure Landscaping.
Site perimeter and parking structure landscaping are required in Downtown projects. In the DT-MU and DT-R zones, an 8-foot Type III landscaping is required along the street frontage if buffering a parking area, while 5-foot wide Type III landscaping is required for rear and side yards if buffering a surface vehicular access or parking area.

The only perimeter of the block where a parking structure is exposed above ground is at the northeast corner of the project site. The project will provide a Type III buffer that is 10'-11" wide by 81'-1" long at the section where the garage abuts the northern property line, and a 5-foot wide landscape buffer for the rest of the northern property line in the A-1 Overlay to meet the perimeter landscape requirements. As documented in the submitted landscape plan, the proposed plantings will meet the Type III landscape standards found in LUC 20.20.520.
See Section XVI for conditions of approval regarding Landscape Installation Assurance Device and and Landscape Maintenance Assurance Device.

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

To ensure that all new trees thrive in an urban environment, enough soil must be provided to ensure large healthy shade trees can succeed long term without damaging adjacent hardscapes. The City of Bellevue Parks Department Environmental Best Management Practices and Design Standards Manual specifies the amount of soil volume and the method for calculating the appropriate volume for small, medium, and large trees in urban environments. This project will be required to provide the appropriate soil volume for all trees on-site and within streetscape planters for new trees to thrive post construction. **Refer to Section XVI for Condition of Approval regarding Soil Volume.**

G. Pet Relief Areas

The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as office tenants that encourage workers to bring pets into work, the City encourages applicants to provide pet relief spaces internal to their site, and along sidewalks. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by encouraging applicants to voluntarily design these areas into their projects. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. The Pinnacle North project provides a dog park which serves as a pet relief area in the central residential courtyard (see Figure 8 below). **Refer to Section XVI for Condition of Approval regarding Pet Relief Areas.**

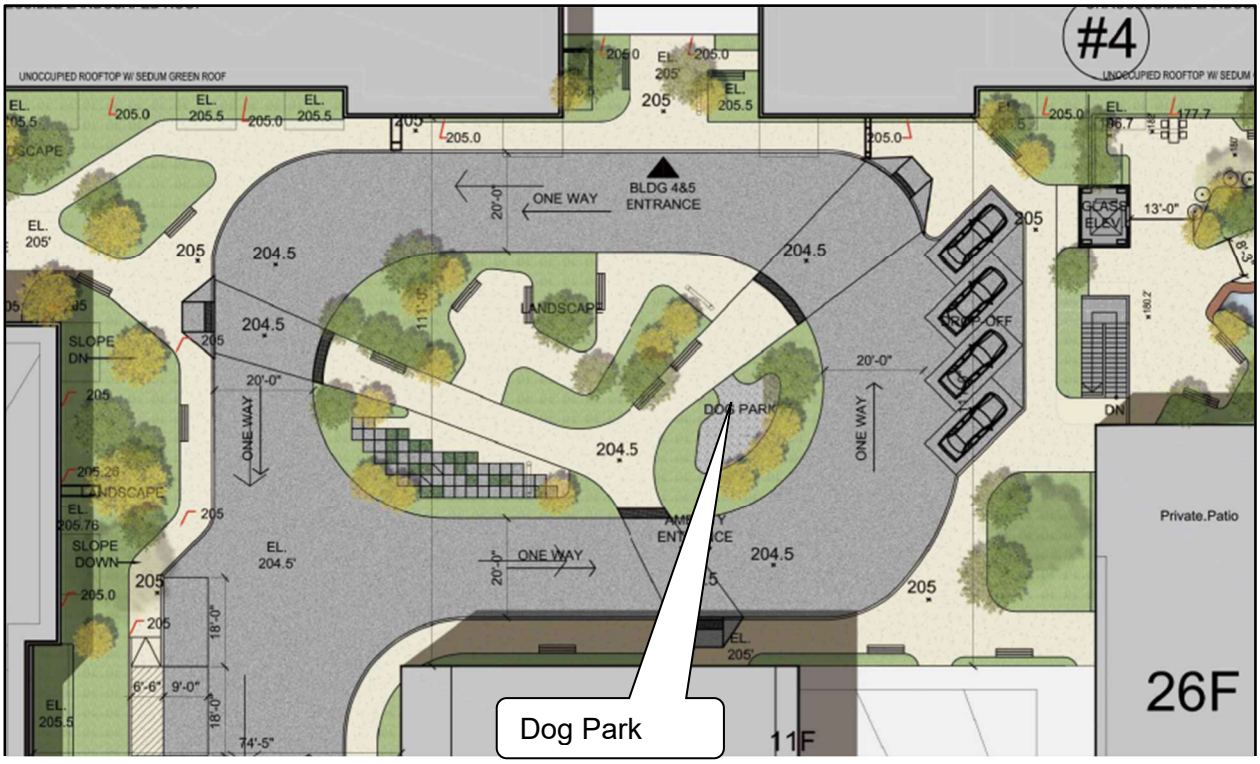


Figure 8. Dog Park/Pet Relief Area

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

Refer to the Preliminary Landscape Plan Sheet LA-403 in the project drawings for the Green and Sustainability Factor Worksheet and corresponding site plan diagram on Sheet LA-404. The minimum green factor score is 0.3 for a large site. The Pinnacle North project achieves a green factor score of 0.410, which the proposal meets by providing the following:

- Soil cells in the right-of-way planter areas
- Landscaped Areas with Soil Depth Less than 24 Inches
- Landscaped Areas with Soil Depth of 24 Inches or More
- Shrubs or Large Perennials

- Small and Large Trees
- Green Roof with at least 4 inches of growth medium
- Vegetated Wall in the Outdoor Plazas
- Food cultivation landscaped area as an amenity for residents
- Native or Drought Tolerant Landscaping
- Landscape Areas at Sidewalk Grade
- 80 Bicycle Racks in publicly-accessible outdoor spaces

See Section XVI for conditions of approval regarding Landscape Installation Assurance Device and and Landscape Maintenance Assurance Device.

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

1. Mechanical Equipment Screening
   Mechanical equipment shall be installed so as not to detract from the appearance of the building or overall development. Exposed mechanical equipment shall be visually screened by a predominately solid, nonreflective visual barrier that equals or exceeds the height of the equipment and shall be screened from above. Neither mechanical equipment nor mechanical screening will be allowed to exceed the maximum building height as listed in the dimensional requirement table in Section IV of this staff report.

   The project has six towers, each with its own mechanical systems. Mechanical equipment screening is provided for each tower and is shown on the roof plans and the elevation drawings. Mechanical penthouses will be concrete structures painted to match the building color. In the Administrative Design Review phase, the final type and number of mechanical equipment is not determined; therefore, the review and approval of the screening is based on a conceptual design. Final approval of the mechanical equipment screening will be required through the mechanical permit. **Refer to Section XII.C for Condition of Approval regarding Mechanical Equipment.**

2. Exhaust Control (LUC 20.25A.130.D.)
   Exhaust equipment shall be located so as not to discharge onto a sidewalk, right of way, or area designated accessible to the public, including but not limited to a plaza or a through block connection. The project proposes locating garage exhausts in the driveways of the two garages and the mechanical exhausts for the active use spaces above the weather protection (see Figure 9 below).

   To meet the intent of the code, the project is using the weather protection material to deflect the exhaust away from pedestrian areas (see details on Architectural Plan Sheet A8.02). The weather protection is at a height of 10 feet and the vents will sit directly above it. The height of the exhaust vents do not meet the required minimum of 16 feet; therefore, an Administrative Departure has been requested for the alternative height (See Administrative Departure section for analysis). The project has not identified the number and locations of the exhausts for the active use spaces, as these will be dependent on the needs of future tenants; however, it has designed the floor heights and ground floor windows to accommodate future installation of mechanical equipment exhausts above the weather protection. **Refer to Section XII.C for Conditions of Approval regarding Garage Exhaust and Commercial Venting.**

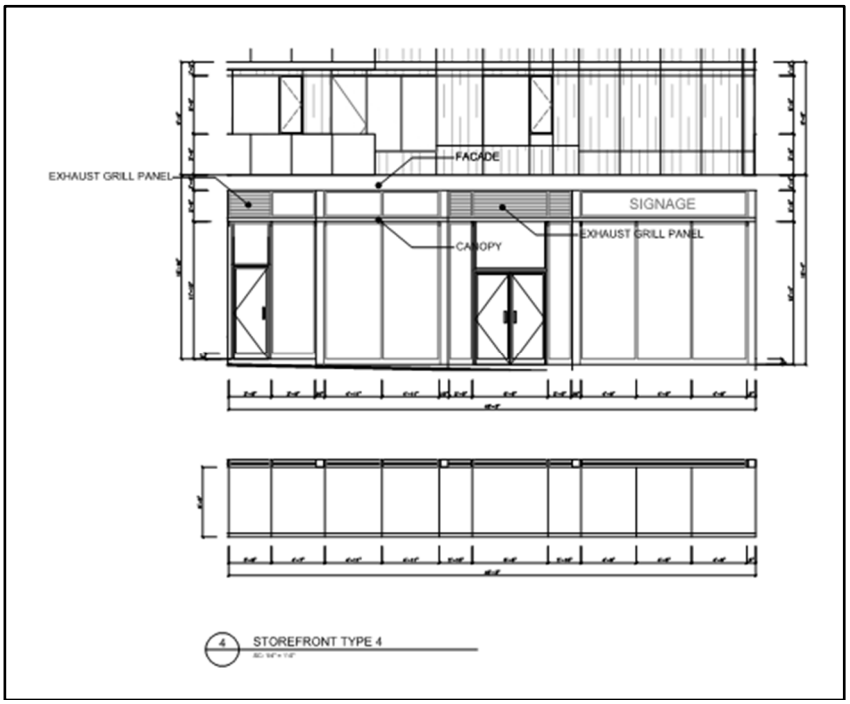


Figure 9. Mechanical Exhausts over Active Use Spaces

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

Through-block pedestrian connections provide an opportunity for increased pedestrian movement through superblocks in Downtown and help to reduce the scale of superblocks. This project is required to provide a through-block pedestrian connection running east-west through the center of the block, to connect to a currently under construction through-block pedestrian connection west of the site. The proposed connection will provide for a complete connection from 102nd Avenue NE, through the site, and west to 100th Avenue NE.

The subject site will provide this required east-west through-block pedestrian connection, which meanders through the site, starting at the lower Outdoor Plaza at 102nd Avenue NE and continues to the upper level along the frontage of Buildings 4 and 5, then ends at the western property line (see Figure 10, Through Block Connection delineated in yellow and architectural plan Sheet A0.22).

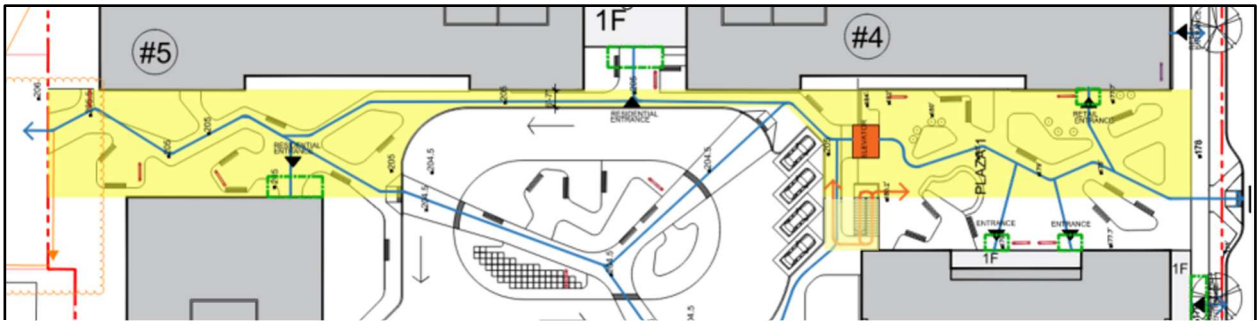


Figure 10, Through Block Pedestrian Connection

The width of the through block connection varies, ranging from 62 feet in the Plaza 1 to a minimum of 6 feet in front of Building 4 (see Civil Plan revised sheet C1.4, Easement Plan). It is designed to meet compliance with the Americans with Disabilities Act and includes an elevator to ensure barrier-free access between the lower level at 102nd Avenue NE to the upper lever of the site. The width remains 6 feet as it fronts building 4 and then widens as it goes through the landscaped courtyard between Buildings 5 and 6. Where the through block pedestrian connection is integrated with the outdoor plaza and private courtyards, landscaped walkways, the project provides water features and abundant seating. The through block connection will be well-lit at night with pedestrian-level lighting and accent landscape lighting. Public access will be ensured at all times by requiring a public access easement for the outdoor plaza and the through block connection, with signage to encourage pedestrian use. **Refer to Section XII.C for Conditions of Approval regarding Through Block Connection and Public Access Signs for Outdoor Spaces.**

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

The applicant has met the intent of the Downtown Design Guidelines, as summarized below, for both the Master Development Plan and Design Review applications. Refer to Attachment A: Downtown Design Guidelines for additional detailed information regarding how the proposal has met each applicable Downtown Design Guideline.

1. Context (LUC 20.25A.150)
   The proposal has met the intent of each item in the Context section of the design guidelines. More specifically, the proposal will include the following:
   - There are six buildings proposed for the site. The north and west side of the site boarder lower intensity land use districts; therefore, the buildings located there are lower in height and gradually become taller as they reach the corner of NE 10th Street and 102nd Avenue NE, where they become towers that are consistent with the Downtown urban core.
   - Building separation and alignment with adjacent rights-of-way preserve and maximize solar access. Placement of structures, such as Building 3, which introduces a public plaza on its south face allows for solar access to the adjacent building to be preserved and maximizes solar access onto Plaza 2. The location of Plaza 1 next to the sidewalk on 102nd Avenue NE also maximizes solar access to Building 4 and the northern half of the site (see Sheet A0.11 for Shadow Analysis).
   - The primary access for service and parking garage is via a driveway at 102nd Avenue NE, which allows for loading areas to be underground. There is a secondary vehicular access to parking located via NE 10th Street, which is tucked away from public view through the private street, 101st Avenue NE into the development. A roundabout in the center of the site allows for pick-up/drop-off for rideshare and residents, which will maximize efficiency and minimize negative impacts on the site, adjacent uses and the public realm.
   - The tallest structures (buildings 1, 2 & 3) and landscape plazas will create a gateway and sense of connection into the Downtown urban area, as they will be located at the corner of NE 10th Street and 102nd Avenue NE.
   - The pedestrian circulation plan shows multiple pedestrian paths through the site to connect to the existing streets, including a proposed through block connection that will provide an east-west connection from 102nd Avenue to connect in the

future to 100th Avenue NE. There is an existing bus stop across NE 10th Street which provides an alternative to single-occupancy vehicle trips to the future supermarket and other retail uses proposed on site (see Architectural Plan sheet A0.22, Pedestrian Access & Through Block Connection).

2. Site Organization (LUC 20.25A.160)
   The proposal has met the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will include the following:
   - Pedestrians and bike users are prioritized in the site plan by providing uninterrupted north-south and east-west logical pedestrian paths through the site, as shown on sheet A0.22.
   - Open space is provided within the project at easily accessible locations via NE 10th Street and 102nd Avenue NE. Additional open space is provided within a central courtyard area which also integrates the required east-west through block connection. No parking or loading areas, or vehicular lanes interrupt or encroach into the required open spaces. See discussion on through block connection above and Downtown design guidelines responses.
   - Passenger and guest loading zones are located in the interior of the project site, along the private road and the fire turnaround with a central park and separated from the main vehicular access areas of the development. These spaces will provide short-term parking for ride sharing, mail delivery and package delivery vehicles.
   - The required east-west through block pedestrian connection is designed with an accessible pathway that includes pedestrian scaled lighting, seating, bicycle parking locations and landscape design which enhances the direct, logical, safe and continuous route for pedestrians and cyclists. Cycling connections can be made around the site with potential bicycle parking located at plaza areas. See subsection above for through block connection analysis.
   - The main entrances to the future grocery store, drugstore and other commercial retail spaces are located on both NE 10th Street and 102nd Avenue NE, which will be visible, defined, and accessible on foot and mass transit by their locations and business signage that are integrated into the architecture.
   - All building lobbies and retail entrances have direct access to the public streets or open to either an outdoor plaza or a through block connection, which are designed for pedestrian comfort and connectivity to the public streets.
   - The parking and vehicular areas are mostly underground, including the trash and recycling collection service area and delivery van parking. The only surface vehicular area is a two-way private road that serves as a fire truck access and additional loading areas for the interior buildings (see Figure 11 below). To minimize the impervious surface of the vehicular area, an open space with amenities for the residents is provided in the interior courtyard. It is not possible to have a through lane on the site, so a vehicle turnaround is provided at the platform level. The image below shows the private road with the fire truck turn around in blue. The green arrows indicate the pedestrian circulation paths in this section of the master development site plan. The outdoor amenity space is green and the yellow areas are portions of the through block pedestrian connection. In the Pinnacle North project, most of the outdoor spaces are amenity spaces for passive recreation and pedestrian access, as shown by the green arrows and lines that run east-west and north-south.

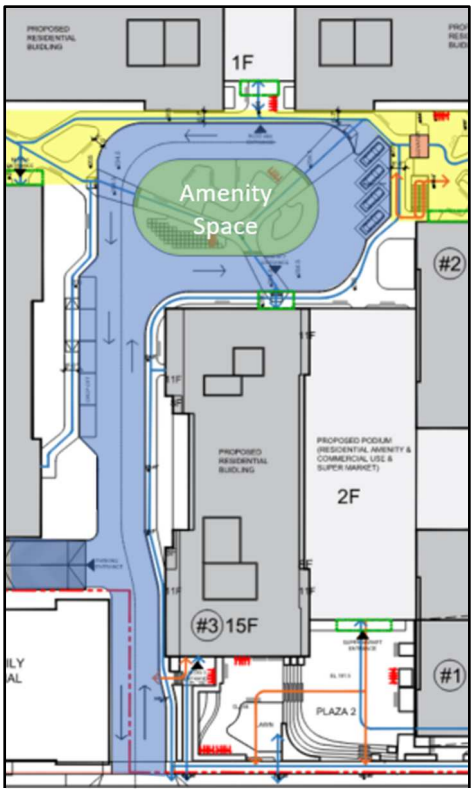


Figure 11. Interior Courtyard with Fire Truck Turnaround

3. Streetscape and Public Realm (LUC 20.25A.170)
   The proposal has met the intent of each item in the Site Organization section of the design guidelines. More specifically, the proposal will provide the following:
   - Building edges seamlessly merge from the sidewalk into public spaces. The plaza off NE 10th Street has a large topographical change (west to east). Terraced planters and seating areas are integrated into the slope and are kept low to maintain visual connections to the adjacent sidewalk. The plaza on 102nd Avenue NE has an integrated planter and seating area feature that marks the edge of the sidewalk yet allows visual and physical connection to the public sidewalk.
   - Canopies and overhangs are proportional to the building and sidewalk to provide enough weather protection without affecting solar access to the public realm.
   - A variety of integrated seating areas and pavilion structures are part of the landscape design. These features are located in accessible areas that are safe and secure during the day and evening. The landscape design incorporates ornamental trees, shrubs and plants to define walkways and transitions to the public sidewalk. Larger open spaces can support potential activating uses such as farmers markets, festivals and community events.
   - Artistic elements will be integrated in the building and landscape design to organize, create interest and activate the public realm. A proposed digital wall feature in the east plaza off 102nd Avenue NE will provide variety and activation of the public space.
   - Proposed landscape lighting design incorporates low-level directional bollards along pedestrian walkways and open spaces.

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

Right-of-Way Designations provide design guidelines for the streetscape organized by Downtown streets. These guidelines are intended to provide activity, enclosure and protection on the sidewalk for the pedestrian. Per LUC 20.25A.170.B, 102nd Avenue NE and NE 10th Street are both designated as a "D" right-of-way. However, because the applicant has chosen to exempt the FAR for ground level Active Uses, the streetscape along 102nd Avenue NE and NE 10th Street are required to be designed as an "A" right-of-way.

Pedestrian Corridor/High Streets – "A" rights-of-way:
The "A" rights-of-way have the highest orientation to pedestrians between the first level of the structure and the horizontal space between the structure and the curb line. This relationship shall emphasize both the physical and visual access into and from the structure, as well as the amenities and features of the outside pedestrian space. The following standards/guidelines are required for an "A" right-of-way streetscape design:

- Transparency = 75%; and
- Weather Protection = 75%, 6 feet deep; and
- Points of Interest = Every 30 linear feet of the façade; and
- Vehicular Parking = no surface or vehicle access between the sidewalk and main pedestrian entrance; and
- 100% of the street wall abutting the build-to line shall incorporate active uses.

The applicant has submitted Administrative Departures for each ROW, due to the project not meeting the Build-To Line along each frontage, which therefore doesn't allow for full compliance with the ROW guidelines for each frontage. Administrative Departure have been submitted for:

- Transparency on 102nd Ave. NE
- Weather Protection
- Active Use

Administrative Departure forms are attached to this staff report and shown on architectural plan sheets A0.25 and A0.26. The Departure responses to the criteria show how the building design is still meeting the intent of each ROW guideline, even if the building isn't constructed to the back of sidewalk (see the following section on Administrative Departures and the attached Architectural Plans on file).

4. Building Design (LUC 20.25A.180)

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

- Façade materials are bold and complementary while providing contrast between the buildings and towers to provide depth, quality and durability of the façade design. Varied and complementary cladding material such as fiber cement board and metal panel are used. High quality window and storefront systems will provide overall aesthetic quality.

- The long facades of the podium are appropriately broken down with setbacks, recessed entrances and canopies to provide human scale.
- The base of the building is articulated with quality materials and design elements that are appropriately scaled for pedestrians and the on-grade experience. Entryways and façade treatments at the base will enhance the streetscape and fit into the context.
- The project provides transparent windows on facades facing streets, parks and open spaces. Views into and out from ground level active use spaces and lobbies are not obstructed by window coverings, internal furnishings or walls.
- Canopies, overhangs and entry architectural frames are used to emphasize the building entries on the ground level active use spaces.
- Exterior lighting will be integrated in the building façade to accent features, provide adequate safety lighting on pedestrian paths and to highlight landscape features, without casting glare into adjacent properties and neighborhoods.
- The project proposes six buildings of three varying heights that step up towards the direction of the Downtown urban area.
- Towers 1 & 2 are the tallest and together are the landmark for the site at the corner of NE 10th Street and 102nd Avenue NE. The façade has similar features to create a twin tower effect. Building 3 complements the design of the two towers but has a massing closer to buildings 4-6. The façade treatments of buildings 4-6 seek to breakdown the scale and mass to more residential scale. The use of different materials and colors create the illusion of a smaller mass.
- The project provides private rooftop terraces on top of towers 1 & 2. Building 3 incorporates private rooftop terraces and an amenity area. Buildings 4-6 are designed to be covered with sedum plants to reduce runoff instead of occupiable space by residents.

See additional discussion on building design under the Bulk & Scale subsection in response to the Public Comments and the applicant's response to the Design Guidelines (Attachment B).

VI. Administrative Departures (LUC 20.25A.030)

The applicant has requested Administrative Departures to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for Downtown Bellevue as articulated in the Comprehensive Plan and the Downtown Subarea Plan. The applicant proposed six administrative departures for the Master Development Plan and Design Review proposals. Below is a discussion of each Departure request made by the applicant and how each request satisfies the Departure decision criteria in LUC 20.25A.030.D.1.b. Also refer to Attachment C: Administrative Departure Forms for each of the applicant's Departure Requests.

A. Build to Line Departure:

The applicant requests an administrative departure from the Build-to Line standards found in LUC 20.25A.060.A.1 and LUC 20.25A.020, DT-Build-to Line definition. The build-to line at NE 10th Street and 102nd Avenue NE is the back of the sidewalk.

On NE 10th Street, the entire building wall is set back to accommodate a large outdoor plaza (shown as red in the plan diagram in Figure 12 below).

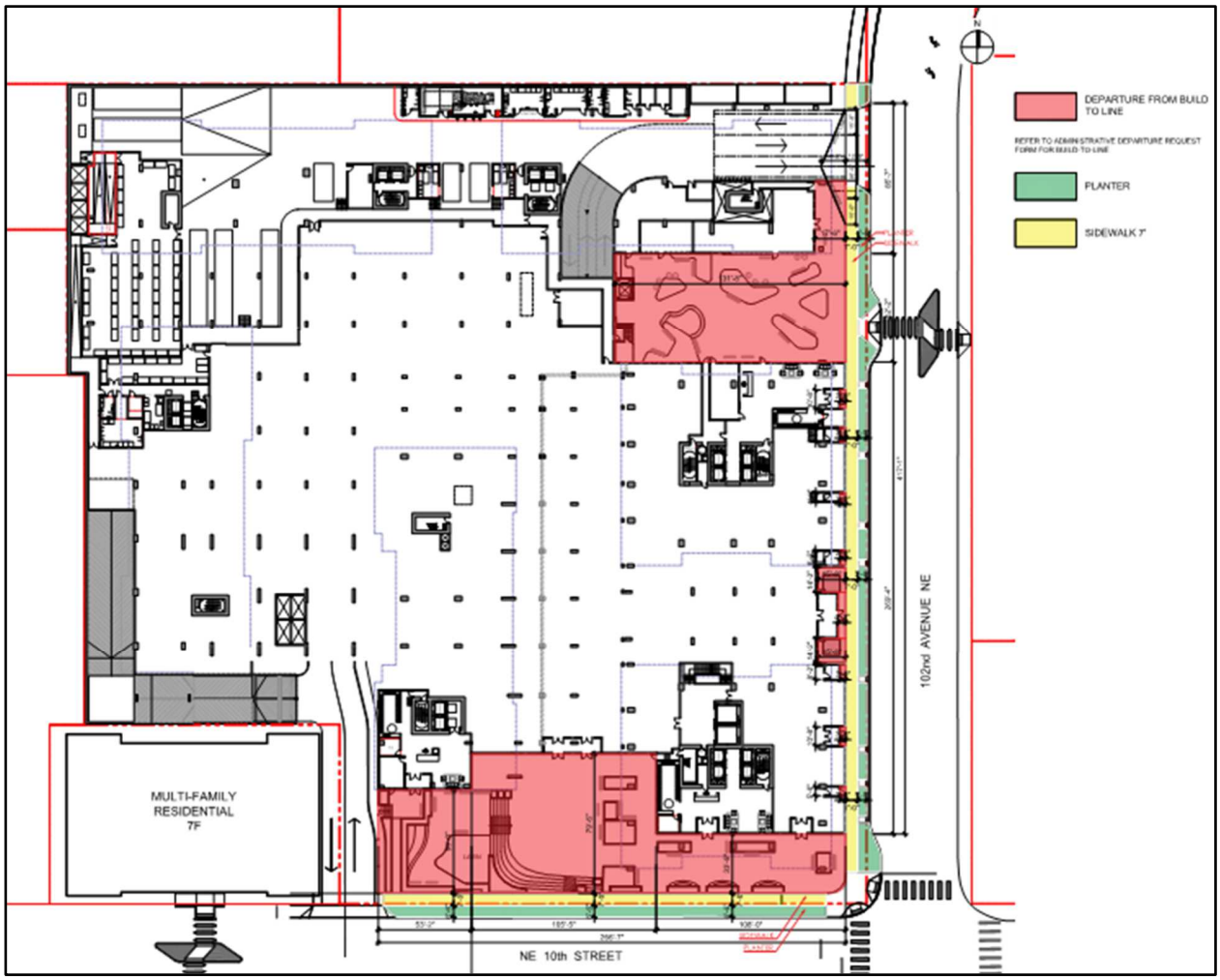


Figure 12. Areas not meeting Build-to Line are shown in red.

The building frontage wall along 102nd Avenue NE sits on the build-to line for most of the street frontage except where the outdoor plaza interrupts the building wall, where entry vestibules are provided for the active use/retail space doors, and at the active use space north of the outdoor plaza. The building wall sits behind the build-to line between 3' to 11'–8" for the entry vestibules, and 17'-6" for the active use space north of the outdoor plaza. The building wall setback for the latter is predicated by the Transportation Department requirement for vehicular sight clearances to ensure vehicles can safely exit the garage. The recessed entries for the active use space is another Transportation Department requirement that prohibits door swings to encroach into the sidewalk (shown as yellow on the plan diagram). The variation in recessed depths of the building wall creates a more interesting building modulation at the ground level.

The LUC encourages publicly accessible open space in Downtown through the amenity incentive program. Outdoor plazas are one of the priorities for amenities in exchange for exceeding the base Floor Area Ratio and/or trigger height in the DT-MU/DT-R Land Use District, where the Pinnacle North project is located. To activate both streets, Pinnacle North proposes two outdoor plazas to meet the code

requirement, and each street frontage has a community gathering space and is given visual relief from the building mass and volume of this large development. The larger outdoor plaza, located at the southern property line and NE 10th Street, provides solar access to the site all year round (see Architectural Plan Sheet 0.11 Shadow Analysis). The outdoor plazas and through block pedestrian connection provide much needed community open space in this part of Downtown Bellevue.

There is also a required east-west through block pedestrian connection through the site that connects 102nd Avenue NE to the private property on 100th Avenue NE. The connection has a maximum width of 20 feet and overlaps the outdoor plaza for the entire width of the site (see Figure 11, Through Block Pedestrian Connection).

Departure Decision Criteria:

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

Response: The Comprehensive Plan noted that the Northwest Village subarea of Downtown will need public investments for parks and open space. Until such public investment is in place, private developments can fill in the recreational gap needs of this area. The Pinnacle North project provides approximately half an acre of outdoor plazas that will be publicly accessible for 24 hours a day. These 2 plazas are directly accessible from the sidewalks along NE 10th Street and 102nd Avenue NE, as required by the LUC. Setting back the building to create a street wall for the outdoor plaza on NE 10th Street and integrate the east-west through block pedestrian connection on 102nd Avenue NE and the outdoor plaza on 102nd Avenue NE advances the following Comprehensive Plan goals and policies:

S-DT-13. Encourage private participation in development of Downtown community facilities.

S-DT-39.1 Blend engineering standards, traffic operations techniques and urban design components to enhance mobility and foster livability on Downtown streets.

S-DT-64. Emphasize the intersection of 102nd Avenue Northeast and NE 10th Street as a central gathering place for the district.

UD-2. Integrate high quality and inviting public open spaces and publicly accessible privately owned open spaces into major development.

UD-3. Provide a network of public places of various sizes and types throughout the community that create a variety of experiences and accommodations.

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

UD-22. Employ design guidelines to affect public and private development form and building placement to promote solar access and reduce wind impacts in

public spaces.

UD-23. Link increased intensity of development with increased benefits for the public realm, such as pedestrian-oriented building design, through-block connections, public spaces, activities, openness and views.

UD-38. Provide opportunities to enhance pedestrian and other mobility connections between buildings and public spaces through the development process.

LU-40. Provide equitable access to parks, safe pedestrian and bicycle routes and other public amenities for all neighborhoods, prioritizing improvements for those areas with fewer public amenities.

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

Response: The departure from the build-to line balances the need for a pedestrian-friendly public realm and meeting the design standards for the required outdoor plaza, which entails locating the 2 plazas within 30 inches of the sidewalks. Setting the building wall further away from the back of sidewalk and locating the outdoor plazas between the sidewalk and the building wall created a logical transition of spaces from public (sidewalks) to semi-public (Outdoor Plazas) to private (building interior).

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

Response: The dimensional departures from the build-to-line are the minimum required to accommodate high quality building design, functional circulation plan, and publicly accessible outdoor spaces while also meeting the safety standards of the Transportation Department. The departures from the build-to line on NE 10th Street was in response to the need for more parks and open spaces in this part of Downtown. The departures from the build-to line on 102nd Avenue NE not only provides the Through Block Pedestrian Connection that increases the pedestrian connections in Downtown, but also provides another amenity-filled outdoor plaza to augment the lack of recreational spaces for the Northwest Village neighborhood of Downtown.

The build-to line departures also meet the following Downtown Design Guidelines, LUC 20.25A.150.B.2, Relationship to Publicly Accessible Open Spaces:

a. **Organize buildings and site features to preserve and maximize solar access into existing and new public open spaces wherever possible;** Along NE 10th, the outdoor plaza is placed at the south side of the project site, where year-round solar access is maximized. Creating a high-quality public space that can be used year-round and is accessible not only to the residents of Pinnacle North but also for all the residents of the area is a much needed public amenity in this predominantly residential transitional area in Downtown.

b. When designing a project base or podium, strive to enhance the user's experience of adjacent public open spaces. For example, views of an adjacent existing public open space can be framed by new development; and

The podium of the residential towers are predominantly occupied by active use spaces that are open to the public, including a proposed supermarket, residential lobbies, and other service and retail uses. Ground floor building treatments that enhance the pedestrian experience include 100% transparency with floor to ceiling storefront windows intermittently punctuated with art glass panels, visual interest through use of architectural treatment and materials, green walls and a media wall, decorative medallions embedded in the pavement of the recessed entries, exterior lighting for safety during night time activities, and weather protection to provide a sense of enclosure.

c. Promote use and accessibility of publicly accessible open spaces through site and building design.

The 2 outdoor plazas and through block pedestrian connection are both wheelchair accessible, programmed for a variety of informal gatherings, and provide generous seating areas and landscape elements such as a water feature and media wall for passive recreation. Along NE 10th Street, the outdoor plaza serves as a forecourt to the grocery store and other retail or active uses that open into the plaza. This well-landscaped outdoor space welcomes would be shoppers into the building, and in turn, the active uses and supermarket that encircles the plaza ensures that the outdoor plaza will be well-used both day and night by residents of the neighborhood and customers and visitors coming from outside Downtown.

iv. Any Administrative Departure criteria required by the specific terms of the Land Use code have been met; <u>or</u>

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

<u>Response:</u> LUC 20.25A.060.A.1 notes conditions for allowing building frontage walls to not meet the build-to line which includes a plaza, building modulation, or other ground-level open space. The departures from the build-to line are necessitated by the location of the 2 outdoor plazas, a through block pedestrian connection and the transportation safety requirements, which created a modulated ground floor façade.

B. <u>"A" Right-of-Way Departure</u>:

The applicant requests an administrative departure from the location of weather protection and the amount of active use provided for the "A" Right-of-Way on both NE 10th Street and 102nd Avenue NE.

	Requirement*	**NE 10th – Proposed**	**102nd Ave. NE - Proposed**
Façade/Streetwall Length		265'-11"	310'-11" (269'-4" + 41'-7")
Transparency	75%	251'-4" or 93%	274'-7" or 88%
Weather Protection	75% of street wall, min. 6 ft. deep	203'-11"% or 76%, varies from 6 feet to 20 feet deep	100%, 6 feet to 9.5 feet deep
Points of Interest	Every 30 ft.	Every 30 feet, see Arch. Sheet A0.26	Every 30 feet, see Arch. Sheet A0.25
Active Use	100%	Length of Active Use: 146'-7" % Active use: 55% Does not comply	Length of Active Use: 242'-2" % Active use: 78% Does not comply

*Percentage is based on total length of building wall, and excludes Outdoor Plazas, garage entrances, driveways and loading zones, and other breaks to the ground floor building wall.

The project exceeds the required minimum length of weather protection for both building facades; however, the weather protection canopies are not consistently covering the sidewalks. This is often the case for developments in the urbanized land use districts of Bellevue where the building wall is not located at the back of the sidewalk.

The Pinnacle North project also does not meet the required Active Use at 100% where residential lobbies abut the public spaces. A Departure is provided to use the residential lobbies as "active uses" to meet the "A" ROW standards. Refer to Residential Lobby as Active Use departure below for further discussion and analysis.

Departure Decision Criteria:

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

Response: Functionally and structurally, the weather protection is always attached to the building wall and follows the alignment of the building wall. Due to setting back the building wall from the Build-to Line, the 6-foot deep weather protection is offset from the sidewalk. In order to provide a consistent 6-foot width of weather protection next to the building entrances and storefront windows, the weather protection only covers the sidewalk partially. The proposed departure is consistent with Comprehensive Plan policies:

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

UD-12. Enhance and support a safe, active, connected and functional

pedestrian environment that is engaging and attractive for all ages and abilities.

UD-13. Ensure that site and building design relates and connects to the surrounding community through architecture, landscaping and signage.

UD-40. Provide both weather protection and access to sunlight in pedestrian areas and public places.

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

Response: The departure will be more consistent with the purpose and intent of the LUC as it provides weather protection where pedestrian traffic is encouraged – closest the building wall - so as to facilitate the interaction between pedestrians and the activities inside the building.

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

Response: The dimensional departures from the weather protection requirements are the minimum reasonably necessary to create a public realm that encourages more pedestrian activity and transit use in Downtown. The weather protection meets the length and width requirements and is only requesting departure from the location relative to the sidewalks.

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

Response: Not applicable

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

Response: Not applicable

C. Residential Lobby as Active Use

LUC 20.25A.020.A, DT-Active Uses, listed the types of uses deemed active uses and includes real estate services, finance, travel insurance, among other uses, but specifically mentioned that residential lobbies and private indoor amenity space are not considered Active Uses but may be determined to meet the definition for an Active Use through an Administrative Departure and can meet the criteria in LUC 20.25A.070.C.1.c.

Two residential lobbies serving residential towers 1 and 3 are found on NE 10th Street, comprising **45% of the building wall**, while a residential lobby on 102nd Avenue NE, comprising **12 % of the building wall**, provides direct access to the street for residents of residential tower 2. The lobbies include sitting areas and leasing offices,

reception desks, and mail rooms. Beyond the first 20 feet of residential lobby space are the elevator banks and stairwells to the garage.

Departure Decision Criteria:

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

Response: NE 10th Street is identified as a transit priority street in the Comprehensive Plan, intended to carry large numbers of passengers on buses during peak commute hours. The proposed departure will advance the Comprehensive Plan policies on transit use and pedestrian mobility by facilitating direct access from residential units to the transit stop across NE 10th Street. Providing residential lobbies with direct access to NE 10th Street and 102nd Avenue NE will make it very convenient for future residents of Pinnacle North to use mass transit or walk to other retail and restaurant destinations located in Downtown. The residential lobbies located in areas where active use is required is consistent with Comprehensive Plan goals and policies as follows:

S-DT-41.2 Prioritize the movement of people on buses, especially during peak commuting periods, in the design and management of transit priority streets.

UD-19. Encourage site and building designs that integrate transit passenger amenities and provide convenient connections to existing or planned transit facilities.

UD-23. Link increased intensity of development with increased benefits for the public realm, such as pedestrian-oriented building design, through-block connections, public spaces, activities, openness and views.

UD-38. Provide opportunities to enhance pedestrian and other mobility connections between buildings and public spaces through the development process.

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

Response: The departure will be more consistent with the purpose and intent of the LUC as it will foster a vibrant pedestrian experience by increasing the volume and diversity of pedestrian traffic on Downtown streets through the residential lobby entrances that are directly accessible from the streets and sidewalks. Introducing residential occupant foot traffic into the pedestrian mix on NE 10th Street, which includes an outdoor plaza and a supermarket, and along 102nd Avenue NE, which creates a 16-hour urban environment by ensuring there will be pedestrians on the streets after the grocery store and retail uses on the ground floor closes. The expanded hours of activities on the streets, and adding the residents to the pedestrian mix, also increases the “eyes on the street” for both streets.

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

Response: The dimensional departures from the active use requirements are the minimum reasonably necessary to accommodate the circulation area for the residential lobbies while creating a public realm that encourages more pedestrian activity and transit use in Downtown. Residential lobbies will be provided with 100% transparency, and the interior spaces provide furnishings to encourage community activities. The active use departure is only requesting modification of use while providing the same character and intensity of activation for the ground floor spaces as would one of the active uses listed under DT-Active Use.

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

Response: The criteria for departure from Active Use can be found in LUC 20.25A.070.C.1.a, as follows:

i. The use is within a building and supports pedestrian activity;

Response: The residential lobbies are the main entrances to towers 1, 2, and 3 and is directly accessible from the streets. All residents and visitors using mass transit or walking from other parts of Downtown will use these lobbies as primary access points to the residential units.

ii. The use promotes a high degree of visual and physical interaction between the building interior and the adjacent public realm; and

Response: LUC 20.25A.170.A.1 includes a list of design standards to achieve the intent for a visually rich pedestrian experience for Downtown streets. Among the standards are the requirement for ground floor building transparency, visual interest through use of architectural treatment and materials, articulation, building edges that maintain a strong visual and physical connection to the sidewalk, exterior lighting and weather protection to provide a sense of enclosure. The ground floor treatments of the residential lobbies for Pinnacle North provide all these elements, including art glass panels for entry doors of the lobbies for visual interest, community gathering spaces in the lobbies, and continuous weather protection up to the intersection of 102nd Avenue NE and NE 10th Street.

iii. The use meets the design criteria in FAR Exemption for Ground-Level and Upper-Level Active Uses in LUC 20.25A.070.C.1.a and C.1.b, and the design guidelines for the applicable right-of-way designation in LUC 20.25A.170.B.

The project cannot meet the strict application of definition of DT-Active use in LUC 20.25A.070.C.1.a or the 100% active use required for both street frontages, which is why the applicant has submitted a departure request. See table above of the dimensional standards showing compliance with most of the “A” ROW standards.

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

Response: Not applicable

D. Street Tree Spacing

There is one location on NE 10th Street and 2 locations on 102nd Avenue NE where there are missing street trees due to required streetlight poles (see plan sheet LA-401 in the attached Administrative Departures). Required street tree spacing are as follows:

102nd Avenue NE:
Miyabe maple, Acer miyabei 'Rugged Ridge' – Large
Maximum Tree spacing: 30 ft.

NE 10th Street: Tupelo: Nyssa sylvatica 'Firestarter' – Medium
Maximum Tree spacing: 25 ft.

As noted in the attached Departure Request for Tree Spacing, the project tree spacings do not follow a consistent distance of 25 feet for NE 10th Street and 30 feet for 102nd Avenue NE. LUC 20.25A.090.B provides that the Director may approve an Administrative Departure for the location or size of tree pits and planter strips if the applicant is unable to meet the requirements of this subsection due to utility placement or other obstructions that are out of the applicant's control.

Departure Decision Criteria:

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

Response: In urban development projects such as Pinnacle North, pedestrian-oriented design warrants the provision of street trees and landscaping as well as basic infrastructure that ensures pedestrian safety and comfort such as sidewalks and street lights. The Downtown design standards, which aim to create a highly urban streetscape, entails accommodating all utility lines and other customary street infrastructure in close proximity with street trees and buildings. The inability to provide consistent spacing for street trees along NE 10th Street and 102nd Avenue NE are the result of careful consideration of all the space available in the public right-of-way to accommodate the required utility lines and other infrastructure for Pinnacle North. The departure will advance the following Comprehensive Plan policies:

S-DT-39.1 Blend engineering standards, traffic operations techniques and urban design components to enhance mobility and foster livability on Downtown streets.

TR-50. Maintain and enhance safety for all users of the street network.

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

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

Response: LUC 20.25A.090.B specifically provides administrative departure support to modify tree spacing to accommodate utility placement.

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

Response: The instances where street trees were not provided for the Pinnacle North streetscape were all due to the placement of the streetlights and new utility lines. The City's Parks Department has reviewed the placement of the street trees and determined that the proposed placement is the best location to ensure long term viability of the trees without creating any conflicts with the functioning of the street lights or underground utility lines.

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

Response: Not applicable

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

Response: Not applicable

E. Location of Exhaust Vents

LUC 20.25A.130.E allows an Administrative Departure for the location and screening of mechanical equipment and exhaust systems if the applicant can demonstrate that the alternative location and/or screening measures provide an equal or better result than the requirements of this section.

The proposed mechanical exhaust vents for the active use spaces (referred to as commercial programs in the applicant's Departure Request response and analysis), as proposed, do not meet the locational preferences listed in in LUC 20.25A.130.D.2, which discourages locating exhaust vents in pedestrian and publicly-accessible areas. LUC 20.25A.130.D.3 further provides that proposals to locate exhaust vents in publicly accessible areas such as streets and open spaces require exhaust discharge be deflected from public spaces and exhaust vents to be at least 16 feet above the finished grade, street, easement or other areas accessible to the public.

The Pinnacle North project is proposing to locate exhaust vents along the building façade at 102nd Avenue NE and the façade facing the Outdoor Plaza 1. These vents are shown above the weather protection canopies (See Figure 13 below and graphics in attached Administrative Departures for all locations of exhaust vents above the weather protection canopies). The locations are placeholders until the tenants for the ground floor active uses are finalized, but the project is required to identify the most likely locations of these exhaust vents for Land Use approval. The final location of these vents will be determined once the tenants for the ground floor spaces have been determined, which will not occur until after the building permit has been issued for the shell and core of the podium. To comply with the LUC, the applicant is identifying several potential locations for these mechanical vents, to be located above the weather protection canopy and below the building marquee (overhang) and decorative frames. These vents will be located approximately 10 to 13 feet above the sidewalk finished grade. The exhaust vent locations do not meet the height requirement of 16 feet, as prescribed in LUC 20.25A.130.D.3.

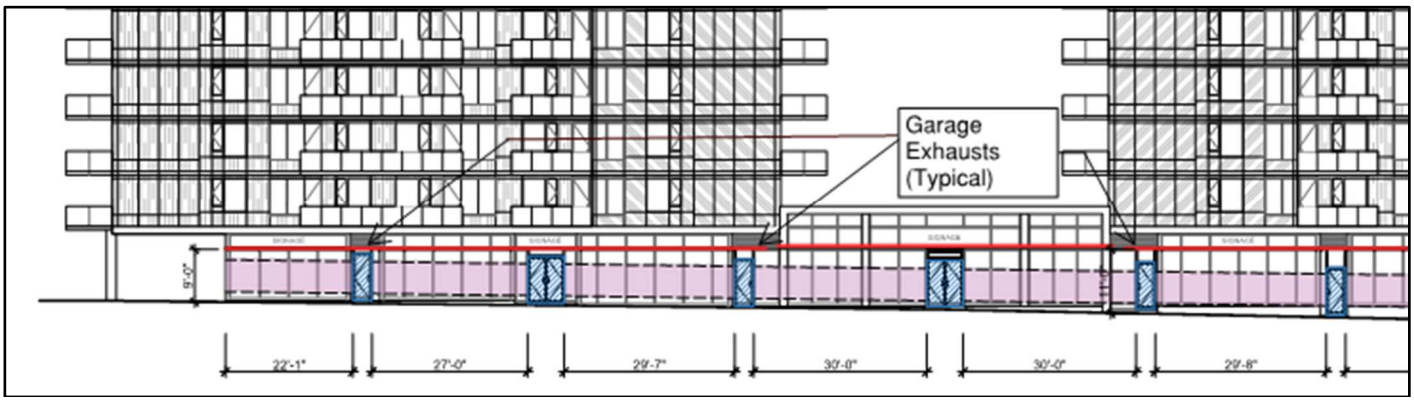


Figure 13, Location of Exhaust Vents

Departure Decision Criteria:

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

Response: The Urban Design element of the Comprehensive Plan includes a policy summary that directs most of the future growth in population density to Downtown Bellevue and the Mixed-Use Areas in the City. “Growth brings with it the challenge of ensuring that new development contributes positively to the city through design that is attractive, engaging and distinct. Designing new developments with context-appropriate landscaping, building design and public art, along with quality pedestrian facilities can improve the appearance and functionality of these developments and nearby areas, support and reinforce positive neighborhood qualities and improve livability.”

The proposed locations of the commercial exhausts is a response to balancing the mechanical code requirements for direct venting to the exterior of a building or structure and meeting the various pedestrian-friendly and street activation design goals of the Pinnacle North project. With the required location of active use spaces at the back of the sidewalk, the lower floor to ceiling height at the ground level of the buildings and the podium design resulted in very limited options for mechanical

exhaust locations for the active use spaces (supermarket and drugstore). A strict application of the code would result in a less pedestrian-friendly and amenity rich site plan than what is currently proposed.

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

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

Response: The purpose of the exhaust control standards is to prevent exhaust equipment from discharging onto a sidewalk, right-of-way, or area designated accessible to the public, including but not limited to a plaza, through block pedestrian connection, and the like. In addition, the Downtown Design Guidelines have 8 overarching goals (LUC 20.25A.140), two of which apply to this departure request:

C. To improve the walkability, streetscapes, and public spaces for Downtown residents, employees, and visitors.

D. To foster a vibrant pedestrian environment by providing a welcoming streetscape with Active Uses, open spaces, street furniture, landscaping, and pedestrian-scaled amenities.

The active use exhausts are auxiliary but necessary elements for the proper functioning of the building systems of this large-scale master development project. The resulting design will be more consistent with the design goals of the LUC by integrating the exhausts into the overall site design and building façade design of the project. The active use spaces are required to abut the sidewalks per the design standards for the "A" right-of-way, which applies to both 102nd Avenue NE and NE 10th Street. The mechanical vents are necessary appurtenances to provide proper ventilation for occupants of the active use spaces.

If the height requirement of the exhausts prescribed by the Land Use Code is followed, the exhaust vents will block the residential unit windows on the second floor of the buildings adjacent to the garage exhausts. Locating the mechanical vents for the active use spaces at 16 feet is also infeasible as this would require the ceiling heights of the active use spaces to be more than 16 feet in height which is not typical for a residential development. The departure request is the most practical solution as the exhaust vents meet the mechanical code clearance requirements while still mitigating the unpleasant odors and unhealthy air of the exhausts from pedestrians below. The exhaust vents for the active uses are visually screened from view of pedestrians by the weather protection canopies and effectively deflects all exhaust fumes away from pedestrians.

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

Response: The proposed heights of the mechanical vents for the active uses along 102nd Avenue NE, at 10 to 13 feet from the finished grade of the sidewalks,

are the minimum reasonably necessary for a typical ground floor commercial space, due to the standard heights of commercial spaces in residential developments, and the variable finished grade of the sidewalks of the project site. **Refer to Section XVI for Condition of Approval regarding Garage Exhausts.**

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

Response: LUC 20.25A.130.E allows for an Administrative Departure for the location and screening of mechanical equipment and exhaust systems if the applicant can demonstrate that the alternative location and/or screening measures provide an equal or better result than the requirements of this section. As explained in staff response to criteria ii and iii, the proposed use of weather protection canopies and building marquees to deflect the exhaust from the Active Use spaces is consistent with the intent of the Exhaust Control Standards and is a better design solution than the strict application of the 16-foot height requirement for mechanical exhaust vents.

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

Response: Not applicable

F. Compact Parking:

The applicant requests an administrative departure from LUC 20.25A.080.F.3. Applicants may design and construct up to 65% of required parking spaces in accordance with the dimensions for "compact" stalls if this ratio is approved through an administrative departure. The project proposes 667 compact parking spaces, which equates to 37 percent of the proposed 1784 parking stalls. **Refer to Section XVI for Condition of Approval regarding Parking Stalls Signage.**

Departure Decision Criteria:

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

Response: Reducing the number of standard parking stalls advances the Comprehensive Plan by right sizing the parking to fit the anticipated needs of the project. Smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources.

S-DT-157. Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.

CL-59. Maintain land use regulations that limit the amount of impervious surface area in new development and redevelopment city-wide.

CL-71. Work with the private sector to reduce growth in vehicle trips as a key strategy for reducing automobile-related air pollution

TR-130. Support means to reduce per capita vehicle miles traveled and transportation source greenhouse gas emissions.

TR-135. Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the study, planning, design, permit and construction phases.

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

Response: The LUC allows a maximum of 65% compact parking stalls, recognizing the need to right-size parking stalls within the limited extents of a project site and maximize efficiency. This project proposes to include 37% compact parking stalls (approximately 667 stalls), to maximize efficiency in the garage floorplates.

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

Response: The project is requesting 37% compact stalls (approximately 667 stalls), which is permitted by LUC 20.25A.080.F.2, so long as a Departure Request is provided to document the amount of compact parking stalls.

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

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

Response: The departure criteria for compact parking stalls, as listed above, have been met.

VII. VARIANCES FROM THE LAND USE CODE

1. Purpose (LUC 20.30G.120)
A variance is a mechanism by which the City may grant relief from the provisions of the LUC, 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
Pinnacle North has applied for two variances for tower separation and floor plate reduction on Buildings 4, 5 and 6 (see attached Variance Applications) related to the IOC for Affordable Housing. Per Land Use Code 20.25A.075.A, buildings which exceed the trigger for additional height shall incorporate a floorplate reduction of 10%

for residential projects and provide tower separation when buildings are 100 feet or greater in height.

a. Floor Plate Reduction
Floor plates above the trigger height of 99' for DT-R/B-1 and 105' for DT-MU/B-2 shall be reduced by 10% for residential towers. Towers 1, 2 and 3 will meet the floorplate reduction for floors above the trigger height; however, Pinnacle North is proposing to use the floor plate averaging for Buildings 4, 5 and 6 as described in 20.25A.075.A.2.b. When combined with Floor Plate Reduction, the reduction may be distributed among all floor plates above 80-feet, which is 13,500 sqft/floor.

The floor plate averaging and floor plate reduction will result in the following:

	Max. Floor Plate, DT-MU Averaging	**Required 10% Reduction**	**Proposed Floor Plate, Tower 4**	**Proposed Floor Plate, Tower 5**	**Proposed Floor Plate, Tower 6**
REQUIRED Floor plate above Trigger Height	13,500				
Trigger Height Floor Level			13	13	13
Level 13		12,150	12,948	12,948	13,490
Level 14		12,150	12,948	12,948	13,490
To Calculate Floor Plate Averaging, applicable to all floors above 80 feet			**Proposed Floor Plate, Tower 4**	**Proposed Floor Plate, Tower 5**	**Proposed Floor Plate, Tower 6**
	Required/Maximum (Control Number)				
Level 11(80' from AFG)	13,500		12,948	12,948	13,490
Level 12	13,500		12,948	12,948	13,490
Level 13	12,150		12,948	12,948	13,490
Level 14	12,150		12,948	12,948	13,490
Total	**51,300**		**51,792**	**51,792**	**53,960**
Towers 4, 5 and 6 exceed the floor plate reduction size limit of 12,150 SF and the total area of 51,300 for Floor Plate Averaging.					

b. Tower Separation
Pinnacle North's 6 buildings exceed the height of 100 feet (see Dimensional Requirements table in section 1 above). Tower separation is not required for projects in the B-1 Perimeter Overlay where the maximum building height is 99 feet. However, with Pinnacle North, the buildings in the B-1 Perimeter Overlay were allowed to exceed the maximum building height by an additional 25 feet through the IOC for Affordable Housing. In doing so, all of Pinnacle North is subject to the tower separation requirements. The tower separation proposed for each building are as follows:

Between Bldgs. 1 & 2: 60 ft.
Between Bldgs. 1 & 3: 60 ft.
Between Bldgs. 2 & 3: 60 ft.
Between Bldgs. 2 & 4: 62 ft. 2 in.
Between Bldgs. 3 & 4: 111 ft.
Between Bldgs. 3 & 5: 111 ft.
Between Bldgs. 3 & 6: 74 ft. 5 in.
Between Bldgs. 4 and 5: 40 ft.
Between Bldgs. 5 and 6: 41 ft. 6 in.

The following supports the applicant's request:

- The variances are warranted to advance the City Council's affordable housing priorities and facilitate the provision of affordable housing in Downtown Bellevue through the IOC (see subsection III.A.2.b of this staff report for discussion on Affordable Housing Incentive). When the City Council adopted Ordinance 6736 to incentivize the production of affordable housing in the Perimeter Overlay Districts of the Downtown, Council temporarily increased the maximum floor area ratio for the B-1 Overlay and eased dimensional requirements that could deter or create obstacles to the production of affordable housing, such as minimum parking requirements, maximum lot coverage and controls for building bulk and height such as upper level stepbacks and maximum building height. However, other controls for building bulk and height such as those found in LUC 20.25A.075, Downtown Tower Requirements, were not expressly addressed by the IOC.

- For the Pinnacle North project, Towers 4, 5 and 6 were originally 10- and 11-story buildings that did not exceed the height limits to require meeting the Tower Requirements for Floor Plate Reduction (LUC 20.25A.075.A.2) and Tower Separation (LUC 20.25A.075.B). When Pinnacle North decided to utilize the affordable housing incentives and increased the heights for Buildings 4, 5 and 6, the project was revised to propose 3 new residential towers (greater than 100' in height). These towers triggered all the tower requirements, which created unintended consequences for the site organization and viability of the proposed affordable housing units anticipated by the IOC.

- Granting the variance does not have any significant impact to the residential units' access to light, air and privacy compared to a design that fully complies to the LUC requirements for floor plate reduction and tower separation. Furthermore, the proposed residential towers have maintained the same building separation as initially proposed prior to utilizing the IOC for Affordable Housing and its aesthetic and visual character complies with the Site and Building Design Standards for Downtown. More generally, and importantly, the variance request facilitates the provision and viability of affordable housing production in Downtown through the IOC.

- The Land Use Code did not have an option for Administrative Departures for the floor plate reduction and the tower separation, when site conditions were taken into consideration. As these 2 standards have the same effect as the standards that were relaxed by the City Council through Ordinance 6736, obtaining variances for them were deemed reasonable.

3. Review and Approval Process
   A Variance is a Process II – Administrative Decision. Similar to the Process II land use process that applies to the MDP and ADR applications submitted for Pinnacle North, the two variances require a Public Notice by publication in the City's Weekly Permit Bulletin which is posted on the City's website and a Notice of Application mailed to all property owners within 500 feet of the project site (LUC 20.35.210). The Notice of Application for both variances were published and mailed on May 8, 2025. Administrative variances are exempt from SEPA review and no public meeting is required. **See Section XIII, Variance Decision Criteria for analysis supporting approval of the two variances for the project.**

VIII. PUBLIC NOTICE AND PUBLIC COMMENT

On April 8, 2021, the Department published Public Notice for the Pinnacle North MDP and ADR in the City's Weekly Permit Bulletin and Seattle Times, and mailed the Notice to property owners within 500 feet of the project site. Two public information signs were installed on the site the same day. An additional notice was provided in the City's Weekly Permit Bulletin and Seattle Times for a public information meeting on June 3, 2021. The Department held a virtual public meeting on June 22, 2021, which was attended by approximately 56 members of the public.

Application Date for MDP and ADR:	February 22, 2021
Date of Complete Application:	March 22, 2021
Notice of Application (500 feet):	April 8, 2021
Notice of Public Meeting (500 feet):	June 3, 2021
Public Meeting:	June 22, 2021
Minimum Comment Period:	April 22, 2021

With respect to the Pinnacle North Administrative Variances, the Department published Public Notice in the City's Weekly Permit Bulletin and Seattle Times on May 8, 2025, and mailed the Notice to property owners within 500 feet of the project site on the same date. No Notice of Application sign on site is required (LUC 20.35.210 Table 20.35.210.A), but as a courtesy to the public, the City created a project webpage on the City's website for the Pinnacle North project and included the Variances.

The Department received nine (9) written comments addressing the MDP and ADR (including two letters of support) and five (5) written comments addressing the 2 Variance applications. There are 84 parties of record for all land use permits associated with the Pinnacle North project.

Below is a summary of concerns received by the City from the public regarding this proposal. Letters in support of the proposal are not summarized in this table.

1. **City Tree Canopy:** How is Pinnacle North helping to achieve the City's tree canopy goal of 40% by 2050? Provide an overview of efforts to both increase the canopy and reduce the carbon footprint. Suggestions:
   a. Require living roofs with trees to the lower residential buildings and soften the impacts of the high-rise buildings on the eastern portion of the project site.

b. City to codify the minimum tree canopy for the Pinnacle North site and all future developments and/or fund other tree canopy initiatives in the COB to offset this requirement.

Response: Pinnacle North will be planting living roofs on the three lower towers, Tower 4, 5 and 6. Various types of sedums will be used where the roof area is not used for mechanical equipment or elevator shafts. Small trees will be planted on the rooftop terraces of Towers 1, 2, and 3. The City has recently adopted the new Tree Ordinance which codifies how existing trees will be retained, and if replacement trees will be required; however, the Tree Ordinance does not apply to Downtown districts where Pinnacle North is located. In general, tree removals in certain areas such as Downtown Bellevue or due to various redevelopment projects are mitigated by the overall growth of the urban tree canopy citywide.

Downtown Bellevue is designated as a Metropolitan Regional Growth Center, where development potential is maximized, by Comprehensive Plan Policies LU-1, LU-19, Map LU-3, and PSRC. Concentrating higher density developments in Downtown allows for the preservation of a higher number of trees in the rest of the city, The City's Community Development Department performs a tree canopy assessment every 2-3 years, which uses satellite imagery to model the tree canopy. The last report looked at the tree canopy in 2021 Bellevue WA - Urban Tree Canopy Assessment Report - FINAL V1.1.pdf and conducting the next survey using 2023 data. As of the City's 2021 Urban Tree Canopy report, we are at a 40% citywide tree canopy, thereby achieving our 40% goal.

2. **Glare from reflective building materials:** The City should require reflective light study for all future COB development plans to account for curtain walls (glass) reflecting heat during a heat wave.

Response: The City may consider policy change suggestions such as the issue raised by this comment in connection with future Process IV updates to Downtown Livability Land Use Code Amendment that will commence in 2026. However, consistent with current regulations, Pinnacle North has replaced the original white color of the buildings with grey and will use anti-glare transparent glass on the exterior of all buildings to reduce potential impacts of glare. At the ground level, trees, green walls and vegetation will also soften glare and create a cooler microclimate during a heatwave. The proposed landscaping, including the green roofs, will increase tree canopy and vegetated surfaces compared to the existing conditions on site today. Exterior lighting will be required to be dimmable and limited to ground level landscape lighting and walkway lighting for safety.

3. **Low Income Housing:**
   - Require Pinnacle North and Pinnacle South to provide affordable units and/or pay a fee in lieu for affordable housing.
   - Spread the affordable housing units within all the towers.

Response: Pinnacle North revised its scope for the project in 2023 and, consistent with the IOC, is proposing 85 affordable housing units in exchange for flexibility in building bulk and height standards in the overlay district, DNTN-MU, B-1, as discussed above. The LUC does not require affordable housing for Downtown projects, but the applicant has volunteered to provide the affordable housing units as an amenity that was incentivized by the City Council through the IOC for Affordable Housing (see discussion

on FAR Amenity in previous sections of this staff report).

The affordable units will be distributed on each floor of Towers 5 and 6. There is no affordable housing incentives for the Land Use District where Towers 1, 2 and 3 are located; therefore, affordable housing units are not proposed to be located in these towers. The type and size of affordable units will be in proportion with the overall distribution of unit types of the market rate units. Final unit types will be reviewed by ARCH prior to Building Permit issuance. In addition, the applicant will be required to execute an affordable housing covenant with the City to maintain compliance with the affordable housing requirements in the LUC for the life of the project. See detail discussion on affordable housing under Section IV.

4. **Adverse air pollution impact, traffic and noise impacts of 26 story towers to existing lower density neighborhoods (SEPA).**

Response: The City has considered air quality impacts and noise impacts typically generated by such developments, and application of the City's Codes, Standards, and development regulations will mitigate these impacts to less than significant. See SEPA Checklist attached to this report and Section X, where these impacts are further addressed. See also Section IX.A Summary of Technical Reviews Transportation Department section of the Staff Report addressing Operational Analysis and Multimodal Facilities. While any development has the potential to create noise, traffic, and air quality environmental impacts, the Pinnacle North project is appropriate and anticipated in a Metropolitan Regional Growth Center like Downtown Bellevue, and the specific impacts associated with the project are mitigated to less-than-significant by both the design of the project and application of the code requirements addressing air quality, transportation, and noise associated with the project. Therefore, the Determination of Non-Significance issued by the City's Environmental Coordinator is the correct threshold determination under SEPA because it is not anticipated that the project will result in unmitigated significant adverse environmental impacts.

5. **Light and solar access impacts of high-rise buildings to single-family neighborhoods.**

Response: The City's Environmental Coordinator has issued a DNS for the Pinnacle North project, and the environmental impacts associated with the Pinnacle North residential towers are discussed in the SEPA Section of this staff report.

6. **I would like to see any and all studies on shade, shadow, sun reflection, light glare, traffic, density, privacy, noise, wind, temperature and emissions.**

Response: The sun/shadow study is attached to this staff report. Impacts to light and glare, traffic, privacy, noise, wind, temperature and emissions are all considered in the SEPA section of this staff report, memorialized in the environmental record developed for this project, noted in the SEPA checklist attached to this report, and included in the project file.

7. **Pinnacle North applications respond to the intent and standards in the updated Downtown Livability Land Use Code update, as well as several concepts and design ideas for a "new Bellevue" neighborhood. Importantly, the project**

plans to support a vital community interest by incorporating a large grocery store and respecting the value and legacy this flagship amenity (existing QFC at the Pinnacle South project site) has for Downtown residents and northwest Bellevue. The plans also address housing demand and choice through the phased construction of a new neighborhood of its own with more than 2,600 multi-family units, or about the same number of units of all of Downtown in the early 2000s. The project presents a balanced mix of retail, residential and commercial uses. The plans illustrate a remarkable opportunity to create design features and experiences people will explore, love and share, specifically:

- **Shorter blocks with a smaller grid, inviting walkability and access to village-oriented retail, dining and services.**
- **Prioritized pedestrian environments with through-block connections, including linkages to new, attractive green spaces and programmable outdoor public plazas.**
- **Connectivity and soft edges that open to adjacent parcels, supporting a distinct neighborhood identity and inviting safe circulation for multiple modes with fewer hardscape barriers to overcome.**
- **Ample spacing of towers atop shared podiums, allowing light to reach the walkways and open spaces below.**
- **Distributed FAR and varied building heights, supporting the transition from larger blocks and taller towers on the east to the topographical rise of the single-family neighborhood to the west.**

Response: The LUC supports many of the above statements for compliance with the codes in effect.

8. **The Pinnacle North project represents the kind of urban density and accompanying amenities envisioned for this area by the Downtown Livability update. In addition to badly needed multi-family units, the North Parcel will accommodate over 66,000 square feet for commercial office, 50,000 square feet for a grocery store, 47,000 square feet for a pharmacy and 25,000 square feet for retail, as well as a public plaza, all amenities that will serve the people who will live on site. This means more efficient use of existing buildable land and more people walking, as they go about the business of their daily lives.**

Response: Since the City received this letter from the Bellevue Chamber of Commerce on June 18, 2021, the Pinnacle North project scope has evolved and the office and hotel component were replaced with residential towers. It has retained the ground floor active use space for the grocery store and a drugstore or an alternative service retail use, with a total proposed area of 95,303 square feet. Moreover, the public plazas have increased in size to a total of 21,656 square feet from the initial proposal of 18,984 square feet. The total housing units for Pinnacle North also increased from 1241 units to 1613 units, with 85 units designated for affordable housing throughout the life of the project.

9. **Consider earthquake risk. By accepting all these new hi-rise structures packed against each other, *we may be in for a major tragedy* when the next earthquake hits -- like a line of dominoes going down. I know there is research and care taken to prevent major earthquake damage, but it is often insufficient.**

Response: All structures in the Pinnacle North project will be required to comply with the International Building Code which takes into account the risks of earthquakes in the structural design of the towers. The City adopts Washington State building code standards that are periodically updated every 3 years and based on the best available science.

10. Request for LEED certification.

Response: LEED building certification is one of the bonus Floor Area Ratio amenities incentivized in the Land Use Code; however, Pinnacle North opted to provide two Outdoor Plazas to meet the bonus amenities requirements.

11. Request to limit height on western side of site.

Response: The LUC already limits the maximum height for buildings on the western side of the site to 99 feet compared to the eastern side of the site which can go up to 264 feet. Pinnacle North is proposing to build all 6 buildings at the maximum height allowed by the LUC. Consistent with the IOC to incentivize the development of affordable housing in Downtown Bellevue and the analysis provided herein, towers 4, 5 and 6 were allowed to add 2 floors, up to 25 feet, through the flexibility granted by the City Council in Ordinance 6736 (IOC for Affordable Housing).

12. Traffic Impact Study should include a review of traffic spillover into the residential neighborhoods and the potential benefit of opening NE 12th street to 100th Ave. NE.
   a. Afternoon peak hour should be extended to 7 p.m.

Response:

- The Traffic Study utilized the City of Bellevue Bellevue-Kirkland-Redmond (BKR) traffic modeling for trip distribution. The trip distribution includes trips to and from the site including trips added to the study intersections.
- Comment concerning opening of NE 12th Street to 100th Avenue NE is not within the scope of the Master Development Plan or Administrative Design Review for this Project.
- The “PM peak period” definition per the Transportation code (BCC 14.60.040) is the two hours between 4:00 p.m. and 6:00 p.m. The Traffic Study complied with the Code definition for the p.m. peak hour.

13. Clarify the impact to response times for fire and police, bus holding zone on NE 10th and an evaluation on the impact to the Mobility Implementation Plan (MIO)

Fire and Police Response: Fire, similar to other City Departments, reviews Transportation analysis and associated Traffic Impact Studies to assess projected impacts associated with private development proposals. Additionally, the Bellevue Fire Department, as an Accredited agency, regularly monitors response times within each fire district. When community growth begins to affect our response times, the City proactively discusses potential solutions, such as the construction of new, strategically located fire stations.

Applicable to the City's review of this project, Fire Station 10, which is 3000 feet from the Pinnacle North site, is under construction. This fire station will primarily serve the residents in the Northwest Bellevue, Downtown, and BelRed areas and will maintain and improve the level of service despite increased density and vertical development in these areas of the City. Fire Station 10 will close a growing gap in service by improving response times within these areas and will add new firefighting apparatus for high rise buildings. This station is also important to supporting the overall fire capability and service in the City by ensuring that there is adequate fire apparatus and crews in the area. This will reduce stress on the entire system of fire stations and better allow each station to respond to the service area intended.

Transportation Response:

- There are no anticipated impacts to the existing bus layover zone with this Project.
- See Section IX.A, Transportation Department Summary of Technical Reviews sections that address the project's compliance with the Mobility Implementation Plan (MIP): Operational Analysis for vehicles, Pedestrian Facilities and Bicycle Facilities.

14. What are the plans for the sidewalks and landscaping buffers on the perimeter of the property?

Response:

The project will construct the required sidewalk width per the LUC along 102nd Avenue NE and NE 10th Street: minimum 5-ft-wide planter strip and 7-foot-wide concrete sidewalk. Landscape buffer as prescribed in LUC 20.25A.110.B is provided along the northeast perimeter of the property. The only perimeter of the block where a parking structure is exposed above ground is at the northeast corner of the project site. The project will provide a Type III buffer that is 10'-11" wide by 81'-1" long at the section where the garage abuts the northern property line, and a 5-foot wide landscape buffer for the rest of the northern property line in the A-1 Overlay to meet the perimeter landscape requirements.

15. How will the plan support the multimodal model of the MIO.

- Suggest designing new sidewalks to match the new sidewalks on NE 12th Street adjacent to McCormick Park.
- Will striping for bike lanes on NE 10th and 102nd Ave. NE be provided?

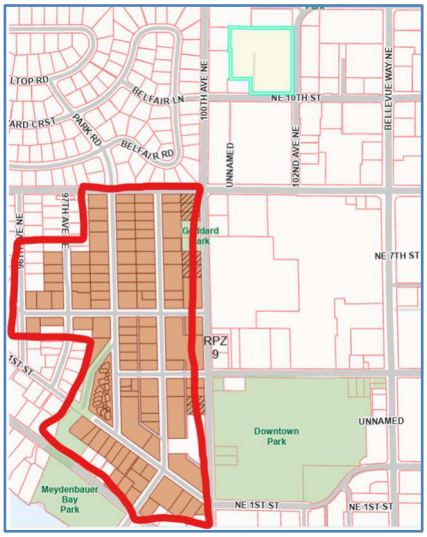
Response:

- See Section XI.A, Transportation Department Summary of Technical Reviews sections that address the project's compliance with the Mobility Implementation Plan (MIP): Operational Analysis for vehicles, Pedestrian Facilities and Bicycle Facilities.
- The project will construct the required sidewalk width per the LUC along 102nd Avenue NE and NE 10th Street: minimum 5-ft-wide planter strip and 7-foot-wide concrete sidewalk.

- NE 10th Street and 102nd Avenue NE do not have bicycle facilities requirements per the MIP, therefore striping for bike lanes will not be provided with this project.

16. Residential Parking Zone – how can Lochleven residents be assured that RPZ9 eligibility will not include residents east of 100th Ave. NE?

Response:
The Residential Parking Zone program only issues Parking Permits and Visitor Passes to those who can provide proof that they reside within one of the cities designated Residential Parking Zones. Pinnacle North is not located in a Residential Parking Zone, and the city has no plans of making any changes to zone boundaries in the near future. Below is a map that shows the boundaries of RPZ 9, and the highlighted parcel is the location where Pinnacle North is set to be constructed. This shows that no residents of Pinnacle North will be eligible to receive Parking Permits or Visitor Passes in RPZ 9 since it is not within the boundaries of RPZ 9.



17. We saw with the Pinnacle South application that the traffic assumptions were inaccurately using a lower multiplier based on being closer to the Downtown transit station than these properties are, so that should be double-checked for the Pinnacle North application as well.

dh

Response:
The Pinnacle North Project is located in Downtown Bellevue, which is a Metropolitan Regional Growth Center, and Downtown is located within Performance Management Area Type 1 (PMA 1), which includes High Density Mixed-Use developments within proximity to transit and light rail services. The traffic assumptions for Pinnacle North are accurate and consistent with the PMA1 designation.

18. Pinnacle South deducted a large number of the resident trips from their vehicular impact calculation because they were able to subtract the grocery store trips, but a corresponding amount should be added to the Pinnacle North site.

Response:
The trip generation for each project is reviewed separately. The new grocery store proposed to be located on the Pinnacle North site is accounted for with its associated trips. In addition, the transportation-related Conditions of Approval imposed by the City consider the Pinnacle North project impacts as well as potential impacts associated with the project and the adjacent Pinnacle South development. Although the City has considered transportation impacts associated with the Pinnacle North and Pinnacle South projects, the Pinnacle South project is not included in the Pinnacle North MDP and ADR application and technical review of the Pinnacle South project will occur under

the MDP and ADR permit applications submitted to the City for the Pinnacle South discretionary land use approvals. Please note that the deduction of the existing use trips is to calculate the net new trips being added to the system with the redevelopment.

Public Comments on the Variances

19. Bulk & Scale:

- **The bulk and scale of the project up against an established neighborhood consisting of homes on a much smaller scale and that rest on a hill (Vuecrest) is out of balance with residences immediately across 100th Avenue NE and also those to the north across NE 10th Street. These residences would be further exposed to a number of environmental impacts.**
- **We were told that Pinnacle Master Plan would follow a "wedding cake" design to ensure a respectful build out - with a respectful increase in height, starting low and gradually building out towards higher towers.**
- **A taller or bulkier building could negatively affect the privacy and natural light of neighboring residences. Bellevue's zoning standards exist to protect these important aspects of residential livability.**

Response: The Pinnacle North project site currently has an existing 66-unit multi-family residential development in five 3-story buildings. A 5-story multi-family residential development (LUX Apartments) is immediately southwest, while a new 7-story multi-family building (Bellevue 10) is located south (See Figure 14 below). Along NE 10th Street, this 7-story building will obstruct views of Building 4 from the street and serve as a transitional area and visual buffer for the 14-story buildings of Pinnacle North. Along 100th Avenue NE, the boundary road between Downtown and the Vuecrest residential neighborhood, the 5-story LUX apartments serve as a transitional building height to Pinnacle North's 14-story buildings. And along the north perimeter of the project site and across NE 12th Street, existing condo developments serve as a transitional area between the low-density residential neighborhoods outside of Downtown Bellevue and the higher density (and taller building heights) of the Northwest Village district of Downtown.

The view impacts associated with the Pinnacle North project are comparable to the view impacts associated with existing development and are anticipated in a Metropolitan Regional Growth Center like Downtown Bellevue. In addition , the significant distances of Pinnacle North from the single-family residential neighborhoods outside of Downtown, measured from the two closest property lines, are as follows:

Across NE 12th Street (north):	189 feet
Across 100th Avenue NE (west, Vuecrest):	208 feet to 219 feet
Across 100th Avenue NE (southwest, Lochleven):	275 feet

When the Downtown Livability land use code amendments were adopted in 2017, the Northwest Village was designated as a transitional area between the single-family, low-density neighborhoods outside of Downtown and the high-density mixed-use development of the Downtown core. To accomplish this, the LUC designated design overlay districts in this area of Downtown, where the permitted building heights were intended to be lower than in the Downtown core, while accommodating higher densities

than in the single-family residential neighborhoods. In 2023, when the IOC for Affordable Housing was adopted by the City Council, relief from the height limits for the B-1 and B-2 (among several overlay districts) were granted, which allowed an additional 25 feet height to buildings 4, 5 and 6 of the Pinnacle North project because they are providing affordable housing units in the B-1 Perimeter Overlay.



Figure 14. Building heights transition in the Pinnacle North block

As can be seen in Figure 15, new developments in the vicinity of Pinnacle North are successfully implementing the Comprehensive Plan vision for this transition area within Downtown. Likewise, the Pinnacle North project is achieving the goals of the Comprehensive Plan with the intentional placement of the 15-story buildings closer to the Bellevue 10 apartments, LUX apartments, and the Cambridge Village condominiums, while clustering the two tallest towers towards the Downtown core. Even with the additional 25 feet height granted through the IOC for Affordable Housing, the visual impact is incremental compared to the height already allowed by the LUC because of the existing buildings that break the line of sight from the street level. The proposed heights of Pinnacle North's 6 towers preserve the "wedding cake" intent of the height limits as prescribed in the LUC.

To balance the bulk and scale of the Pinnacle North development towers, two large outdoor plazas are introduced between the ground floor lobbies and retail spaces along NE 10th Street (Figure 15A) and 102nd Avenue NE (Figure 15B). These outdoor plazas provide solar access as well as visual relief along the streetscape. Street trees and landscaping along NE 10th Street and 102nd Avenue NE will also soften the edges of the development and provide visual relief from the architecture and the hardscapes at the ground plane.



Figure 15A. Outdoor Plaza at NE 10th Street



Figure 15B. Outdoor Plaza at 102nd Ave. NE

To further break up the bulk and scale of the buildings and to create an appearance of a more organic development, building articulation in the form of balconies, architectural accent walls, and accent colors are applied in different ways to each building. The initial submittal showed all buildings having identical colors, materials and design. Through City review, the applicant revised the project so that each tower is distinguishable through a variation of accent colors and building articulation (Figure 16). The 14-story towers were redesigned to use architectural frames (see white lines on the blue building) that break up the height of the building.



Figure 16. Building Articulation

20. **Granting variances for the floor plate reduction and the tower separation will have significant visual and physical impact to the surrounding neighborhood, set a precedent for future high-rise development. Physical impacts include access to light, privacy, building bulk, and livability.**

    Response: As discussed above, allowing a variance for the reduction in floor plate requirements for the top 2 floors of Towers 4, 5 and 6 and for the reduction in tower separation by 20 feet do not have a discernible difference in the building mass, as the massing of the building is defined by the first 12 floors, and access to light, as depicted by the shadow analysis. As discussed above, the massing of the towers impacted by the variance have been sufficiently mitigated through articulation of materials and colors. The towers will also maintain a distance of 40 feet, which is significantly more than the 15-foot combined side yard (with a minimum of 5 feet for one side yard) that is permitted in the residential neighborhoods of Vuecrest, Lochleven, and north of the NE 12th Street. The 40-foot tower separation provides far superior privacy for the future residents of Pinnacle North than what is enjoyed today by the single-family residential lots in Bellevue. The reduction in tower separation also does not block or interfere with any designated view corridors or views of public open space from the single-family neighborhoods in the vicinity of Pinnacle North.

21. **Buildings 4 and 5 do have windows facing each other, and 40 feet clearly gives less privacy than 60 feet. In the case of buildings 5 and 6, they each have balconies that project out 8' and these are linearly more than 10% of the building length, which does not fit with the administrative exception. Also, since these balconies line up with each other, the distance between them is only 25', which seems like it might feel much less private. There is also a privacy concern for the residents of Building 5 and 6 aside from the balconies, since the buildings will be just 41' apart and residents will see each other through their windows.**

    Response: As mentioned in the Variance discussion above, the tower separation of 40 feet, which is a reduction of 20 feet from the minimum prescribed by the LUC, does not

meet the criteria for an administrative modification, which includes the requirement for a maximum building length overlap of 10% between towers. This is why the applicant has applied for a Variance, rather than an administrative departure from the otherwise applicable provisions of the LUC. While the balconies are closer than 40 feet, the types of activities and uses anticipated for these balconies do not warrant the same expectancy of privacy protection as, for example, the bedrooms. The privacy concerns would be most critical for the bedrooms, which would be at least 40 feet away from the living spaces or bedrooms of the opposite towers. Finally, and as mentioned above, the 40-foot distance between housing units is superior to the typical side yard distances of single-family residential lots in the vicinity, which ranges from a minimum of 10 feet (for two abutting side yards) and a maximum of 20 feet.

22. **Has the developer considered keeping Building 5 at the original height? Perhaps they could add a floor to the other two buildings, or preferably, increase the height of Building 3.**
Response: Building 3 is in a different overlay district than Building 5, and it's height is limited by note 12 in the LUC dimensional chart, LUC 20.25A.060, which allows buildings in the Perimeter Overlay B-2, where Buildings 1, 2 and 3 are located, to vary in height from 176 feet to 264 feet provided the average height of all buildings is no more than 220 feet. The heights of the three towers average 220 feet, as proposed; therefore, Building 3 cannot exceed its current proposed height.

23. **Provide adequate parking for the increase in residential units (through the affordable housing incentive).**
Response: The IOC granted relief from parking requirements for affordable housing units, and the project may take advantage of the IOC. The Pinnacle North project shows that despite the addition of 401 housing units, 85 of which are affordable housing, they are providing parking at greater than the minimum ratio of 0.75 per housing unit. The low parking ratio prescribed by the LUC accounts for the availability of frequent transit service within a 15-minute walk of the project and is intended to encourage use of alternative modes of transportation in Downtown than the single-occupancy vehicle.

24. **The two variances should not be approved. The project has already added way too much density to the downtown area and the neighborhood. Approving these variances will add even more density and have detrimental effect to traffic. They should not be approved.**
Response: The variance applications are permitted to reconcile the inconsistencies with the LUC requirements for floor plate reduction and tower separation to the City Council's recent actions to incentivize affordable housing production in Downtown Bellevue through the IOC for Affordable Housing. The IOC included provisions for waiving dimensional requirements in chapter 20.25A LUC that could inhibit or restrain the maximization of density in the Perimeter Overlay areas where building height and Floor Area Ratio are significantly lower than the rest of Downtown.

The IOC grants up to 50% additional Floor Area Ratio above the Base Floor Area for projects that meet the criteria related to the provision of affordable housing units. The Pinnacle North project is only proposing to increase the Floor Area Ratio by 1.58, which is below the 2.25 FAR allowed through the IOC. Traffic impacts have been evaluated by the City and the mitigation requirements imposed by the City can be found in Section IX.A of this staff report. The granting of the variances is consistent with the decision

criteria in Part 20.30G LUC, is consistent with the IOC, and advances the City's priorities for affordable housing

25. **Approving such variances could set a concerning precedent for future projects, potentially undermining the intent of the city's zoning policies.**
Response: The Part 20.30G LUC criteria for approving administrative variances ensures that the granting of the variance will not be inconsistent with the Comprehensive Plan policies or undermine the intent of the LUC (zoning standards). Staff analyses of the variance criteria and how the reduction in floor plate and the tower separation meet them are found in Section VII of this staff report.

26. **The City should require further public engagement or a public hearing before moving forward (with the variance approvals).**
Response: The LUC prescribes the public engagement level for administrative review of permits such as this Variance. As these are administrative variances, there is no requirement for a public hearing, and public notice has been provided, consistent with the LUC requirements, in order to provide opportunities for the public to comment on the submitted variance applications. Refer to discussion about Variances in Sections I and VII of this staff report.

The Department also received comments from the Department of Ecology, which is summarized below.

27. **Department of Ecology (DOE)**
The Washington Department of Ecology sent a letter to the City on April 22, 2021 noting the presence of petroleum contamination on nearby sites including an Exxon gas station, an office building, retail store, a USPS site, and a drycleaners. The letter provided instructions on where to report presence of contaminated soils if discovered during construction and how to mitigate for site clean up.

Response: These DOE comments were conveyed to the applicant who resubmitted a revised SEPA checklist and Memorandum dated June 17, 2021. This checklist was resubmitted to DOE on September 10, 2021. DOE provided further comments on September 13, 2021 with respect to potential contamination risk of the site and the need for further testing prior to construction commencing. A revised SEPA Checklist was submitted to DOE on May 30, 2025 and subsequent review by Ecology notes that they are satisfied with the analysis and revisions to the SEPA checklist.

IX. TECHNICAL REVIEW

A. Transportation Department

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. As discussed above, BCC 14.60.060.B allows a developer to participate in the funding of mitigation measures to be used by the City for costs associated with transportation improvement projects that would also serve to mitigate transportation impacts resulting from development.

The Pinnacle North project has addressed any potential impacts through the project design resulting in no impacts to multimodal mobility. The improvements required by the City are described below in the Transportation Technical Review section of this Staff Report and memorialized in the Conditions of Approval included in Section XV of this Report.

Project Summary

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

The project proposes to construct 6 buildings on the site including up to 1,613 Dwelling Units and up to 99,000 square feet of Shopping Center (40k to 150k sf) including a supermarket. The buildings will vary between 14 and 26 floors over 4 levels of below-grade parking garage.

The existing buildings onsite will be demolished through a demolition permit. The project's Design Review includes all 6 buildings and no phasing within the MDP. All buildings must have adequate ingress, egress, loading, vehicular access, refuse, parking, pedestrian and bicycle facilities prior to occupancy.

If the project is constructed without phased construction, then all required transportation infrastructure associated with the project must be completed prior to occupancy. However, if the project is constructed in phases, then the required transportation infrastructure associated with each construction phase will be determined by the City's Transportation Development Construction Engineer prior to occupancy of any individual building. An assurance device would be required for any infrastructure not completed with the first phase of construction. All infrastructure requirements must be completed prior to final acceptance of any phase.

The project site is located east of 100th Avenue NE, south of NE 12th Street and it is bordered by 102nd Avenue NE along the east frontage, and NE 10th Street along the south frontage. The project is bordered by five private properties:

- Bellevue 10 Apartments (102 Multi-Family Dwelling Units) to the southwest of the site.
- Lux Apartments (137 Multi-Family Dwelling Units) west of the project site.
- 1188 100th Avenue Parcel, west of the project site, with 101 Multi-Family Dwelling Units under construction.
- Cambridge Village Condominium (20 Dwelling Units) northwest of the project site.
- 1125 102nd Avenue NE Parcel, north of the project site, SRM Polynesia Apartments with approved 167 Multi-Family Dwelling Units.

Across the project site on the south side of NE 10th Street, Pinnacle South development proposes approximately 2,110 Multi-Family Dwelling Units and approximately 94,599 square feet of Shopping Center (40K to 150k sf) without a Supermarket to replace the existing 103,381 square feet of Shopping Center with the

Supermarket. The proposed Pinnacle South development is reviewed under separate land use permits for an MDP and Design Review. However, despite the fact that the Pinnacle South development remains speculative at this point in time, the City has nonetheless reviewed the preliminary analysis of the forecasted Pinnacle South project in connection with its review of this Project to evaluate transportation infrastructure requirements.

The transportation-related Conditions of Approval imposed by the City consider the Pinnacle North project impacts as well as potential impacts associated with the project and the adjacent Pinnacle South development.

For this Pinnacle North project, the required transportation infrastructure along 102nd Avenue NE will include 6-feet of roadway widening to the west, new curb and gutter, 18-inch wide continuous step-off area at the back of the curb where adjacent to public on-street parking, minimum 5-foot-wide planter strip, minimum 7-foot-wide concrete sidewalk, 4-foot pedestrian path connections between the parking-step off area and the sidewalk through the planter strip, and a 36-foot-wide commercial driveway access.

The required transportation infrastructure along NE 10th Street will include new curb and gutter at the existing location, minimum 5-foot-wide planter strip, minimum 7-foot-wide concrete sidewalk, and a 30-foot-wide commercial driveway access.

A new mid-block pedestrian crossing including an RRFB system and a refuge median across 102nd Avenue NE, is required approximately in line with the east/west through block pedestrian connection.

The infrastructure improvements also include the relocation of the existing mid-block pedestrian crossing and RRFB system at NE 10th Street to the west.

Along the project frontage, the project is required to provide all channelization and signing revisions, street lighting, and City fiber systems per City's standards and requirements.

For the Design Review, as an interim condition, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street will consist of modifications to the existing traffic signal system to meet current City standards. It is anticipated that the required traffic signal modifications at this location will mitigate project impacts during the interim time period when potential cumulative impacts associated with construction and occupancy of the potential Pinnacle South project remain speculative.

The required transportation infrastructure for the MDP and the Design Review is the same except at the intersection of 102nd Avenue/NE 10th Street. For the MDP, the ultimate condition of the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street includes the Pinnacle North project contribution of 25% of the design and construction cost of a single lane roundabout. The project contribution of 25% of the design and construction costs of this roundabout is a mitigation measure imposed by the City, per BCC 14.60.060.B, and the City anticipates that the Pinnacle South development, if entitled and constructed, will also

contribute 25% of the design and construction costs of the roundabout. The City's Transportation Improvement Program (TIP #104) will complete the design and construction of the Roundabout at the intersection.

Along 101st Avenue NE (private roadway access), the required transportation infrastructure includes 30-foot-wide roadway for a minimum 30-feet from the back of sidewalk along NE 10th Street, followed by 26-foot-wide north-south paved roadway, followed by a 20-foot-wide paved roadway in the turnaround at the north end of the 101st Avenue NE. Loading zone spaces are provided along the east side of the turnaround and along the west side of 101st Avenue NE.

For pedestrian connectivity through the site, the project will provide an east-west through-block pedestrian connection including minimum 6-foot-wide walkways from 102nd Avenue NE to the western property limits, a minimum 6-foot-wide sidewalk along the east side of 101st Avenue NE north of NE 10th Street and adjacent to the access road around the turnaround, and a minimum 8-foot-wide sidewalk adjacent to the loading zone on the west side of 101st Avenue NE. ADA compliant curb ramps will be provided for connections from the turnaround perimeter sidewalks to the center island.

Operational Analysis

A level two Traffic Study, Transportation Impact Analysis (TIA), dated December 2024, was prepared for this project by Transportation Solutions to analyze the operational and safety impacts for vehicular, transit, and pedestrian modes of travel of this proposal.

Per the trip generation included the TIA, during the PM Peak Hour, the proposed 1650 Multi-Family High Rise Dwelling Units are estimated to generate external person trips split by mode as follow: 371 vehicle person trips, 185 walk/other person trips and 185 transit person trips and will generate 201 internal person trips. The 99,000 square feet of Shopping Plaza (including supermarket) is estimated to generate external person trips split by mode as follows: 612 vehicle person trips, 201 walk/other person trips and 110 transit person trips and will generate 201 internal person trips. The internal person trips are trips within the proposed development site, between the residential dwelling units and the shopping plaza.

The existing site is occupied by 66 Multi-Family Low Rise Dwelling Units and 11,570 square feet of general office. The existing uses are calculated to generate PM Peak Hour external trips with a total of 37 vehicle person trips, 14 walk/other person trips, 19 transit person trips, and 2 internal person trips.

Subtracting existing uses, the net total new external person trips for the Project will be 946 vehicle person trips, 372 walk/other person trips and 276 transit person trips and the net total internal person trips will be 400.

The vehicle person trips are converted to vehicle trips resulting in gross vehicle trips total of 734 PM peak hour vehicle trips with 406 entering and 328 exiting the site including pass-by trips and primary vehicle trips total of 548 PM peak hour vehicle trips with 313 entering and 235 exiting the site, excluding the pass-by trips.

A discussion of the walk/other and transit person trips is included in the pedestrian and transit service facilities sections of this report.

The TIA evaluated future traffic conditions for the following horizon years utilizing the following methodology:

- 2028 future baseline volumes - applying the pipeline developments, for transportation concurrency, which have been approved by the City;
- 2030 with the Pinnacle North project - anticipated full occupancy by applying a one percent Downtown growth rate in addition to the baseline volumes; and
- 2030 with the Pinnacle North project and the proposed Pinnacle South development - to provide a cumulative transportation-related impacts analysis of both the Pinnacle North project and the Pinnacle South development based on preliminary trip generation estimate for Pinnacle South.

The TIA included traffic operations analysis during the p.m. peak hour at four key intersections directly adjacent to or within the vicinity of the proposed project site. In 2030 with the forecasted Pinnacle North project trips and preliminary Pinnacle South trips, and including five percent sensitivity analysis, all intersections are anticipated to operate at LOS C or better with the proposed infrastructure improvements.

The analysis also included traffic operations at the project site access driveways on 102nd Avenue NE and NE 10th Street and the existing driveway on the south side of NE 10th Street west of the project site. The driveways are stop-controlled on the minor approach and free flow traffic on the public street.

The MIP uses two vehicle network performance metrics: volume-to-capacity (V/C) ratio at system intersections, and vehicle travel speed along primary vehicle corridors in the pm peak hour.

The intersection of Bellevue Way and NE 12th Street included in the analysis is a system intersection, and per the current MIP, it meets V/C performance target, the signalized intersection is forecasted to operate at LOS C with the Pinnacle North project and the Pinnacle South development. The intersection of Bellevue Way and NE 10th Street is also included in the project's analysis, per the MIP, this is a new system intersection that has not yet been analyzed, the signalized intersection is forecasted to operate at LOS C.

Per the MIP, NE 10th Street and 102nd Avenue NE along the project's frontage are not classified as primary vehicle corridors.

<u>The intersection of NE 10th Street and 102nd Avenue NE:</u>

The intersection of NE 10th Street and 102nd Avenue NE is not a system intersection per the MIP. For the Design Review, as an interim condition, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street will consist of modifications to the existing traffic signal system to meet current City standards. It is anticipated that the required traffic signal modifications at this location will mitigate project impacts during the interim time period when potential cumulative

impacts associated with construction and occupancy of the potential Pinnacle South project remain speculative.

However, as part of the City's thorough and transparent analysis of the potential cumulative impacts associated with the proposed Pinnacle North project and the proposed but not yet entitled Pinnacle South development, a single-lane roundabout alternative was also evaluated to replace the signalized intersection. The TIA analysis showed that the intersection will operate at LOS B with either intersection control, *i.e.*, the above-noted signal improvement or the roundabout alternative.

The signalized intersection analysis is primarily intended for vehicle performance. With the signal, the TIA recommended to reduce the posted speed limit from 30 to 25 MPH along the intersection approaches. Nevertheless, this alternative is not the preferred long-term alternative to address cumulative impacts because reduction to the posted speeds alone is not considered an effective measure to reduce the operational speed. Per WSDOT Design Manual, Speed Management Section 1103.05(1) "It is usually not enough to change the operating speed of a corridor by simply changing the speed limit signs. The design of the corridor needs to match the target speed and thus match the regulatory speed (AKA speed limit). Physical changes to the characteristics of a corridor can help manage speed."

Per the City's Vision Zero Strategic Plan, the implementation of roundabouts is proven to improve intersection safety by reducing the number of vehicular conflict points at an intersection, reducing the speed of drivers as they proceed through the intersection, therefore reducing the crash severity (see FHWA Roundabouts Informational Guide). The pedestrian crossings at a roundabout intersection are setback from the intersection, with pedestrian refuge areas within the splitter islands allowing pedestrians to cross one direction of traffic at a time. The TIA reviewed and discussed the crash history over a ten-year period between 2011 and 2020. And NE 10th Street/102nd Avenue intersection and both corridors along the Project's frontage are on the Vision Zero High Injury Network due to noted fatality and injuries at this intersection, which is an additional trigger for making improvements at the intersection.

In addition, an RRFB system is required at each crossing of the roundabout to increase pedestrian visibility. The roundabout would better support both vehicle and pedestrian modes of travel. The Transportation Department concluded that a roundabout is an effective system improvement to mitigate the impacts that may result from the Pinnacle North project and the potential approval and construction of the Pinnacle South development, which, cumulatively, will generate a large volume of vehicle and walking trips. The project provided preliminary design plans for the Roundabout, and the City's Transportation Improvement Program (TIP #104) will complete the design and construction of the Roundabout at the intersection.

Per the BCC 14.60.060.B, the applicant is required to participate in the funding of mitigation measures reasonably necessary to mitigate direct transportation impacts resulting from the development. Therefore, for the MDP, the Pinnacle North project is required to contribute 25% of the design and construction cost of a single lane roundabout at the intersection of NE 10th Street and 102nd Avenue NE to the City's Transportation Improvement Program (TIP #104) roundabout project. This contribution to the roundabout is required to ensure that the Pinnacle North project contributes

funding proportionate to the project's contribution to the cumulative transportation impacts that may result from the Pinnacle North project when combined with the potential Pinnacle South development.

Vehicle and pedestrian access to the site, sight distance, and loading circulation were included in the analysis and are discussed in the following sections of the Staff Report.

Multimodal Facilities

Vehicle Access, Loading, and Facilities

The streets surrounding the Pinnacle North project site are 102nd Avenue NE along the eastern frontage, NE 10th Street along the southern frontage, 100th Avenue NE west of the project site and 101st Avenue NE within the project site. 102nd Avenue and NE 10th Street are both classified as Minor Arterial, 100th Avenue NE is classified as Collector Arterial, and 101st Avenue NE is a private access road.

The existing site access is via five driveways total including three driveways onto 102nd Avenue NE, and two driveways along NE 10th Street. The project will eliminate two existing driveways onto 102nd Avenue NE, and one existing driveway onto NE 10th Street, thus reducing the number of driveways from five to two onto the arterial streets. Reducing the number of driveways onto arterials help minimize the number of conflict points between vehicles and between vehicles and pedestrians, therefore improving pedestrian facility operation.

For this Pinnacle North project, the required transportation infrastructure along 102nd Avenue NE will include 6-feet of roadway widening to the west to provide 28-feet of pavement from the right-of-way centerline to the face of curb providing public on-street parking spaces, 18-inch wide continuous step-off area at the back of the curb will be provided where adjacent to public on-street parking and 4-foot pedestrian path connections between the parking-step off area and the sidewalk through the planter strip approximately every 40-feet.

The project will reconstruct the driveway access onto 102nd Avenue NE, at the northern property limits, to provide 36-feet commercial driveway width. The driveway apron is allowed to be extended to the side up to 8 feet beyond the driveway opening width to accommodate the turning movements of the WB-67 vehicles for the supermarket deliveries. The 36-foot driveway width will be maintained 75-feet beyond the back of the sidewalk in addition to 2-foot shy distance to the building walls on either side of the driveway to accommodate WB-67 vehicles. The driveway width will accommodate two existing lanes and one entering lane and will provide access to the loading dock on the ground level, and to the commercial and residential parking on the below grade levels of the underground garage.

Republic service pick-up, major truck deliveries to the supermarket and commercial businesses, and residential move-in/move-out truck operations will occur on the ground level of the garage via 102nd Avenue NE driveway approach. The loading dock includes five loading spaces with two spaces designated for Republic service truck operations and three spaces accommodating WB-67, WB-40 and SU-30 trucks.

There are also three loading spaces for 15-foot U-Haul moving truck on the ground level of the garage.

The project will also reconstruct the driveway access onto NE 10th Street to provide 30-feet commercial driveway width. The driveway apron is allowed to be extended to the side up to 8 feet beyond the driveway opening width to accommodate the turning movements of the SU-30 vehicles simultaneous with passenger vehicles to accommodate the residential traffic volume and anticipated delivery and move-in/move-out trucks. The 30-foot driveway width will be maintained for 30-feet beyond the back of sidewalk, followed by 26-foot-wide north-south paved roadway along 101st Avenue NE, followed by a 20-foot-wide paved roadway in the turnaround at the north end of the 101st Avenue NE. Four loading zone spaces are provided along the east side of the turnaround for drop-off/pick-up, and three loading zone spaces are provided along the west side of 101st Avenue NE, including one space for an SU-30 truck and two spaces for drop-off/pick-up.

Residential vehicle access to the underground garage will also be provided via the parking garage entrance off 101st Avenue NE (private road) about 100-feet north of NE 10th Street driveway along the northern property limits of Bellevue 10 Apartments.

All truck loading and operations will occur on-site and should not have any impact on the adjacent public streets. AutoTurn diagrams were prepared to verify adequate access is provided, showing the truck turning movements for WB-67, WB-40, SU-30 and Republic service trucks entering/exiting the site through 102nd Avenue, and SU-30 and Fire trucks entering/existing the site through NE 10th Street.

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

Pedestrian Facilities

The existing pedestrian facilities near the project site include sidewalks on both sides of 102nd Avenue NE and NE 10th Street. The existing sidewalk on the west side of 102nd Avenue NE is about 7.5 feet with no separation from the curb, and the existing sidewalk on the north side of NE 10th Street is about 8 feet with no separation from the curb. There is an existing mid-block pedestrian crossing just west of the 101st Avenue NE driveway, with refuge medians, curb ramps, and an RRFB system. At the signalized intersection of 102nd Avenue NE and NE 10th Street, there are existing pedestrian curb ramps at all corners of the intersection with parallel crosswalk pavement marking.

The required pedestrian facilities for the MDP and the Design Review are the same for the project except at the intersection of 102nd Avenue/NE 10th Street.

External Person Trips and Proposed Pedestrian Facilities:

The Pinnacle North project will construct up to 1,650 Residential Dwelling Units and up to 99,000 square feet of Shopping Center including Supermarket. This level of development is forecasted to generate 648 net new external walking and transit person trips during the PM peak hour. Based on preliminary analysis, Pinnacle South

project is anticipated to generate approximately 318 net new external walking and transit person trips during the PM peak hour.

Most of the external trips are anticipated to utilize public facilities. To improve pedestrian circulation and connectivity to the surrounding transportation system and to accommodate the anticipated high pedestrian volumes foreseeably generated by the project's build-out and occupancy, the project is required to provide the following pedestrian facilities along its frontage to meet current standards.

Along 102nd Avenue NE, the Project will be installing new curb and gutter, 18-inch wide continuous step-off area at the back of the curb where adjacent to public on-street parking, minimum 5-foot-wide planter strip, and minimum 7-foot-wide concrete sidewalk, 4-foot pedestrian path connections between the parking-step off area and the sidewalk through the planter strip approximately every 40-feet.

Along NE 10th Street, the Project will be installing new curb and gutter, minimum 5-foot-wide planter strip, and minimum 7-foot-wide concrete sidewalk.

The required sidewalk width shall always be free from any obstructions, all above-ground elements (such as building gutters, fire connections, street furniture, etc.) shall be placed on private property, behind the sidewalk. A minimum of 2 feet of clearance distance is required for benches and seating features from the back edge of the sidewalk.

Providing the planter strip buffer at the back of the curb along all frontages will provide separation between pedestrians and vehicular traffic.

A new mid-block pedestrian crossing including an RRFB system and a refuge median across 102nd Avenue NE, is required approximately in line with the east/west through block pedestrian connection. The mid-block pedestrian crossing will include a curb bulb-out on the west side of 102nd Avenue NE to reduce pedestrian crossing distance, accessible curb ramps in the sidewalks of both termini along with required channelization and signing, the RRFB System will include a third pole in the refuge median consistent with City's standard practice.

The project will relocate the existing mid-block pedestrian crossing at NE 10th Street to the west to accommodate vehicle turning movements. The relocation of the mid-block crossing includes relocation of the RRFB system and the crosswalk, modifications of the Parks planter islands and irrigation within the refuge medians, new accessible curb ramps in the sidewalks of both termini along with required channelization and signing, and replacement of the curb ramps at the existing location with sidewalk.

<u>Pedestrian Facilities at the intersection of 102nd Avenue and NE 10th Street:</u>
For the Design Review, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street will consist of modifications to the existing traffic signal system to meet current City standards, upgrades at the intersection corner to accommodate the widening, new ADA compliant curb ramps, evaluation of the receiving curb ramps for ADA compliance (curb ramp on the opposite side from the project site) is required. The project is responsible for reconstruction of existing curb

ramps if not ADA compliant to current standards. Also, the project will upgrade the crosswalks at the intersection to higher visibility crosswalk styles.

For the MDP, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street includes the Pinnacle North project contribution of 25% of the design and construction cost of a single lane roundabout to the City's Transportation Improvement Program (TIP #104) roundabout project. As discussed above, this contribution to the roundabout is required to ensure that the project contributes funding proportionate to the Pinnacle North project's contribution to the cumulative transportation impacts that may result from the Project when combined with the potential, but speculative, Pinnacle South development.

Refer to Section XVI for Conditions of Approval related to 102nd Avenue NE/NE 10th Street Roundabout.

Further, and per the City's Vision Zero Strategic Plan, the implementation of roundabouts is proven to improve intersection safety by reducing the number of vehicular conflict points at an intersection, reducing the speed of drivers as they proceed through the intersection, therefore reducing the crash severity. The pedestrian crossings at a roundabout intersection are setback from the intersection, with pedestrian refuge areas within the splitter islands allowing pedestrians to cross one direction of traffic at a time. In addition, an RRFB system will be required at each crossing of the roundabout.

The proposed pedestrian facilities meet the performance metrics per the MIP. The sidewalk width and landscape buffer width meet the Downtown LUC requirements. The Spacing between arterial pedestrian crossings meets the desired spacing of 300 feet between the mid-block pedestrian crossing on 102nd Avenue and the crossing at the intersection of 102nd Avenue/NE 10th Street with the interim signalized intersection. The spacing will be reduced to approximately 270 feet with the ultimate roundabout intersection. The spacing between the mid-block pedestrian crossing on NE 10th Street and the crossing at the intersection of 102nd Avenue/NE 10th Street is approximately 360 feet with the interim signalized intersection. The spacing will be reduced to approximately 315 feet with the ultimate roundabout intersection.

The required traffic signal modifications at this location will mitigate the project impacts; and the project's contribution to the ultimate roundabout intersection will provide effective mitigation to the extent the Pinnacle North project impacts are combined with potential impacts associated with the separate Pinnacle South development project.

Internal Person Trips and On-Site Pedestrian Facilities:
Due to the scale and mixed-use type of development proposed, per the TIA, the Project is estimated to generate 400 net new internal person trips during the PM peak hour. Internal person trips are trips within the site between the residential units and the shopping plaza. The internal person trips will have access within the buildings via elevators and through on-site pedestrian facilities.

The project will provide on-site pedestrian facilities including a minimum 6-foot-wide sidewalk along the east side of 101st Avenue NE north of NE 10th Street, and

adjacent to the access drive around the turnaround, and a minimum 8-foot-wide sidewalk adjacent to the loading zone on the west side of 101st Avenue NE.

The on-site pedestrian facilities will also include an east-west through-block pedestrian connection providing pedestrian walkways (minimum 6-foot-wide) from the public sidewalk on 102nd Avenue NE between Buildings 2 and 4, within the Outdoor Plaza, to the center-island open space, crossing to the west between Buildings 5 and 6, and connecting to a public access easement sidewalk to 100th Avenue NE.

ADA compliant curb ramps will be provided for connections from the turnaround perimeter sidewalks to the center-island. These facilities will serve the internal person trips.

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

Bicycle Facilities
There is no existing bicycle infrastructure along the Project site's frontage.

NE 12th Street, north of the Pinnacle North project site, is designated as a priority bicycle corridor per the City's Mobility Implementation Plan (MIP) with a future LTS1 target. A future City project is proposed to provide bicycle facilities along NE 12th Street.

NE 10th Street and 102nd Avenue NE do not have bicycle facilities requirements per the MIP.

No new bicycle infrastructure will be constructed with this project. Bicyclists will use vehicle travel lanes and the sidewalk to navigate to their destination on the surrounding streets.

The project will provide bicycle racks within the Public Plazas adjacent to 102nd Avenue NE and NE 10th Street and within the turnaround center island at the north end of 101st Avenue NE. The project will also provide on-site bicycle parking in the garage.

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

Transit Service Facilities
The project is located within the City of Bellevue Downtown limits, which is a Metropolitan Regional Growth Center in King County. Per the City's Mobility Implementation Plan (MIP), Downtown is located within Performance Management Area Type 1 (PMA 1), which includes High Density Mixed-Use developments within proximity to transit and light rail services. The project is located northwest of the Downtown Transit Station and the Sound Transit Bellevue Downtown 2 Line light rail station on 110th Avenue NE and NE 6th Street.

There are existing King County Metro Transit bus stops near the project site on the south side of NE 10th Street (west of 102nd Avenue NE), and on both sides of 100th Avenue NE (north of NE 10th Street), and three bus stops one block to the south on NE 8th Street between 100th Avenue NE and Bellevue Way NE

Also, there is an existing Transit bus layover zone on the south side of NE 10th Street west of 102nd Avenue NE. There are no anticipated impacts to the existing bus layover zone with this project.

Per the TIA, the project is estimated to generate 276 net new external transit person trips during the PM peak hour. Sidewalk access is available from the project site to the existing transit facilities. See the Pedestrian Facilities section of this report for the required pedestrian facilities that will support transit person trips.

Concurrency

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

A concurrency determination was completed for this project on August 6, 2024. When complete, this project will require 613 MUs. The supply of Mobility Units is sufficient to accommodate this level of development. A concurrency certificate is included with this approval.

Refer to Section XVI for Conditions of Approval related to Concurrency.

Sight Distance for vehicles, bicycles, and pedestrians

Sight distance requirements for vehicles and pedestrians were evaluated at the two proposed driveway approaches onto 102nd Avenue NE and NE 10th Street, and for right-turning vehicles at the signalized intersection of 102nd Avenue NE/NE 10th Street. Vehicle and pedestrian sight distance requirements are shown to meet the City's standards at the above locations.

In addition, sight distance requirements for vehicles were evaluated at the garage driveway access onto the private road, 101st Avenue NE. The vehicle sight distance requirements at this driveway location are limited to the south due to the proximity to NE 10th Street. A design justification was requested and has preliminary approval; the deviation documentation is acceptable at this preliminary stage pending further review and approval when the design is finalized during the Clearing and Grading permit process.

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

The sight distance assessment is documented in the TIA and the preliminary civil plans.

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

Street Lighting

Street lighting photometric calculations were evaluated by the design team along 102nd Avenue NE and NE 10th Street. New street light poles and replacement of existing luminaires with new LED fixtures are required to meet the City's current standards along 102nd Avenue NE, NE 10th Street, at the mid-block pedestrian crossings on 102nd Avenue and NE 10th Street and at the northwest corner of the intersection of 102nd Avenue NE/NE 10th Street.

The street lighting associated with the roundabout of NE 10th Street and 102nd Avenue will be evaluated and constructed with the conversion of the intersection to a roundabout with the TIP project.

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

Transportation Infrastructure

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

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

Transportation infrastructure required for the Project will include:

- 102nd Avenue NE infrastructure improvements will include 6-feet of roadway widening to the west to provide 28-feet of pavement from the right-of-way centerline to the face of curb, new curb and gutter, 18-inch wide continuous step-

off area at the back of the curb where adjacent to public on-street parking, minimum 5-foot-wide planter strip, minimum 7-foot-wide concrete sidewalk, 4-foot pedestrian path connections between the parking-step off area and the sidewalk through the planter strip approximately every 40-feet, and a 36-foot-wide commercial driveway.

- NE 10th Street infrastructure improvements will include new curb and gutter at the existing location, minimum 5-foot-wide planter strip, minimum 7-foot-wide concrete sidewalk, and a 30-foot-wide commercial driveway.

- Infrastructure improvements will include a new mid-block pedestrian crossing including an RRFB system and a refuge median across 102nd Avenue NE, approximately in line with the east/west through block pedestrian connection. The mid-block pedestrian crossing will include a curb bulb-out on the west side of 102nd Avenue NE to reduce pedestrian crossing distance, accessible curb ramps in the sidewalks of both termini, required channelization and signing, the RRFB System will include a third pole in the refuge median consistent with City's standard practice.

- Infrastructure improvements will include the relocation of the existing mid-block pedestrian crossing at NE 10th Street to the west. The relocation of the mid-block pedestrian crossing includes modifications to the crosswalk, RRFB system, the Park's planter islands and irrigation within the refuge medians, new accessible curb ramps in the sidewalks of both termini along with required channelization and signing, and replacement of the curb ramps at the existing location with sidewalk.

- 101st Avenue NE (private roadway access) infrastructure improvements include 30-foot-wide roadway for a minimum 30-feet from the back of sidewalk along NE 10th Street, followed by 26-foot-wide north-south paved roadway, followed by a 20-foot-wide paved roadway in the turnaround at the north end of the 101st Avenue NE. Four loading zone spaces are provided along the east side of the turnaround, and three loading zone spaces are provided along the west side of 101st Avenue NE including one space for an SU-30 truck. For pedestrian connectivity through the site, the project will provide a minimum 6-foot-wide sidewalk along the east side of 101st Avenue NE north of NE 10th Street, and adjacent to the access drive around the turnaround, and a minimum 8-foot-wide sidewalk adjacent to the loading zone on the west side of 101st Avenue NE. The project will also provide an east-west through-block pedestrian connection providing pedestrian walkways (minimum 6-foot-wide) from the public sidewalk on 102nd Avenue NE between Buildings 2 and 4, within the Outdoor Plaza, to the center-island open space, crossing to the west between Buildings 5 and 6, and connecting to a public access easement sidewalk to 100th Avenue NE. ADA compliant curb ramps will be provided for connections from the turnaround perimeter sidewalks to the center island.

- Infrastructure improvements also include channelization and signing, street lighting and city fiber along the frontage per the City of Bellevue requirements.

The required transportation infrastructure for the MDP and the Design Review is the same except at the intersection of 102nd Avenue/NE 10th Street.

- For the Design Review, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street will consist of modifications to the existing traffic signal system to meet current City standards, upgrades at the intersection corner to accommodate the widening, new ADA compliant curb ramps, evaluation of the receiving curb ramps for ADA compliance (curb ramp on the opposite side from the project site) is required. The proposed project is responsible for reconstruction of existing curb ramps if the ramps do not meet current ADA standards.

- For the MDP, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street includes the Pinnacle North project contribution of 25% of the design and construction cost of a single lane roundabout. The project provided preliminary design plans for the Roundabout, the City's Transportation Improvement Program (TIP #104) will complete the design and construction of the Roundabout at the intersection. The project contribution payment will be required prior to Certificate of Occupancy.

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

Impact Fees

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

Impact fees for this project will be calculated during review of the building permit. Fee payment is required at the time of building permit issuance. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply. The current impact fee rates are posted on the City of Bellevue website.

The Pinnacle North project proposes affordable housing units for the life of the project; therefore, the Affordable Housing units will be eligible to be exempt from the requirement to pay transportation impact fees. An Affordable Housing Agreement for Exemption of Transportation Impact Fees must be completed and recorded for the project to be exempt from these fees.

Refer to Section XVI for Conditions of Approval related to Transportation Impact Fee.

Easements

Existing Easements:
There are existing sidewalk and utility easements along the property frontage.

A minimum of 12-foot of vertical clearance between the top of garage and the finished sidewalk grade is required within all existing easements. Additional clearance may be required at intersection corners or other locations where signal pole bases or similar deeper utilities may be located. A Right-of-Way Use Permit will be required if a garage is proposed under the existing easement.

There are no proposed garages with this Pinnacle North project under the existing sidewalk and utility easements.

Proposed New Easements:
The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any planter strip, sidewalk, and bicycle facilities along 102nd Avenue NE and NE 10th Street. The applicant shall provide sidewalk and utility easement to the proposed back of sidewalk of the roundabout design at the northwest corner of 102nd Avenue/NE 10th Street intersection.

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

The applicant will be required to provide a public access easement for the east-west pedestrian through-block connection.

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

Approved backfill material is only allowed under the sidewalk and utility easement (no geofoam or other similar materials are allowed)

Refer to Section XVI for Conditions of Approval related to Existing Easements and Proposed Easements.

Right-of-Way Dedication

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, and to accommodate the street widening described elsewhere in this document, the applicant shall provide right-of-way dedication to the proposed back of curb along the project's frontage and to the future back of curb of the roundabout design at the northwest corner of the 102nd Avenue NE/NE 10th Street intersection.

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

Approved backfill material is only allowed under the right-of-way (no geofoam or other similar materials are allowed)

Refer to Section XVI for Conditions of Approval related to Dedication of Right-of-Way.

Holiday Construction & Traffic Restrictions

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

Refer to Section XVI for Conditions of Approval related to Holiday Construction & Traffic Restrictions.

Use of the Right-of-Way (ROW) During Construction

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

Refer to Section XVI for Conditions of Approval related to Right-of-Way Use Permit.

Right-of-Way Hold Harmless Agreement

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

Specific project requirements will include:

a. Soil nails or shoring elements are allowed as shown on the shoring permit, under a street right-of-way or sidewalk/utility easement or multipurpose easement.

b. Balconies, and Building Overhang extending over the Sidewalk and Utility Easement:

    i. Along 102nd Avenue NE and NE 10th Street, no balconies or part of the building may extend over the public sidewalk and planter within a 60-foot vertical zone above the public sidewalk grade, within an existing sidewalk

easement.

ii. Buildings or Balconies below 60-feet within new sidewalk easement will require additional approval from the review engineer and should not conflict with streetlights, traffic signals and existing small cell wireless facilities. Any conflicts with street trees shall be reviewed by the land use and parks departments.

iii. No columns or other building supports shall be located within the sidewalk and utility easement.

c. Weather Protection:

i. Removable weather protection may extend over the sidewalk into the sidewalk and utility easement or multipurpose path and utility easement.

ii. Weather protection must have at least three feet horizontal clearance from any streetlight or traffic signal pole.

iii. Weather protection shall be located at least 9 feet above the sidewalk grade and designed/constructed to be removable.

iv. No columns or other weather protection supports shall be located within the sidewalk and utility easement.

d. Pet relief areas:

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

Refer to Section XVI for Conditions of Approval related to Below Grade Right-of-Way Hold Harmless and Indemnity Agreement and Above Grade Right-of-Way Hold Harmless and Indemnity Agreement.

Pavement Restoration

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

Near this project site, 102nd Avenue NE is classified as Grind and Overlay required. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required for a minimum of 50 feet.

Near this project site, NE 10th Street is classified as Standard Trench required.

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

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

Refer to Section XVI for Conditions of Approval related to Pavement Restoration

Transportation Management Program

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

The Pinnacle North project proposes up to 1,650 Multi-Family High Rise Downtown Dwelling Units and up to 99,000 square feet of Shopping Center including Supermarket. The project shall meet the Transportation Management Program Requirements.

Refer to Section XVI for Conditions of Approval related to Transportation Management Program and Implementation of the Transportation Management Program.

B. Utilities

Storm Drainage
The project is required to mitigate for minimum requirements #1-9 per the Department of Ecology Stormwater Management Manual for Western Washington. The project proposes to route all Pollutant Generating Hard Surface (PGHS) stormwater runoff through a water quality filter located onsite at the driveway entrance off of NE 10th Street, with an overflow connection to the public storm system.

Water
There are two existing water services 1.5“ and 2” domestic that will be abandoned and new separated services will be installed for each proposed new building and its different uses: 10” and 6”services for residential, 2” and 3” services for commercial. Furthermore, 6” and 8” fire lines are proposed for each separate building. All water meter connections will be off the water mains in public Right-Of-Way.

The water supply for this project is provided from existing 8-inch Cast Iron (CI) water mains on NE 10th Street and 102nd Avenue NE. Both sections of water mains fronting

this project site will be required to be replaced and upsized to meet current approved materials and flow demands.

Sewer
The sanitary sewer for this project is provided from existing 8-inch PVC and 18-inch Concrete (CI) sewer mains on NE 10th Street and 102nd Avenue NE, respectively. The 8-inch PVC on NE 10th Street may need upsized to meet proposed flow capacities.

Refer to Section XVI for Condition of Approval regarding Utilities.

C. Clearing and Grading

The clearing and grading reviewer has reviewed the plans and materials submitted for this project and has approved the clearing and grading portion of this land use application. This approval does not constitute an approval of any construction permit. An application for a clearing and grading permit must be submitted and approved before construction can begin. Plans submitted as part of any permit application for this project shall be consistent with the activity permitted under this approval and must comply with the City of Bellevue Clearing and Grading Code (chapter 23.76 BCC). **Refer to Section XVI for Condition of Approval regarding Clearing and Grading.**

D. Fire

The Bellevue Fire Department, Fire Prevention Division, has reviewed permit application in accordance with the 2018 International Fire Code as amended by the State of Washington and the City of Bellevue, applicable reference standards, City of Bellevue development requirements, and best fire protection practices. The review was based upon and limited to the information provided by the applicant, including two Alternate Means documents. These documents requested deviation from the following requirements: Fire Apparatus Access Road and Hose Reach and Fire Command Center locations. The Bellevue Fire Department acknowledges that the project generally conforms to the code requirements for site circulation and access. Final review and approval will occur through the associated fire and building permits. **Refer to Section XVI for Conditions of Approval regarding Alternate Materials, Methods or Modification Requests.**

E. Building Division

The most recent May 7, 2025 plans submitted for design review and discretionary land use approval are sufficient to evaluate the MDP and ADR applications but have not been sufficiently developed for technical review under the City's construction codes and 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 project's construction plan.

This mixed-use project is comprised of six buildings over four levels of below grade parking. The buildings range in height from fourteen stories to twenty-six stories. The project contains approximately 1613 residential units, office space and commercial retail space. The proposed construction type is IA

The following comments are general in nature and are not intended to be all-inclusive or imply approval of construction permits:

The plans generally conform to the level of detail typical at this stage in the design process. All building comments will be addressed during the review of building permit applications. The project is subject to RCW 64.55.

X. State Environmental Policy Act (SEPA)

Environmental review is required for the Pinnacle North project under SEPA, Chapter 43.21C RCW and Washington Administrative Code (WAC) 197-11, and the City's Environmental Procedures Code, Chapter 22.02 of the Bellevue City Code (BCC). A threshold determination is the decision by the Environmental Coordinator as to whether or not an environmental impact statement (EIS) is required for a proposal that is not otherwise categorically exempt from SEPA requirements. WAC 197-11-797; BCC 22.02.034. SEPA requires that the threshold determination be made based on "information reasonably sufficient to evaluate the environmental impact of the proposal." WAC 197-11-335; BCC 22.02.020.

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

If the Environmental Coordinator determines there will be no probable significant adverse environmental impacts from a project, the Environmental Coordinator **shall** prepare and issue a Determination of Non-Significance (DNS). WAC 197-11-340(1). "Probable" as used above means that a significant adverse environmental impact is "likely or reasonably likely to occur." WAC 197-11-782. While the standard for probability is not a strict statistical test, SEPA differentiates "likely" impacts from "those that merely have a possibility of occurring, but are remote or speculative." *Id.*

SEPA Process and DNS

Using the Optional DNS process under WAC 197-11-355, the City provided notice that a DNS was anticipated with the Notice of Application (NOA) for the project on April 8, 2021. The Optional DNS process consolidates environmental review under SEPA with the City's discretionary land use review of the project and provides for a SEPA public comment period concurrent with the comment period for the land use actions. The City of Bellevue has a standard practice of accepting and considering public comments on the potential environmental impacts until a decision or recommendation is issued.

The SEPA Checklist, the environmental record developed subsequent to April 8, 2021, and information filed with, reviewed, and produced by the City during review of the project provide the basis for the City's threshold determination under SEPA. All of this information, including public comments and applicant submittals are maintained in the project file, Nos. 21-103192 LP and 21-103195 LD.

SEPA Rules require first considering whether local, state, or federal requirements and enforcement would adequately mitigate any identified significant adverse impacts (WAC 197-11-158). The City codes, standards, and regulations, including the Transportation Development Code, Clearing and Grading Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes are expected to mitigate the potential adverse environmental impacts disclosed in the SEPA Checklist, technical review, submitted reports, and associated analysis. Likewise, the state law requirements in Revised Code of Washington (RCW) 46.61.655 provide mitigation for certain environmental impacts associated with construction vehicles, as documented below.

As stated throughout this staff report, the project is consistent with and anticipated by the City's Comprehensive Plan and development regulations, the SEPA analysis for which has already been performed prior to adoption of those policies, regulations, ordinances, and standards. The project is a High Density Mixed-Use development in close proximity to transit and light rail services and is precisely the type of development that City policies and regulations are intended to facilitate and support in Downtown Bellevue, which is a King County Metropolitan Regional Growth Center. As explained in detail below, the Environmental Checklist together with information provided over the course of the City's review of the project (and in the official file) adequately discloses expected environmental impacts associated with the proposed Master Development Plan and Design Review approvals. The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a DNS is the appropriate threshold determination under SEPA.

SEPA/Environmental Checklist and Associated Technical Studies

The applicant submitted an expanded Environmental Checklist, technical studies, and reports that are part of the SEPA record, all of which were considered in the City's environmental review and the associated DNS threshold determination. These technical studies included (1) a level two Traffic Study, Transportation Impact Analysis (TIA), dated December 2024 and subsequently updated, (2) King County Greenhouse Gas Emissions Worksheet, (3) Phase I Environmental Site Assessment Report, and (4) Geotechnical Report.

The applicant originally submitted the SEPA Checklist on February 15, 2021 and updated the Checklist on September 2, 2021, July 18, 2022, February 6, 2023, August 24, 2023, July 9, 2024, March 20, 2025 and April 28, 2025. The TIA was prepared for this project by Transportation Solutions to analyze the operational and safety impacts for vehicular, transit, and pedestrian modes of travel. EA Engineering, Science, and Technology, Inc. (EA) prepared the King County Greenhouse Gas Emissions Worksheet, along with updated and supplementary disclosures in the SEPA Checklist regarding potential aesthetic/view impacts resulting from the full build-out of the project. SLR International Corporation, Inc. (SLR) prepared the Phase I Environmental Site Assessment Report; and PanGeo, Inc. Prepared the Geotechnical Report.

The TIA and associated environmental record discloses the potential transportation-related environmental impacts associated with the project. In the interest of conducting a thorough and comprehensive review of project impacts, the City also considered potential cumulative impacts of the project when combined with the impacts associated with the potential Pinnacle South development. The Pinnacle South development is currently under review but has not been approved by the City and, therefore, remains speculative at this time. Nevertheless, the TIA submitted by the applicant and the City's environmental review under SEPA reviewed and considered the potential impacts of the Pinnacle North project when combined with anticipated growth in Downtown, including but not limited to the project and the potential Pinnacle South development.

The Environmental Checklist submitted with the application was also revised to reflect the updated design concept and to adequately disclose expected environmental impacts associated with the proposed Pinnacle North project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts except as noted below. **These impacts will be mitigated through exercise of code authority as well as through project-specific conditions of approval contained in Section XVI of this staff report.**

A. Environmental

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

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

2. Residential Interior Noise Levels: Controlling the level of noise pollution within the individual units will promote the value and enjoyment of the property and contribute to sleep and repose. New residential structures shall not be approved where exterior noise exceeds 65 dBA anywhere along the building lines unless sound attenuation measures are incorporated into the design. A certification will be required prior to Building permit issuance that the designs will provide a Ldn of 45 dBA or lower for sleeping areas, and no more than 45 dBA or lower for non-sleeping areas. A qualified sound professional shall certify the finished units will meet the maximum dBA noted above. **Refer Section XVI of this report for**

Condition of Approval regarding Interior Noise Level Measurement.

3. Garage Exhaust: Exhaust fans blowing air over a sidewalk or publicly accessible area can create noise levels exceeding those allowed by the City Code. This decision requires certification that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk or publicly accessible area, prior to the issuance of any Certificate of Occupancy. **Refer to Section XVI for Condition of Approval regarding Garage Exhaust.**

4. Construction Vehicle Pollution: To mitigation for air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of RCW 46.61.655. **Refer to Section XVI for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**

5. Solar Access and Impacts of Building Height to adjacent properties:
The Pinnacle North project is located within Downtown Bellevue, which is a Metropolitan Regional Growth Center in King County. The project consists of 6 buildings, with two 26-story towers located at the corner of 102nd Avenue NE and NE 10th Street, where they are furthest away from the single-family residential neighborhoods outside of Downtown. The 4 remaining buildings, which are 14 stories, are buffered by existing multi-family buildings along NE 12th Street and 100th Avenue NE.

   High density developments that include Highrise and midrise buildings in Downtown were anticipated by and are encouraged by the Comprehensive Plan, consistent with the Metropolitan Regional Growth Center designation for Downtown Bellevue. The solar impacts of these building typologies have been evaluated under the SEPA review of the Downtown Subarea Plan of the Comprehensive Plan. Shadow analysis of the proposed project are attached to this staff report, showing the effect of building heights in casting shadows in 4 different seasons and 3 distinct times of the day, 9 a.m., noon, and 3 p.m. The shadow analysis shows the two tallest buildings will cast the longest and deepest shadows on the residential neighborhoods to the north during the winter months. However, given the predominance of overcast days in the winter months, the impact to the neighborhoods will only be experienced on occasions when the sun is out. In the summer, fall and spring, the shadows cast are contained within the condominium development immediately north of the project, except for the mornings in spring and fall, when the shadows cast will extend to some of the single-family lots west of 100th Avenue NE. Solar/Shadow Analysis plan is included in the Variance documents attached at the end of this staff report.

B. Aesthetic Impacts

The proposed buildings associated with the Pinnacle North project, as conditioned and approved herein, comply with the Downtown Design Standards, and the materials and colors proposed for the project buildings have been revised during the City's review process to further address aesthetic impacts that may result from the project. The City received public comments on the Pinnacle North project, which raised concerns about the visual and aesthetic impacts of the taller buildings (bulk and scale) proposed by the

project. A detailed analysis of aesthetic impacts and mitigation required by the development regulations in the LUC can be found in Section VIII, Public Notice and Public Comments of this staff report.

The project is consistent with and is anticipated by the City's Comprehensive Plan and development regulations, the SEPA analysis for which has already been performed prior to adoption of those policies, regulations, ordinances, and standards. The SEPA analysis of the 2018 Downtown Livability Land Use Code amendment contemplated the aesthetic impacts to skyline views of the increased height of buildings as well as identified the major public spaces in Downtown Bellevue.

The City considers the degree of impact from new projects on views of Lake Washington, the Seattle skyline, the Olympic Mountains and Cascade Mountains as viewed from major public open spaces and major pedestrian corridors that are a shared public resource. There are no views of these natural areas and the Seattle skyline from public parks that will be altered by the Pinnacle North project. Furthermore, there are no LUC-designated view corridors or view easements in the vicinity of the project.

Finally, although the project will be taller than the existing buildings on the project site, the project is nonetheless compatible with the existing and intended character, appearance, and physical characteristics of the surrounding Downtown development. Significant aesthetic impacts to public views or aesthetics are not probable given the project's scale relative to the surrounding context in which it is located, which is a Metropolitan Regional Growth Center. The visual characteristics associated with the project will be consistent with existing conditions and development that could occur in Downtown Bellevue under current zoning and land use control regulations. Therefore, the project, as conditioned, is unlikely to result in significant aesthetic impacts.

C. Storm Drainage, Water, Sewer

The project development proposed for under the MDP and ADR application has been reviewed on a conceptual basis and can feasibly construct water, sewer, and storm facilities under current utility codes and standards without requesting modifications or deviations from the City requirements. Major changes to the design may cause delay in approval of future utility construction permits, but the project, as conditioned, is unlikely to result in significant impacts related to storm drainage, water, or sewer.

D. Transportation

Project Overview and Land Use Context

The Pinnacle North project site is located within the City of Bellevue Downtown Subarea, which the Comprehensive Plan and PSRC designate as a Metropolitan Regional Growth Center in King County. This project will construct up to 1,650 Multi-Family High Rise Downtown Dwelling Units (DU) and up to 99,000 square feet of Shopping Center (this area is within the 40k to 150k SF range considered in the TIA), including a supermarket in Performance Management Area 1 (PMA 1). It is anticipated that the project could add approximately 192 to 320 employees in the retail and commercial space and approximately 3,840 residents in the residential dwelling units. PMA 1 includes High Density Mixed-Use developments within proximity to transit and

light rail services. The project is consistent with and will support the land use assumptions in the current Comprehensive Plan, the future growth targets ratified by the Bellevue City Council through the adoption of Resolution No. 10080 on March 28, 2022, and the regional and local residential and commercial growth assumptions for Downtown Bellevue.

Transportation Impacts and Mitigation

The City's Transportation Development Code, BCC 14.60.060, allows project-level impacts to transportation mobility for all modes of travel to be mitigated through the construction of transportation improvements. In turn, BCC 14.60.060.B specifically allows a developer to participate in the funding of mitigation measures to be used by the City for costs associated with transportation improvement projects that would also serve to mitigate transportation impacts resulting from development.

Here, the Pinnacle North project, as conditioned, will 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. The project has addressed potential transportation-related impacts through project design, and the Department, through application of the authority in BCC 14.60.060.A, has conditioned the project to require a targeted signal improvement at the intersection of 102nd Avenue NE/NE 10th Street.

Specifically, for the Design Review approval of the project, and as an interim condition, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street will consist of modifications to the existing traffic signal system to meet current City standards. It is anticipated that the required traffic signal modifications at this location will mitigate the project impacts during the interim time period when potential cumulative impacts associated with construction and occupancy of the potential Pinnacle South development—currently under review by the City but neither approved nor entitled—remain speculative.

As proposed and conditioned under BCC 14.60, it is not anticipated that the project will increase traffic levels beyond existing conditions or result in traffic above and beyond what would otherwise be allowed or anticipated at the project site or within Downtown Bellevue. It is also not anticipated that the project will adversely affect the flow of traffic to and from the project site or impact the traffic flow associated with surrounding uses. With the above-noted condition, it is unlikely that the project will adversely affect the vehicular, transit, pedestrian and bicycling performance targets identified in the City's MIP.

Despite the foregoing, the City nonetheless considered transportation-related impacts associated with the project when combined with the proposed, but speculative, Pinnacle South development. Consistent with the authority in BCC 14.60.060.B, the Pinnacle North project is required to contribute 25% of the design and construction costs of a single lane roundabout at the intersection of 102nd Avenue NE/NE 10th Street. This required contribution, per BCC 14.60.060.B, is proportionate to and will address the project's contribution to the transportation-related cumulative impacts associated with the project and the Pinnacle South development.

In addition, the City anticipates that the Pinnacle South development, if approved and based on current information provided by the applicant and reviewed by the City, will also contribute 25% of the design and construction costs for the same roundabout. The City's Transportation Improvement Program (TIP #104) will then complete the design and construction of the Roundabout at the intersection. Thus, the required traffic signal modifications noted above will mitigate project impacts during the interim time period when potential cumulative impacts associated with construction and occupancy of the potential Pinnacle South development remain speculative, and the Roundabout will mitigate impacts associated with the project when combined with the proposed, but speculative, Pinnacle South development.

In sum, any transportation-related environmental impacts associated with the project will be mitigated by the conditions of approval imposed by the City, which are authorized by existing City codes. Based on the updated Environmental Checklist, associated technical studies, and environmental record, it is not anticipated that the Project, as conditioned, will result in unmitigated significant adverse transportation impacts. Therefore, a DNS is appropriate, in lieu of a Determination of Significance (DS) and preparation of an EIS, as there is no identified unmitigated significant adverse environmental impact associated with the proposal.

XI. Changes to Proposal Due to Staff Review

A. Site Design
   1. The 2 outdoor plazas were redesigned to meet the intent of the Land Use Code by providing more useable open spaces for gathering and passive recreational activities. The revised plazas have more amenities and seating.
      a. Plaza 1 (north) previously included a grand staircase, which was replaced with a water feature and more gathering spaces and an elevator to meet the ADA accessibility standards.
      b. Plaza 2 ramps were removed and the plaza grade was designed to better meet the sidewalk grade at multiple points.
   2. An East-West Through Block Pedestrian Connection was provided along buildings 4, 5 and 6.
   3. All garage exhausts were relocated away from public spaces and pedestrian areas. Garage exhausts were originally located next to the sidewalk of Building 6 and at the entrance of the future drugstore or retail active use spaces on 102nd Ave. NE.
   4. Bike storage access was relocated to the north Outdoor Plaza from the garage driveway, which was not a safe location for access, and additional bike racks for commercial spaces and public use were provided in the Outdoor Plazas.

B. Building Design
   1. The building parapets for towers 1 and 2 were reduced to the minimum necessary to provide a safety railing for the roof.
   2. Accent colors were introduced for each building to differentiate each tower and avoid the institutional look.
   3. Proposed primary colors of the buildings were replaced from white to grey to minimize glare. The glass used for the towers also employ a nonreflective glazing material.

XII. Master Development Plan Decision Criteria – *(LUC 20.30V.150)*

The Director may approve or approve with modifications an application for a Master Development Plan if:

1. **The proposed Master Development Plan is consistent with the Comprehensive Plan.**
   Development Services has reviewed and evaluated the proposal for compliance with the Comprehensive Plan goals and policies specific to the Urban Design and Downtown Subarea elements. A few of the most applicable policies are as follows:

   - **LU-3. Prioritize the redevelopment of under-developed land over vacant land, open space and environmentally sensitive areas.**
   - **LU-8. Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.**

     Finding: The Pinnacle North project replaces a low-density multi-family development with surface parking with a mixed-use, compact, high density residential development, as envisioned by the Comprehensive Plan for this subarea of Downtown Bellevue. The new project not only maximizes the density allowed by the LUC but also provides 84 affordable housing units in exchange for the higher density development. In addition, Pinnacle North provides much needed public open space in the form of 2 Outdoor Plazas and a Through Block Pedestrian Connection. The proposed design implements the vision for the Northwest Village subarea of Downtown as a transitional area with neighborhood goods and services.

   - **S-DT-24. Provide density incentives to encourage urban residential development throughout Downtown.**

     Finding: Pinnacle North will utilize both the Affordable Housing incentive afforded through the IOC and the Amenity Incentive Program of the LUC to increase residential development capacity. The Affordable Housing incentive through the IOC allowed the project to add approximately 401 additional housing units, distributed between 85 affordable housing units and 316 market rate housing units. The Amenity Incentive Program increased the resulting density by approximately 96,485 S.F. above the base floor area in exchange for providing 95,303 SF of ground floor active uses and 21,656 S.F. of Outdoor Plazas. As such, the project supports the anticipated and encouraged residential density development anticipated by the Comprehensive Plan for Downtown Bellevue and utilizes the incentives developed by the City Council to encourage private development to meet the Comprehensive Plan vision for future growth.

   - **S-DT-37. Link building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.**
   - **UD-2. Integrate high quality and inviting public open spaces and publicly accessible privately owned open spaces into major development.**

- **UD-13. Ensure that site and building design relates and connects to the surrounding community through architecture, landscaping and signage.**
- **UD-23. Link increased intensity of development with increased benefits for the public realm, such as pedestrian-oriented building design, through-block connections, public spaces, activities, openness and views.**
- **UD-40. Provide both weather protection and access to sunlight in pedestrian areas and public places.**

  Finding: The Pinnacle North project creates new pedestrian connections that help to diversify and enrich the pedestrian experience through Downtown Bellevue's large super blocks. A new east-west pedestrian connection is proposed along the northern property boundary, connecting 102nd Avenue NE to Bellevue Way. This east-west connection will also connect to an existing private road, 101st Avenue NE, which will be provided with generous sidewalks that link the interior of the project site to NE 10th Street. Both of these pedestrian connections will break up the super block to allow for accessible connections to the north, south, east and west. The connections also support public health and safety by providing walkable, accessible connections in Downtown Bellevue.

  Pinnacle North is designed to accommodate a supermarket and drug store at the ground level, with main entrances opening directly to the streets. The generous ground floor active use spaces will provide adequate space for a supermarket and a drug store to replace the existing ones located south of NE 10th Street, which will also support future redevelopment, should it occur, adjacent to the project site. The large-scale residential development is mitigated by locating all garage parking in the interior of the site and in underground garages, while providing much needed public open space for the Northwest Village neighborhood through the outdoor plazas and through block pedestrian connection. The height of the towers descend to the north and west, as the site edges transition to the adjacent lower density residential developments. The outdoor plazas provide both small, intimate spaces and large, open areas for community gathering, and recognizes the need for year-round activation by locating some of the spaces under the building.

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

  Finding: Pinnacle North will provide a mix of studio, one-bedroom, one-bedroom with den, two-bedroom, two-bedroom with den, three-bedroom, and three-bedroom with den units to accommodate a range of living options. As stated throughout this staff report, the project will provide affordable housing in Downtown Bellevue.

- **S-DT-64. Emphasize the intersection of 102nd Avenue Northeast and NE 10th Street as a central gathering place for the district.**

  Finding: The intersection of 102nd Avenue NE and NE 10th Street is designed as an entrance to the outdoor plaza, with custom-designed seating and landscaping.

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

  Finding: Pinnacle North will provide ground floor retail space for a large supermarket comparable in size to the existing QFC south of the project site. The project is intended to be developed to house a new QFC, which will support current and future development in the vicinity of the project site and for surrounding neighborhoods. In addition, additional retail space is provided for neighborhood retail, again supporting surrounding neighborhoods both within and outside Downtown.

- **UD-49. Encourage private and public developers to integrate art into the design of the public areas of their projects.**
  Finding: Pinnacle North will incorporate art into the public realm as blank wall mitigation and as points of interest throughout the project. Art medallions will be embedded in the pavement at several benches of outdoor plaza 2 on NE 10th Street. Video or digital media walls are introduced at the main door of the retail space facing 102nd Avenue NE and outdoor plaza 1.

- **PA-5. Increase safe, non-motorized access between dwellings and parks, trails and open space through development of additional facilities and mobility improvements.**
- **UD-41. Include clearly visible, safe and accessible walkways from street sidewalks and parking areas to building entrances and through large commercial blocks and developments.**
- **UD-42. Ensure that walkway and trail furnishings do not interfere with pedestrian and bicycle circulation.**
- **TR-3. Incorporate transit-supportive and pedestrian-oriented design features in new development through development review.**

  Finding: Pinnacle North will install new sidewalks with street trees and landscaping and connect the outdoor plazas of the project visually and physically to the adjacent properties via the through block connection and McCormick Park across NE 12th Street northeast of the block. The sidewalks at 102nd Avenue NE and NE 10th Street link to a bus stop at the south side of NE 10thStreet across from the project. Residential lobbies for 3 towers open directly to the street while the other 3 connect directly to the through block pedestrian connection and outdoor plaza, which are visible from the streets. Outdoor furnishings, including benches and bike racks are located in areas away from the main paths of pedestrians and bicycles. The through block pedestrian connection will have a 6-foot wide clear path, ensuring no furnishings will encroach into the width of the circulation path and supporting pedestrian safety and public health.

  The six residential towers step down in height from the southeast corner of the project site to the north and west, where lower density multi-family development exists and eventually transitions to single family residential neighborhoods outside of Downtown. The towers are arranged to ensure visual relief from neighboring properties through the site.

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

  Finding: Pinnacle North will locate all of the residential and commercial parking spaces in an underground garage and conceal the garage entrances from pedestrian areas. Visual impact of the private road is minimized by only providing the minimum required pavement to serve fire trucks and adding a landscaped amenity area in the center of the fire truck turnaround. The private road occupies the minimum width for the curb cut on NE 10th Street and most of the road is hidden from public view.

- **S-DT-35. Create a pedestrian environment with a sense of activity, enclosure, and protection.**
- **UD-10. Ensure public places provide a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.**
- **UD-12. Enhance and support a safe, active, connected and functional pedestrian environment that is engaging and attractive for all ages and abilities.**

  Finding: Pinnacle North is designed with ground floor active uses and two outdoor plazas that are partially enclosed through the building walls and change in grade. The outdoor plazas will include a lawn, flexible event space, water feature, and a variety of outdoor permanent seating to provide for a variety of recreational uses. To encourage pedestrian activity and use of mass transit, sidewalks will be provided with weather protection, and ground floor spaces will be occupied by active uses with floor to ceiling glazing along the entire street frontages to allow pedestrians to visually connect with the activities in the interior of the buildings.

- **UD-24. Minimize glare from reflective building material and outdoor lighting into adjacent areas.**

  Finding: All exterior building materials, including the glazing for the curtain walls, have an anti-glare surface. Building lighting will be provided with cut off shields or dimmable light fixtures to ensure no light spills at night will occur. The outdoor plazas will be provided with pedestrian-scale lighting to ensure the spaces will be useable at night.

For a more detailed discussion of how the project complies with the Comprehensive Plan, refer to Attachment A – 2019 Comprehensive Plan Matrix.

2. **The Master Development Plan complies with the applicable requirements of the Bellevue City Code.**
   Finding: Section III of this staff report summarizes the applicable requirements and analyzes the proposed MDP for consistency with the applicable code requirements. The proposed MDP complies will all LUC requirements, including but not limited to building height and placement, tower setbacks and separation, floor area ratio, lot coverage, street and pedestrian standards, loading area, and parking. The MDP has

also been reviewed for compliance with Transportation standards, Utilities standards, and Noise Control standards.

3. **The proposed Master Development Plan addresses all applicable standards, guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**
Finding: The purpose of the Downtown LUC is to develop Downtown as the symbolic and functional heart of the Eastside. Further, the development regulations applicable to redevelopment in Downtown are designed so that Downtown is developed as an aesthetically attractive area of intense use, that enhances pedestrian activation and accessibility and provides for the needs, activities and interest of the people. The proposed MDP addresses all applicable standards, including land use, transportation, and engineering standards in the Bellevue City Code in a manner which fulfills their purpose and intent. The proposed MDP also specifically aligns with and is consistent with the applicable Comprehensive Plan policies and Downtown Design Guidelines, as outlined in Attachments A and B of this report. Refer to Sections III, V, VI and VII for additional discussion on how the proposed MDP meets all standards and guidelines in the LUC.

4. **The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying land use district.**
Finding: The Pinnacle North project will provide the required east-west through block connection and a corner plaza at the intersection of 102nd Avenue NE and NE 10th Street. The through block connection will allow pedestrians to connect safely from 102nd Avenue NE to the western end of the property, which will eventually extend to 100th Avenue NE.

XIII. Design Review Decision Criteria – (LUC 20.30F.145)

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

1. **The proposal is consistent with the Comprehensive Plan.**

Finding: Development Services has reviewed and evaluated the proposal for compliance with the Comprehensive Plan goals and policies specific to the Urban Design and Downtown Subarea elements. The applicable and relevant policies are as follows:

HO-11 Ensure a diverse housing stock, including affordable housing, throughout the city to meet the needs of all individuals and families of differing incomes, sizes, arrangements and cultural backgrounds.

HO-13. Provide incentives to encourage residential development for a wide range of household types and income levels in mixed use areas throughout the city.

HO-18 Promote housing density, choice and affordability in areas served by the frequent transit network, businesses serving the community's day-to-day needs and significant nodes of employment.

HO-35. Create opportunities to require or incentivize affordable housing when increases to development capacity are made.

HO-43. Recognize the connection between housing cost burden and mobility

cost, and work to provide affordable housing in areas served by the frequent transit network.

HO-47. Encourage and prioritize the development of affordable housing through incentives, regulations, funding, policies, procedures and other tools.

HO-48. Implement the bonuses and incentives for qualifying properties to encourage affordability and housing diversity and to prevent displacement of marginalized populations.

The Pinnacle North project will participate in the affordable housing incentive program offered through the IOC. Through the IOC and the flexibilities from the Land Use Code that it offers, the project will be able to provide 85 affordable housing units that is much needed in the region and these affordable units will be preserved for the life of the project. The project is consistent with both the Comprehensive Plan and the City's priorities regarding the production of affordable housing to meet the housing needs identified for the City of Bellevue.

S-DT-64. Emphasize the intersection of 102nd Avenue Northeast and NE 10th Street as a central gathering place for the district.

UD-2. Integrate high quality and inviting public open spaces and publicly accessible privately owned open spaces into major development.

UD-3. Provide a network of public places of various sizes and types throughout the community that create a variety of experiences and accommodations.

UD-22. Employ design guidelines to affect public and private development form and building placement to promote solar access and reduce wind impacts in public spaces.

The Comprehensive Plan noted that the Northwest Village district of Downtown Bellevue has a shortage of public parks and open space. The Pinnacle North project will provide approximately half an acre of public outdoor spaces in the form of two urban outdoor plazas. In addition to these two plazas, a through block connection designed as a linear park, and a central courtyard for recreational use of residents of the development, are provided. Within the outdoor spaces are a variety of amenities including a dog park, water feature, multiple outdoor rooms and auditorium-style outdoor seating for special events.

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

UD-23. Link increased intensity of development with increased benefits for the public realm, such as pedestrian-oriented building design, through-block connections, public spaces, activities, openness and views.

UD-38. Provide opportunities to enhance pedestrian and other mobility connections between buildings and public spaces through the development process.

UD-40. Provide both weather protection and access to sunlight in pedestrian areas and public places

Pinnacle North has an internal street grid system that allows pedestrians to traverse through the site at various points of access along NE 10th Street and 102nd Avenue NE. The outdoor plazas and the through block pedestrian connection breaks up the large block and introduces generous amounts of open spaces for visual relief, solar access and recreation, not only for the residents and tenants of the project, but also for the public who are invited to use the publicly-accessible open spaces. The east-west through block connection that connects two open spaces will contribute to creating a finer grained city block within the development. These outdoor spaces will be provided with weather protection in the form of building overhangs, as discussed in the outdoor plaza 2 design analysis above, and the building marquees and canopies over the sidewalks.

UD-39. Provide design or art treatments for blank elevations and/or walls that are visible from the public realm.

There are very few blank walls along the NE 10th Street and 102nd Avenue NE street wall of the Pinnacle North project due to the LUC requirement for 100% transparency and active uses to be located at the ground floor of the buildings. However, where there are blank walls, such as the two bays flanking the main entry of the retail space at 102nd Avenue NE, these walls will be provided with digital art panels. Other blank wall treatments include green (living) walls, and use of special architectural materials on structural members such as columns and pilasters.

In addition, all the Comprehensive Plan policies listed under the MDP criteria 1 applies to this section. For a more detailed discussion of how the project complies with the Comprehensive Plan, refer to Attachment A – 2019 Comprehensive Plan Matrix.

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

Finding: The tables and information in Section's III, IV and V of this report summarize the applicable requirements and analyze the proposed project for consistency with the applicable requirements. The proposal complies with all LUC requirements including but not limited to building height, lot coverage, floor area ratio, sidewalks, parking, loading, and trash and recycling.

Six Administrative Departures have been requested, which include Build-To Line, the "A" Right-of-Way, Street Tree Spacing, Compact Parking, Parking Ratio and Location of Exhaust Vents. All Departures will be approved in this Design Review decision. Refer to Section V above for detailed discussion regarding each requested Departure. In addition, refer to Attachment C for Administrative Departure Request Forms.

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

Finding: The stated purpose of the Downtown LUC development regulation is to develop Downtown Bellevue as an aesthetically attractive area of intense use, through the encouragement of cultural, entertainment, residential and regional uses

located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure. Through application of the LUC regulations, the applicant has addressed the intent of the Downtown Land Use Code by developing a project that meets all applicable design guidelines and criteria as discussed in Section's III, IV and V – including the criteria for all requested administrative departures.

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

   Finding: The proposal is compatible with the scale and character of development that is beginning to emerge within this area of Downtown consistent with the City's stated vision for this Metropolitan Regional Growth Center. The proposed exterior color and materials are visually subdued and harmonious with the surrounding existing Downtown developments. In addition, the proposed frontage development on NE 10th Street and 102nd Avenue NE will also be consistent with the character of existing Downtown streets, which are continuously being re-constructed with recent development, including sidewalk and planter strip widths.

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

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

XIV. VARIANCE DECISION CRITERIA (LUC 20.30G.140) (See attached Variance Applications)

A. Floor Plate Reduction (Variance File No. 25-110468-LS)

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**

   Finding: Granting a variance from the floor plate reduction standards for Towers 4, 5 and 6 is consistent with the flexibilities in dimensional requirements adopted by the City Council for purposes of incentivizing the production of affordable housing in Downtown (see attached IOC, Ordinance No. 6736, and discussion on Affordable Housing Incentive, subsection III.A.2.b of this staff report). Development projects like Pinnacle North, which were submitted to the City prior to the IOC's expiration date of September 18, 2024, are authorized to utilize the components authorized and contained in the IOC adopted by the City Council.

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**

Finding: The special circumstance that warrants this variance is the production of affordable housing consistent with the IOC, which was authorized by the City Council through the adoption of Ordinances 6736, 6760, and 6785 and granted flexibility from Floor Area Ratio (FAR) and related dimensional requirements for Downtown Perimeter Overlay districts as a means to incentivize the production of affordable housing. Ordinance No. 6736 included a list of dimensional requirements that are waived or relaxed in order to accommodate the higher density within the building envelope as a result of allowing an increase in FAR. Consistent with the IOC and the purpose of the IOC, the project will provide affordable housing; and the variance will support the provision of affordable housing production whereas requiring the Pinnacle North Towers 4, 5 and 6 to reduce the floor plates of the top 2 floors of each tower would require a redesign of the structural members and adversely affect the production of 85 affordable housing units on site.

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

Finding: The granting of this variance will not have any negative impacts to the immediate vicinity of the subject property. Although providing relief through variance from the requirement for floor plate reduction will result in towers with a consistent girth and volume from the podium level to the top floor, instead of the wedding cake effect that was originally intended by the LUC, the increase in floor plate is nonetheless visually negligible for the Downtown skyline because the increase in the floor plate is only 797 SF for the 2 upper floors of Buildings 4 and 5 and 1,340 SF for Building 6. In addition, the building design and the location of the towers comply with the Design Guidelines in the Land Use Code, LUC 20.25A.150 to 20.25A.180 (see Building Design analysis in subsection IV.I of this staff report).

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

Finding: This variance is not inconsistent with the Comprehensive Plan and advances the following Housing policies of the Comprehensive Plan:

HO-11 Ensure a diverse housing stock, including affordable housing, throughout the city to meet the needs of all individuals and families of differing incomes, sizes, arrangements and cultural backgrounds.

HO-13. Provide incentives to encourage residential development for a wide range of household types and income levels in mixed use areas throughout the city.

HO-18 Promote housing density, choice and affordability in areas served by the frequent transit network, businesses serving the community's day-to-day needs and significant nodes of employment.

HO-35. Create opportunities to require or incentivize affordable housing when increases to development capacity are made.

HO-43. Recognize the connection between housing cost burden and mobility cost, and work to provide affordable housing in areas served by the frequent transit network.

HO-47. Encourage and prioritize the development of affordable housing through incentives, regulations, funding, policies, procedures and other tools.

HO-48. Implement the bonuses and incentives for qualifying properties to encourage affordability and housing diversity and to prevent displacement of marginalized populations.

B. Tower Separation

Pinnacle North applied for a variance to reduce the required tower separation between Towers 4, 5 and 6 by a maximum of 20 feet. The required tower separation for high rises is 60 feet per LUC 20.25A.075.B.2 and Pinnacle North is proposing 40 feet.

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

Finding: Granting a variance from the tower separation standards for Towers 4, 5 and 6 is consistent with the flexibility for tower separation distances granted through an Administrative Departure in LUC 20.25A.075.B.3. The only reason a Variance is employed instead of the Administrative Departure is because the orientation of the towers in relation to each other does not meet criterion (a) under LUC 20.25A.075.B.3. Criterion (a) limits the length of a tower façade that can be less than 60 feet to 10%, which would require a reconfiguration of the site plan and redesign of all 3 towers and reduce the number of residential units that can be accommodated on site. The LUC allows tower separation to be as small as 20 feet and Pinnacle North does not intend to avail of the absolute minimum allowed by the LUC. The 40 foot tower separation achieves comparable access to light, air and privacy as would employing a 60 foot tower separation, as shown by the provided sun-shadow analysis on sheet A0.11. Furthermore, the façade of the towers that are less than 60 feet from each other are primarily at the narrowest façade lengths of each tower, allowing most of the residential units to still enjoy a separation distance of at least 60 feet.

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

Finding: Again, the provisions of the IOC and proposed production of affordable housing provide the special circumstances that warrant this variance. The IOC granted flexibility from Floor Area Ratio (FAR) and related dimensional requirements for Downtown Perimeter Overlay areas as a means to incentivize the production of affordable housing. Ordinance No. 6736 included a list of dimensional requirements that are waived or relaxed in order to accommodate

the higher density within the building envelope as a result of allowing an increase in FAR. Consistent with the IOC and the purpose of the IOC, the project will provide affordable housing; and the variance will support the provision of affordable housing production by providing relief from dimensional requirements that would otherwise undermine the production of affordable housing in Downtown Bellevue as anticipated by the IOC.

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

Finding: The granting of this variance will not have any negative impacts to the immediate vicinity of the subject property. The building design and the location of the towers complies with the Design Guidelines in the Land Use Code, LUC 20.25A.150 to 20.25A.180.

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

Finding: This variance is not inconsistent with the Comprehensive Plan and advances the following Housing policies of the Comprehensive Plan:

HO-11 Ensure a diverse housing stock, including affordable housing, throughout the city to meet the needs of all individuals and families of differing incomes, sizes, arrangements and cultural backgrounds.

HO-13. Provide incentives to encourage residential development for a wide range of household types and income levels in mixed use areas throughout the city.

HO-18 Promote housing density, choice and affordability in areas served by the frequent transit network, businesses serving the community's day-to-day needs and significant nodes of employment.

HO-35. Create opportunities to require or incentivize affordable housing when increases to development capacity are made.

HO-43. Recognize the connection between housing cost burden and mobility cost, and work to provide affordable housing in areas served by the frequent transit network.

HO-47. Encourage and prioritize the development of affordable housing through incentives, regulations, funding, policies, procedures and other tools.

HO-48. Implement the bonuses and incentives for qualifying properties to encourage affordability and housing diversity and to prevent displacement of marginalized populations.

XV. DECISION

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, City Code & Standard compliance reviews,

and SEPA, the Director does hereby **APPROVE WITH CONDITIONS the Master Development Plan and Design Review Applications** the subject proposal.

XVI. CONDITIONS OF APPROVAL

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

A. GENERAL CONDITIONS:

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Clearing and Grading Code - BCC 23.76	Janney Gwo	425/452-6190
Bellevue Development Standards	"	
Transportation Code - BCC 14.60	Randa Kiriakos	425/452-2569
Trans. Improvement Program - BCC.22.16		"
Right-of-Way Use Permit - BCC 14.30	Right-of-Way Use general phone no.	
Bellevue Utilities Code - BCC Title 24	Sam Stolmeier	425/452-7832
Construction Codes - BCC Title 23	Robert Snyder	425/452-4475
Land Use Code - BCC Title 20	Amy Tarce	425/452-5826
Sign Code - BCC Title 22B		"
Noise Control - BCC 9.18		"
Uniform Fire Code - BCC 23.11	Shelley Jin	425/452-4270
Parks Department	Meryn Hearn	425-452-4100

2. CONSTRUCTION HOURS

Noise related to construction is allowed from 7:00 a.m. to 8:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. *Requests for exemption from the Noise Control Code must be submitted in writing two weeks prior to the scheduled onset of extended hour construction activity*. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

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

3. 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: Land Use Code (LUC) 20.30V.160, 180 and 190
REVIEWER: Amy Tarce, Land Use

4. DESIGN REVIEW MODIFICATIONS

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

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

5. VESTED STATUS OF THE MASTER DEVELOPMENT PLAN

The vested status of the MDP shall be for a period of 10 years from the date of this final decision, as defined in LUC 20.40.500.B.2.

While the MDP is vested to the Land Use code regulations for a period of ten years from the date of issuance of this decision, this extended vesting does not extend to any other codes.

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

6. VESTED STATUS OF THE DESIGN REVIEW APPLICATION

The vested status of the Design Review shall be for a period of 3 years from the date of this final decision, as defined in LUC 20.30F.145. The vested status of the Administrative Design Review is automatically extended with the Building Permit for the project. If the Building Permit expires, or is revoked or canceled pursuant to BCC 23.05.100 or otherwise, then the extension of the vested status of a land use permit or approval shall be revoked or canceled.

While the associated MDP is vested to the Land Use code regulations for a

period of ten years from the date of issuance, this extended vesting does not extend to this Design Review approval.

AUTHORITY: LUC 20.40.500, 20.30F.145
REVIEWER: Amy Tarce, Land Use

7. FUTURE MODIFICATION OF PROPOSED ACTIVE USE SPACES

The project, as proposed, will include ground level retail and commercial uses, including 97,000 s.f. of active use intended to accommodate a supermarket and service-based retail. The active use spaces have direct access to the two main outdoor plazas and public streets, namely 102nd Avenue NE and NE 10th Street.

Although the LUC provides numerous commercial and retail uses under the "active uses" definition which are permitted in the DT-MU and DT-R Land Use Districts, the applicant has identified a large supermarket and specific retail and commercial uses as the active uses that will be included as part of the project. As such, the City has reviewed and issued the MDP and ADR approvals, with conditions, based on this description of the project and the specific active uses identified therein.

Any changes or modifications from the ground floor "active uses" retail and commercial space uses proposed by and included in the project and authorized through this MDP and ADR land use approval shall comply with LUC 20.30V.160, for the MDP modification, and LUC 20.30F.175, for the Design Review modification. This requirement applies to modifications to the project's proposal of a large supermarket as a qualifying ground floor "active use".

AUTHORITY: LUC 20.25A.070.C.1 and 20.25A.170.B; LUC 20.30V.160; LUC 20.30F.175
REVIEWER: Amy Tarce, Land Use

8. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

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

AUTHORITY: BCC 9.18.020.F
REVIEWER: Amy Tarce, Land Use

9. AIR POLLUTION FROM CONSTRUCTION VEHICLES AND EQUIPMENT

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

AUTHORITY: BCC 23.76.005.B, BCC 23.76.090, RCW 46.61.655
REVIEWER: Amy Tarce, Land Use

10. PET RELIEF AREAS

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

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

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K
REVIEWERS: Merryn Hearn, Parks Department
Arturo Chi, Utilities
Amy Tarce, Land Use

11. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

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

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

12. VEHICULAR ACCESS RESTRICTIONS

The driveway access to the Project site from 102nd Avenue NE and NE 10th Street will be full access with no turn restrictions as specified in the final civil engineering plans for the development. The City reserves the right to restrict left-turn access to either driveway if needed in the future.

AUTHORITY: BCC 14.60.150
REVIEWER: Randa Kiriakos, Transportation Department

13. PROVISIONS FOR LOADING

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

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Randa Kiriakos, Transportation Department
Amy Tarce, Land Use

14. CONCURRENCY

This project required 613 MUs to be reserved from the available balance. A concurrency certificate will be issued with this staff report publication.

AUTHORITY: Chapter 14.10 BCC
REVIEWER: Randa Kiriakos, Transportation Department

15. SEASONAL CLEARING AND GRADING RESTRICTIONS

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

AUTHORITY: Clearing & Grading Code, chapter 23.76 BCC
REVIEWER: Janney Gwo, DS Clearing & Grading Section

16. UTILITIES CONCEPTUAL APROVAL

Utility review has been completed on the preliminary conceptual information submitted at the time of this application. The review has no implied approvals for water, sewer, and storm drainage components of the project. A developer extension agreement will be required to construct the water, sewer, and storm main connections for each new building on public Right-Of-Way. Water, sewer and storm utilities will be reviewed and approved under the developer extension and individual side sewer and water permits (2" and smaller). The applicant will be required to submit a drainage report and stormwater site plan with the Utility Developer Extension Agreement (UE) permit.

AUTHORITY: BCC Title 24.02, 24.04, 24.06
REVIEWER: Art Chi, Utilities

17. ALTERNATE MATERIALS, METHODS OR MODIFICATION REQUESTS (AMMR)

Project sought alternates to specific sections of the fire code. The Alternate Materials, Methods or Modification Requests (AMMR) submitted have been approved. Ensure future documents properly implement the approved alternates. Summaries of the relevant altered code and AMMRs are as follows:

A: Bellevue Fire Code Section 503.1 and 507.5.1—report titled Pinnacle Bellevue North Alternate Means and Methods - Fire Apparatus Access Road and Hose Reach prepared by Coffman Engineers last updated April 2024 and submitted May 2025. Provided external standpipe support in lieu of fire apparatus road access and hydrant access.

B: Bellevue Building Code Section 911—report titled Pinnacle Bellevue North Alternate Materials and Methods Report - Fire Command Center prepared by Coffman Engineers last updated May 2025 and submitted May 2025. Proposal to provide shared Fire Commands Centers (FCC) between certain buildings with a clear shared podium. Buildings with shared fire protection systems will require simultaneous TCO.

AUTHORITY: BCC 23.05.080, Items J and K, and Bellevue Fire Code Section 104.9.
REVIEWER: Shelley Jin, Fire Department

B. PRIOR TO CLEARING AND GRADING PERMIT ISSUANCE:

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

18. RIGHT-OF-WAY USE PERMIT

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

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

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

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

AUTHORITY: Chapters 11.70 & 14.30 BCC
REVIEWER: ROW, Transportation Department (RightofWayUse@bellevuewa.gov)

19. CIVIL ENGINEERING PLANS – TRANSPORTATION

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

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

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

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

A. 102nd Avenue NE Frontage:

a. Roadway widening 6-feet to the west to provide 28-feet of pavement from the right-of-way centerline to the face of curb.
b. New standard concrete curb and gutter along the site's frontage.
c. 18-inch-wide continuous concrete step-off area at the back of the curb where adjacent to public on-street parking.
d. A minimum 5-foot-wide planter strip measured from the back of the curb or from the edge of the 18-inch concrete step-off area if present.
e. A minimum 7-foot-wide concrete sidewalk.
f. 4-foot-wide pedestrian path connections between the parking step-off area and the sidewalk through the planter strip, approximately every 40-feet, to be coordinated with the tree spacing.
g. Reconstruct to widen existing driveway at the northern property limits to a 36-foot commercial driveway width onto 102nd Avenue NE:
    i. Extend the driveway apron to the side up to 8-feet maximum beyond the driveway opening width.
    ii. Maintain the 36-foot driveway width for 75-feet minimum beyond the back of sidewalk to provide two-way commercial driveway with exclusive left-turn lane.
    iii. Provide 2-foot shy distance to the building walls on either side of the 36-foot-wide driveway for the length of the 75-feet.
h. Install new street lighting poles and fixtures per Bellevue Standards to meet Bellevue's minimum photometric values.

B. NE 10th Street Frontage:

a. New standard concrete curb and gutter along the site's frontage at the existing location.
b. A minimum 5-foot-wide planter strip measured from the back of the curb.
c. A minimum 7-foot-wide concrete sidewalk.
d. Reconstruct to widen existing driveway at the western property limits to a 30-foot two-way commercial driveway width onto NE 10th Street:
    i. Extend the driveway apron to the side up to 8-feet maximum beyond the driveway opening width.
    ii. Maintain the 30-foot driveway width for 30-feet minimum beyond the back of sidewalk.
e. Install new street lighting poles and fixtures per Bellevue Standards to meet Bellevue's minimum photometric values.

C. 102nd Avenue NE New Mid-Block Pedestrian Crossing

a. New mid-block crosswalk with a refuge median across 102nd Avenue NE.
b. New RRFB system including a third pole in the refuge median.
c. Curb bulb-out on the west side of 102nd Avenue NE.
d. Accessible curb ramps in the sidewalks of both termini.
e. All required channelization and signing associated with the mid-block

crosswalk and RRFB system.

f. Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

D. NE 10th Street Mid-Block Pedestrian Crossing Relocation

a. Relocation of the existing mid-block crosswalk across NE 10th Street to the west.
b. New RRFB system including a third pole in the refuge median.
c. Accessible curb ramps in the sidewalks of both termini.
d. Replacement of the curb ramps at the existing location with sidewalk.
e. Modifications to the Parks planter islands and irrigation within the refuge medians.
f. All required channelization and signing associated with the mid-block crosswalk and RRFB system.
g. Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.

E. 101st Avenue NE private road:

a. 30-foot-wide roadway (from face of curb to face of curb) for a minimum 30-feet from the back of sidewalk along NE 10th Street.
b. 26-foot-wide north-south paved roadway (beyond 30-feet from the back of sidewalk).
c. 20-foot-wide paved roadway in the turnaround at the north end of the 101st Avenue NE.
d. Four loading zone spaces along the east side of the turnaround, and three loading zone spaces along the west side of 101st Avenue NE, including one space for an SU-30 truck.
e. A minimum 6-foot-wide sidewalk along the east side of 101st Avenue NE north of NE 10th Street, and adjacent to the access drive around the turnaround, and a minimum 8-foot-wide sidewalk adjacent to the loading zone on the west side of 101st Avenue NE.
f. East-West through-block pedestrian connection with a minimum 6-foot-wide walkaways from the public sidewalk on 102nd Avenue NE between Buildings 2 and 4, within the Outdoor Plaza, to the center-island open space, crossing to the west between Buildings 5 and 6, and connecting to a public access easement sidewalk to 100th Avenue NE.
g. ADA compliant curb ramps from the turnaround perimeter sidewalks to the center-island.

F. 102nd Avenue NE/NE 10th Street Traffic Signal Modifications – Design Review (Interim Intersection improvements)

a. Modifications to the existing traffic signal system to meet current City standards.
b. Upgrades at the northwest intersection corner to accommodate the roadway widening.
c. Installation of new traffic signal loop detectors at the north and west legs including wiring, conduits, and junction boxes.
d. New ADA compliant curb ramps at the northwest corner.

e. Evaluation of the receiving curb ramps for ADA compliance (curb ramp on the opposite side from the project site). Reconstruction of existing curb ramps if ramps are not ADA compliant to current standards.
f. All required channelization and signing at the intersection including the installation of higher visibility crosswalk styles at the intersection and stop lines.
g. Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
h. As part of the traffic signal modification, the developer must pay a fee to integrate the signal revisions 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.

AUTHORITY: BCC 14.10.060, WSDOT Design Manual: Speed Management Section 1103.05(1)
REVIEWER: Randa Kiriakos, Transportation Department

G. Additional infrastructure requirements:

1. Pedestrian and vehicular sight lines shall be met at all driveways and intersections. Any proposed landscaping, signing, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

2. Channelization and signing are required as needed to meet MUTCD, Bellevue Standards, and as directed by the review engineer. A separate channelization and signing plan is required.

3. City fiber design including communication vaults, junction boxes, conduits and wiring per City's Fiber Optic Design Requirements.

4. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways.

5. All doors adjacent to the public sidewalk shall be recessed. Doors are not allowed to swing open into the public sidewalk.

6. The new landscaping planter strip within the public sidewalk and utility easement shall include:
   a. Spray Irrigation system from a private meter. A city meter may need to be installed by the developer if one is not present and if the Parks Department agrees to maintain the frontage.
   b. Soil preparation and root barrier.
   c. Street trees, ground cover, and landscaping.

d. Landscaping in the right-of-way shall be maintained by the abutting property owner(s) unless maintenance has been accepted by the City.
e. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection.
f. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

7. Utilities
   a. No new overhead utility lines will be allowed within or across any right-of-way or sidewalk easement, and existing overhead lines must be relocated underground.
   b. All existing and new franchise utility distribution systems, including power, telephone, and TV cable, fronting or serving the commercial development site shall be underground. No above ground utilities shall be permitted within the planter strip, sidewalk, or multi-purpose path. Transformers and utility vaults to serve the development shall be placed inside the building or behind the sidewalk or multipurpose path easement.
   c. Vaults serving a broader public purpose may be located within a public easement or right-of-way as approved the review engineer. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.
   d. All new and existing utilities lids within the sidewalk must have non-slip lids installed.

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

AUTHORITY: Chapter 14.60 BCC; Transportation Design Manual
REVIEWER: Randa Kiriakos, Transportation Department

20. EXISTING EASEMENTS

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

There are existing sidewalk and utility easements along the property frontage. There are no proposed garages with this Project under the proposed sidewalk and utility easements.

A minimum of 12-foot of vertical clearance between the top of garage and the

finished sidewalk grade is required within all existing easements. Additional clearance may be required at intersection corners or other locations where signal pole bases or similar deeper utilities may be located. A Right-of-Way Use Permit will be required for any garage proposed under the existing easement.

AUTHORITY: BCC 14.60.100
REVIEWER: Randa Kiriakos, Transportation Department

21. PROPOSED NEW EASEMENTS

The applicant shall provide sidewalk and utility easements to the City along 102nd Avenue NE and NE 10th Street such that sidewalks and bicycle facilities outside of the City right-of-way along the property frontage are located within a public easement area. The applicant shall provide sidewalk and utility easement to the City to the proposed back of sidewalk of the roundabout design at the northwest corner of 102nd Avenue/NE 10th Street intersection.

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

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

AUTHORITY: BCC 14.60.100
REVIEWER: Randa Kiriakos, Transportation Department

22. DEDICATION OF RIGHT-OF-WAY

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

AUTHORITY: BCC 14.60.090, 14.60.060, WSDOT Design Manual: Speed Management Section 1103.05(1)
REVIEWER: Randa Kiriakos, Transportation Department

23. FINAL LANDSCAPE AND IRRIGATION PLANS

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

AUTHORITY: LUC 20.25A.110
REVIEWER: Amy Tarce, Land Use

24. STREET TREES AND RIGHT OF WAY/STREETSCAPE LANDSCAPING

a. Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction. https://bellevuewa.gov/sites/default/files/media/pdf_document/2016-environmental-best-mgmt-practices-manual.pdf

b. Prior to ordering any street trees, confirm cultivars of all street trees with City of Bellevue Parks Department. Contacts Merryn Hearn, 425-452-4100, MHearn@Bellevuewa.gov

c. A Parks Department representative shall be on-site to inspect street trees **prior to planting** *AND* **at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

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

25. SOIL VOLUME

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

AUTHORITY: LUC 20.25A.110.A.3
REVIEWERS: Merryn Hearn, Parks Department
Amy Tarce, Land Use Division

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

a. The irrigation system for all street trees and landscaping within the right-of-way shall be on a separate water meter. Include automatic operation and rain sensors to override the automatic cycle if needed. Coordinate the exact location and design with the Parks Department prior to irrigation installation.

b. No drip irrigation will be allowed within any City right-of-way.

c. Schedule 40 irrigation pipe is required.

d. There shall be minimum 4-inch diameter sleeve under all new sidewalks and driveways.

e. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.

f. Parks Department Contact: Merryn Hearn, (425) 452-4100 or MHearn@Bellevuewa.gov

AUTHORITY: LUC 20.20.520.C and 20.25A.110.A.3.b
REVIEWER: Amy Tarce, Land Use

27. OUTDOOR PLAZA 2 REQUIRED LANDSCAPE AREA

Pinnacle North shall provide an additional 222 SF of landscape area in Outdoor Plaza 2 to meet the required minimum 20% landscape area for Outdoor Plazas. Outdoor Plaza 2 is the outdoor plaza at NE 10th Street.

AUTHORITY: LUC 20.25A.070.D.4
REVIEWER: Amy Tarce, Land Use

28. METAL TILE ARTWORK

Final design details and material specifications for the metal tile artwork at the Outdoor Plaza 2 shall be submitted for approval prior to Clearing and Grading Permit issuance.

AUTHORITY: LUC 20.25A.160E.2.k and LUC 20.25A.070.D.4
REVIEWER: Amy Tarce, Land Use

29. OUTDOOR PLAZA

The landscape plans shall include a final detailed design of the Outdoor Plaza Space required for the project to exceed trigger height and to receive FAR amenity bonus points for construction of an Outdoor Plaza. The Outdoor Plaza shall be open to the public 24 hours a day. A legal agreement shall be executed and recorded with King County Recorder's Office, providing that such property is subject to a nonexclusive right of pedestrian use and access by the public. Directional signage shall be installed from all points of access and identify circulation routes for all users.

AUTHORITY: LUC 20.25A.070.D.4(2) & 20.25A.075.A.3
REVIEWER: Amy Tarce, Land Use

30. THROUGH-BLOCK PEDESTRIAN CONNECTION

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

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

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

31. AFFORDABLE HOUSING TYPES AND SIZE

The applicant will be required to provide at least 61,767 GSF of affordable housing. The type and size of the affordable units shall be approved by ARCH (A Regional Coalition for Housing) and their locations shall be designated on the building permit plans of buildings 5 and 6 prior to issuance of the respective building permits.

City of Bellevue contact for Affordable requirements and documentation, including approval of affordable unit sizes and types:

Terrell Edwards
Housing Policy & Programs Planner, A Regional Coalition for Housing
(425) 553-1257, ttedwards@bellevuewa.gov

AUTHORITY: Interim Official Control Ordinances 6736, 6760 and 6785
REVIEWER: Amy Tarce, Land Use

32. AFFORDABLE HOUSING COVENANT

The applicant shall execute and record with King County an agreement in a form approved by the City requiring all the affordable units to remain affordable for the life of the project. This recorded agreement shall be submitted to the City prior to the issuance of the first Certificate of Occupancy of the 6 above ground residential structures.

City of Bellevue contact for Affordable requirements and documentation, including approval of affordable unit sizes and types:

Terrell Edwards
Housing Policy & Programs Planner, A Regional Coalition for Housing
(425) 553-1257, ttedwards@bellevuewa.gov

AUTHORITY: Interim Official Control Ordinances 6736, 6760 and 6785, LUC 20.50.010
REVIEWER: Amy Tarce, Land Use

33. PUBLIC ART AT 102rd AVENUE NE RETAIL ENTRY

The final design of the public art to be installed at the retail entry (drugstore) along 102rd Avenue NE as blank wall mitigation shall be reviewed and approved by Land Use, and included in the building permit plans. Proposed art must include construction details of material and installation.

AUTHORITY: LUC 20.25A.070.D.4 – Outdoor Plaza; Pedestrian Corridor Design Guidelines
REVIEWER: Amy Tarce, Land Use

34. TRANSPORTATION IMPACT FEE

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

For the Affordable Housing units, an Affordable Housing Agreement for Exemption of Transportation Impact Fees must be completed and recorded for the project to be exempt from these fees prior to issuance of the building permits.

AUTHORITY: BCC 22.16.070; BCC 22.16.090
REVIEWER: Randa Kiriakos, Transportation Department

35. BUILDING AND SITE PLANS – TRANSPORTATION

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

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

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

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

AUTHORITY: BCC 14.30.160
REVIEWER: Randa Kiriakos, Transportation Department

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

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

AUTHORITY: BCC 14.30.160, Transportation Design Manual
REVIEWER: Randa Kiriakos, Transportation Department

38. TRANSPORTATION MANAGEMENT PROGRAM

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

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

39. EXTERIOR BUILDING LIGHTING

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

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

40. ROOFTOP LIGHTING

To ensure that the rooftop lighting of the tower complements the Bellevue skyline at night, any exterior lighting feature shall be adjustable/dimmable so that it remains compatible with existing tower structures surrounding the development.

AUTHORITY: LUC 20.20.522
REVIEWER: Amy Tarce, Land Use

41. GARAGE EXHAUST NOISE

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

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

42. COMMERCIAL EXHAUST VENTING

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

AUTHORITY: LUC 20.20.525 and BCC 9.10.030.B
REVIEWER: Amy Tarce, Land Use

43. PARKING STALLS SIGNAGE

All parking stalls shall be marked according to the type (vanpool, delivery, visitor, non-residential, retail, residential and compact) shown on the approved garage floor plans. Compact stalls may not exceed 65% of the total number of stalls. All non-residential parking stalls and residential visitor parking spaces must be provided with permanent signage either using painted markings on the parking stall floors or an alternative acceptable to the City.

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

44. GARAGE SOFFIT VIEWS

Any sections of the garage entry soffit and walls that will be visible from public right-of-way and sidewalks must be finished in a manner consistent with the design of the building. Sections submitted for building permit applications shall provide finish for any soffits at the second floor under the slab insulation where it may be visible to public.

AUTHORITY: Land Use Code 20.25D.150.C
REVIEWER: Amy Tarce, Land Use

45. STREET LEVEL GLAZING

To ensure visibility from the sidewalk into the active use spaces on 102nd Avenue NE and NE 10th Street, identified in the Building/Sidewalk Design Guidelines, clear (non-tinted, non-reflective) window glass shall be used. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: LUC 20.30F.145, 20.25A.170
REVIEWER: Amy Tarce, Land Use

46. MECHANICAL EQUIPMENT

a. Show the location of each piece of mechanical equipment on roof plan and section drawings, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND
b. No mechanical equipment (including power, telephone, traffic control, etc.) shall be located in above ground cabinets in sidewalk areas within pedestrian pathways and walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of Land Use/DSD. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk, AND
c. All rooftop mechanical equipment shall be screened from view from above. If architectural screening is not feasible due to equipment ventilation requirement, or screening will result in voiding of manufacturer's warranty, the equipment on the roof shall be a light-colored paint treatment to match the roof to further screen from above.
d. Provide design details of proposed architectural screens including material, color and height. Show on section drawings that height of screening is at least 6 inches greater than the tallest mechanical equipment to be screened.

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

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

47. FAR AMENITY BONUS AND PROJECT APPROVAL RECORDING (MDP & LD)

The applicant shall record a copy of the following project documents for both the MDP and Design Review (separately) with the King County Recorder's Office (prior to Temporary Certificate of Occupancy of the first building):

- FAR Amenity Bonus Point Calculations;
- A corresponding black and white site plan/floor plan diagram of all FAR amenity bonus areas, such as outdoor plazas and active use spaces, and their associated square footages;
- A copy of the approved Conditions of Approval for the project.

AUTHORITY: LUC 20.25A.070.E
REVIEWER: Amy Tarce, Land Use

48. TRANSPORTATION INFRASTRUCTURE

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

However, if the Pinnacle North project is constructed in phases, then the required transportation infrastructure associated with each construction phase will be determined by the City's Transportation Development Construction Engineer prior to any occupancy of any building. All buildings must have adequate ingress, egress, loading, vehicular access, refuse, parking, pedestrian and bicycle facilities prior to occupancy as decided by the Transportation Development Construction Engineer. An assurance device would be required for any infrastructure not completed with the first phase of construction. All infrastructure requirements must be completed prior to final acceptance of any phase, and occupancy of any building associated with the applicable construction phase is contingent on completion of the transportation infrastructure associated with that construction phase.

AUTHORITY: BCC 14.60; Transportation Design Manual
REVIEWER: Randa Kiriakos, Transportation Department

49. ASSURANCE DEVICE

If all the requirements of BCC 14.60.260 are met or the Transportation Development Construction Engineer approves a construction phase, the director may accept an acceptable financial assurance device equivalent to 150% of the cost of the unfinished improvements. Installation of improvements that would negatively affect safety if left unfinished may not be delayed through use of a financial assurance device. Improvements must be approved by the Transportation Department inspector before they are deemed complete.

AUTHORITY: BCC 14.60.260
REVIEWER: Randa Kiriakos, Transportation Department

50. PAVEMENT RESTORATION

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

a) 102nd Avenue NE is classified as Grind and Overlay required.
b) NE 10th Street is classified as Standard Trench required.

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

51. IMPLEMENTATION OF THE TRANSPORTATION MANAGEMENT PROGRAM

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

AUTHORITY: BCC 14.60.070, 14.60.080
REVIEWER: Randa Kiriakos, Transportation Department

52. 102ND AVENUE NE/NE 10TH STREET ROUNDABOUT

Contribution of 25% of the design and construction cost to the City's Transportation Improvement Program for a single lane roundabout at the intersection (currently designated as TIP #104, but subject to nonsubstantive renumbering by the City).

AUTHORITY: BCC 14.10.060, WSDOT Design Manual: Speed Management Section 1103.05(1)
REVIEWER: Randa Kiriakos, Transportation Department

53. INTERIOR NOISE MEASUREMENT

The noise levels must be measured inside a random sample of the residential units facing the public street. If the actual noise levels exceed the maximum required thresholds, the acoustical report must include recommendations to modify the construction to meet the interior noise thresholds.

AUTHORITY: BCC 9.18.045
REVIEWER: Amy Tarce, Land Use Division

54. PUBLIC ACCESS SIGNS FOR REQUIRED OUTDOOR SPACES

Public access signage is required along the entire length of the Through Block Connection and at designated points in the two Outdoor Plazas, to be determined by the City. The signs shall comply with the City's standard design for pedestrian public access signage. The final location and appropriate sign orientation and size of the signs will be determined with City Staff through a site reconnaissance and signs shall be installed prior to Certificate of Occupancy.

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

55. LANDSCAPE INSTALLATION ASSURANCE DEVICE

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

AUTHORITY: LUC 20.40.490
REVIEWER: Amy Tarce, Land Use

56. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

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

AUTHORITY: LUC 20.40.490
REVIEWER: Amy Tarce, Land Use

57. RIGHT-OF-WAY LANDSCAPE MAINTENANCE AGREEMENT WITH THE CITY OF BELLEVUE

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

AUTHORITY: LUC 20.20.520.K and 20.40.490
REVIEWER: Amy Tarce, Land Use

58. PROJECT SIGN DESIGN PACKAGE

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

the street shall be scaled to the pedestrian environment.
The sign package plans, elevations, and/or sketches shall include but are not limited to:

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

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

AUTHORITY: BCC 22B.10
REVIEWER: Amy Tarce, Land Use

Development Services

SEPA Environmental Checklist

Project Proposals

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

Instructions

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

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

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

Background

1. Name of proposed project, if applicable: Pinnacle Bellevue North Development
2. Name of applicant: Pinnacle International
3. Contact person: Jim Ralph Phone: _____
4. Contact person address: 300-911 Homer Street, Vancouver, BC V6B 2W6
5. Date this checklist was prepared: 2/15/2021, Updated 9/2/21, 7/18/22, 2/6/23, 8/24/23, 7/9/2024, 3/20/2025, **4/28/2025**
6. Agency requesting the checklist: City of Bellevue, Development Services Department

Reviewed by: Amy Tarce, 5/21/25
Land Use Division, Development Services

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

The Pinnacle Bellevue North Development is expected to be completed by approximately 2028.

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

No future additions, expansions or further activity related to this proposal are planned. A separate project is proposed for the block to the south (Pinnacle Bellevue South), however, that is a separate project that is proceeding under a separate MDP and ADR process.

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

-Phase I Environmental Site Assessment Report (SLR, 2018)
-King County Greenhouse Gas Emissions Worksheet (EA, 2024)
-Level-Two Traffic Study (TSI, 2024)
-Geotechnical Report (PanGeo, 2021)

Studies can be requested through Development Services Records Department. AT

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

There are no known applications pending for governmental approvals of other proposal directly affecting the property covered by this proposal.

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

Please see Appendix A (A,11) for a complete list of anticipated 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.)

Please see Appendix A (A,12.) for a complete description of the Pinnacle Bellevue North Development project.

Construction of 6 residential towers with a total of 1600 units, 82 of which are to be affordable housing, with approx. 21,656 s.f. of public plaza/open space, 97,000 s.f. of active uses to include a supermarket, and 1784 parking spaces. The 6 towers range in height from 14 stories to 26 stories. Refer to ADR Staff Report for details. AT

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.

The approximately 4.49-acre (195,595 sq. ft.) project site is part of a super block that is bounded by NE 10th Street on the south, 100th Avenue NE on the west, NE 12th Street (extended) on the north, and 102nd Avenue NE on the east. Refer to Appendix A for a site plan and vicinity map. The legal description is contained with the plans submitted for this proposal.

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)? approximately 66.6%

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.

In general, the site is underlain in places by a generally thin layer of fill soil over very dense glacial till consisting of silty sand with gravel. Underlying the till is a unit of very stiff to hard or dense to very dense, interbedded silt and clay, which is interpreted and Transitional bed material, followed by pre-Fraser sand and gravel. See Appendix E for additional information.

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

There are several steep slopes mapped on the site.

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.

Approximately 310,000 cubic yards of excavation and 50 cubic yards of fill would be required for the project. Fill would be locally sourced.

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

Erosion is possible as a result of any construction activity. Site work would expose soils, but implementation of a Temporary Erosion and Sedimentation Control (TESC) plan incorporating best management practices (BMPs) would mitigate potential impacts. Once the project is operational, no erosion would be anticipated.

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

Approximately 77.84% of the existing site is covered with impervious surfaces and approximately 80.07% of the site would be covered with impervious surfaces after project construction.

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

No significant adverse earth-related impacts are anticipated. Comprehensive Drainage Control Plan approvals (including construction BMPs and soil stabilization) would be submitted as an element of the Clear & Grade permit plans set. As well, geotechnical recommendations identified in the Geotechnical Report (see Appendix E) would be implemented.

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

Air

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

The proposed project could result in localized increases in air quality emissions due to construction vehicles, equipment and activities. Emissions, however, would not be expected to result in exceedances of ambient air quality. A King County Greenhouse Gas Emissions Worksheet has been prepared to estimate the emissions footprint for the lifecycle of the project on a gross-level basis (see Appendix B). In total, the estimated lifespan emissions estimate for the project is approximately 1,867,825 MTCO2e

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

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

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

No significant adverse emissions or air-quality related impacts are anticipated. The following measures could be implemented to further control emissions and/or dust during construction.
-Use of well-maintained equipment would reduce emissions from construction equipment and construction-related trucks, as would avoiding prolonged periods of vehicle idling.
-Use of electrically operated small too

Air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of the Revised Code of Washington (RCW) 46.61.655.Construction dust mitigation measures will be required per Clear & Grade Code BCC 23.76. AT

Water

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

There are no surface water bodies on or in the immediate vicinity of the site.

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

No, the project will not require any work over, in, or adjacent to surface water bodies; there are no surface water bodies in the immediate vicinity of the site.

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

No fill or dredge material would be placed in or removed from surface water or wetlands.

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

No, the proposal will not require surface water withdrawals or diversions.

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

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

No. There would be no discharge of waste materials to surface waters.

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.

No groundwater would be withdrawn for drinking water purposes. Deep wells and well points may be needed to adequately control groundwater below the base of the excavation and maintain a relatively dry excavation. See Appendix E for additional information.

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

No waste material would be discharged into the ground from septic tanks or other sources. The proposed Pinnacle Bellevue North buildings would connect to the City's sewer system and would discharge directly to that sewer system.

The project will comply with the City of Bellevue Utilities Code 24.06 and Construction Stormwater Pollution Prevention Plan will be required to prevent construction impacts. AT

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.

Existing and new impervious surfaces constructed on the site are and would continue to be the source of runoff from the proposed project. Stormwater on the site would be managed with a closed conveyance system that will convey runoff to the City's existing conveyance system within the Meydenbauer Basin. Runoff would continue to follow its existing path from the site. Catch basin filters would b

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

No. The proposed stormwater collection system and the TESC and BMPs implemented during construction would prevent waste materials from entering ground or surface waters.

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

No. The proposal would not alter or otherwise affect drainage patterns in the vicinity of the site. Stormwater on the site is currently collected and conveyed to the City's storm drainage system and the proposed system will continue the same drainage patterns.

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

No significant adverse surface, ground, runoff water or drainage pattern impacts are anticipated. Stormwater from new impervious surfaces would be managed per the City of Bellevue Storm and Surface Water Engineering Standards.

Plants

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

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

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

Existing vegetation that would be removed for the project includes 6 deciduous street trees, 4 deciduous interior trees, 11 coniferous interior trees, assorted types of ornamental evergreen shrubs and groundcovers.

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

There are no known threatened or endangered species known to be on or near the site; the site is located in an urban, developed area (Downtown Bellevue).

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

Proposed new vegetation would include 15 new deciduous street trees, 27 buffer trees, 45 small deciduous interior trees, assorted types of native and ornamental evergreen and deciduous shrubs; groundcovers spaced per code.

Street trees will be required along NE 10th Street and 102nd Ave. NE, per City of Bellevue Transportation standards. AT

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

Noxious weeds that are known to be present in King County include giant hogweed (heracleum mantegazzianum) and English ivy. The site is located in an urban, developed area and no known noxious weeds or invasive species are known to be on or near the site.

Animals

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

   Birds: ☐hawk, ☐heron, ☐eagle, ☑songbirds, ☐other _____

   Mammals: ☐deer, ☐bear, ☐elk, ☐beaver, ☑other _____

   Fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, ☐other _____

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

There are no known threatened or endangered species known to be on or near the site; the site is located in an urban, developed area (Downtown Bellevue).

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

Yes. The entire Puget Sound area is within the Pacific Flyway, which is a major north-south flyway for migratory birds in America, extending from Alaska to Patagonia, a region at the southern end of South America. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources heading to breeding grounds, or traveling to overwintering sites.

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

No significant adverse impacts to wildlife are anticipated and no measures are proposed.

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

Invasive species known to be located in King County include European starling, house sparrow and eastern gray squirrel.

Energy and Natural Resources

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

Electricity and natural gas are the primary sources of energy that would be used to meet the completed project's energy needs.

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

While some shadow impacts to nearby private properties are anticipated to result from construction of the six buildings on the project site, impacts are not expected to be significant.

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.

No specific measures are proposed.

The project will be required to meet the applicable Washington State Energy Code and City of Bellevue Energy Code at time of construction permit review. AT

Environmental Health

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

No environmental health hazards are anticipated to occur as a result of the proposed Pinnacle Bellevue North Development.

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

See Appendix A (Environmental Health, 1. a.) for a detailed response to this question.

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

There are several known releases of hazardous materials or petroleum products from facilities located within approximately 750 feet of the project site. See Appendix A (Environmental Health, 1. b.) for additional information.

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.

No toxic or hazardous chemicals are anticipated to be stored, used or produced during the project's development, construction or operating life. See Appendix A (Environmental Health, 1. c.) for additional information.

d. Describe special emergency services that might be required.

No special emergency services are anticipated to be required as a result of the project. As is typical of urban development, it is possible that normal fire, medical and other emergency services may, on occasion, be needed from the City of Bellevue.

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

Please see Appendix A (Environmental Health, 1.e.) for proposed measures to reduce or control environmental health hazards.

2. Noise

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

Traffic noise associated with adjacent streets can be relatively high at certain times of day. Traffic noise is not expected to adversely affect the proposed project.

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

Construction-related noise would occur as a result of on-site construction activities associated with the project. Construction noise would be short-term and would be the most noticeable noise generated. The proposed project would comply with provisions of Bellevue City Code - Chapter 9.18 Noise Control.

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

As noted, the project would comply with provisions of the City's Noise Controls or would obtain a noise variance.

The project will comply with City of Bellevue Noise Ordinance, BMC 9.18. AT

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.

   See Appendix A (Land and Shoreline Uses, 1.) for a detailed response to this question.

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

   No. The project site is not currently and has not recently been used as working farmland or working forest land.

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

      No. The proposal will not affect or be affected by working farm or forest land; no such lands are in the immediate site vicinity. As noted previously, the project site is located in a urban, developed area (Downtown Bellevue).

3. Describe any structures on the site.

   Structures on the project site include a two-story office building that was constructed in 1954, and a five-building, 66-unit apartment complex that was constructed in 1967. The apartment buildings are three- and two-stories tall.

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

Yes. All existing structures on the site would be demolished.

5. What is the current zoning classification of the site? DT-MU and DT-R

6. What is the current comprehensive plan designation of the site? Downtown - Northwest Village

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

The project site is not within a designated shoreline area.

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

Yes. Several steep slopes are mapped on the project site.

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

10. Approximately how many people would the completed project displace? approximately 57 residents

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

No specific measures are proposed. The proposed Pinnacle Bellevue North project would result in a gain of 1,547 housing units on the project site as compared to existing conditions (66 units). As well, approximately 85 units of the total 1,613 units to be developed would be affordable housing for low-income residents earning at or below 80 percent of the Area Median Income (AMI).

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

Please refer to Appendix A (Land and Shoreline Use, 12.) for a detailed response to this question.

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

No measures are proposed. The project site is located within a dense urban center and is not located in the immediate vicinity of agricultural or forest lands.

Housing

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

In total, approximately 1,613 units of housing would be provided. Approximately 85 units would be affordable housing and the remaining 1,528 units would be market rate.

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

66 existing housing units would be eliminated by the proposed project; 11 of the 66 units are presently vacant.

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

The proposed Pinnacle Bellevue North project would result in a gain of 1,547 housing units on the project site as compared to existing conditions (66 units). As well, approximately 85 units of the 1,613 units to be developed would be affordable housing for residents earning at or below 80 percent of the AMI.

Aesthetics

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

The tallest height associated with the project would be Tower #1, with a building height of approximately 275 feet (26-stories). Principal exterior building materials proposed would include glass window-wall system, metal panel and painted concrete.

Other primary exterior materials include high pressure compact laminate panels. AT

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

Please see Appendix A (Aesthetics, 2.) for a detailed response to this question.

There are no views of public parks, designated view corridors or view easements that will be altered by the project. AT

Amy Tarce, 5/21/25

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

No significant adverse aesthetics impacts are anticipated and no measures are proposed. The project is complying with applicable design guidelines, the application of which are evaluated through the Administrative Design Review approval.

Project subject to Design Review and shall comply with the City of Bellevue Downtown Design Standards in LUC 20.25A. AT

Light and Glare

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

Please see Appendix A (Light and Glare, 1.) for a detailed response to this question.

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

No - light or glare from the finished project is not expected to be a safety hazard or interfere with views.

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

No existing off-site sources of light or glare are anticipated to affect this proposal.

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

No significant adverse light or glare impacts are anticipated and no measures are proposed.

Glass and exterior materials will use low-glare and non-reflective materials. Exterior light fixtures will all be dimmable or provided with cut-off shields. AT

Project subject to Light and Glare requirements of LUC 20.20.522. AT

Recreation

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

There is a private outdoor pool on the project site that is associated with the existing multi-family housing (Le Chateau Apartments). In the vicinity, Robert E McCormick Park is located approximately two blocks to the northeast, and Goddard Park is located approximately 1.5 blocks to the southwest.

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

The Pinnacle Bellevue North project would entail removal of the existing, private outdoor pool that is present on the project site.

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

No significant adverse recreation impacts are anticipated. The project includes two outdoor plazas (approximately 19,580 sq. ft.) and would include an amenity center for tenants.

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.

There are no buildings or structures located on or near the site that are listed in or eligible for listing in national, state or local preservation registers.

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.

There are no visible landmarks, features or other evidence of Indian or historic use or occupation on the site.

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

Potential impacts to historic resources on or near the project site were assessed by consulting the Washington State Department of Archaeology and Historic Preservation's Information System for Architectural and Archaeological Records Data (WISAARD).

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.

No significant adverse impacts to resources are anticipated and no mitigation measures are proposed.

Transportation

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

Streets serving the site include NE 10th Street, 101st Ave NE and 102nd Ave NE. Garage access is proposed off 101st Ave NE and 102nd Ave NE. Passenger loading is proposed off 101st Ave NE, north of NE 10th Street.

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

Yes, the nearest transit stop is on the south side of NE 10th Street from the site and at 102nd Avenue NE.

3. 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).

Frontage improvements will be required on NE 10th Street, 101st Ave NE and 102nd Ave NE. New pedestrian crossings with rectangular flashing beacons will be installed on NE 10th Street and on 102nd Ave NE. The NE 10th Street and 101st Ave NE intersection is recommended to be partially turn restricted to right-in, left-in and right-out only. Frontage improvement will require the NE 10th Street and 102nd Ave. NE intersection to be updated to match new curbline.

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

The project is forecast to generate 520 net new AM peak hour (7-9 AM) primary vehicular trips, and 531 net new PM peak hour (4-6 PM) primary vehicular trips. Trip generation was forecast using data from the ITE Trip Generation Manual, 11th Edition, ITE Trip Generation Handbook 3rd Edition, City of Bellevue "Multimodal Concurrency Implementation Guide," and US Census American Community Survey data. Using the ITE Trip Generation Manual, 11th Edition, the project is forecast to generate up to 117 weekday commercial and non-passenger vehicle trips.

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

No. The proposal will not interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area.

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

The implementation of a Transportation Management Program applied to all commercial employees and for resident tenants. Onsite truck warning feature to notify onsite users of trucks (particularly large trucks) turning into and out of the site.

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.

It is anticipated that the proposed project would generate an incremental need for increased public services due to the addition of residents, office and retail employees, visitors and customers associated with the site. To the extent that emergency service providers have planned for gradual increases in service demands, no significant impacts are anticipated.

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

While the increase in residents, employees and visitors and customers associated with the proposed project may result in incrementally greater demand for emergency services, it is anticipated that adequate service capacity is available within Downtown Bellevue to preclude the need for additional public facilities/services.

Utilities

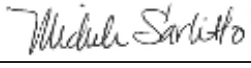
1. Check the utilities currently available at the site:
   - ☑ Electricity
   - ☑ natural gas
   - ☑ water
   - ☑ refuse service
   - ☑ telephone
   - ☑ sanitary sewer
   - ☐ septic system
   - ☐ other

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

- Water – New domestic water connections and fire service connections (Bellevue Utilities);
- Stormwater – New storm drain connections (Bellevue Utilities);
- Sewer – New sewer connections to combined sewer System (Bellevue Utilities);
- Natural Gas - New gas connections (Puget Sound Energy);
- Electrical – New electrical feed (Puget Sound Energy); and
- Communication – New communication service

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 Michele Sarlitto

Position and Agency/Organization Senior Planner, EA Engineering, Science, and Technology, Inc., PBC

Date Submitted 2/15/2021, Updated 9/1/2021, Update #2 7/18/2022, Update #3 2/6/2023, Update #4 8/24/2023, Update #5 7/9/2024, **Update #6 4/28/2025**

Update #6 3/20/2025

Update #7

COMPREHENSIVE PLAN POLICIES - 2044

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

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

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
LAND USE (LU)	
LU-8. Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.	The Project is a mixed-use residential project that achieves maximum density for the site and includes IOC incentive for affordable housing and bonus residential density. Total FAR before IOC = 965,834.2 sf / 4.94 (maximum allowable is 966,055 sf). After IOC, total Proposed FAR is 1,274,661.5 sf / 6.52.
LU-13. Apply contextually appropriate design techniques and development regulations to transition between low density and high density areas, particularly in residential areas.	The Project is located at the transition between single-family residential communities and the downtown core. The building scale of the 6 buildings create a gradual skyline with the tallest buildings closest to downtown, minimizing view impacts as much as possible. The commercial and active use areas are also lined on NE 10ths Street and 102 Ave NE to better connect to the downtown commercial areas.
LU-14. Assess the compatibility of commercial uses and other more intense uses when located in mixed use and predominantly residential areas.	The Project introduces 1613 units of multi-family housing including 85 units of affordable housing. Mixed use functions such as supermarket and service-based type are fronted with open plaza spaces and are interconnected by publicly accessible pedestrian pathways through the site. This will allow community building within the development as well as surrounding communities which consists of single family and other multifamily developments.
LU-40. Provide equitable access to parks, safe pedestrian and bicycle routes and other public amenities for all neighborhoods, prioritizing improvements for those areas with fewer public amenities.	The Project is located in the downtown core and through pedestrian connectivity by way of the public through-block connection and outdoor open public plaza spaces complements the surrounding residential and commercial areas. Surrounding residential communities can access the downtown core commercial areas through the site. Offerings of essential commercial spaces such as supermarket will become anchor destinations for the surrounding communities as well.
LU-41. Provide opportunities for increased density and height to accommodate clustering, efficient site planning and significant preservation of trees and open space on parcels over 10 acres.	The Project proposes increase in height for Buildings 1 and 2 and 10% of Outdoor Public Plaza spaces is provided. All trees will be planted new on site.
HOUSING (HO)	
HO-11 Ensure a diverse housing stock, including affordable housing, throughout the city to meet the needs of all individuals and families	The Project introduces 1613 units of multi-family housing including 85 units of affordable housing. This will allow community building within

of differing incomes, sizes, arrangements and cultural backgrounds.	the development as well as surrounding communities which consists of single family and other multifamily developments.
HO-13. Provide incentives to encourage residential development for a wide range of household types and income levels in mixed use areas throughout the city.	The Project adheres to the IOC Ordinance 6736 and provides 85 units of affordable housing, total of 61,767sf of area. This is 5.27% of all the units provided in the project (total units is 1613).
HO-18 Promote housing density, choice and affordability in areas served by the frequent transit network, businesses serving the community's day-to-day needs and significant nodes of employment.	The project accommodates commercial use on the ground floor at active use. Supermarket and service-type retail is provided to serve the residential community.
HO-35. Create opportunities to require or incentivize affordable housing when increases to development capacity are made.	The Project adheres to the IOC Ordinance 6736 and provides 85 units of affordable housing, total of 61,767sf of area. This is 5.27% of all the units provided in the project (total units is 1613).
HO-43. Recognize the connection between housing cost burden and mobility cost, and work to provide affordable housing in areas served by the frequent transit network.	The Project adheres to the IOC Ordinance 6736 and provides 85 units of affordable housing, total of 61,767sf of area. This is 5.27% of all the units provided in the project (total units is 1613).
HO-47. Encourage and prioritize the development of affordable housing through incentives, regulations, funding, policies, procedures and other tools.	The Project adheres to the IOC Ordinance 6736 and provides 85 units of affordable housing, total of 61,767sf of area. This is 5.27% of all the units provided in the project (total units is 1613).
HO-48. Implement the bonuses and incentives for qualifying properties to encourage affordability and housing diversity and to prevent displacement of marginalized populations.	The Project adheres to the IOC Ordinance 6736 and provides 85 units of affordable housing, total of 61,767sf of area. This is 5.27% of all the units provided in the project (total units is 1613).
TRANSPORTATION (TR)	
TR-3. Incorporate transit-supportive and pedestrian-oriented design features in new development through development review	A through-block connection through an outdoor internal courtyard between all the buildings allow for pedestrian connection between the buildings of the developments. The placement of the outdoor public plaza along NE 10th Street and 102nd Ave NE faces the adjacent developments and are opportunities for enhanced connections through placemaking for pedestrians.
TR-50. Maintain and enhance safety for all users of the street network.	Extensive traffic studies have been completed for the Project to enhance safety for all users of the street network.
TR-54. Minimize the number of driveways along arterials to improve the pedestrian and bicycle environment and to reduce the potential for collisions..	There are two driveways entering into the site, one located at the north side of the site on 102nd Ave NE and the other is located off the existing driveway on NE 10th Street. All parking and loading areas are located underground. The entrances to the parking ramps are integrated with the façade treatment that reduces impacts from public areas.

URBAN DESIGN AND THE ARTS (UD)	
UD-2. Integrate high quality and inviting public open spaces and publicly accessible privately owned open spaces into major development.	The Project consists of two large plaza that are located in the main commercial fronting streets which, along with the landscape design that integrates and mitigates the large elevation difference in the site, create high-quality, inviting and accessible open spaces. The courtyard area at the center of the site connects all the buildings with a semi-public open space that consists of vertical farming, dog runs, activity and seating areas. It also intersects the through-block connection.
UD-3. Provide a network of public places of various sizes and types throughout the community that create a variety of experiences and accommodations.	The Project offers three larger open plaza spaces each with different characters that are connected throughout the site, between the 6 buildings. The plaza space located on NE 10th Street mitigates the sloped topography by creating a series of ramps and outdoor "living room" terraces that provide integrated seating and plaza spaces. The central courtyard provides zones such as outdoor seating areas and green space. Drop-off zones are also safely integrated. The plaza space located on 102nd Ave NE is marked with a staircase with terraced planter and water features. These three larger public spaces are connected with accessible pathways.
UD-12. Enhance and support a safe, active, connected and functional pedestrian environment that is engaging and attractive for all ages and abilities.	The public accessibly through-block connection pathway is designed to ensure safety, active, connected, and functional pedestrian environment for all ages and abilities. Landscape features such as gardens, ramps, terraces, seating benches are all integrated to support the above.
UD-13. Ensure that site and building design relates and connects to the surrounding community through architecture, landscaping and signage.	The masterplan proposes buildings within the site to step up from heights of 14F to 26F, higher towards the downtown core provide a sense of scale and a natural transition from the single-family residential neighborhood to downtown. The landscaping also connects the community through the site with through-block connections running east-west and two large public outdoor plazas. Signage is placed along the activated streets on NE 10th Ave and 102nd Street NE.
UD-22. Employ design guidelines to affect public and private development form and building placement to promote solar access and reduce wind impacts in public spaces.	The placement of the main plaza space on the south side of the site along NE 10th Street and the secondary plaza on the east side of the site on 102nd Ave maximizes solar access in the morning and afternoon for the main public areas of the Project.
UD-23. Link increased intensity of development with increased benefits for the public realm, such as pedestrian-oriented building design, through-block connections, public spaces, activities, openness and views.	The increased intensity of development is linked with the increased pedestrian amenities by providing function and program to landscape spaces such as terraced gardens, play areas, gathering spaces and outdoor seating. These are all linked by the pedestrian pathway that defines the through-block connection. The open space and circulation are set before the building orientation, thus emphasis on the pedestrian paths, activities, and overall point of view in terms of openness, sunlight and view preservation. Adding active uses like supermarkets and service-based retail contribute to the livability of the development.

UD-38. Provide opportunities to enhance pedestrian and other mobility connections between buildings and public spaces through the development process.	A through-block connection through an internal courtyard between all the buildings allow for pedestrian connection between the buildings of the developments. The placement of the public plaza along NE 10th Street faces the adjacent developments and are opportunities for enhanced connections through placemaking for pedestrians.
UD-39. Provide design or art treatments for blank elevations and/or walls that are visible from the public realm.	The southern wall on Building 4 that demarcates the edge of the plaza is proposed as a vertical green wall which adds interest as people move from the lower plaza up to the central courtyards through ramps/stairs and elevator. Due to the slope of the site, there is a partially exposed blank wall at the northside of the site and is not visible from the public right away as it runs on the north side of the site.
UD-40. Provide both weather protection and access to sunlight in pedestrian areas and public places.	Continuous overhang and added canopies along main pedestrian areas area provided and integrated with the architecture. The balance is to not make these areas too deep that cover too much of the daylighting in the pedestrian pathways through the plazas. Glass canopies are used along Building 3 facing the central courtyard area. There is a continuous marquee from the overhang of the buildings along the sidewalk at NE 10th Street. On 102nd Ave NE most of the façade is build-to line and glass canopies overhang the sidewalk to provide weather protection. Please refer to Sheet A0.25-A0.27
UD-41. Include clearly visible, safe and accessible walkways from street sidewalks and parking areas to building entrances and through large commercial blocks and developments.	The site has a large drop in elevation from one end to the other. In order to keep pedestrian walkways accessible, ramp, terraces and elevators are integrated into the public pedestrian path. They are made visible from the plaza areas and sidewalks. Please refer to Sheet A0.22 for the accessible path through the site and at building entrances.
UD-43. Utilize green roofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.	Building 1 and 2 will have private roof patios that connect to the penthouse units. Building 3 will have private roof patios that connect to the penthouse units and an amenity roof garden that is shared with residents from all buildings. These are the taller buildings on the site and with the green roof gardens will soften the visual impact of the overall development. The lower buildings 4-6 will have sedum planting on the rooftop.
UD-44. Integrate low impact development principles early in the site design and development process to reduce the environmental impact of impervious surfaces and integrate into the design of the adjacent area.	Low impact development principles such as providing natural areas vs over-paving and managing surface runoff rate will be considered early in the site design and development process. Open plaza spaces are designed with paved and permeable surfaces to balance landscape design for pathways, function spaces such as seating areas and play areas and green planting areas. Please refer to Landscape Design drawings.
UD-47. Incorporate principles of biophilic design into public and private development.	Landscape features such as plazas area used as buffer areas to mitigate view and daylighting impacts to surrounding sites. The main plaza is located at the south side of Building 3 which provides an offset green space to the adjacent building. Building 5 and 6 is also setback from the west property line as much as possible (to maintain

	minimum distance requirements within the site) in order to mitigate potential impacts to the neighboring site. There is a min. 5’ landscape buffer at the north side of Bldg 4 that mitigates impacts to adjacent sites.
UD-49. Encourage private and public developers to integrate art into the design of the public areas of their projects.	The integration of art will be considered as part of the design to enhance open public plaza spaces. Media wall is integrated into the exterior staircase in the east plaza. Refer to Sheet A0.25-A0.27.

2019 DOWNTOWN DESIGN GUIDELINES

Permit # 21-103195-LD

Provide a written response to each Standard/Guideline.

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

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

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

LUC 20.25A.150 - CONTEXT

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

2. Guidelines

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

Response:

a. Building 1 and 2 are the tallest towers on the site. The twin towers have mirroring façade design with an angular shape that extends from the base to the top of tower to create a key architectural element to enhance the area's overall character.
b. There are 6 buildings proposed for the site. The north and west side of the site border lower intensity land use districts therefore the buildings located there are lower and gradually become taller as they reach the corner of NE 10th Street and 102nd Ave. NE, which is the closest point to the downtown core.
c. Off-site impacts are minimized from the side facing adjacent residential uses. Activity will be directed to the commercial streets. On site lighting will be kept to at lower levels enough to provide safety and a nice ambiance on the ground pedestrian plane.
d. Architectural elements such as balconies, canopies and parapets are designed in proportionate to the size of the building
e. Buildings 4-6 take on proportions that are complementary to adjacent buildings, stepping up from 6-7 stories (adjacent buildings on the west) to 14 stories. Neutral white tones are taken from adjacent buildings as inspiration to develop the Projects material and color palette. Hues of blues are added to complement by contrast with the adjacent buildings. Please refer to Sheet A4.01

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

2. Guidelines

a. Preserve & maximize solar access
b. Enhance user's experience of adjacent public open space

Response:

a. Building separation and alignment with adjacent ROWs preserve and maximize solar access. Placement of buildings like Building 3 which introduces a public plaza on its south face allows for solar access to the adjacent building to be preserved and maximizes solar access onto the site.
b. The east-west through-block connection terminates at an open plaza on our site. The development of the adjacent site is assumed to carry on the through-block pedestrian pathway. This will enhance user's experience as they move from site to site.

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

2. Guidelines

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

Response:

a. Through-block connections and pedestrian routes through the site via plazas create logical connections to transit options and the downtown core area.

b. *There is a single access for service off 102nd Ave NE and the loading areas are underground. There is a secondary vehicular access only to parking is located off NE 10th Street and tucked away from public view. There is also a round-about in the central plaza that allows for drop-off/pick-up for taxis, hired vehicles and residents. This will maximize efficiency and minimize negative impacts on the site, adjacent land uses and public realm.*

Emphasize Gateways – LUC 20.25A.150.D

2. Guideline

a. Use architectural & landscape elements to emphasize gateways

Response:

a. *The group of higher buildings (Building 1,2&3) and landscape plazas will create a gateway and sense of connection into the Downtown area. They located along NE 10th Street and 102nd Avenue NE which is the closest frontage to the downtown core.*

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E

2. Guidelines

a. *Evaluate alternative placement & massing concepts to ensure sunlight & sky view*
b. *Maximize sunlight and sky view in adjacent developments/streetscape*
c. *Maximize size of shadows & length of time cast on pedestrians*

Response:

a. *Massing studies were done to evaluate placement of buildings that maximizes sunlight and sky view and minimizes adverse impacts to adjacent buildings and public spaces. The higher buildings placed along 102nd Ave. NE will minimize effects against sunlight and sky view for adjacent sites. Please refer to Sheet A0.11 Shadow Analysis.*
b. *Setbacks from the ROW and separation between higher buildings to adjacent developments maximize sunlight and sky view.*
c. *Towers are setback and oriented to minimize shadows and length of time cast on existing public spaces. Plazas located on the south and east side of the site minimizes the size of shadows and length of time cast on pedestrians. Please refer to Sheet A0.11 Shadow Analysis.*

LUC 20.25A.160 - SITE ORGANIZATION

On-Site Circulation – LUC 20.25A.160.B

2. Guidelines

a. *Site Circulation for Servicing & Parking*

i. *Minimize conflicts between pedestrians, bicycles, and vehicles;*

ii. Provide access to site servicing and parking at the rear of the building from a lane or shared driveway, if possible;

iii. Provide access to site servicing, such as loading, servicing, utilities, vehicle parking, either underground or within the building mass and away from the public realm and public view;

iv. Minimize the area of the site used for servicing through the use of shared infrastructure and shared driveways;

v. Provide service access through the use of through-lanes rather than vehicle turnarounds, if possible; and

vi. Locate above-ground mechanical and site servicing equipment away from the public sidewalk, through-block connections, and open spaces.

b. *On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands*

i. Plan for increased activity found in passenger and guest loading areas during site plan development. Loading functions shall take place on private property, except as provided below;

ii. Locate passenger and guest loading zones and taxi stands so that the public right-of-way will remain clear at all times;

iii. Locate passenger and guest loading zones and taxi stands to minimize conflicts with pedestrians and other modes of transportation. Limit the number and width of curb cuts and vehicular entries to promote street wall continuity and reduce conflicts with pedestrians, bicyclists, and other modes of transportation;

iv. Walkways should be placed to provide pedestrian access from the public sidewalk to the building entry without requiring pedestrians to walk in the driveway or come into conflict with vehicles;

v. Pull-through drives should have one lane that is one-way where they enter from and exit to the street;

vi. Long-term parking is not allowed in passenger and guest loading areas;

vii. If private bus activity is anticipated, provide an off-street passenger loading area for this size of a vehicle. Passenger loading functions may not take place in the public right-of-way; and

viii. Passenger loading functions for hotels, other than guest arrival and departure, may be allowed on streets with moderate intensity, such as a "C" Right-of-Way, via a curb setback loading area. Right-of-way classifications can be found in LUC 20.25A.170.B. Provided: the loading area must have a direct relationship to the building entry, and the required streetscape (curb, sidewalk, and planting strip) widths shall be maintained between the loading area and building entries, and the Director of Transportation has approved the configuration.

c. Pedestrian & Cycling Connections

i. Include direct, logical, safe, and continuous routes for pedestrians and cyclists;

ii. Provide pedestrian access through the site that is available to all and consistent with the Americans with Disabilities Act;

iii. Include landscaping, pedestrian-scale lighting, and other amenities that enhance use of such connections during every season; and

iv. Locate bicycle parking so that it has direct and visible access to the public street, building entrances, transit, and other bicycle infrastructure.

Response:

a. Site Circulation for Servicing & Parking

i. Conflicts are minimized between pedestrian, bicycles, and vehicles by having clear pathways for each function and well-integrated accessible routes where they intersect. The vehicular entries are placed at the edge of the site. Off NE 10th Street there is a sidewalk that provides a safe route for pedestrian. Passenger and Guest loading zones and taxi stands are planned from the private road off NE 10th Street and into a central courtyard road where there are designated drop-off areas away from the public right-of-way. Walkways are provided for pedestrian access from public sidewalk to building entries. There are temporary parking spaces. There are no porte cochere planned. The through-block pedestrian passageway intersects with the roundabout but there are clearly marked accessible route through and don't anticipate that area to be a heavy traffic location. Bicycles will be parked off the east plaza and can connect to the bike lanes directly.

ii. There is one combined servicing and parking access off 102nd Avenue NE. There is an additional vehicular only parking access of NE 10th Street. All parking is located below-grade. All loading and garbage pick-up areas are located below grade and within the development

iii. There is one combined servicing and parking access off 102nd Avenue NE. There is an additional vehicular only parking access of NE 10th Street. All parking is located below-grade. All loading and garbage pick-up areas are located below grade and within the development. This will be away from the public realm and public view.

iv. All service and loading occur below-grade.

v. It is not possible to have a through lane on the site, so a vehicle turnaround is provided at the platform level. There are two road entries into the site and circulate and connect through underground parking which will allow vehicles to go out to the desired road without turning around.

vi. All above-ground mechanical and site servicing equipment are located away from the public sidewalk, through-block connections, and open spaces. The parking garage exhaust is located at the garage driveway and intake is located above the weather protection along NE 102nd Ave. and a Departure Request has been submitted.

b. On-Site Passenger & Guest Loading Zones, Porte Cocheres, & Taxi Stands

ii. Passenger and guest loading zones and taxi stands are located at the inner courtyard on the upper ground floor so that the public right-of-way will remain clear at all times;

iii. Passenger and guest loading zones and taxi stands are located at the inner courtyard on the upper ground floor to minimize conflicts with pedestrians and bicycles. Number and width of curb cuts and vehicular entries (2) are kept to a minimum, and will reduce the conflicts with pedestrians and bicyclists on site.

iv. Walkways are placed to provide pedestrian access from the public sidewalk to the building entry without requiring pedestrians to walk in the driveway or come into conflict with vehicles;

vi. Long-term parking is not allowed in passenger and guest loading areas on site.

vii. Private bus activity is not anticipated in this project.

viii. There is no hotel component in this project. L*oading area is located underground.*

c. Pedestrian & Cycling Connections

i. The through-block connection will provide a direct, logical, safe, and continuous routes for pedestrians on the site. Cyclist will directly connect to the bike lines on the street from the bike storage area off the east plaza.

ii. The through-block connection is designed with a clear accessible passageway to go through the site. Please refer to Sheet A0.22 of Accessible connections.

iii. The through-block connection is designed with an accessible pathway with pedestrian-scale lighting, bicycle parking locations, and landscape design that enhances the direct, logical, safe and continuous route for pedestrians and cyclists. Cycling connections can be made around the site with potential bicycle parking located at plaza areas. Please refer to Sheet A0.22 of Accessible connections.

iv. Bicycle parking (covered), for both residential and commercial use, is located in the east outdoor plaza (Plaza 1) which has direct and visible access to the street. Please refer to Sheet A1.11. There is also additional covered bicycle parking for commercial use (employee) on P1 Level and additional covered bicycle parking for residential use on P4-P1 Level that is close to the vicinity of each building core. Please refer to Sheet A1.02- A1.05 and A0.50a for location and breakdown by building. Uncovered residential bicycle parking racks are located near entrances of each building and uncovered commercial use bicycle parking rack is located near the east outdoor plaza (Plaza 1). Refer to Sheet A0.22 for locations.

Building Entrances – LUC 20.25A.160.C

2. Guidelines

a. Ensure primary building entrance front onto major public streets & are visible, defined & accessible.

Response:

a. *The main entrances to the supermarket and other retail frontage on NE 10th Street and 102nd Ave NE are off the major public streets and are visible, defined and accessible by its location and signage that is integrated into the architecture. The direct access off the sidewalk occurs more on 102nd Ave NE which allows pedestrian activity to occur in the public realm. The entrance ways off NE 10th Street are setback because of the plaza. This still allows pedestrians to engage with use of landscape features and signage.*

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

3. Standards

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

Response:

a. *The through-block connection is located per Fig. 20.25A.160.D.1, it comes between Building 5 and 6 into the central courtyard and then down onto a plaza area that connects to 102nd Ave. NE.*
b. *The through-block connection is fully located in the development site.*
c. *The through-block is located outside and open to public 24hrs a day, including the elevator to provide an accessible route through the site. The management of the elevator needs to be confirmed.*
d. *Noted.*
e. *Appropriate signage will be placed per the City of Bellevue Transportation Department Design Manual. There is key signage designed for all landscape key sites along the path, which include terraced planters and integrated seating, children's play areas, game area, grand staircase, elevator and water features.*

4. Guidelines

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

Response:

a. *Route follows a logical path through the site, starting at the designated location at the west through the central courtyard and down into a public plaza off 102nd Ave NE.*
b. *The route is accessible and pedestrian friendly going through outdoor plaza spaces and connecting to retail activity.*
c. *The landscape design of the through-block pedestrian connection is consistent (paving, planting, stairs, and ramps) with the language used in the two public plaza. It will read as part of the public space system on the site.*
d. *Through-block pedestrian connection is accessible from 102nd Ave NE open plaza, which seamlessly connects from the sidewalk.*
e. *The connection is identified as public space with a holistic approach to the landscape design.*
f. *Appropriate lighting is incorporated with the landscape design to improve safety.*
g. *The through-block connection is incorporated into the overall landscape design with high-quality design and materials such as stone pavers and IPE wood.*
h. *The through-block connection is incorporated into the overall landscape design which includes dog runs, seating and feature planting areas.*
i. *Landscape features such as planters and trees are used to define the pathway and soften the experience of the built environment.*
j. *Landscape features such as organic paving patters, seating and planters and water features are used to provide interest points along the through-block connection.*
k. *The through-block connection is ADA accessible. The central courtyard is the intersection of the through-block connection. This will lead to another drop in elevation coming through to the east side. An elevator and grand staircase are offered between the central courtyard and plaza.*
l. *Weather protection for pedestrians is provided at key intersections (central courtyard trellis seating area) and building entrances via a glass canopies.*

m. *A combination walkway with a guest drop-off turnabout and fire lane will be paved with unique paving surface to indicate that it is a pedestrian area. This will be located in the central courtyard off NE 10th Street.*
n. *Decorative lighting and seating areas is incorporated as part of the landscape design.*
o. *The walkway will be visible from entries and windows within the residential buildings and also the street via the open plaza space on 102nd Ave NE.*

Please refer to the Landscape Design drawing set.

Open Space – LUC 20.25A.160.E

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

Response:

a. *10% of open space is provided within the project at easily accessible locations. An additional landscape central courtyard area is also provided where the through-block connection is made, adding more opportunities for open landscape areas.*
b. *Open plaza and walkways are oriented together and provide clear and convenient public access to open space amenities.*
c. *Soft landscape elements are incorporated into the open plaza spaces, which include terraced plantings and water features.*
d. *Buildings are placed to maximize relationship with adjacent open spaces (adjacent plazas). The main plaza is located on the south size of the site off NE 10th Street. The other plaza is located on 102nd Ave. NE.*
e. *Views and focal points are created as part of the building and landscape design, mainly located at the plazas and through-block connection area.*
f. *Through-block pedestrian connections are publicly accessible and adjacent to open space. There are open activity area and water features which uses open space to provide pedestrian connections.*
g. *Retail program with weather protected areas and landscape features will encourage year-round use.*
h. *Publicly accessible open spaces are scaled together with retail frontages, lobbies to encourage active uses*
i. *Access is ADA compliant via a system of ramp, stairs and elevator that bring pedestrian through the site despite the large change in topography.*
j. *Weather protection for pedestrians is provided at key intersections and entrances. Along the path there are freestanding canopies within the landscape design.*
k. *Artistic elements and water features are considered in the landscape design, especially noted on the plaza space off 102nd Ave. NE.*
l. *The landscape design incorporates surface paving materials, furnishings, pedestrian-scale lighting that are high quality, functional and environmentally sustainable.*
m. *The main open plaza is located on the south side of the site along NE 10th Street and is accessible and visible from the street. The other plaza space is off 102nd Ave NE which is also accessible and visible from the street. Weather protection such as trellis seating and canopies will be provided at key intersections and entrances.*
n. *Outdoor plaza area off 102nd Ave NE and NE 10th Street are designed as event spaces and have electrical connection provisions.*
o. *The central courtyard is also the vehicular connection to all the residential part of the buildings and have designated drop-off zones at the perimeter. Bollards and landscape lighting are added to the landscape design in order to maintain safety within the open space.*
p. *Decorative lighting is incorporated within the building and landscape design. Please refer to the Lighting Design in Landscape Design drawings.*

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines

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

Response:

i. The Project has a continuous retail frontage and entry lobbies along NE 10th Street and 102nd NE Ave that will provide an interesting street edge with use of retail glazing and varied façade materials, creating visual interest along the walls. The sense of enclosure is created and defined by the overhang canopy.
ii. Retail storefront glazing system will be used along NE 10th Street and 102nd Ave NE.
iii. Points of interest on walls located on NE 10th Street include translucent decorative texture patterned on glass panels and green walls at the western edge of the plaza. Refer to Sheet A0.26 for location. Points of interest on walls located on 102nd Street NE include media wall and green wall as the backdrop to the outdoor plaza, translucent decorative texture patterned on glass panels and LED screen for future street art along the retail frontage. Refer to Sheet A0.25 for location. Refer to Sheet A0.27 for wall treatment details.
iv. Storefront glazing, entrances with canopies and framed marquee entries provide varied pedestrian experience on facades.
v. Weather protection via the overhang and additional canopies are designed for pedestrian that connect to the public realm. Canopies are tempered glass canopy systems with a steel structure. Marquees are steel frame finished with wood patterned metal panels. Please refer to Sheet A0.25 – A0.27, A0.90-A0.96.
vi. Signage and lighting are located throughout the pedestrian pathway so are complement to pedestrian scale. Please refer to the Lighting Design in Landscape Design drawings.
vii. Building edges seamlessly merge from the sidewalk into the public spaces. The plaza off NE 10th Street which deals with a large elevation difference has the sidewalk slope with rails and terraced planters that are kept low to maintain visual connections to the sidewalk. The plaza off 102nd Ave NE has an integrated planter and seating area feature that marks the edge of sidewalk yet allowing total visual and physical connection to the sidewalk.

2. Protect Pedestrians from the Elements

Guidelines

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

***Response:** Please refer to Sheet A0.25 and A0.26.*

i. Continuous weather protection is provided by the marquee from the building overhang along NE 10th. The retail entrance on NE 10th Street is framed with a deep overhang for weather protection. Along 102nd Ave NE, most of the façade face is brought up to the build-to line and 6' deep canopies extend over the sidewalk area. Where there are entrances, the doors are set back so they do not encroach the public sidewalk.
ii. The weather protection is an integral part of the architectural form and façade system
iii. Canopies and overhangs are proportional to the building and sidewalk to provide enough weather protection without affecting solar access.
iv. The supermarket entrance on both NE 10th Street and 102nd Ave NE is marked by an architectural frame structure which is also a deeper canopy and will provide a sense of enclosure and arrival for pedestrians.

v. *Materials used on the building façade will be durable to withstand anticipated heavy public use and weather.*
vi. *Marquees are created from building 1, 2 and 3 overhang.*
vii. *Minimum height of marquee is 12" at lobby Building 3*
viii. *Maximum height of marquee is 22'-8" at Supermarket Entrance. An additional glass canopy is added at the entrance for weather protection.*
ix. *Proper drainage will be provided below weather protection areas.*
x. *Weather protection is integrated into the building design as canopies, overhangs and frames, all with horizontal orientation.*
xi. *Canopies, overhangs and frames used on the ground floor façade for weather protection follow the pattern of the storefront and point of interest and entry ways.*

3. Create a Variety of Outdoor Spaces

Guidelines

i. *Outdoor gathering spaces should be inviting and maximize opportunities for use. They should be spatially well-defined, inviting, secure, and easy to maintain. They may be intimate and quiet or active and boisterous;*
ii. *All outdoor areas should work well for pedestrians and provide space for special events, as well as passive activities;*
iii. *Provide courtyards, squares, and plazas to enhance adjacent ground floor uses;*
iv. *Use buildings to surround green spaces and give the space visual definition. Vitality can be generated by active ground floor uses and programming within the space;*
v. *Use trees, shrubs, and plants to help define walkways, create transitions from open spaces to the street, and provide visual interest;*
vi. *Provide for outdoor spaces that can support active uses such as farmers' markets, festivals, and community events;*
vii. *Provide structures, pavilions, and seating areas that are easily accessible and feel safe and secure during day and evening hours; and*
viii. *Provide pedestrian walkways and courtyards in residential or office development areas.*

Response: *Please refer to Landscape Design*

i. The Project has a variety of outdoor spaces incorporated into the open plaza and courtyard space design. The open plazas are adjacent to retail activities on the ground floor and support pedestrian traffic and provide opportunities for special events.
ii. The landscape design incorporates a variety of terraced planters, event spaces, integrated seating throughout each zone of the site.
iii. Two outdoor plazas are located on NE 10th Street and 102nd Ave NE respectively that are adjacent to ground floor retail active uses.
iv. Vitality is generated by the active use component consisting of a supermarket and drugstore anchor. The green spaces are carved from the buildings and provide visual definition.
v. The landscape design incorporates ornamental trees, shrubs and plants to define walkways and transition to the sidewalks as well as provide seating and visual point of interests.
vi. larger open space in the plaza off NE 10th Street can support potential active uses and events such as farmers' markets, festivals and community events.
vii. A variety of integrated seating areas are part of the landscape design. These features are located in accessible areas that are safe and secure during the day and evening hours.
viii. The central courtyard provides an intersection for various pedestrian walkways through the residential community.

4. Provide Places for Stopping and Viewing

Guidelines

i. *Use formal benches, movable seating, and informal seating areas such as wide steps, edges of landscaped planters and low walls;*
ii. *Provide more seating areas near active retail establishments especially outside eating and drinking establishments and near food vendors;*
iii. *Provide seating adjacent to sidewalks and pedestrian walkways;*
iv. *Create places for stopping and viewing adjacent to and within parks, squares, plazas, and courtyards;*
v. *Create a sense of separation from vehicular traffic; and*
vi. *Provide comfortable and inviting places where people can stop to sit, rest and visit.*

Response: *Please refer to Landscape Design*

i. *The landscape design incorporates a variety of seating and viewing opportunities such as integrated benches, terraced open areas for movable seating and wide planter edges at the East Plaza for informal gatherings.*
ii. *The active retail opens into the two plaza spaces in the east and south, this will provide ample space for outdoor dining and good vendors.*
iii. *Integrated seating benches with planters are provided adjacent to the sidewalk at the East Plaza on 102nd Ave NE.*

iv. *Since the site is sloped, the landscape design created many terraced, ramp and staircase areas to mitigate the elevation changes. This creates higher and lower areas and opportunities to stop and view the plaza and or other features within the plaza.*

v. *Vehicular traffic at the Central Courtyard is separated by use of bollards that provide a high level of pedestrian safety and allows the pedestrian paving pattern to continue through the driveway traffic paving.*

vi. *The two Plaza and Central courtyard contain a lot of landscape features allow pedestrians to sit, rest and participate. Some examples of landscape elements are the terraced spaces on the South Plaza, the water feature wall area at the East Plaza and Play area at the Central Courtyard.*

5. Integrate Artistic Elements

Guidelines

i. Use art to provide a conceptual framework to organize open spaces including plazas, open spaces, setbacks, and streetscapes;
ii. Use art to mark entryways, corners, gateways and view termini;
iii. Integrate art into building elements, including but not limited to: façades, canopies, lighting, etc.;
iv. Designate a location for the artwork that activates the public realm and is in scale with its location; and
v. Use materials and methods that will withstand public use and weathering if sited outdoors.

Response: Please refer to Sheet A0.90-A0.94, A4.01, A4.05-A4.28 for Renderings, Material and Color Palette and Elevation drawings.

i. Artistic elements will be integrated in the building and landscape design to organize, create interest and activate the public realm, open plazas and streetscapes
ii. Larger frame elements and signage mark important entryways along the retail façade.
iii. Larger frame elements, glass canopies are integrated into the façade design.
iv. Proposed digital feature wall in the East Plaza area will provide variety and continued activation of the public space.
v. High-quality and durable materials are used to withstand public use and weathering.

6. Orient Lighting toward Sidewalks & Public Spaces

Guidelines

i. Pedestrian-scaled lighting should be provided along pedestrian walkways and public open spaces;
ii. Lighting should be compatible among projects within neighborhoods to accentuate their unique character;
iii. Fixtures should be visually compatible so as not to overpower or dominate the streetscape;
iv. Lighting may also be used to highlight trees and similar features within public and private plazas, courtyards, walkways, and other similar outdoor areas and to create an inviting and safe ambiance;
v. Use lighting to highlight landscape areas;
vi. Integrate and conceal fixtures into the design of buildings or landscape walls, handrails, and stairways;
vii. Install foot lighting that illuminates walkways and stairs;
viii. Use energy-efficient lighting, such as LED;
ix. Direct bollard lighting downward toward walking surfaces;
x. Provide festive lighting along signature streets on buildings and trees; and
xi. Decorative lighting may be used in open spaces to make the area more welcoming.

Response: *Please refer to Landscape Lighting Design*

i. Proposed landscape lighting design incorporates low-level directional bollards along pedestrian walkways and open spaces.
ii. Proposed lighting fixtures have been selected to be compatible with neighborhood character.
iii. Proposed lighting fixtures have been selected to be compatible with the streetscape.
iv. A variety of lighting fixtures are proposed including controlled uplights to feature interesting tree branching forms and accentuate key landscape features.
v. Proposed Lighting will highlight landscape areas; Please refer to landscape design.
vi. Noted, provisions will be made in the next phase of design.
vii. Proposed low-level and strip lighting fixtures will illuminate walkways and stairways.
viii. Propose fixtures are all LED 2700K.
ix. Lighted bollards are directional to illuminate walking surfaces.
x. Lighting provided along NE 10th Street open plaza area, please refer to Lighting Design Plan Set.
xi. Lighting provided in plaza areas to make the public spaces more visible and inviting at night, please refer to Lighting Design Plan Set.

7. Orient Hanging and Blade Signs to Pedestrians

Guidelines

i. Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;

ii. *Sign lighting should be integrated into the façade of the building;*
iii. *Signs should be constructed of high-quality materials and finishes;*
iv. *Signs should be attached to the building in a durable fashion; and*
v. *Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.*

Response: *Please refer to Sheet A7.01-A7.03 for signage concepts.*

i. *The signage is proportional to the retail frontage streetscape on both NE 10th Street and 102nd Ave NE in order to provide interest to the main anchors. Refer to Sheet 7.01-7.04*
ii. *Sign lighting will highlight the signage and accent the building façade, please refer to Lighting Design Plan Set.*
iii. *Signage will be constructed of high-quality and durable material that complement the façade.*
iv. *Noted, details will be developed in the next stage of design development.*
v. *Signage will be three-dimensional and have depth in order to read as part of the façade and also allow for more dramatic lighting.*

.

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

1. Pedestrian Corridor/High Streets – ***"A" ROW***

Standards & Guidelines

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

Response: *Pertaining to the ground floor active use on NE 10th Street and 102nd Ave NE. Please refer to Sheet A0.25 and A0.26 for ROW Diagrams*

i. *Transparency: 75 percent minimum; There is 100% transparency on NE 10th Street and 88.3% along 102nd Ave NE as mainly storefronts.*
ii. *Weather Protection: 75 percent minimum, six feet deep - 6' deep canopy is provided along 102nd Ave NE.*
iii. *Points of Interest. Every 30 linear feet of the façade, maximum;*
iv. *There is no surface parking in the project*
v. *An administrative departure has been submitted,*

LUC 20.25A.180 - BUILDING DESIGN

Overall Building Design – LUC 20.25A.180.B

1. Encourage High-Quality Materials

Guidelines

i. Articulation of façade materials should be bold, with materials that demonstrate depth, quality, and durability;
ii. It should be apparent that the materials have substance and mass, and are not artificial, thin "stage sets" applied only to the building's surface;
iii. Use natural high-quality materials such as brick, finished concrete, stone, terra cotta, cement stucco, and wood in natural or subdued building colors; and
iv. Use varied yet compatible cladding materials. Window and storefront trim should be well-defined and contribute to the overall aesthetic quality.

Response: Please refer to Sheet A0.90-A0.96, A4.01, A4.05-A4.28 for Renderings, Material and Color Palette and Elevation drawings.

i. Façade materials selected are bold and are complementary and contrast to provide depth, quality, and durability on the façade design.
ii. High quality and durable materials have been selected. Please refer to A4.00.
iii. Finished concrete, fiber cement, and wood in natural colors are considered. Please refer to A4.00.

iv. Varied and complementary cladding material such as fiber cement board, high-pressure laminate (HPL) and metal panel are used. High-quality window and storefront systems will provide overall aesthetic quality. Please refer to A4.00.

2. Provide Interesting Building Massing

Guidelines

i. The length and breadth of a building should be pedestrian-scaled. Portions of a large building mass should be broken into smaller, appropriately scaled modules, with changes in plane indicated by bold projections and recesses. This results in larger elevations being reduced to human scale;

ii. Vertical and horizontal elements should be used to create a human scale and form a coherent aesthetic providing visual interest to the pedestrian;

iii. Reduce the scale of elevations both horizontally and vertically;

iv. Buildings should exhibit a vertically articulated tripartite façade division – base, middle, and top through material and scale; and

v. Design should feature vertical articulation of windows, columns, and bays.

Response: Please refer to Sheet A4.05-A4.28 Elevation drawings.

i. The long facades of the podium are appropriately broken down with setbacks, entrances and canopies to human scale.

ii. Frames that extend from the building marquee create human scale and interest at important entrances and openings into plazas.

iii. Scale of elevations are reduced by use of horizontal and vertical elements such as marquee (created by recesses) and canopies and change of façade materials.

iv. The buildings with use of frames and changes of materials are articulated to show base, middle and top.

v. The façade design features articulation of windows.

Connected Floor Plates – LUC 20.25A.180.C

Guidelines

a. From the right-of-way, the development should appear as separate and distinct buildings to the pedestrian; and

b. The connection should appear to be distinct from the adjacent masses.

Response:

a. N/A

b. N/A

Building Base (Podium) – LUC 20.25A.180.D

2. Articulate Building Base

Guidelines

i. Provide architectural expression and design elements such as cornice lines, window bays, entrances, canopies, building materials, and fenestration, in a pattern, scale, and proportion that relate to neighboring buildings and engages pedestrians;

ii. Use high quality, durable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and

iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.

Response: Please refer to Sheet A0.90-A0.94, A4.01, A4.05-A4.28 for Renderings and Elevation drawings.

i. The base of the building is articulated with quality materials and design elements that are appropriately scaled for pedestrians and the on-grade experience. Entryways and façade treatments at the base will enhance the streetscape and fit into the context.

ii. High quality and durable materials like the storefront glazing system, high-pressure compact laminate, metal panel will create the visual interest and longevity for the façade.

iii. The building's profile and overall character fit into the area and enhances the streetscape. Entry marquee, canopies and signages marks the building entrances clearly.

3. Provide Clear, Unobstructed views/ground floor uses

Guidelines

i. Transparent windows should be provided on façades facing streets, parks, and open spaces;

ii. Views into and out from ground floor Active Uses may not be obstructed by window coverings, internal furnishings, or walls;

iii. *Interior walls may be placed a minimum of 20 feet from the window on the façade where Active Uses are a part of an exemption in the FAR Amenity System.*

Response:

i. *Transparent windows are provided on façades facing streets, parks, and open spaces;*
ii. *Views into and out from ground floor Active Uses are not obstructed by window coverings, internal furnishings, or walls;*
iii. *Interior walls are placed a minimum of 20ft from the façade of active uses.*

4. Design Inviting Retail & Commercial Entries

Guidelines

i. *Primary entries to retail and commercial establishments should be transparent, allowing passersby to see the activity within the building and bring life and vitality to the street;*
ii. *Architectural detail should be used to help emphasize the building entry including canopies, materials, and depth;*
iii. *Building lighting should emphasize entrances;*
iv. *Provide transom, side lights, or other combinations of transparency to create visual interest;*
v. *Provide double or multiple door entries; and*
vi. *Provide a diverse and engaging range of doors, openings, and entrances to the street such as pivoting, sliding or roll up overhead entrances.*

Response:

i. *Primary entries to retail and commercial establishments are transparent,*
ii. *Canopies, overhangs and entry architectural frames are used to emphasize the building entries on the ground floor active uses.*
iii. *Low-Level no glare lighting is used at all entrances.*
iv. *The retail frontage is mainly all glazing.*
v. All Retail Active Use entrances use double doors.
vi. *Engaging range of doors, openings and entrances will be designed and considered with the functions and overall façade design.*

5. Encourage Retail Corner Entries

Guidelines

i. *Locate entry doors on the corners of retail buildings wherever possible. Entries at 45-degree angles and free of visual obstructions are encouraged;*
ii. *Locate primary building entrance at the corner;*
iii. *Use weather protection, special paving, and lighting, to emphasize corner entry;*
iv. *Use architectural detailing with materials, colors, and finishes that emphasize the corner entry; and*
v. *Use doors with areas of transparency and adjacent windows.*

Response: *Please refer to Sheet A0.25 and A0.26*

i. *Entrance to the retail at the corner of NE10th Street and 102nd Ave NE is not at the corner but is all glass so that there are no visual obstructions.*
ii. *Entrance to the retail at the corner of NE10th Street and 102nd Ave NE is not at the corner.*
iii. *Marquee and canopies and lighting will emphasize the transparency of the corner treatment.*
iv. *Marquee and canopies and lighting will emphasize the transparency of the corner treatment.*
v. *All retail doors and storefront façade will be glass.*

2. Encourage Inviting Ground Floor Retail & Commercial Windows

Guidelines

i. *Retail and commercial uses should use unobstructed windows that add activity and variety at the street level, inviting pedestrians into retail and commercial uses and providing views both in and out;*
ii. *Use clear window glazing;*
iii. *Provide operable windows that open by pivoting, sliding or shuttering for restaurants, cafes, retail and commercial activity;*
iv. *Install transom windows or other glazing combinations that promote visual interest.*

Response:

i. *Unobstructed windows are used for retail uses.*
ii. *Clear window glazing is used.*
iii. *Type of operable windows will be designed and considered with the functions and overall façade design.*

iv. All retail storefront façade will be glass to promote visual interest and transparency.

3. Provide Multiple Entrances

Guideline

Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

Response: *Please refer to Sheet A0.25 and A0.26*

Per 'A' ROW Design guidelines, entrances along the ground floor active uses on NE 10th Street and 102nd Ave NE are provided at max. 30' intervals. There are no entrances where the slope of the site creates hardship to provide entrances.

4. Integrate Building Lighting

Response:

Exterior lighting will be low-level and integrated in the building façade design to accent features, provide adequate safety lighting on pedestrian paths and to highlight landscape features, mainly on the ground plane level - all without casting glare into residential units and adjacent developments. There is no additional exterior lighting on the façade above the ground level. Refer to A7.04 and Lighting Plan LA-501 in Landscape Drawings.

Middle (Tower) – LUC 20.25A.180.E

1. Tower Placement

b. Guidelines

i. Place towers away from parks, open space, and neighboring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

ii. Coordinate tower placement with other towers on the same block and adjacent blocks to maximize access to sunlight and sky view for surrounding streets, parks, open space, and properties.

Response:

i. Tower placements are considered together in the masterplan with respect relationship with towers in the same block and open plaza space. The towers are setback to allow the base building to be the primary defining element at grade and for pedestrians, minimizing the impact on sunlight/shadow.

ii. *South plaza located on NE 10th Street allows for Building 3 to be set back away from the adjacent property, allowing more access to sunlight and sky views.*

2. Maximize Energy Efficiency

b. Guidelines

i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized;

ii. Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;

iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and

iv. When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.

Response:

i. Please refer to Sheet A0.11 Shadow Analysis. In addition, the orientation of towers considers access to view and maximize daylighting, ventilation and building energy performance. The offset of placement seeks to minimize long parallel faces that cause wind and shadow impacts.

ii. The building façade design will be developed to consider and manage passive solar gain and improve building energy performance.

iii. Operable windows are provided in every residential unit.

iv. The project proposes 6 buildings with 3 varying heights that step up towards downtown Bellevue, creating an interesting skyline.

3. Design Tower to Provide Visual Interest & Articulation

b. Guidelines

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

Response:
i. *The articulation of the towers is grouped. Building 1 and 2 are the tallest and together are the landmark for the site. The façade has similar features to create the twin tower effect. Building 3 is unique on its own - taking on look and feel of Building 1 and 2 but with the massing closer to that of Building 4-6. The façade treatment of Building 4-6 seeks to breakdown the scale and mass to more residential scale. The use of different material and colors create the illusion of a smaller mass.*
Please refer to Sheet A0.90-A0.95, A4.05-A4.28 for Renderings and Elevation drawings.
ii. *Tower design incorporates articulation, design excellence and use of sustainable materials. Please refer to Sheet A4.00.*

4. Promote Visually Interesting Upper Floor Residential Windows

b. Guidelines
i. *The windows of a residential building should be pleasing and coherent. Their size and detailing should be of a human scale with regular spacing and a rhythm of similarly shaped windows;*
ii. *Windows should be residential in character;*
iii. *Windows should be operable; and*
iv. *Windows should have trim round framed openings and be recessed from the building façade, not flush.*

Response: Please refer to Sheet A0.90-A0.94, A4.05-A4.28 for Renderings and Elevation drawings.
i. The window system design of the residential building considers the aesthetic of the façade as well as the performance of the window wall ratio. The size and detailing of the window wall system will be human scale with dimensions that work with the interior layout.
ii. Window wall system will be residential in character
iii. All residential units have operable windows.
iv. Noted. Window wall system to incorporate these criteria for trim round framed openings recessed from the building façade.

Top – LUC 20.25A.180.F

1. Create Attractive Building Silhouettes & Rooflines

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

Response: Please refer to Sheet A0.90-A0.96, A4.05-A4.28 for Renderings and Elevation drawings.
i. Building 1 and 2 are the landmark towers with a well-articulated roofline. The curved line detail extends from the base to the top of the façade.
ii. *Both Building 1 and 2 have the same façade articulation and entrance design.*
iii. Building 1 and 2 (at 26F) , Building 3 (at 15F) and Building 4-6 (at 14F) create a three-tier varying roofline within the development. *The building rooflines are dynamic design features for the pedestrians. The heights of the towers vary to create an interesting and articulated skyline.*
iv. *Shadow lines from façade material articulation and use of vertical and horizontal elements to mark entrances create visual interest on the façade.*

2. Foster Attractive Rooftops

b. Guidelines
i. *Roof shape, surface materials, colors, and penthouse functions should all be integrated into the overall building design. LUC 20.25A.130 provides guidance for rooftop mechanical equipment;*
ii. *Provide rooftop terraces, gardens, and open spaces;*
iii. *Incorporate green roofs that reduce stormwater runoff;*
iv. *Consolidate and screen mechanical units; and*

v. *Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.*

Response: Please refer to Sheet A0.90-A0.96, A4.05-A4.28 for Renderings and Elevation drawings.

i. *Roof shape, surface paving (building 1-3) and sedum (building 4-6) are integrated into the overall building design. The façade of the mechanical equipment housing will match the colors of the façade.*
ii. *Private Rooftop terraces are provided on top of Building 1 and 2. Building 3 incorporates private rooftop terraces and an amenity roof top terrace with paved activity areas and planted gardens. Building 4-6 does not have occupiable rooftops and are covered with sedum plants.*
iii. *Building 1-3 have rooftop gardens with partial green areas. Building 4-6 roofs are designed to be covered with sedum plants to reduce runoff.*
iv. Mechanical units will be consolidated and screened.
v. *The amenity rooftop is located on the northern half of Building 3 which faces into the central area of the development, which will minimize noise and light impacts to neighboring developments.*

ADMINISTRATIVE DEPARTURE REQUEST FORM

ATTACHMENT D (6 Departures)
Pinnacle North MDP, 21-103192-LP;
ADR, 21-103192-LP; Variances
25-110467-LS and 25-110468-LS

Permit #: 21-103195-LD

Project Name: PINNACLE BELLEVUE NORTH

Administrative Departure requested for LUC 20.25A.170.B

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

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

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

Active Use and
Weather Protection

Response:

Per LUC 20.25A.170.B Grand Connection/High Streets – "A" Rights-of-Way requirements along NE 10th Street and 102nd are:

1. a minimum of 75% transparency
2. 75% minimum weather protection at 6' deep
3. Points of interest at every 30' of the façade,
4. No surface parking or vehicle access between the sidewalk and the main pedestrian entrance
5. 100% of the street wall abutting the build-to line shall incorporate active uses

This departure request is for not meeting the required 100% active use for 102nd Ave NE and NE 10th where residential lobbies and garage entrances are proposed. Weather protection meets the minimum length and depth requirements, but the departure is specifically for the location of the weather protection outside the sidewalk at NE 10th and a small section of the sidewalk along 102nd Ave NE.

Transparency on both streets have been met. Refer to Sheet A0.25 and A0.26 for diagram and calculations.

The project is providing a marquee on NE 10th Street that does not meet the standards for weather protection as defined in the LUC but provides a comparable function. On 102nd Ave. NE, there is no weather protection at the plaza area and also retail frontage at Building 4 which has a building marquee in lieu, however, the 75% minimum weather protection is met. Canopies are provided above all doors located within the plaza area.

Points of interest on the building include canopies and signage and designated media wall, feature columns, green walls and translucent patterned glass panels along the façade as marked on Sheet A0.25 – A0.27 and meets the requirement.

There is no surface parking or vehicle access between the sidewalk and the main pedestrian entrances.

The ground street plane is not 100% active use because on NE 10th Street and 102nd Ave NE are the only place to have ground access residential lobbies for Building 1, 2 and 3. The façade is treated to read the same as the retail façade in order to provide a continuity along both streets. The Active Use substitution with the Lobbies meet the specific requirement in LUC 20.25A.070.C.1.c. There will be pedestrian activity and high degree of visual and physical interaction because residents will be using the entrance lounge and meeting areas that face the street. Refer to Sheet A0.24.

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

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

Response:

The resulting design with the departure will advance the following Comprehensive Plan goal/policy objective:

UD - 2: Integrate high quality and inviting public open spaces and publicly accessible privately owned open spaces into major developments.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment that is engaging and attractive for all ages and abilities.
UD - 15: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.
UD - 23: Link increased intensity of development with increased benefits for the public realm, such as pedestrian-oriented building design, through-block connections, public spaces, activities, openness, and views.
UD - 40: Provide both weather protection and access to sunlight in pedestrian areas and public spaces.
~~UD - 47: Incorporate principles of biophilic design into public and private development.~~

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

Response:

The design of the ground floor active use façade along NE 10th Street is vibrant with varying facade treatments as the landscape terraces down. Weather protection is created along the building and 6' deep canopies are added at each entrance along both NE 10th Street and 102nd Ave NE, where possible. The façade along 102nd Ave NE also has high transparency that encourages activation of the sidewalk and public realm and is consistent whether the entrance is for retail or residential lobby. Points of interests including outdoor seating, water features, paving patterns, media walls (west side of 102nd Ave. NE plaza in front of exterior staircase),

feature columns, green walls and translucent patterned glass panels have been designed to enhance the pedestrian experience and streetscape. Marquee at Building 1 and 3 along NE 10th Street and Building 4 along 102nd Ave NE provides a comparison function for weather protection.
The building façade of Bldg 4 along 102nd Avenue NE cannot meet weather protection over the sidewalk due to sight distance clearance requirement at the driveway entrance.

The purpose of the Right-of-Way standards is to encourage pedestrian activity, enclosure and protection on the sidewalk. The proposed departures meet the intent of the LUC 20.25A.170 on 102nd Ave NE for Active Use.

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

Response:

'A'Row design guidelines are met substantially to achieve the Comprehensive Plan and Land Use Code objectives and intent with minimum and reasonable deviation.
Weather protection meets the intent in LUC 20.25A.170.A.2.a, "Protect Pedestrians from Elements".

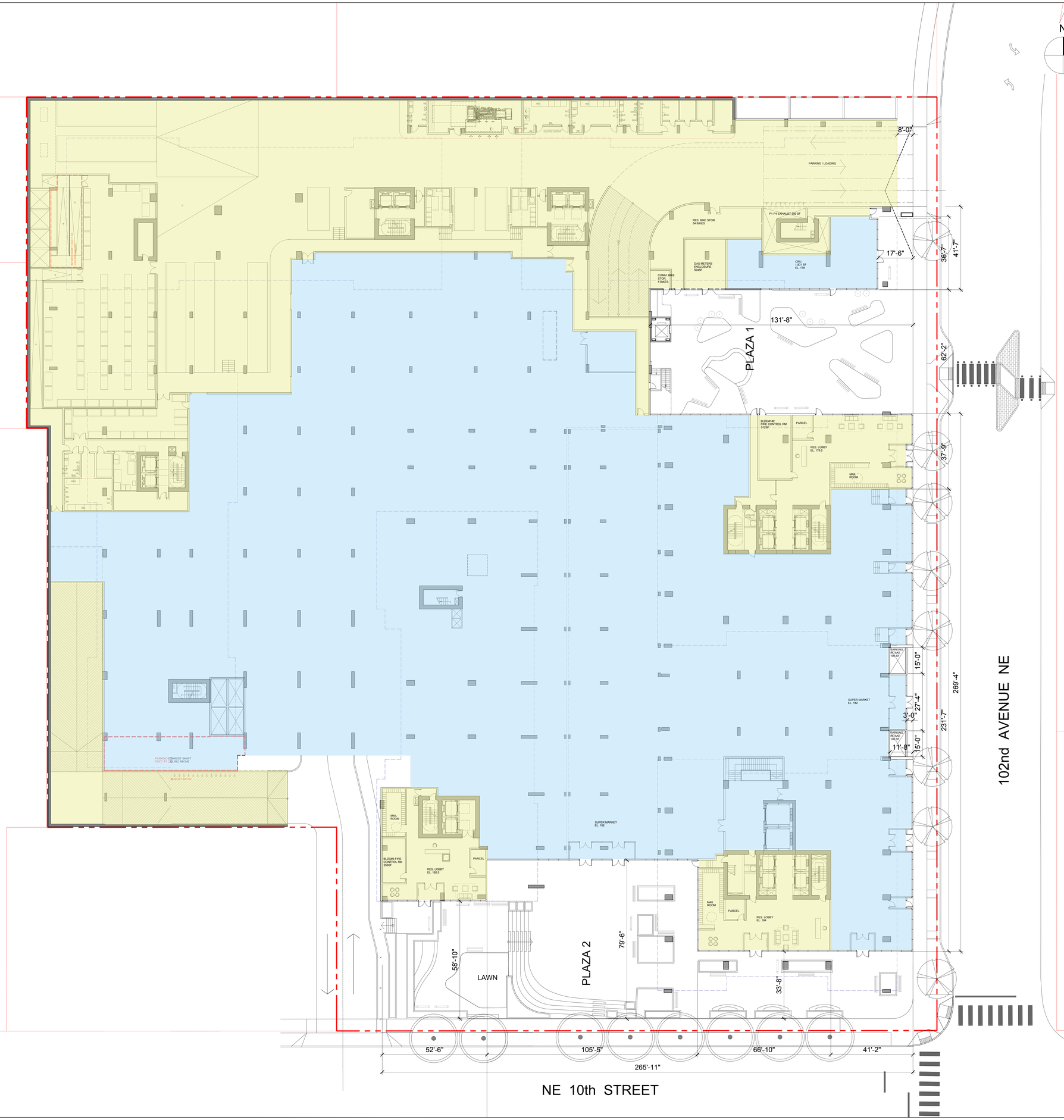
iii. Any Administrative Departure criteria required by the specific terms of the Land Use Code have been met; ***OR***

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

Response:

The administrative departure is appropriate to accommodate plaza space, ground-level modulation, or other ground-level open space. The proposed design can still substantially meet the 'A' ROW standards to create an enhanced streetscape along NE 10th Street and 102nd Ave NE.

There are no Administrative Departure criteria specific to weather protection or Active Uses or Development Agreement that applies to this Departure request.



TOTAL AREA: 95,302.6 SF

AREAS THAT DO NOT MEET ACTIVE USE

REFER TO ADMINISTRATIVE DEPARTURE REQUEST FORM FOR A-ROW BUILD TO LINE

Street designation for 102nd Ave. NE and NE 10th Street per LUC 20.25A.170.B and project will meet the "A" Right-of-Way standards to avail for the Floor Area Exemption.

LUC 20.25A.170.B:
Grand Connection/High Streets – "A" Rights-of-Way.

a. Intent. Rights-of-way designated "A" shall have the highest orientation to pedestrians. This shall be achieved by emphasizing the design relationship between the first level of the structure and the horizontal space between the structure and the curb line. This relationship shall emphasize, to the greatest extent possible, both the physical and visual access into and from the structure, as well as the amenities and features of the outside pedestrian space. In order to achieve the intended level of vitality, design diversity, and people activity on an "A" right-of-way, Active Uses shall be provided for in the design.

b. Standards and Guideline

i. Transparency: 75 percent minimum

ii. Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;

iii. Points of Interest. Every 30 linear feet of the façade maximum;

iv. Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and

v. One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.

PEDESTRIAN CORRIDOR 'A' RIGHT-OF-WAY

LENGTH OF 102ND AVE NE (EXCLUDING PLAZA 1 AND DRIVE WAY):
269'-4"+41'-7"=310'-11"
LENGTH OF ACTIVE USE: 238'-2"
%ACTIVE USE: 238'-2"/310'-11"= 76.6%
%LOBBY: 37'-9"/310'-11" = 12.1%

LENGTH OF NE 10TH ST: 265'-11"
LENGTH OF ACTIVE USE: 146'-7"
%ACTIVE USE: 146'-7"/265'-11"= 55.0%
%LOBBY: 119'-3 "/265'-11" = 45.0%

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:
PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

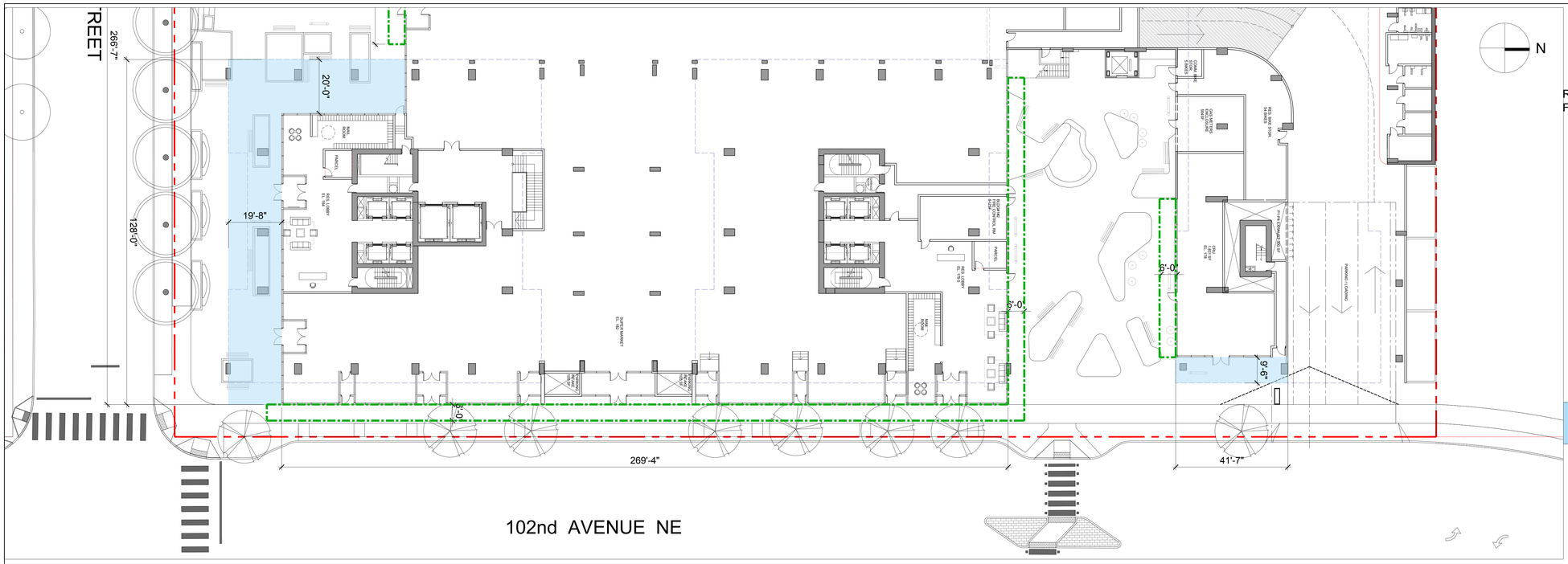
STATUS:
LP/LD SUBMISSION
REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:
ACTIVE USE

SHEET NO.:
A0.24



REFER TO ADMINISTRATIVE DEPARTURE REQUEST FORM FOR A-ROW BUILD TO LINE

WEATHER PROTECTION: BUILDING MARQUEE

WEATHER PROTECTION: GLASS CANOPY

A1 WEATHER PROTECTION DIAGRAM

1/16"=1'-0"





TRANSPARENT

OPAQUE

BENCH

WOOD BENCH

WATER FEATURE

GREEN WALL

MEDIA WALL

LED SCREEN FOR FUTURE STREET ART

POINT OF INTERESTS:

FEATURE COLUMN

TRANSLUCENT PATTERNED DOOR PANEL

A2 TRANSPARENCY DIAGRAM

1/16"=1'-0"

PEDESTRIAN CORRIDOR 'A' RIGHT-OF-WAY

LENGTH OF 102ND AVE NE (EXCLUDING PLAZA 1 AND DRIVE WAY): 269'-4"+41'-7"=310'-11"

TOTAL LENGTH OF CANOPY+MARQUEE: 269'-4"+41'-7"=310'-11"
WEATHER PROTECTION: 310'-11"/310'-11"=100.0% (75% REQUIRED)

TOTAL LENGTH OF TRANSPARENCY BTW 2'-6" & 8'-0": 96'-2"+27'-4"+115'-10"+35'-3"=274'-7"
TRANSPARENCY: 274'-7"/310'-11"= 88.3% (75% REQUIRED)

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:
PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION

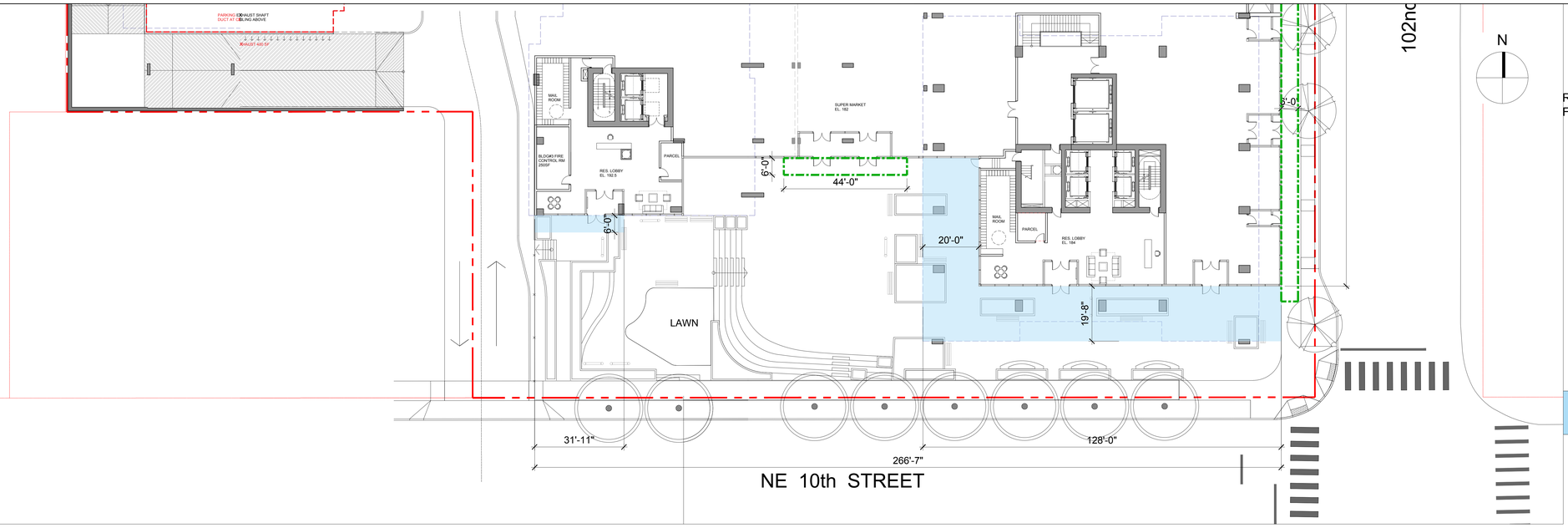
REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:
102ND AVE NE
WEATHER PROTECTION + TRANSPARENCY

SHEET NO.:
A0.25



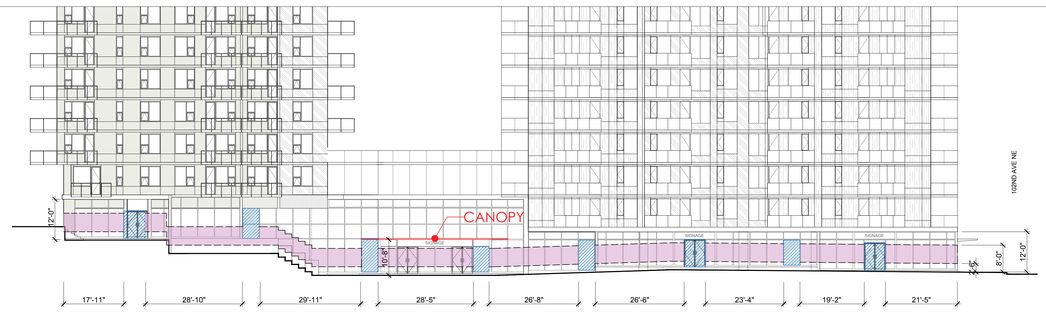
REFER TO ADMINISTRATIVE DEPARTURE REQUEST FORM FOR A-ROW BUILD TO LINE

WEATHER PROTECTION BUILDING MARQUEE

WEATHER PROTECTION: GLASS CANOPY

A1 WEATHER PROTECTION DIAGRAM

1/16"=1'-0"

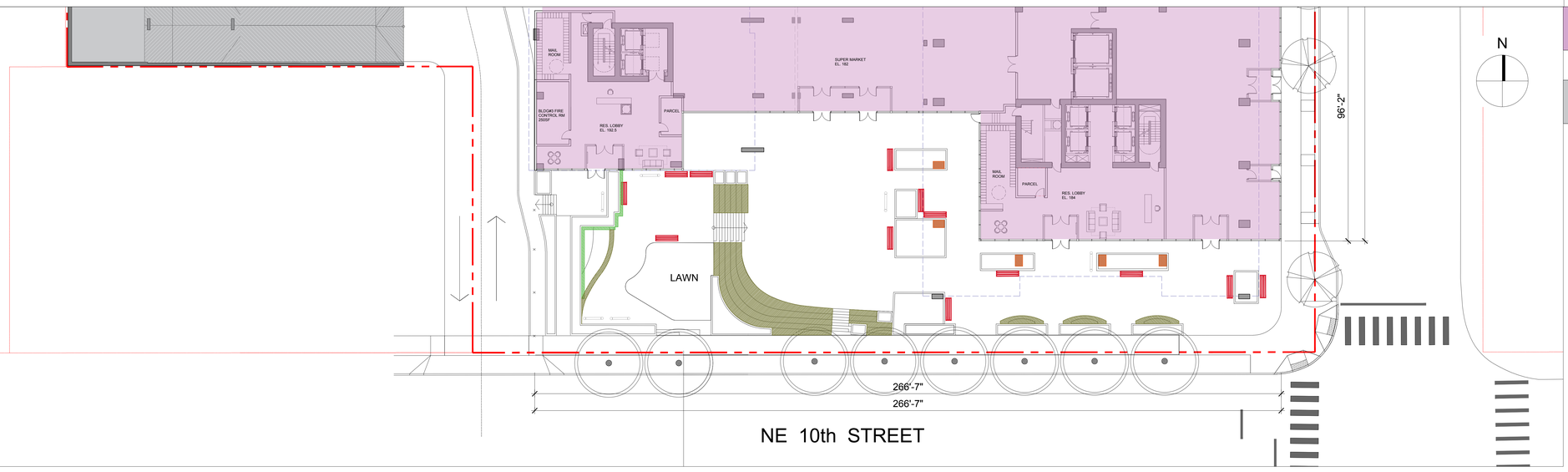


PEDESTRIAN CORRIDOR 'A' RIGHT-OF-WAY

LENGTH OF NE 10TH ST: 266'-7"

TOTAL LENGTH OF CANOPY+MARQUEE = 44' + 128'-0" + 31'-11" =203'-11"
WEATHER PROTECTION: 203'-11"/ 266'-7" = 76.4%(75% REQUIRED)

TOTAL LENGTH OF TRANSPARENCY BTW 2'-6" & 8'-0": 251'-4"
TRANSPARENCY: 266'-7"/266'-7"= 100% (75% REQUIRED)



TRANSPARENT

OPAQUE

BENCH

CUSTOM WOOD BENCH

GREEN WALL

POINT OF INTERESTS:

FEATURE COLUMN

TRANSLUCENT PATTERNED PANEL

A2 TRANSPARENCY DIAGRAM

1/16"=1'-0"

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS: LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

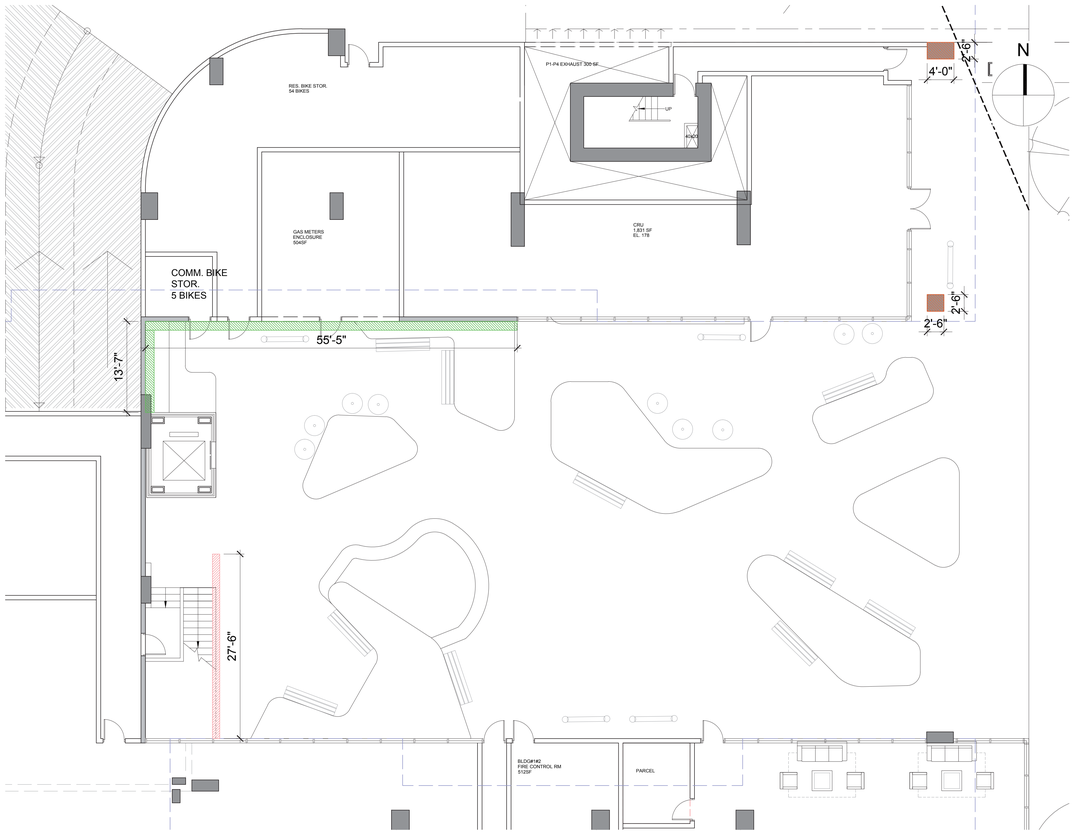
SCALE AT 36"x48": 1/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

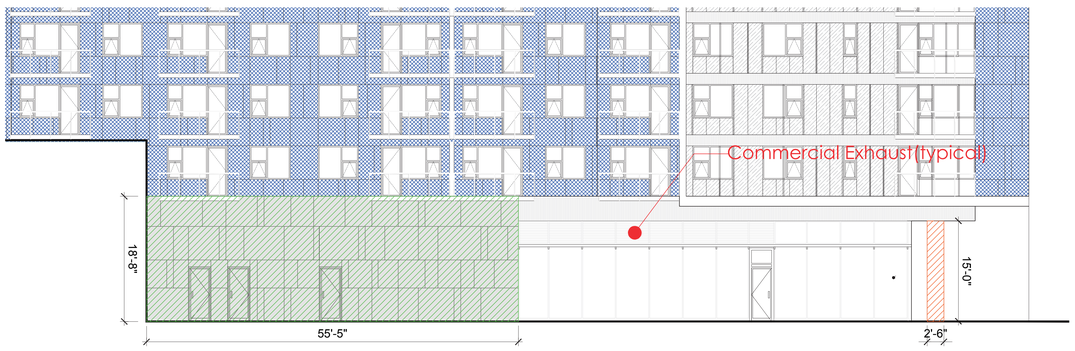
NE 10TH ST
WEATHER PROTECTION
+ TRANSPARENCY

SHEET NO.:

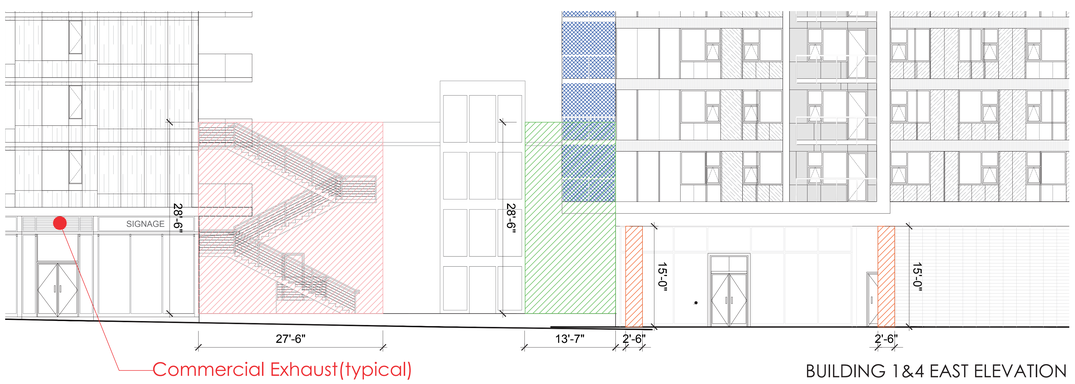
A0.26



GF PLAN



BUILDING 4 SOUTH ELEVATION



BUILDING 1&4 EAST ELEVATION

GREEN WALL

MEDIA WALL

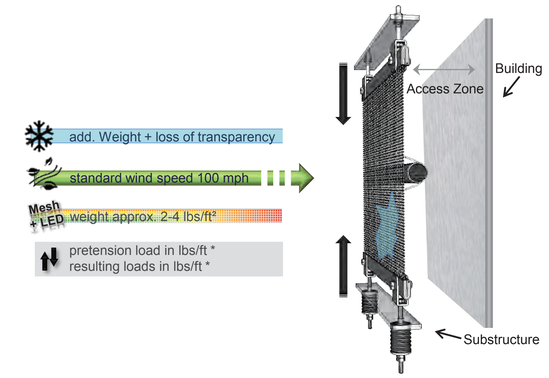
FEATURE COLUMN

REFERENCE DIAGRAM

MEDIA WALL







- There is no limit in the **total screen size**
- The **dimensions** of each individual mesh element is free selectable and have a max. width of 9.8ft and a max. length of 98ft (other dimensions upon request)
- The **transparency** varies, depending on LED resolution and mesh type, from 20% to 75%
- **Viewing distance** always depends on the shown content, overall size, surrounding brightness and personal expectation but is starting from 50ft and can reach several miles
- The **video server** is an art-net based solution which can communicate with our **C4 controller** (either installed inside or outside). The **PSUs** as well can be installed in different locations to follow project specific conditions
- Stainless steel is the preferred basic material for the **wire mesh** and the **clips**
- The **weight** of the system is negligible as the tension load of the wire mesh is in general higher than the dead load itself. It varies, depending on mesh type and LED resolution, from 1.5 to 4 lbs/ft²

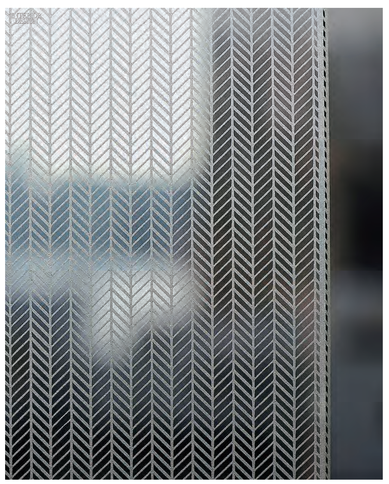
GREEN WALL



FEATURE COLUMN



TRANSLUCENT PATTERNED GLASS PANEL



JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC. V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

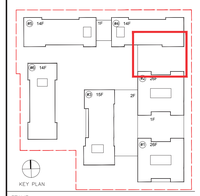
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC. V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



STAMP:

PROJECT:

PINNACLE
BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION
REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"x48": 1/8" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:
DETAIL
REFERENCE DIAGRAM

SHEET NO.:
A0.27

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-103195-LD

Project Name: PINNACLE BELLEVUE NORTH

Administrative Departure requested for LUC 20.25A.020 and LUC 20.25A.060.A.1

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

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

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

Response: "Build-to Line"

In LUC 20.25A.020 and LUC 20.25A.060.A1 buildings are to be constructed to the "build-to" line which is defined as the back of the required sidewalk, unless an administrative departure is approved to accommodate plaza space, building modulation or other ground-level open space that retains the intended connection between the public accessible pedestrian realm and the ground-level portions of the building.

The project proposes to set the ground plane from the build-to line along NE 10th Street and only at the entrance of the grocery store along 102nd Avenue NE. Below are the proposed set back dimensions and reason for request by building location:

Building 1 - The ground plane is set back from the build-to line by 33'-9" on the NE 10th Street side in order to create relief area and to provide weather protection from the tower overhang marquee on top as the corner is where a higher volume of pedestrian traffic is anticipated. Along 102nd Ave. NE the ground plane meets the build-to line, only at the grocery entrance it is pushed back by 15'-8" in order to emphasize the entrance area and allow for more space. Other secondary retail entrances along 102nd NE are also set back slightly (3'-0") in order for outward opening doors do not encroach the sidewalk area.

Building 3- The ground plane is set back from the build-to line by 59' to 79'-6" on NE 10th Street to accommodate for the required outdoor public plaza space due to building heights exceeding the trigger height for additional height.

Building 4- The ground plane is set back from the build-to line by 17'-6" on 102nd Ave NE in order provide adequate turning radius and sight lines for the entrance into the parking and loading entrance to the south.

The relationship between the setback on Building 1 and Building 3 allow for strong pedestrian connection into the open plaza areas.

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

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

Response:

The resulting design with the departure will advance the following Comprehensive Plan goal/policy objective:

UD - 2: Integrate high quality and inviting public and semi-public open spaces into major developments.
UD - 23: Link increased intensity of development with increased pedestrian amenities, pedestrian-oriented building design, through-block connections, public spaces, activities, openness, sunlight, and view preservation.
UD-3: Provide a network of public places of various sizes and types throughout the community that create a variety of experiences and accommodations.

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

Response:

The purpose and intent of the "build-to" line strategy in the Land Use code is to ensure the urban edge condition along street frontages in new developments in the Bellevue's urban center encourage activation of the public sidewalks and ground-floor public realm. On the other hand, the Land Use code also encourages a generous pedestrian environment and streetscape and requirements of public open space plazas for projects exceeding the trigger height for additional height. These spaces must also be accessed from the public sidewalk. In order to balance the two criteria, the proposed departure design will allow for the urban edge to be mainly intact at the corner of NE 10th Street with the landmark tower above and gradually opening up into larger plaza spaces on both street fronts. This encourages circulation flow to the ground floor retail component on NE 10th Street.
Along 102nd Ave NE most of the building will be at the build-to line and canopies will enhance the streetscape. At the entrance to the grocery store, the façade is set back. Special paving at the entrance will enhance and break up the long streetscape.
The proposed design fulfills the purpose and intent of the Land Use Code with regards to the urban edge and generous pedestrian environment.

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

Response:

The proposed design sets Building 1 and 2 at a minimum necessary for a path of travel under the weather protective building overhang. The set back at Building 3 is minimum necessary to achieve the required size of

outdoor plaza space. The set back at Building 4 is minimum necessary to allow for the turning radius and good sightlines to and from the parking and loading entrance.

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

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

Response:

LUC 20.25A.020 states that an administrative departure from the "build-to" line standard is appropriate to accommodate plaza space, ground-level modulation, or other ground-level open space. The proposed design and reasoning for Building 1, 3 and 4 to set back from the build-to line is with merit to meet the code's requirement for approving the departure. Refer to Sheet A0.23.



JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC., AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:

BUILD-TO-LINE

SHEET NO.:

A0.23

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-103195-LD

Project Name: PINNACLE BELLEVUE NORTH

Administrative Departure requested for LUC 20.25A.080.B

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

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

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

Compact Parking

Response:

The departure request is for the use of Compact Parking in the project. The project is located on NE 10th Street and 102nd Avenue NE within the downtown core and accessible to transit. The project is residential with active uses on the Ground floor including a Supermarket and service-based retail. The required parking for the 1,613 residential units including visitor parking is 1,291 spaces. The required parking for the commercial use (including retail and active uses) is 191 spaces. The total parking spaces required for our project is 1,482. There are 1,784 total parking spaces proposed and of those, 664 parking spaces are proposed to be compact parking (37.2%). Out of the proposed parking spaces, 1487 and 81 (total 1,568) will be for residential and visitor use. The commercial part has 216 parking spaces.
Please see attached parking plans of the 4 levels of parking. Please refer to Sheet A0.50, A0.50a and A1.11, A1.01-A1.04 for Parking Plans.

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

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

Response:

The resulting design with the departure will advance the following Comprehensive Plan goal/policy objective:

UD - 21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.
UD - 36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.
S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.

The use of compact parking will allow for more efficient parking below-grade thus maximizing the ground level of the site for pedestrian use.

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

Response:

The resulting design is within the allowable compact parking (up to 65%) as permitted in LUC 20.25A.080.B.

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

Response:

The use of compact parking is reasonable to balance the allowable compact parking permitted and the building uses.

PINNACLE BELLEVUE NORTH - STATISTICS

LEVEL		PERIMETER OVERLAY B-2									PERIMETER OVERLAY B-1																		PERIMETER OVERLAY A-1	
		BUILDING 1				BUILDING 2				BUILDING 3		BUILDING 4			BUILDING 5				BUILDING 6										BUILDING 4 & 5	TOTAL UNITS
		UNIT	PER FLOOR AREA (SF)	FAR EXCLUSIONS (SF)	FAR EXCL(SF) - ACTIVE USE	UNIT	PER FLOOR AREA (SF)	FAR EXCL (SF)	FAR EXCL(SF) - ACTIVE USE	UNIT	PER FLOOR AREA (SF)	FAR EXCL(SF) - ACTIVE USE	UNIT	PER FLOOR AREA (SF)	FAR EXCL (SF)	FAR EXCL(SF) - ACTIVE USE	UNIT	PER FLOOR AREA (SF)	UNIT	FAR EXCLUSIONS (SF)	FAR EXCL(SF) - ACTIVE USE	UNIT	PER FLOOR AREA (SF)	UNIT	FAR EXCLUSIONS (SF)	FAR EXCL(SF) - ACTIVE USE				
		345				343				248			206				223			248										1,613
26 F	10'-8"	12	11,031	1,119		12	11,031	1,119																						
25 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
24 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
23 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
22 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
21 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
20 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
19 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
18 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
17 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
16 F	9'-8"	14	11,031	1,119		14	11,031	1,119																						
15 F	9'-8"	14	11,031	1,119		14	11,031	1,119		15F 15	11,068	1,075																		
14 F	9'-8"	14	11,031	1,119		14	11,031	1,119		14F 15	11,068	1,075																		
TRIGGER HEIGHT @ 105' 13 F	9'-8"	14	11,031	1,119		14	11,031	1,119		13F 15	11,068	1,075																		
MAX PLATE SIZE 12,150 SF 12 F	9'-8"	14	11,031	1,119		14	11,031	1,119		12F 15	11,068	1,075																		
MAX PLATE SIZE 13,500SF 11 F	9'-8"	14	11,760	1,119		14	11,760	1,119		11F 18	12,399	1,075	14F	9'-2"	16	12,054	893	14F	9'-2"	16	12,065			882	14F	9'-2"	18	12,601			882	MAX. HEIGHT IOC BONUS @ 124'
10 F	9'-8"	14	11,760	1,119		14	11,760	1,119		10F 18	12,399	1,075	13F	9'-2"	16	12,054	893	13F	9'-2"	16	12,065			882	13F	9'-2"	18	12,601			882	B-1 MAX. HEIGHT @ 99'
9 F	9'-8"	14	11,760	1,119		14	11,760	1,119		9F 18	12,399	1,075	12F	9'-2"	16	12,054	893	12F	9'-2"	16	12,065			882	12F	9'-2"	18	12,601			882	
80' MAX PLATE SIZE 20,000SF 8 F	9'-8"	14	11,760	1,119		14	11,760	1,119		8F 18	13,057	1,075	11F	9'-2"	16	12,054	893	11F	9'-2"	16	12,065			882	11F	9'-2"	18	12,601			882	
7 F	9'-8"	14	11,760	1,119		14	11,760	1,119		7F 18	13,057	1,075	10F	9'-2"	16	12,054	893	10F	8'-8"	16	12,065			882	10F	8'-8"	18	12,861			882	
6 F	9'-8"	14	11,760	1,119		14	11,760	1,119		6F 18	13,057	1,075	9F	9'-2"	16	12,054	893	9F	8'-8"	16	12,065			882	9F	8'-8"	18	12,861			882	
5 F	9'-8"	14	11,760	1,119		14	11,760	1,119		5F 18	13,057	1,075	8F	9'-2"	16	12,054	893	8F	8'-8"	16	12,065			882	8F	8'-8"	18	12,861			882	
4 F	9'-8"	14	11,760	1,119		14	11,760	1,119		4F 18	13,057	1,075	7F	9'-2"	16	12,054	893	7F	8'-8"	9	6,747	5,318	7	882	7F	8'-8"	12	8,959	3,902	6	882	
3 F	9'-8"	14	11,760	1,119		14	11,760	1,119		3F 18	13,057	1,075	6F	9'-2"	16	12,054	893	6F	8'-8"	9	6,747	5,318	7	882	6F	8'-8"	12	8,959	3,902	6	882	
40' MAX PLATE SIZE UNLIMITED 2 F	9'-8"	14	11,760	1,119		14	11,760	1,119		2F 18	13,057	1,075	5F	9'-2"	16	12,054	893	5F	8'-8"	9	6,747	5,318	7	882	5F	8'-8"	12	8,959	3,902	6	882	
UG/3 F PLATFORM	9'-8"	12	11,760	1,119		12	11,760	1,119	15,285	8	8,132	1,074	4F	9'-2"	16	12,054	893	4F	8'-8"	9	6,747	5,318	7	882	4F	8'-8"	12	8,959	3,902	6	882	
MEZZ/2 F	9'-8"	13	11,760	1,119		11	10,623	2,256			1,961	770	3F	9'-2"	16	12,054	893	3F	8'-8"	11	8,125	4,736	7	889	3F	8'-8"	11	8,125	4,736	7	889	
G F	14'-0"		2,052	1,510	10,917		2,655	1,864	13,561		562	851	34,089	2F	9'-2"	16	12,054	893	2F	8'-8"	11	8,125	4,736	7	889	2F	8'-8"	11	8,125	4,736	7	889	
														UG/3F	9'-2"	16	12,344	903	UG	8'-8"	11	11,701	880	1	1,170	UG	8'-8"	13	11,701	880	1	1,170	
														MEZZ/2F	9'-2"	14	10,213	2,734														22,644	
P1 F			1,809															7,329												6532.6
P2 F																														6532.6
P3 F																														6532.6
P4 F																														6532.6

| | | | | | | | | | | | | | | | | | | |

PINNACLE BELLEVUE NORTH - UNIT MATRIX BY BUILDING

2025.05

BUILDING	FLOOR	UNIT TYPE							TOTAL UNITS	NOTES
		STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN		
1	26		3	2	3	2	1	1	12	FARS / ROOF TERRACE
	25		6	2	4	2			14	
	24		6	2	4	2			14	
	23		7	1	4	2			14	FARS
	22		6	2	4	2			14	
	21		6	2	4	2			14	
	20		7	1	4	2			14	FARS
	19		6	2	4	2			14	
	18		6	2	4	2			14	
	17		7	1	4	2			14	FARS
	16		6	2	4	2			14	
	15		6	2	4	2			14	
	14		7	1	4	2			14	FARS
	13		6	2	4	2			14	
	12		6	2	4	2			14	
	11		7	1	4	2			14	FARS
	10		6	2	4	2			14	
	9		6	2	4	2			14	
	8		7	1	4	2			14	FARS
	7		6	2	4	2			14	
	6		6	2	4	2			14	
	5		7	1	4	2			14	FARS
	4		6	2	4	2			14	
	3		4	2	3	1	1	1	12	* 1X 3BR+DEN W/O WINDOW
	2		5	2	4	2			13	
	G									
		0	151	43	98	49	2	2	345	

BUILDING	FLOOR	UNIT TYPE							TOTAL UNITS	NOTES
		STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN		
2	26		3	2	3	2	1	1	12	FARS / ROOF TERRACE
	25		6	2	4	2			14	
	24		6	2	4	2			14	
	23		7	1	4	2			14	FARS
	22		6	2	4	2			14	
	21		6	2	4	2			14	
	20		7	1	4	2			14	FARS
	19		6	2	4	2			14	
	18		6	2	4	2			14	
	17		7	1	4	2			14	FARS
	16		6	2	4	2			14	
	15		6	2	4	2			14	
	14		7	1	4	2			14	FARS
	13		6	2	4	2			14	
	12		6	2	4	2			14	
	11		7	1	4	2			14	FARS
	10		6	2	4	2			14	
	9		6	2	4	2			14	
	8		7	1	4	2			14	FARS
	7		6	2	4	2			14	
	6		6	2	4	2			14	
	5		7	1	4	2			14	FARS
	4		6	2	4	2			14	
	3		3	2	4	2		1	12	* 1X 3BR+DEN W/O WINDOW
	2		3	2	5	1	0		11	
	G									
		0	148	43	100	49	1	2	343	

BUILDING	FLOOR	UNIT TYPE							TOTAL UNITS	NOTES
		STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN		
3	15		9		4	2			15	ROOF TERRACE
	14	1	8		4	2			15	FARS
	13		9		4	2			15	
	12		9		4	2			15	
	11	1	11		6				18	FARS
	10		12		6				18	
	9		12		6				18	
	8	1	6	5	6				18	FARS
	7		7	5	6				18	
	6		7	5	6				18	
	5	1	6	5	6				18	FARS
	4		7	5	6				18	
	3		7	5	6				18	
	2		7	5	6				18	
	UG		3	2			3		8	
	MEZZ									
	G									
		4	120	37	76	8	3	0	248	

BUILDING	FLOOR	UNIT TYPE							TOTAL UNITS	NOTES
		STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN		
4	14		4	8	4				16	FARS
	13		4	8	3	1			16	
	12		4	8	3	1			16	
	11		4	8	4				16	FARS
	10		4	8	3	1			16	
	9		4	8	3	1			16	
	8		4	8	4				16	FARS
	7		4	8	3	1			16	
	6		4	8	3	1			16	
	5		4	8	4				16	FARS
	4		4	8	3	1			16	
	3		4	8	2	2			16	
	2		5	7	2				14	
	G									
		0	53	103	41	9	0	0	206	

BUILDING	FLOOR	UNIT TYPE							TOTAL UNITS	NOTES	
		STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN			
5	14		4	8	2	2			16	FARS	
	13		4	8	2	2			16		
	12		4	8	2	2			16		
	11		4	8	2	2			16	FARS	
	10		4	8	2	2			16		
	9		4	8	2	2			16		
	8		4	8	2	2			16	FARS	
	7		4	8	2	2			16		
	6		4	8	2	2			16		
	5		4	8	2	2			16	FARS	AH - ((2x1BR)+(2X1BR+D) + (2x2BR) + (1x2BR+D))x 6F = 42 UNITS
	4		4	8	2	2			16		
	3		4	8	2	2			16		
	2		4	8	2	2			16		
	UG		1	10	1	3			15		AH - (2X1BR+D) +(2 x 2BR+D) = 4 UNIT
		0	53	114	27	29	0	0	223		46 AH UNITS

BUILDING	FLOOR	UNIT TYPE							TOTAL UNITS	NOTES	
		STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN			
6	14		7	7	4				18	FARS	
	13		7	7	4				18		
	12		7	7	4				18		
	11		7	7	4				18	FARS	
	10		6	8	4				18		
	9		6	8	4				18		
	8		6	8	4				18	FARS	
	7		6	8	4				18		
	6		6	8	4				18		
	5		6	8	4				18	FARS	AH - ((3x1BR)+(2X1BR+D) + (1x2BR))x 4F = 24 UNITS
	4		6	8	4				18		
	3		6	8	4				18		AH - ((3x1BR)+(2X1BR+D) + 2x2BR))x 2F = 14 UNITS
	2		6	8	4				18		
	UG		1	7	4	2			14		AH - 1 x 2BR = 1 UNIT
		0	83	107	56	2	0	0	248		39 AH UNITS

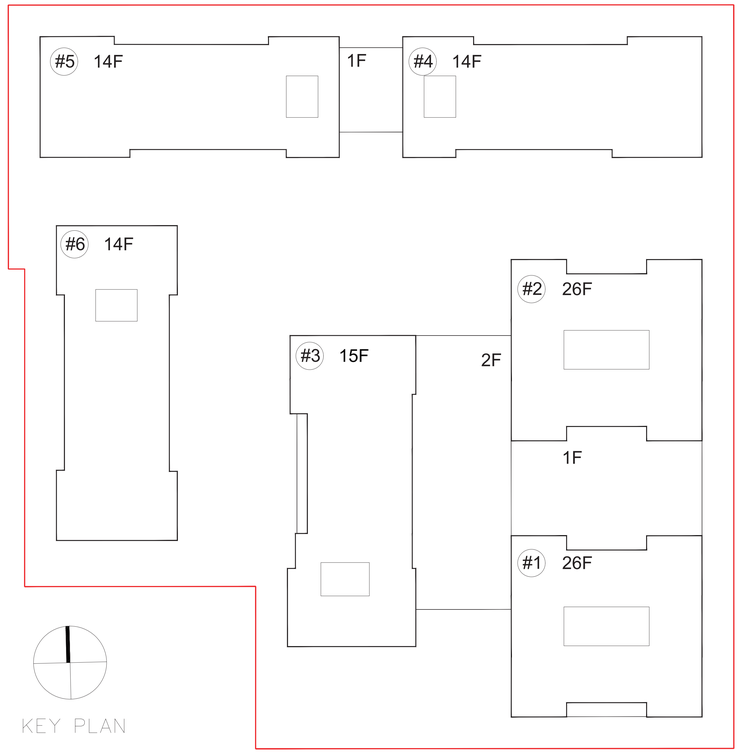
UNIT MATRIX SUMMARY	UNIT TYPE							TOTAL UNITS
	STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN	
	4	608	447	398	146	6	4	1613
	0.2%	37.7%	27.7%	24.7%	9.1%	0.4%	0.2%	100.0%

UNIT MATRIX - MARKET RATE	UNIT TYPE							TOTAL UNITS
	STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN	
	462 SF	507~836 SF	620~850 SF	714~1227 SF	915~1340 SF	1202~1333 SF	1532~1571 SF	
	4	578	421	577	138	6	4	1528
	0.3%	37.8%	27.6%	24.7%	9.0%	0.4%	0.3%	100.0%

UNIT MATRIX - AFFORDABLE HOUSING	UNIT TYPE							TOTAL UNITS
	STUDIO	1BR	1BR+DEN	2BR	2BR+DEN	3BR	3BR+DEN	
	0	30	26	21	8	0	0	85
	0.0%	35.3%	30.6%	24.7%	9.4%	0.0%	0.0%	100.0%

BREAKDOWN OF AFFORDABLE HOUSING UNITS

	TYPE	STUDIO	1BR			1BR+DEN				2BR		2BR+DEN			3BR	3BR+DEN	TOTAL
BUILDING 5			1L.2	1M.2		1D	1E	1O.1	1Y	2H		2L.2	3R	3N			
	AREA(SF)		627	572		650	623	688	850	925		996	1116	1245			
	UNIT NUMBER		201~701	211~711		206~706	209~709	107	115	208~708,210~710		216~716	109	108			
	TOTAL UNITS		6	6		6	6	1	1	12		6	1	1			
		0	12			14				12		8			0	0	46
	TYPE	STUDIO	1BR			1BR+DEN				2BR		2BR+DEN			3BR	3BR+DEN	TOTAL
BUILDING 6			1R	1M	1P	1D				2J.1	2K						
	AREA(SF)		564	550	608	650				880	834						
	UNIT NUMBER		207-707	216-716	218-718	203-703,204-704				217-717,113	208-308						
	TOTAL UNITS		6	6	6	12				7	2						
		0	18			12				9		0			0	0	39



VEHICLE PARKING by CATAGORY - PROVIDED

				COMMERCIAL		RESIDENTIAL		VISITOR
P1			113	SC STANDARD COMMERCIAL	82	SR STANDARD RESIDENTIAL	12	SV STANDARD VISITOR
			81	CC COMPACT COMMERCIAL	55	CR COMPACT RESIDENTIAL	0	CV COMPACT VISITOR
			8	EC EV COMMERCIAL	0	ST STANDARD TANDEM	0	EV EV VISITOR
			12	HC HANDICAP COMMERCIAL	0	ET EV TANDEM	0	HV HANDICAP VISITOR
			2	VC VAN COMMERCIAL	0	CT COMPACT TANDEM	0	TV TANDEM VISITOR
					12	ER EV RESIDENTIAL		
					8	HR HANDICAP RESIDENTIAL		
SUBTOTAL	385		216		157		12	
TANDEM			0		0		0	
TOTAL	385		216		157		12	
				COMMERCIAL		RESIDENTIAL		VISITOR
P2				SC STANDARD COMMERCIAL	221	SR STANDARD RESIDENTIAL	49	SV STANDARD VISITOR
				CC COMPACT COMMERCIAL	141	CR COMPACT RESIDENTIAL	20	CV COMPACT VISITOR
				EC EV COMMERCIAL	9	ST STANDARD TANDEM		EV EV VISITOR
				HC HANDICAP COMMERCIAL	0	ET EV TANDEM		HV HANDICAP VISITOR
				VC VAN COMMERCIAL	25	CT COMPACT TANDEM		
					22	ER EV RESIDENTIAL		
					8	HR HANDICAP RESIDENTIAL		
SUBTOTAL	461	0	0		392		69	
TANDEM	34	0	0		34			
TOTAL	461		0		392		69	
				COMMERCIAL		RESIDENTIAL		VISITOR
P3				SC STANDARD COMMERCIAL	282	SR STANDARD RESIDENTIAL		SV STANDARD VISITOR
				CC COMPACT COMMERCIAL	186	CR COMPACT RESIDENTIAL		CV COMPACT VISITOR
				EC EV COMMERCIAL	12	ST STANDARD TANDEM		EV EV VISITOR
				HC HANDICAP COMMERCIAL		ET EV TANDEM		HV HANDICAP VISITOR
				VC VAN COMMERCIAL	17	CT COMPACT TANDEM		
					22	ER EV RESIDENTIAL		
						HR HANDICAP RESIDENTIAL		
SUBTOTAL	490	0	0		490		0	
TANDEM	29	0	0		29			
TOTAL	490		0		490		0	
				COMMERCIAL		RESIDENTIAL		VISITOR
P4				SC STANDARD COMMERCIAL	241	SR STANDARD RESIDENTIAL		SV STANDARD VISITOR
				CC COMPACT COMMERCIAL	181	CR COMPACT RESIDENTIAL		CV COMPACT VISITOR
				EC EV COMMERCIAL	9	ST STANDARD TANDEM		EV EV VISITOR
				HC HANDICAP COMMERCIAL		ET EV TANDEM		HV HANDICAP VISITOR
				VC VAN COMMERCIAL	18	CT COMPACT TANDEM		
					26	ER EV RESIDENTIAL		
						HR HANDICAP RESIDENTIAL		
SUBTOTAL	448	0	0		448		0	
TANDEM	27	0	0		27			
TOTAL	448		0		448		0	

GRAND TOTAL	1784	216	COMMERCIAL	1487	RESIDENTIAL	81	VISITOR

RESIDENTIAL BIKE STALL BY BUILDING

REQUIREMENT — 1 BIKE STALL PER 10 UNITS — MIN. 50% SPACES TO BE COVERED

	BLDG 1	BLDG 2	BLDG 3	BLDG 4	BLDG 5	BLDG 6	TOTAL
UNITS	345	343	248	206	223	248	1,613
BIKE STALL TOTAL	34.5	34.3	24.8	20.6	22.3	24.8	161.3
TOTAL	35	34	25	21	23	25	163

PROPOSED

	BLDG 1	BLDG 2	BLDG 3	BLDG 4	BLDG 5	BLDG 6	TOTAL
BIKE STALL (COVERED)	16	16	16	12	16	16	92
	REFER TO P4-P1 PLANS SHEET A1.02-A1.05, A1.11						
BIKE STALL (UNCOVERED)	20	20	10	10	10	10	80
	OUTDOOR RACKS REFER TO SHEET A0.22						
ADDITIONAL COVERED BIKE STORAGE (ACCESS FROM PLAZA 1)	54						54
	REFER TO SHEET A1.11						
TOTAL							226

COMMERCIAL BIKE STALL

REQUIREMENT	1/10000SF GREATER THAN 20000SF/ MIN. 50% SPACES TO BE COVERED	
RETAIL AREA TOTAL	97,112	
BIKE STALL REQUIRED	10	
PROPOSED BIKE STALL (COVERED)	5	REFER TO SHEET A1.11
PROPOSED BIKE STALL (UNCOVERED)	5	OUTDOOR RACKS REFER TO SHEET A0.22
ADDITIONAL EMPLOYEE BIKE STALL (COVERED)	20	REFER TO A1.05, UNDER BLDG 1
TOTAL	30	

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

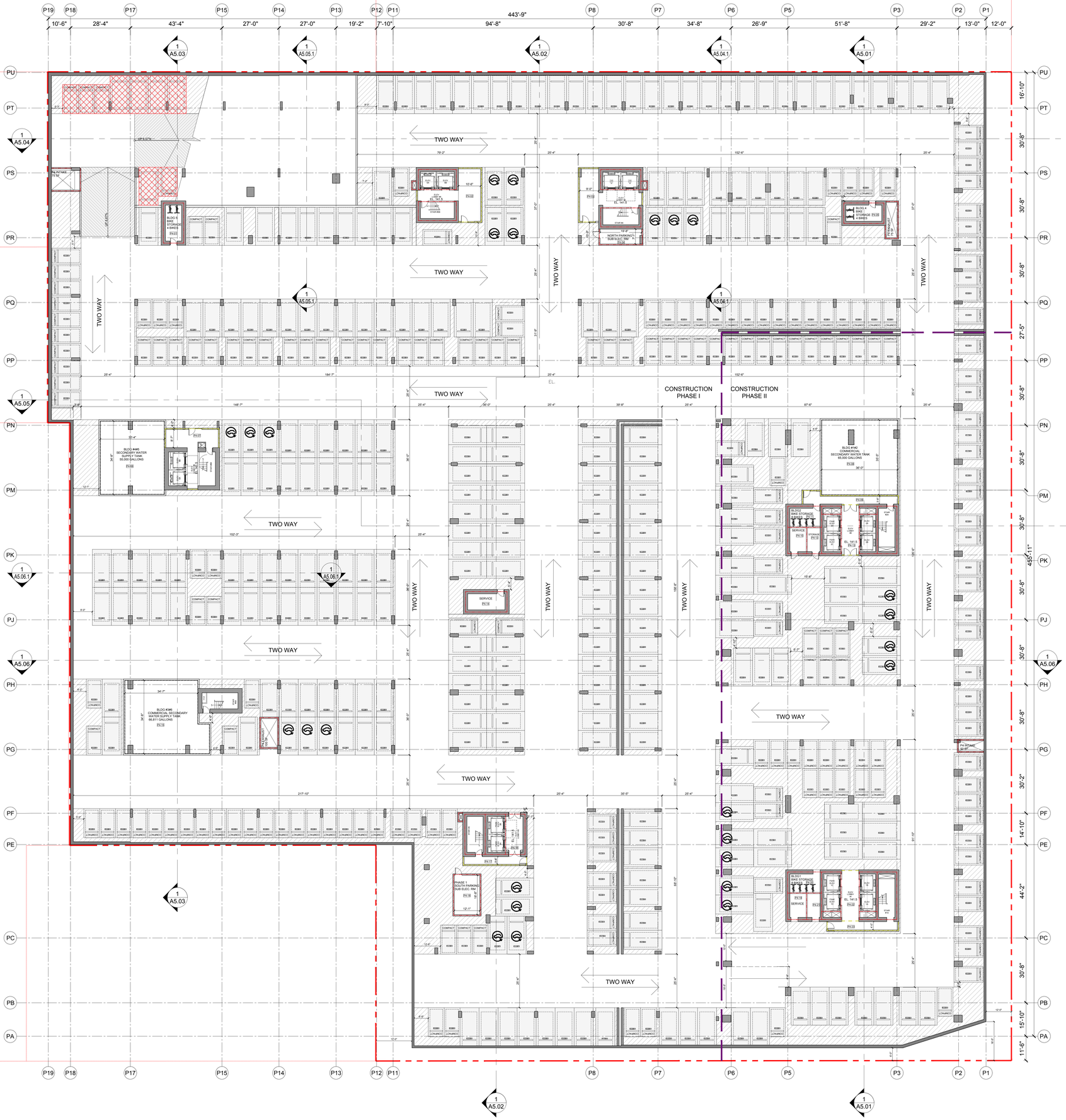
SCALE AT 36"x48": DATE: 2025.05.05

SHEET TITLE:

PARKING STATISTICS

SHEET NO.:

A0.50a



LEGEND:

- 7'-6" / 13'-9" — COMPACT STALL
- 9'-0" / 18'-0" — REGULAR STALL
- 9'-0" / 18'-0" — EV STALL
- 5'-0" 9'-0" / 18'-0" — ACCESSIBLE STALL
- 5'-0" 11'-0" / 18'-0" — VAN ACCESSIBLE STALL

COUNT TO P3

P4 LEVEL:
STANDARD STALLS: 267
SR STALLS:241
ER STALLS:26
COMPACT STALLS: 181
TOTAL STALLS: 448

STANDARD TANDEM: 9
COMPACT TANDEM: 18
BIKE PARKING:24

Note:LEVEL P4 is all Residential Parking

- CIP STRUCTURAL CONC. WALL
- CIP INFILL CONC. WALL
- CONC. BLOCK WALL
- PARTITION WALL
- 1HR RATED WALL
- 2HR RATED WALL

0 10 20 40 80ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

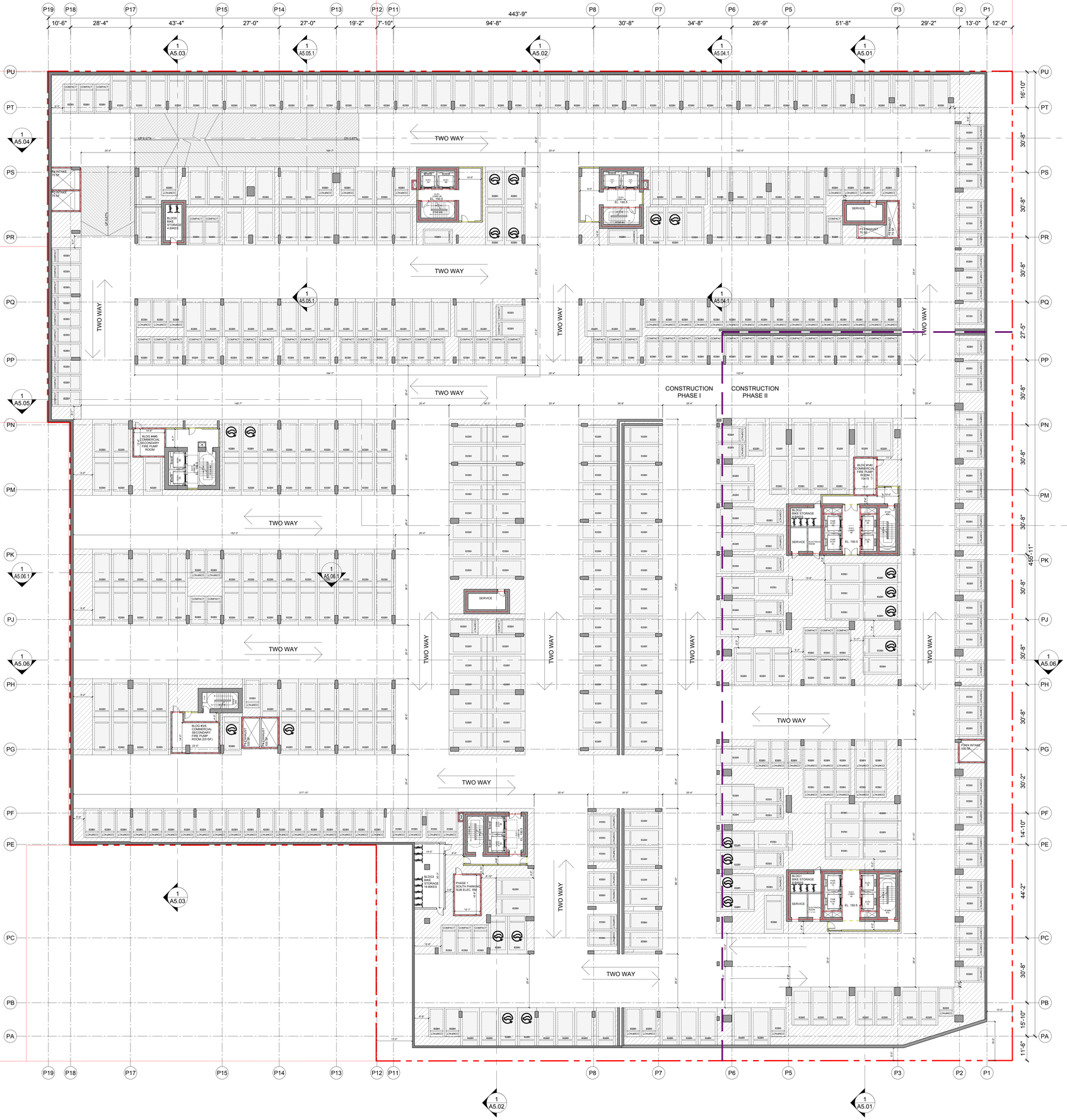
PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:

PARKING PLAN LEVEL P4

SHEET NO.:

A1.02



LEGEND:

- 7'-6" / 13'-9" — COMPACT STALL
- 9'-0" / 18'-0" — REGULAR STALL
- 9'-0" / 18'-0" — EV STALL
- 5'-0" 9'-0" / 18'-0" — ACCESSIBLE STALL
- 5'-0" 11'-0" / 18'-0" — VAN ACCESSIBLE STALL

P3 LEVEL:
STANDARD STALLS: 304
SR STALLS: 282
ER STALLS: 22
COMPACT STALLS: 186
TOTAL STALLS: 490

STANDARD TANDEM: 12
COMPACT TANDEM: 17
BIKE PARKING:36

Note:LEVEL P3 is all Residential Parking

- CIP STRUCTURAL CONC. WALL
- CIP INFILL CONC. WALL
- CONC. BLOCK WALL
- PARTITION WALL
- 1HR RATED WALL
- 2HR RATED WALL

0 10 20 40 80ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION
REVISION: V.9

REV. NO.	DESCRIPTION	DATE

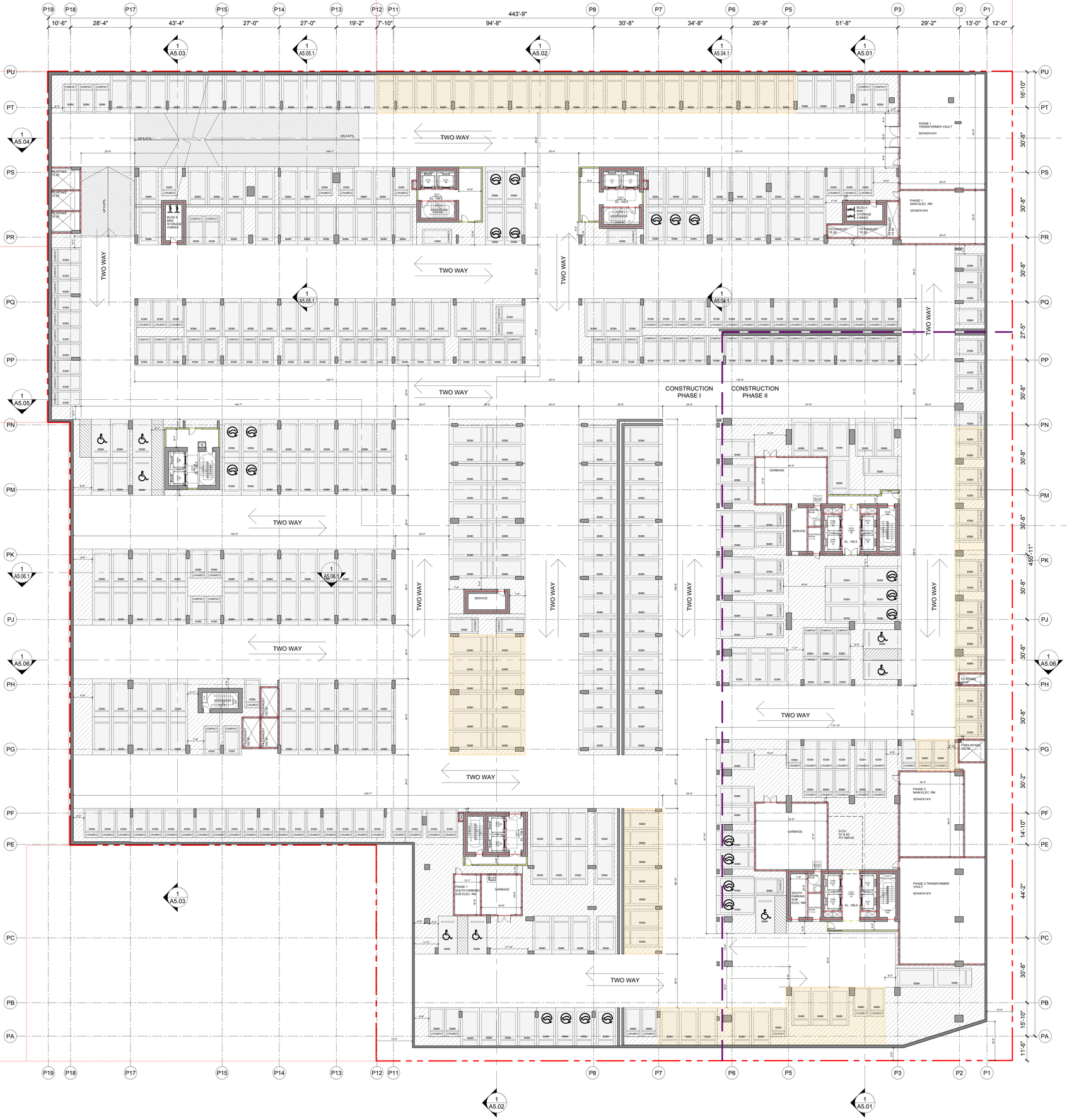
PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"X48": 1/16" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:

PARKING PLAN LEVEL P3

SHEET NO.:

A1.03


P19 P18 P17 P15 P14 P13 P12 P11 P8 P7 P6 P5 P3 P2 P1
10'-6" 28'-4" 43'-4" 27'-0" 27'-0" 19'-2" 7'-10" 94'-8" 30'-8" 34'-8" 26'-9" 51'-8" 29'-2" 13'-0" 12'-0"
443'-9"
PU PT PS PR PQ PP PN PM PK PJ PH PG PF PE PC PB PA
16'-10" 30'-8" 30'-8" 30'-8" 27'-5" 30'-8" 30'-8" 30'-8" 30'-8" 30'-8" 30'-2" 14'-10" 44'-2" 30'-8" 15'-10" 11'-6"
455'-11"
TWO WAY
CONSTRUCTION PHASE I
CONSTRUCTION PHASE II
PHASE I TRANSFORMER VAULT 50'X40'X14'H
PHASE I MAIN ELEC. RM 25'X40'X14'H
PHASE 2 MAIN ELEC. RM 30'X40'X14'H
PHASE 2 TRANSFORMER VAULT 50'X40'X14'H
PHASE 1 SOUTH PARKING SUB ELEC. RM
SOUTH PARKING SUB ELEC. RM
GARBAGE
SERVICE
ELEV 31' & 82' PIT ABOVE
BLDG 4 BIKE STORAGE 4 BIKES
P2 ENVELOPE 75 SF
P2 INTAKE 75 SF
P2 INTAKE 100 SF
P2 INTAKE 100 SF
P2 INTAKE 100

LEGEND:

7'-6" / 13'-9" — COMPACT STALL

9'-0" / 18'-0" — REGULAR STALL

9'-0" / 18'-0" — EV STALL

5'-0" 9'-0" / 18'-0" — ACCESSIBLE STALL

5'-0" 11'-0" / 18'-0" — VAN ACCESSIBLE STALL

P1 LEVEL:
REGULAR STALLS: 249
- SR STALLS: 82
- SC STALLS: 113
- SV STALLS: 12
- ER STALLS: 12
- EC STALLS: 8
- HR STALLS: 8
- HC STALLS: 12
- VC STALL: 2

COMPACT CAR STALLS:136
- CR STALL: 55
- CC STALL: 81

TOTAL STALLS: 385
BIKE PARKING:28

Security Fence And Gate
Visitor Parking
Commercial Parking
Note:No Hatch areas are Residential Parking
SUPERMARKET&RETAIL ELEVATORS

CIP STRUCTURAL CONC. WALL
CIP INFILL CONC. WALL
CONC. BLOCK WALL
PARTITION WALL
1HR RATED WALL
2HR RATED WALL

0 10 20 40 80ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:
PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION

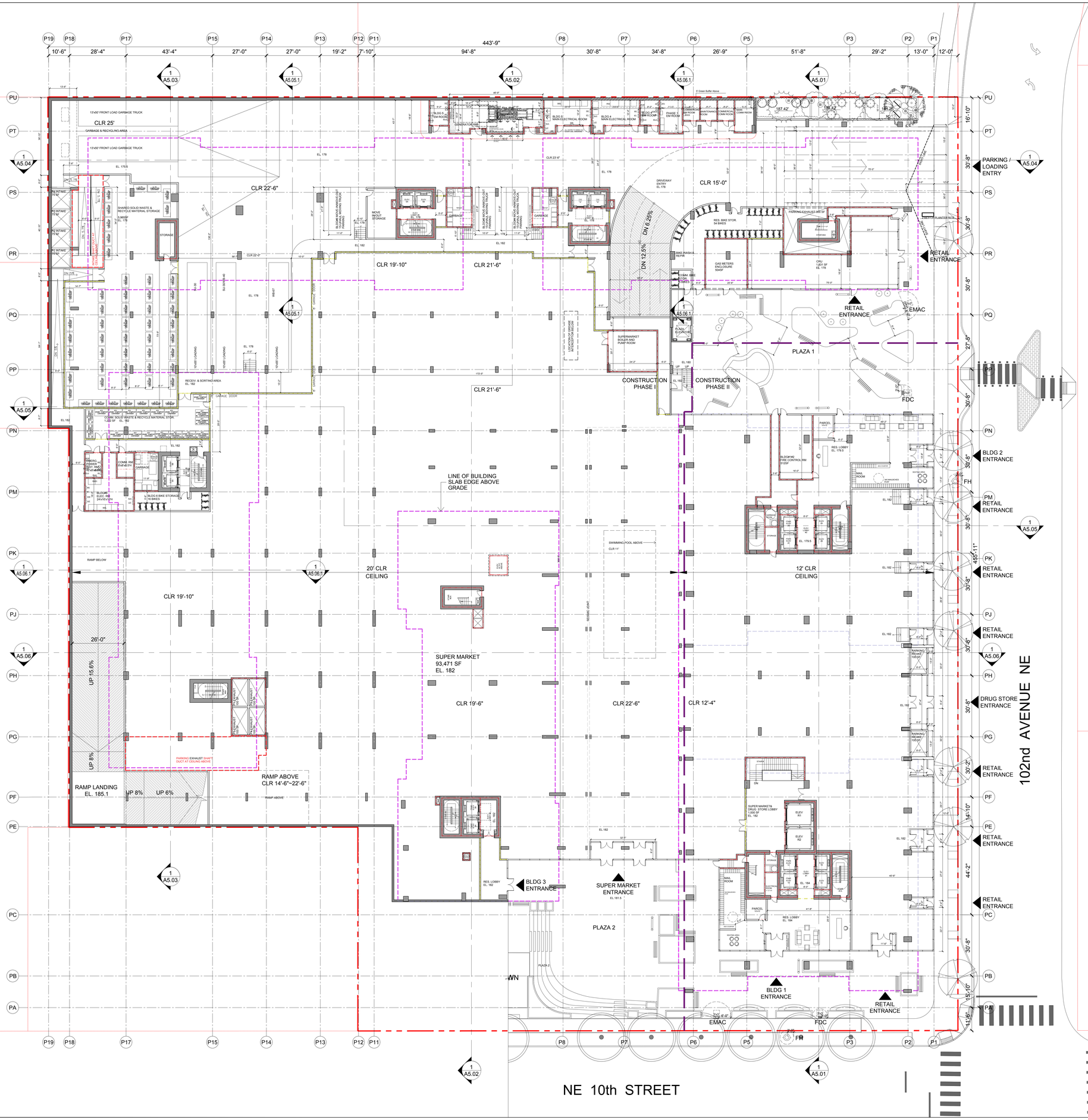
REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:
PARKING PLAN LEVEL P1

SHEET NO.:
A1.05



GROUND FLOOR:
RESIDENTIAL BIKING PARKING (COVERED) = 70
COMMERICAL BIKE PARKING (COVERED) = 5

CIP STRUCTURAL CONC. WALL
CIP INFILL CONC. WALL
CONC. BLOCK WALL
PARTITION WALL
1HR RATED WALL
2HR RATED WALL

0 10 20 40 80ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION
REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:
OVERALL PLAN GROUND FLOOR

SHEET NO.:
A1.11

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-103195-LD

Project Name: PINNACLE BELLEVUE NORTH

Administrative Departure requested for LUC 20.25A.160

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

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

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

Exhaust Vents

Response:

The departure requested is for location of exhaust vents on the building façade that do not meet the minimum distance of 16' from the finish grade. The project is residential with active uses on the Ground floor including a Supermarket and service-based retail. There are exhaust vents for the commercial program that will penetrate the retail façade. The site is located with only frontages on NE 10th Street and 102nd Avenue NE so the exhaust vent will have to be located adjacent to the sidewalk and plaza but will be kept to a minimum. The height requirement cannot be met because there are residential units starting above 16'. The placement of the vents is kept to a minimum and located above the canopy system and below the marquee and decorative frames that will provide diversion and separation of the exhaust to affect people at grade and the residential units above.

Written Responses to the Departure Decision Criteria in LUC 20.25Q.160.C.5

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

Response:

The resulting design with the departure will advance the following Comprehensive Plan goal/policy objective:

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

UD – 15: Mitigate potential impacts to more intense surrounding residential areas using landscape, greenspace and other urban design elements as buffers.

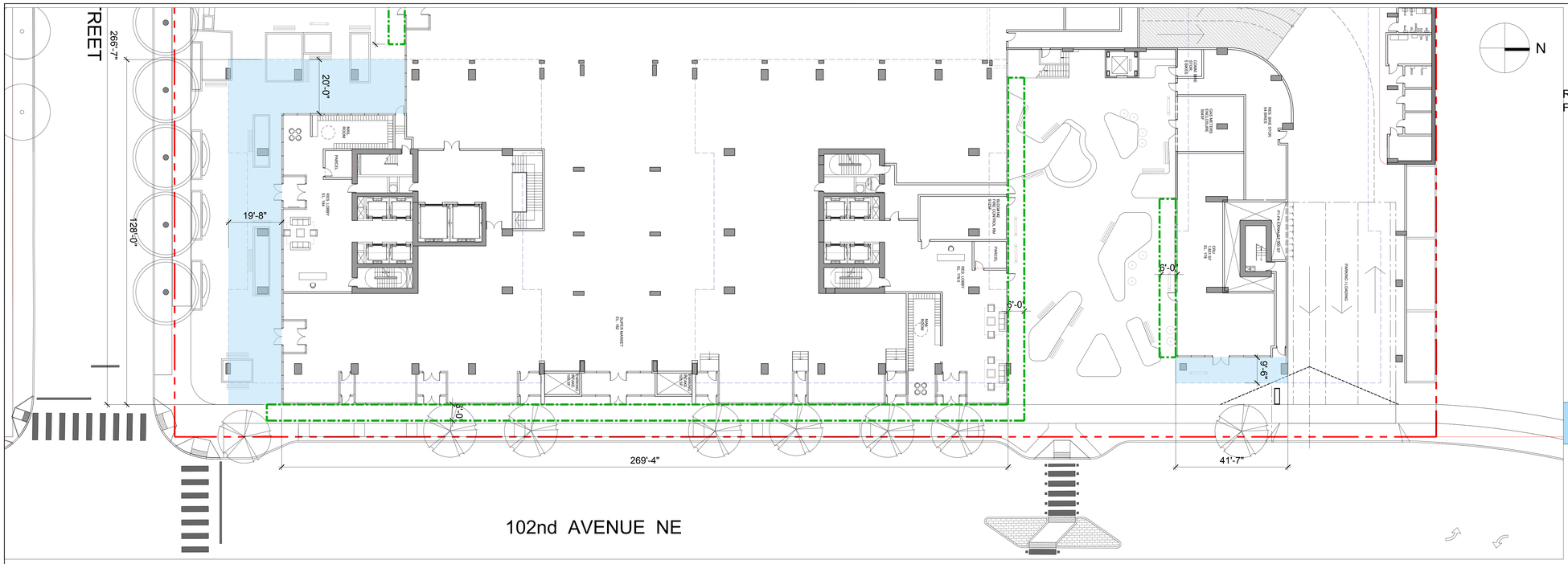
TR-135. Consider neighborhood traffic and livability conditions and address potential adverse impacts of public and private projects during the study, planning, design, permit and construction phases.

The use of architectural design elements like the marquees and canopies integrate the impacts of the exhaust vents at the street level.

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

Response:

The adjustment of the height of the exhaust vent to be between the canopy and architectural frame marquee allows the protection of pedestrians and residential units above.



REFER TO ADMINISTRATIVE DEPARTURE REQUEST FORM FOR A-ROW BUILD TO LINE

WEATHER PROTECTION: BUILDING MARQUEE

WEATHER PROTECTION: GLASS CANOPY

A1 WEATHER PROTECTION DIAGRAM

1/16"=1'-0"





TRANSPARENT

OPAQUE

BENCH

WOOD BENCH

WATER FEATURE

GREEN WALL

MEDIA WALL

LED SCREEN FOR FUTURE STREET ART

POINT OF INTERESTS:

FEATURE COLUMN

TRANSLUCENT PATTERNED DOOR PANEL

A2 TRANSPARENCY DIAGRAM

1/16"=1'-0"

PEDESTRIAN CORRIDOR 'A' RIGHT-OF-WAY

LENGTH OF 102ND AVE NE (EXCLUDING PLAZA 1 AND DRIVE WAY): 269'-4"+41'-7"=310'-11"

TOTAL LENGTH OF CANOPY+MARQUEE: 269'-4"+41'-7"=310'-11"
WEATHER PROTECTION: 310'-11"/310'-11"=100.0% (75% REQUIRED)

TOTAL LENGTH OF TRANSPARENCY BTW 2'-6" & 8'-0": 96'-2"+27'-4"+115'-10"+35'-3"=274'-7"
TRANSPARENCY: 274'-7"/310'-11"= 88.3% (75% REQUIRED)

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:
PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:
102ND AVE NE
WEATHER PROTECTION + TRANSPARENCY

SHEET NO.:
A0.25



JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

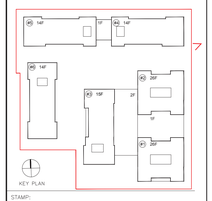
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC., AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



STAMP:

PROJECT:

PINNACLE
BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"x48": DATE: 2025.05.05

SHEET TITLE:

RENDER

SHEET NO.:

A0.90



JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

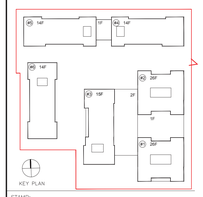
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC., AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



STAMP:

PROJECT:

PINNACLE
BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

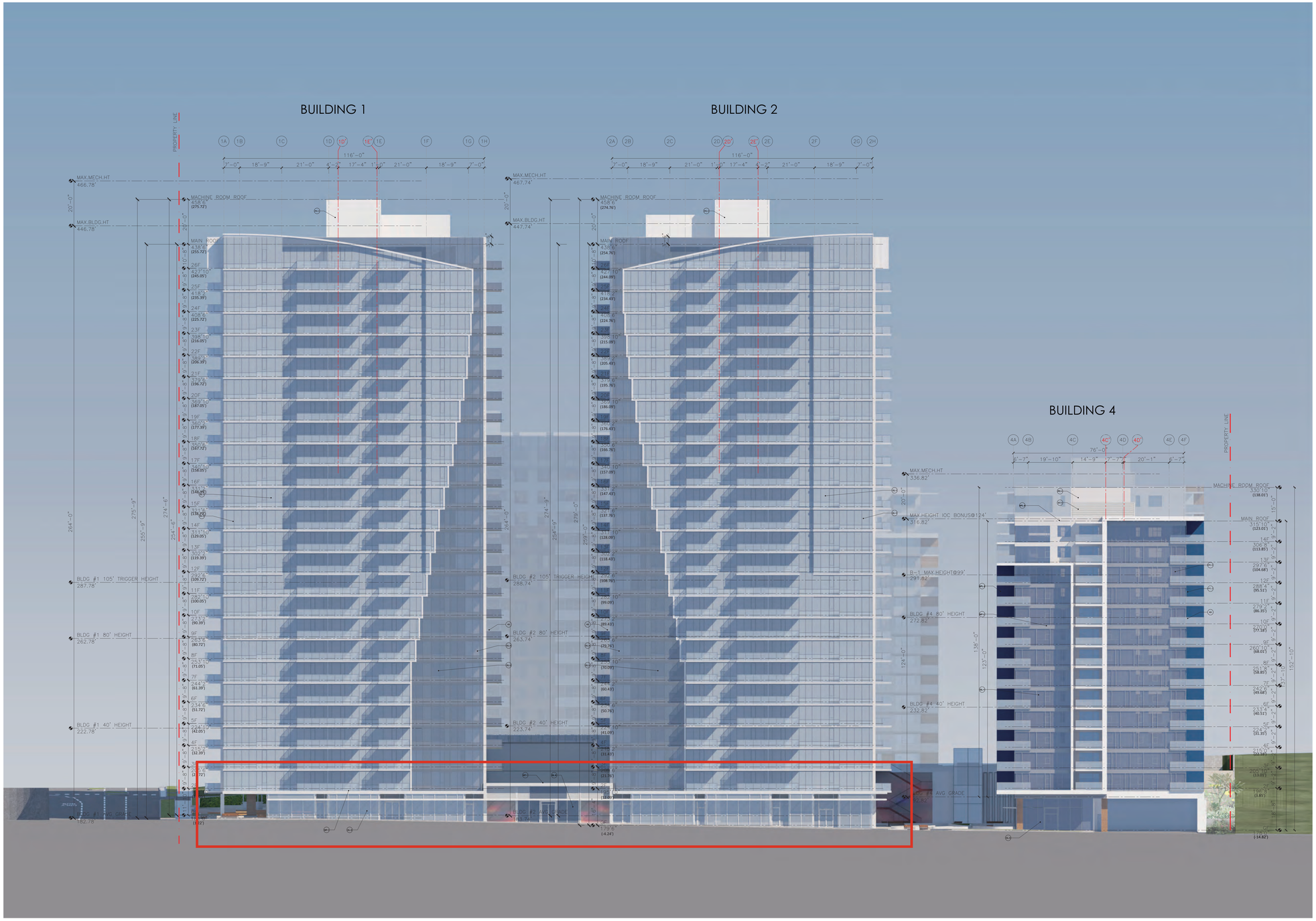
SCALE AT 36"x48": DATE: 2025.05.05

SHEET TITLE:

RENDER

SHEET NO.

A0.96



1 EXTERIOR MATERIALS

- MP-1 METAL PANEL - WHITE
- MP-2 METAL PANEL - GRAY
- MP-3 METAL PANEL - PERFORATED WHITE
- HPL-1 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:POWDER BLUE
- HPL-2 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:DARK DENIM
- HPL-3 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:DARK BLUE
- HPL-4 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:WHITE
- HPL-5 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:ZINC GREY
- HPL-6 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® WOOD DECORS COLOR:LIGHT MAHOGANY NW18
- R1 GUARDRAILS-LAMINATED/TEMPERED GLASS SAFETY GUARDRAIL
- GL-1 VISION GLASS - HIGH TRANSPARENCY, BLUE-LIGHT GREY
- GL-2 VISION GLASS - MEDIUM GREY
- GL-3 GLASS SPANDREL - MATCH GL-1
- GL-4 GLASS SPANDREL - MATCH GL-2
- GL-5 STOREFRONT GLASS
- PC-1 PAINTED CONCRETE FINISH

2 EXTERIOR WALL SYSTEM TYPES

- WS-1 **WINDOW WALLL TYPE 1**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-1 VISION GLASS
  GLASS TYPE: GL-3 GLASS SPANDREL
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-2 **WINDOW WALLL TYPE 2**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-2 VISION GLASS
  GLASS TYPE: GL-4 GLASS SPANDREL
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-3 **WINDOW WALLL TYPE 3**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-1 VISION GLASS
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-4 **WINDOW WALLL TYPE 4**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-2 VISION GLASS
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-5 **STOREFRONT GLAZING SYSTEM TYPE 1**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-2 VISION GLASS
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-6 **STOREFRONT GLAZING SYSTEM TYPE 2**
  STOREFRONT GLAZING SYSTEM
  INTEGRAL STOREFRONT DOORS
  GLASS TYPE: GL-1 VISION GLASS
  MP-1 METAL PANEL
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-7 **OPAQUE WALL TYPE 1**
  PC-1 EXTERIOR INSULATED FINISH SYSTEM (EIFS)
  (REFER TO EXTERIOR MATERIAL SCHEDULE)
- WS-9 **OPAQUE WALL TYPE 2**
  HPL-6 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
  WOOD GRAIN PATTERN
- WS-10 **OPAQUE WALL TYPE 3**
  HPL-1 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
- WS-11 **OPAQUE WALL TYPE 4**
  HPL-2 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
- WS-12 **OPAQUE WALL TYPE 5**
  HPL-3 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
- ST-1 **PREFINISHED STEEL SIDING TYPE 1**
  COLOUR: SILVERSTORM-UC106685F
  METAL PANEL: ALUMINUM
  MANUFACTURER: VICWEST
  STYLE: VERTICAL

JYOM
JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

KEY PLAN

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2025.05.05

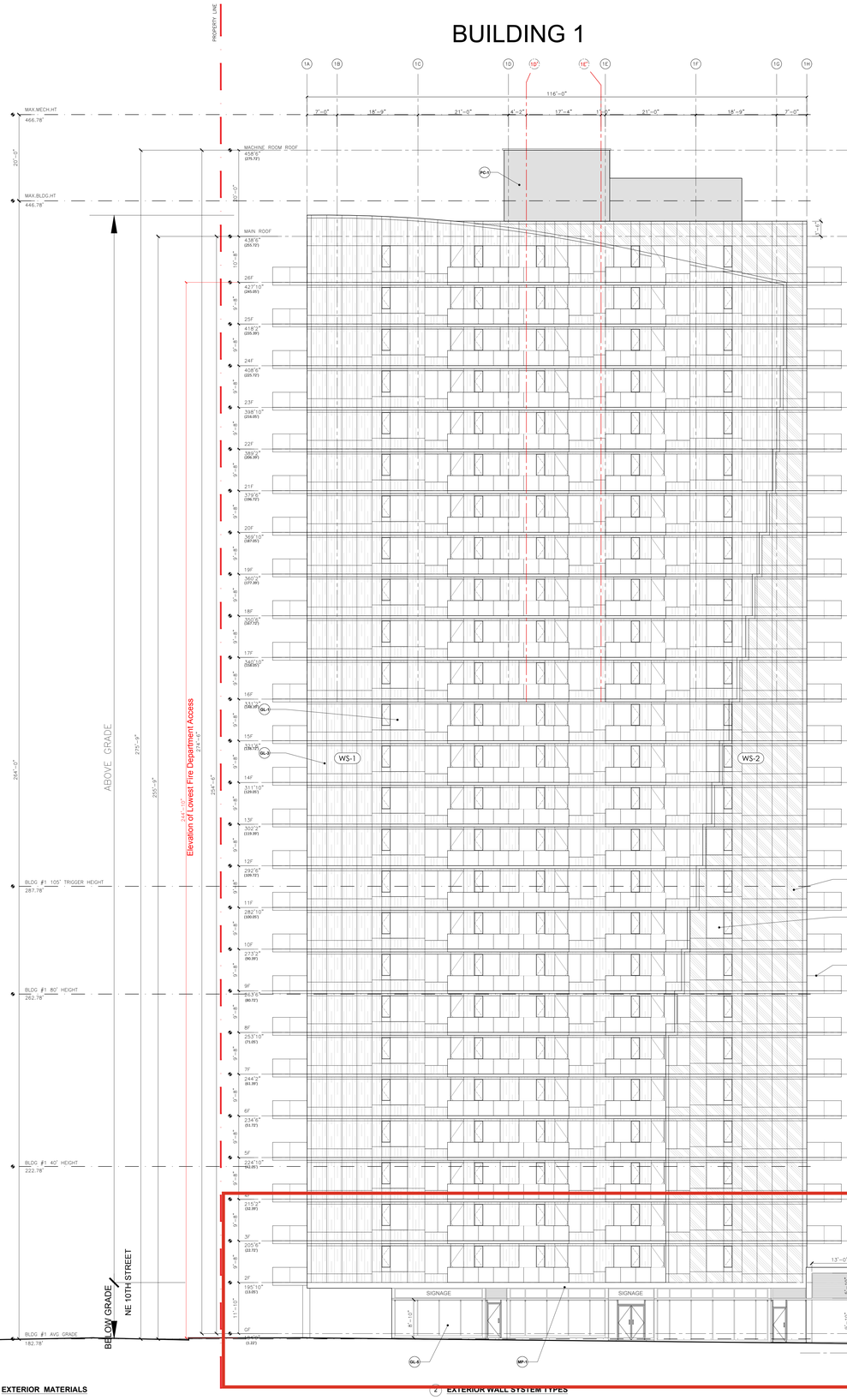
SHEET TITLE:

ELEVATION EAST

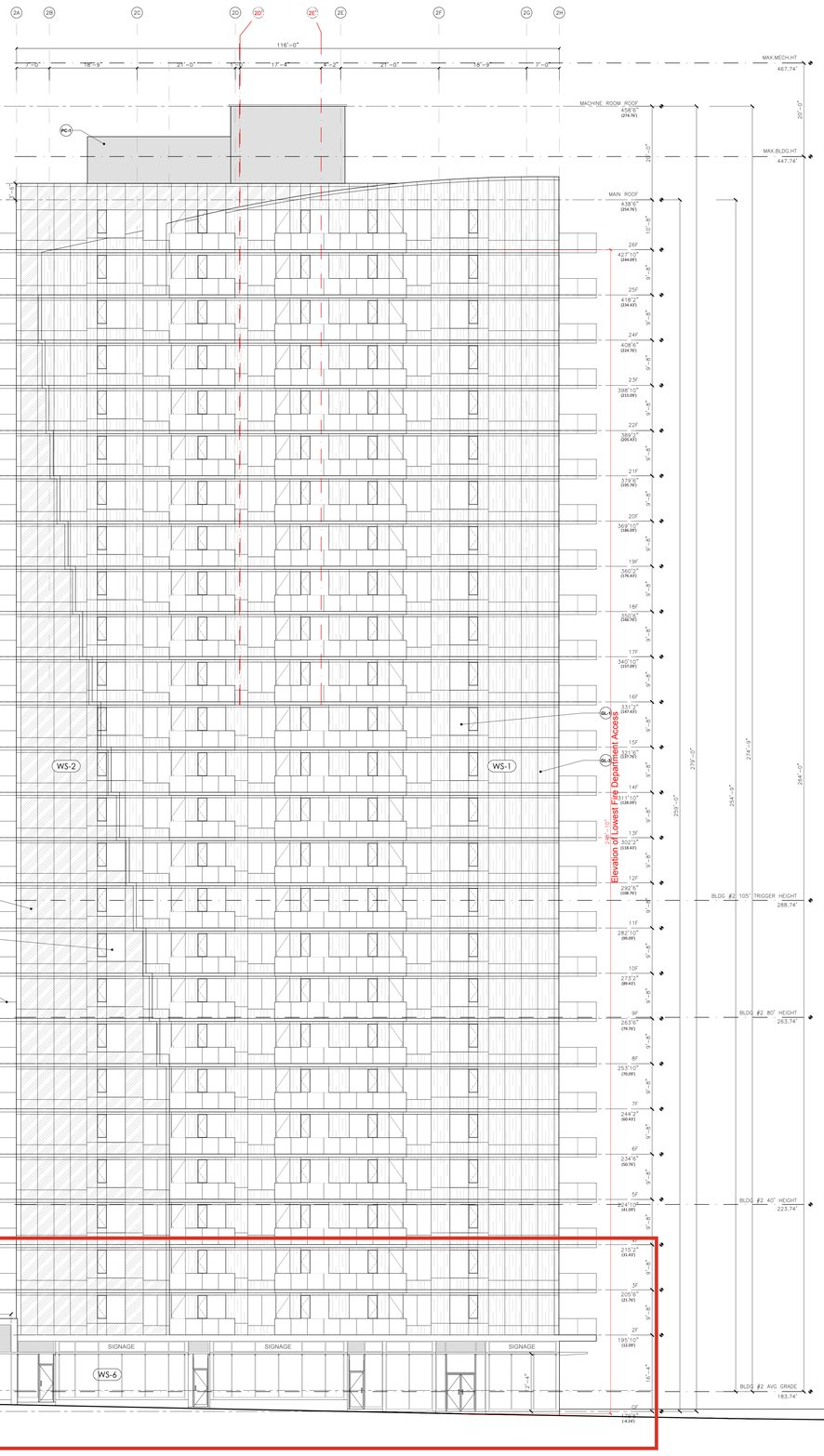
SHEET NO.:

A4.01

BUILDING 1



BUILDING 2



1 EXTERIOR MATERIALS

- MP-1 METAL PANEL - WHITE
- MP-2 METAL PANEL - GRAY
- MP-3 METAL PANEL - PERFORATED WHITE
- HPL-1 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:POWDER BLUE
- HPL-2 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:DARK DENIM
- HPL-3 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:DARK BLUE
- HPL-4 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:WHITE
- HPL-5 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:ZINC GREY
- HPL-6 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® WOOD DECORS COLOR:LIGHT MAHOGANY NW18
- R1 GUARDRAILS-LAMINATED/TEMPERED GLASS SAFETY GUARDRAIL
- GL-1 VISION GLASS - HIGH TRANSPARENCY, BLUE-LIGHT GREY
- GL-2 VISION GLASS - MEDIUM GREY
- GL-3 GLASS SPANDREL - MATCH GL-1
- GL-4 GLASS SPANDREL - MATCH GL-2
- GL-5 STOREFRONT GLASS
- PC-1 PAINTED CONCRETE FINISH

2 EXTERIOR WALL SYSTEM TYPES

- WS-1 **WINDOW WALL1 TYPE 1**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-1 VISION GLASS
  GLASS TYPE: GL-3 GLASS SPANDREL
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-2 **WINDOW WALL1 TYPE 2**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-2 VISION GLASS
  GLASS TYPE: GL-4 GLASS SPANDREL
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-3 **WINDOW WALL1 TYPE 3**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-1 VISION GLASS
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-4 **WINDOW WALL1 TYPE 4**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-2 VISION GLASS
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-5 **STOREFRONT GLAZING SYSTEM TYPE 1**
  UNITIZED WINDOW WALL SYSTEM
  GLASS TYPE: GL-2 VISION GLASS
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-6 **STOREFRONT GLAZING SYSTEM TYPE 2**
  STOREFRONT GLAZING SYSTEM
  INTEGRAL STOREFRONT DOORS
  GLASS TYPE: GL-1 VISION GLASS
  MP-1 METAL PANEL
  FRAME TYPE: ALUMINUM MULLIONS AND CAPS
  FRAME COLOR: SILVER SHADOW
- WS-7 **OPAQUE WALL TYPE 1**
  EIFS EXTERIOR INSULATED FINISH SYSTEM (PCS)
  (REFER TO EXTERIOR MATERIAL SCHEDULE)
- WS-9 **OPAQUE WALL TYPE 2**
  HPL-6 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
  WOOD GRAIN PATTERN
- WS-10 **OPAQUE WALL TYPE 3**
  HPL-1 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
- WS-11 **OPAQUE WALL TYPE 4**
  HPL-2 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
- WS-12 **OPAQUE WALL TYPE 5**
  HPL-3 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
- ST-1 **PREFINISHED STEEL SIDING TYPE 1**
  COLOUR: SILVERSTORM-UC106685F
  METAL PANEL: ALUMINUM
  MANUFACTURER: VICWEST
  STYLE: VERTICAL

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

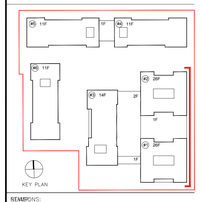
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



REMARKS:

ISSUED FOR REVIEW
NOT FOR CONSTRUCTION

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

SCALE AT 36"X48": 3/32" = 1'- 0" DATE: 2025.05.05

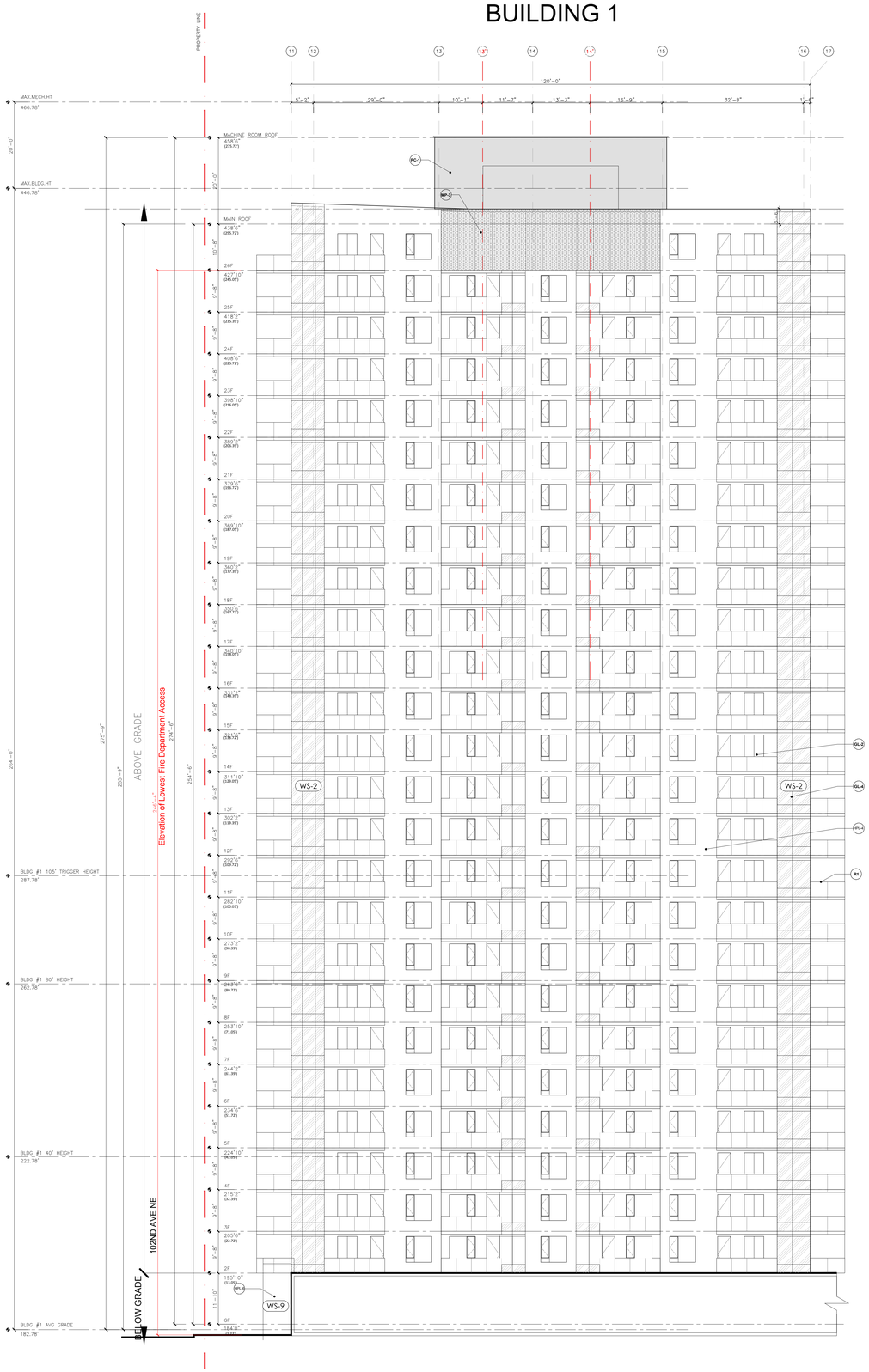
SHEET TITLE:

ELEVATION
BUILDING #1&2 EAST

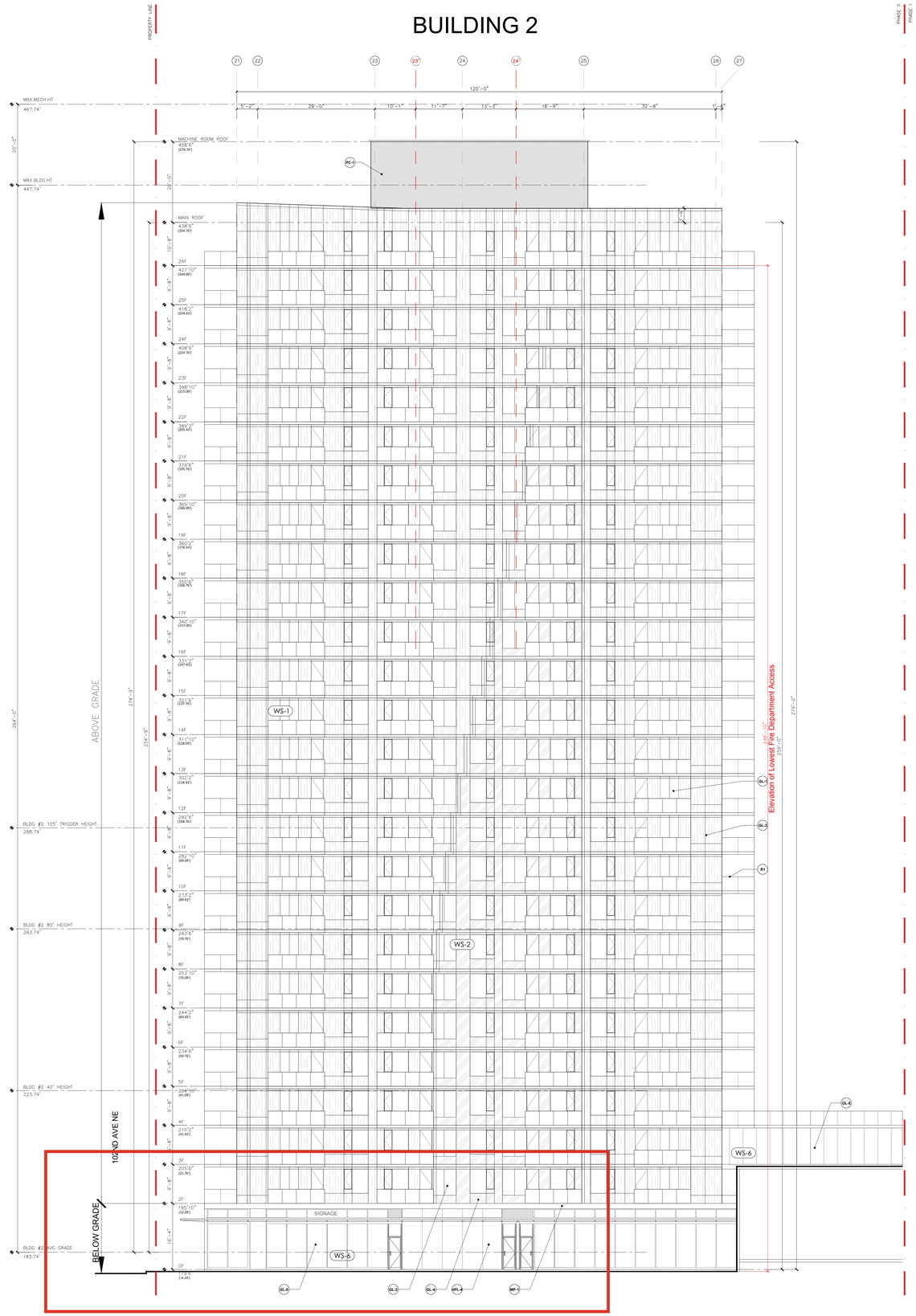
SHEET NO.:

A4.05(2)

BUILDING 1



BUILDING 2



1 EXTERIOR MATERIALS

- MP-1 METAL PANEL - WHITE
- MP-2 METAL PANEL - GRAY
- MP-3 METAL PANEL - PERFORATED WHITE
- HPL-1 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:POWDER BLUE
- HPL-2 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:DARK DENIM
- HPL-3 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:DARK BLUE
- HPL-4 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:WHITE
- HPL-5 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:ZINC GREY
- HPL-6 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® WOOD DECORS COLOR:LIGHT MAHOGANY NW18
- R1 GUARDRAILS-LAMINATED/TEMPERED GLASS SAFETY GUARDRAIL
- GL-1 VISION GLASS - HIGH TRANSPARENCY, BLUE-LIGHT GREY
- GL-2 VISION GLASS - MEDIUM GREY
- GL-3 GLASS SPANDREL - MATCH GL-1
- GL-4 GLASS SPANDREL - MATCH GL-2
- GL-5 STOREFRONT GLASS
- PC-1 PAINTED CONCRETE FINISH

2 EXTERIOR WALL SYSTEM TYPES

WS-1 WINDOW WALLL TYPE 1
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-1 VISION GLASS
GLASS TYPE: GL-3 GLASS SPANDREL
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-2 WINDOW WALLL TYPE 2
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-2 VISION GLASS
GLASS TYPE: GL-4 GLASS SPANDREL
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-3 WINDOW WALLL TYPE 3
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-1 VISION GLASS
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-4 WINDOW WALLL TYPE 4
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-2 VISION GLASS
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-5 STOREFRONT GLAZING SYSTEM TYPE 1
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-2 VISION GLASS
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-6 STOREFRONT GLAZING SYSTEM TYPE 2
STOREFRONT GLAZING SYSTEM
INTEGRAL STOREFRONT DOORS
GLASS TYPE: GL-1 VISION GLASS
MP-1 METAL PANEL
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-7 OPAQUE WALL TYPE 1
EIFS EXTERIOR INSULATED FINISH SYSTEM (PCS)
(REFER TO EXTERIOR MATERIAL SCHEDULE)

WS-9 OPAQUE WALL TYPE 2
HPL-6 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
WOOD GRAIN PATTERN

WS-10 OPAQUE WALL TYPE 3
HPL-1 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)

WS-11 OPAQUE WALL TYPE 4
HPL-2 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)

WS-12 OPAQUE WALL TYPE 5
HPL-3 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)

ST-1 PREFINISHED STEEL SIDING TYPE 1
COLOUR: SILVERSTORM-UC106685F
METAL PANEL: ALUMINUM
MANUFACTURER: VICWEST
STYLE: VERTICAL

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

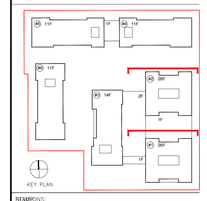
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



STAMPS/NS:

ISSUED FOR REVIEW
NOT FOR CONSTRUCTION

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION:		REVISION: V.9
REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

SCALE AT 36"X48": 3/32" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:

ELEVATION
BUILDING #1&2 NORTH

SHEET NO.:

A4.08(2)



1 EXTERIOR MATERIALS

- MP-1 METAL PANEL - WHITE
- MP-2 METAL PANEL - GRAY
- MP-3 METAL PANEL - PERFORATED WHITE
- HPL-1 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:POWDER BLUE
- HPL-2 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:DARK DENIM
- HPL-3 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:DARK BLUE
- HPL-4 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:WHITE
- HPL-5 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® UNI COLOR:ZINC GREY
- HPL-6 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL) BRAND:TRESPA® METEON® WOOD DECORS COLOR:LIGHT MAHOGANY NW18
- R1 GUARDRAILS-LAMINATED/TEMPERED GLASS SAFETY GUARDRAIL
- GL-1 VISION GLASS - HIGH TRANSPARENCY, BLUE-LIGHT GREY
- GL-2 VISION GLASS - MEDIUM GREY
- GL-3 GLASS SPANDREL - MATCH GL-1
- GL-4 GLASS SPANDREL - MATCH GL-2
- GL-5 STOREFRONT GLASS
- PC-1 PAINTED CONCRETE FINISH

2 EXTERIOR WALL SYSTEM TYPES

WS-1 WINDOW WALLL TYPE 1
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-1 VISION GLASS
GLASS TYPE: GL-3 GLASS SPANDREL
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-2 WINDOW WALLL TYPE 2
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-2 VISION GLASS
GLASS TYPE: GL-4 GLASS SPANDREL
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-3 WINDOW WALLL TYPE 3
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-1 VISION GLASS
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-4 WINDOW WALLL TYPE 4
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-2 VISION GLASS
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-5 STOREFRONT GLAZING SYSTEM TYPE 1
UNITIZED WINDOW WALL SYSTEM
GLASS TYPE: GL-2 VISION GLASS
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-6 STOREFRONT GLAZING SYSTEM TYPE 2
STOREFRONT GLAZING SYSTEM
INTEGRAL STOREFRONT DOORS
GLASS TYPE: GL-1 VISION GLASS
MP-1 METAL PANEL
FRAME TYPE: ALUMINUM MULLIONS AND CAPS
FRAME COLOR: SILVER SHADOW

WS-7 OPAQUE WALL TYPE 1
EIFS EXTERIOR INSULATED FINISH SYSTEM (PCS)
(REFER TO EXTERIOR MATERIAL SCHEDULE)

WS-9 OPAQUE WALL TYPE 2
HPL-6 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)
WOOD GRAIN PATTERN

WS-10 OPAQUE WALL TYPE 3
HPL-1 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)

WS-11 OPAQUE WALL TYPE 4
HPL-2 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)

WS-12 OPAQUE WALL TYPE 5
HPL-3 HIGH-PRESSURE COMPACT LAMINATE PANEL CLADDING (HPL)

ST-1 PREFINISHED STEEL SIDING TYPE 1
COLOUR: SILVERSTORM-UC106685F
METAL PANEL: ALUMINUM
MANUFACTURER: VICWEST
STYLE: VERTICAL

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:
PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK
SCALE AT 36"x48": 1/8" = 1'- 0" DATE: 2025.05.05

SHEET TITLE:
ELEVATION BUILDING #4 SOUTH

SHEET NO.:
A4.18

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-103195-LD

Project Name: PINNACLE BELLEVUE NORTH

Administrative Departure requested for LUC 20.20.520.J.2

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

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

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

Response: Street Tree Spacing

This departure request is for not meeting the maximum spacing required for street trees along 102nd Ave NE. and NE 10th Street.

In LUC 20.25A.110 A 1. street tree type maximum spacing between medium size street trees shall be 25' and large street trees shall be 30'.

For this project: The required street tree spacings are as follows:
102nd Ave NE:
Miyabe maple, Acer miyabei 'Rugged Ridge' – Large
Max. Tree spacing: 30 ft.

NE 10th Street: Tupelo: Nyssa sylvatica 'Firestarter' – Medium
Max. Tree spacing: 25 ft.

The reason that the maximum street tree spacing cannot be achieved is because proposed street light locations, existing utility vaults and proposed utility locations and their related vaults are impacting the proposed maximum spacing of street trees along 102nd Ave. NE and NE 10th Street. City of Bellevue Transportation requires minimum 25' clearance from street trees to street light locations and minimum 5' clearance from utilities.

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

Response:

Strictly following the city maximum street tree spacing, without modification, might result in possible future damage to utilities or blocking of adequate nighttime illumination along the street front. Additional regular maintenance work may also result to prune tree branches away from street light locations.

a. The proposed landscaping represents an equal or better result than that which could be achieved by strictly following the requirements of this section; and

b. The proposed landscaping complies with the stated purpose of this section (subsection A), and with the purpose and intent of paragraphs F.1 and G of this section.

i. The resulting design will be more consistent with the purpose and intent of the Land Use Code.
ii. The resulting design will advance a Comprehensive Plan goal or policy objective that is not adequately accommodated by a strict application of the Land Use Code.

Response:

The following are the proposed dimensions between trees and can also be found on Drawing Sheet LA 401.

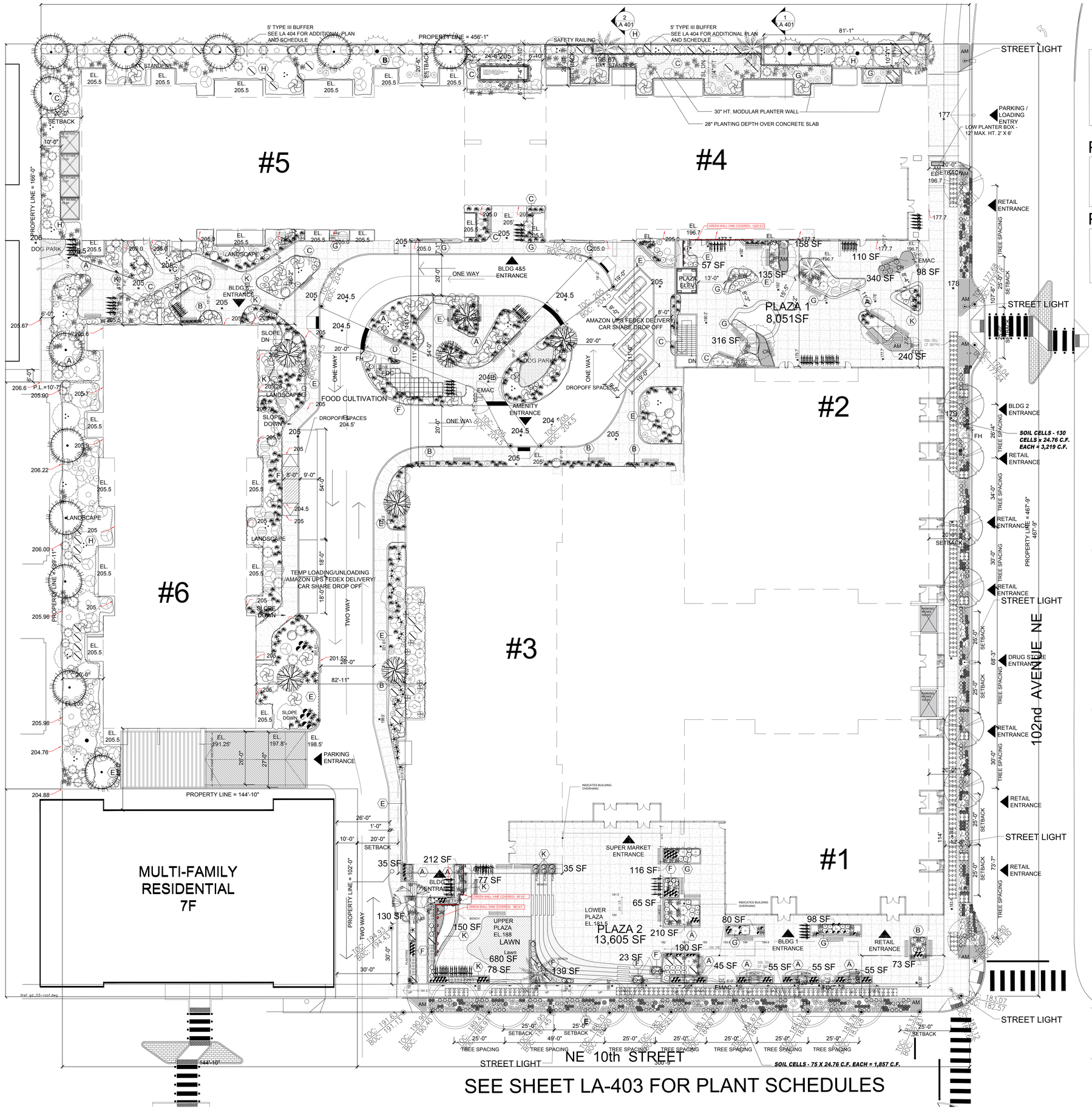
102nd Ave NE: Proposed tree spacing north to south: 107’-6” / 26’-4” / 34’/ 30’ / 68’-3” / 30’ / 73’-7”

NE 10th Street: Proposed tree spacing west to east: 25’ / 49’ / 25’ / 25’ / 25’ / 25’ / 25’

The resulting tree spacing design complies with city of Bellevue Traffic street light and utility vault set back requirements.

The proposed tree spacing has been adjusted as needed to maximize the total number of street trees to be planted while avoiding conflicts with existing and proposed utility locations including street lights, utility vaults and underground utility lines.

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



PLAZA #1 AREA = 8,051 S.F.
PLAZA #2 AREA = 13,605 S.F.
PLAZA TOTAL AREA = 21,656 S.F.

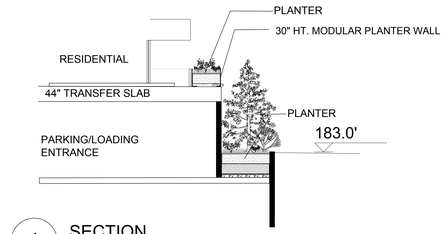
REQUIRED PLANTED AREA = 20%.
21,656 X 20%. = 4,331 S.F.
TOTAL PLANTED AREA CALCULATION:
2,874 + 2,499 = 5,373 S.F.

PLAZA #1 PLANTED AREA:

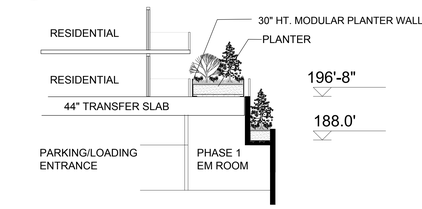
PLAZA #1 AREA = 8,051 S.F.
REQUIRED MINIMUM PLANTED AREA = 20%
8,051 x 20%= 1,610 S.F.
TOTAL PROPOSED PLANTED AREA=
57+316+135+158+340+98+110+240+1420 = 2,874 S.F.

PLAZA #2 PLANTED AREA:

PLAZA #2 AREA = 13,605 S.F.
REQUIRED MINIMUM PLANTED AREA = 20%
13,605 x 20%= 2,721 S.F.
TOTAL PROPOSED PLANTED AREA=
77+150+680+78+35+139+116+65+210+23+190+45+80+55+55+55+98+73
+180+95 = 2,499 S.F.



1 SECTION



2 SECTION

SEE SHEET LA-403 FOR PLANT SCHEDULES

Notes:

DESIGN LANDSCAPE ARCHITECT:
ELLUMUS
www.ELLUMUS.COM
ELLUMUS, LLC.
P.O. BOX 1982
BELLEVUE, WA 98015
PH (425) 603-0188
INFO@ELLUMUS.COM

LANDSCAPE ARCHITECT OF RECORD:
STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
CERTIFICATE NO. 442
JGM LANDSCAPE ARCHITECTS
Incorporated P.S.
Landscape Architecture
Urban Design
Planning

REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CLIENT: PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC
V6B 2W6

ARCHITECT: JYOM Architecture
3378 Cambie Street
Vancouver, BC V6H 2L2
604-876-2222

SITE: PINNACLE BELLEVUE NORTH

TITLE: LA-401-PLANTING DESIGN

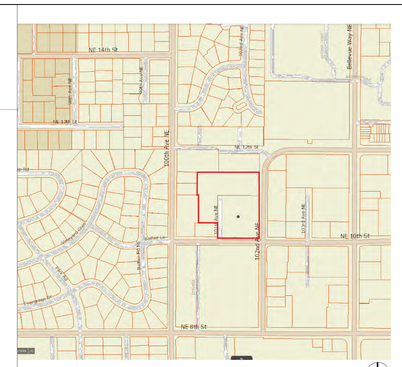
SCALE AT 36"x48":	DATE:	DRAWN:	CHECKED:
1/16" = 1'-0"	2025.05.5		
PROJECT NO:	DRAWING NO:		REVISION:
19001.80	LA-401		

Description of Proposal:

Variance for Tower Separation

The variance applied for the Pinnacle Bellevue North Master Development Plan (MDP- 21 103192 LP) and Administrative Design Review (ADR - 21 103195 LD) approval is for Tower Separation (LUC 20.25A.075.B) for Building 4,5 and 6.





VICINITY MAP

ASSESSOR'S PARCEL NUMBER:
570900-0030
292505-9280

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

SCALE AT 36"x48": 1/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

SITE PLAN

SHEET NO.:

A1.01



N

PERIMETER OVERLAY B1/ DT-R DISTRICT

PERIMETER OVERLAY B2/ DT-MU DISTRICT

PERIMETER OVERLAY A1/ DT-R DISTRICT

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC., V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC., V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

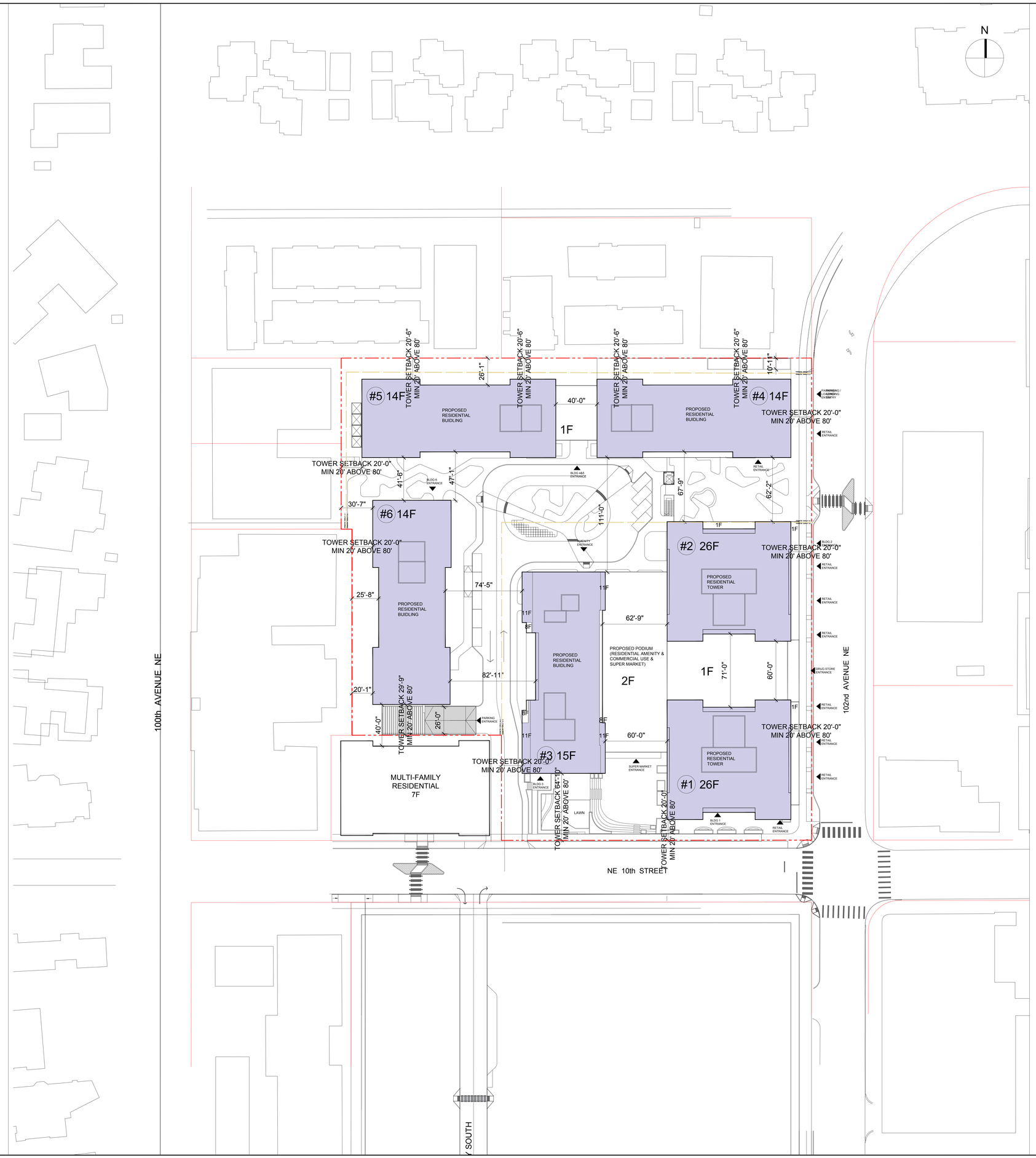
SCALE AT 36"x48": 1/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

ZONING OVERLAY

SHEET NO.:

A0.20



LUC 20.25A.060.A Dimensional Chart and Required Tower Separation, LUC 20.25A.075.B: 60 feet and Min. Tower Setback above 80 feet where building exceeds 100 ft.: 20 feet, applied to interior property lines only.

Refer to Variance for Tower Separtion

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

SCALE AT 36"x48": 1/32" = 1'- 0" DATE: 2025.05.05

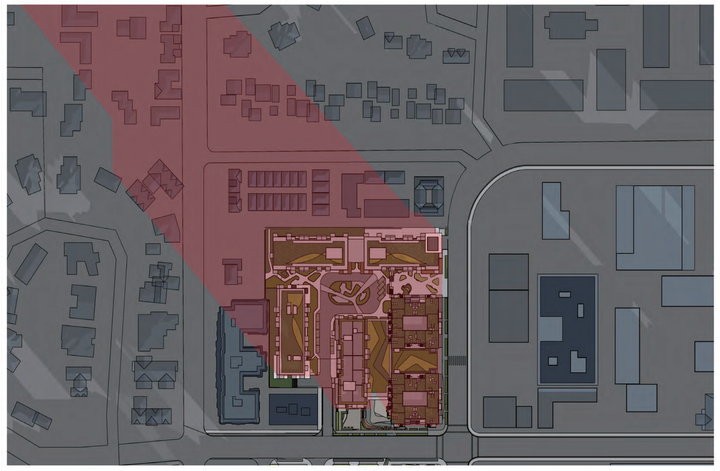
SHEET TITLE:

TOWER SEPARATION AND BUILDING SETBACKS

SHEET NO.:

A0.12

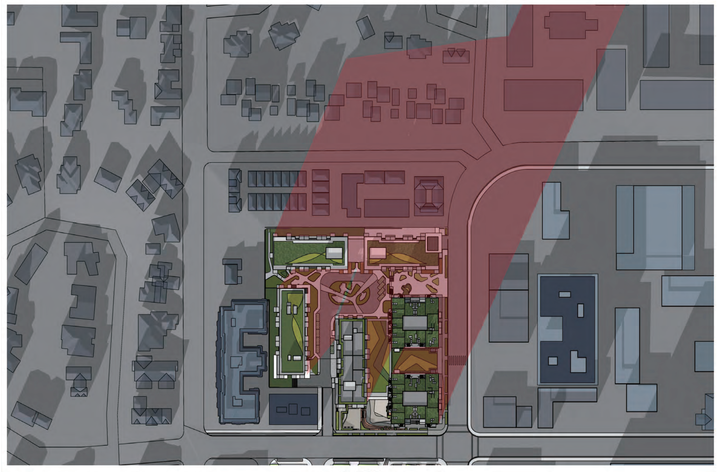
WINTER SOLSTICE
DECEMBER 21



9 AM

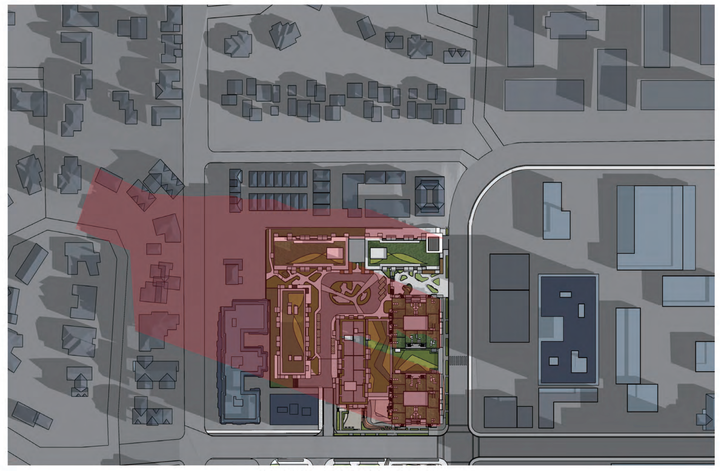


12 PM



3 PM

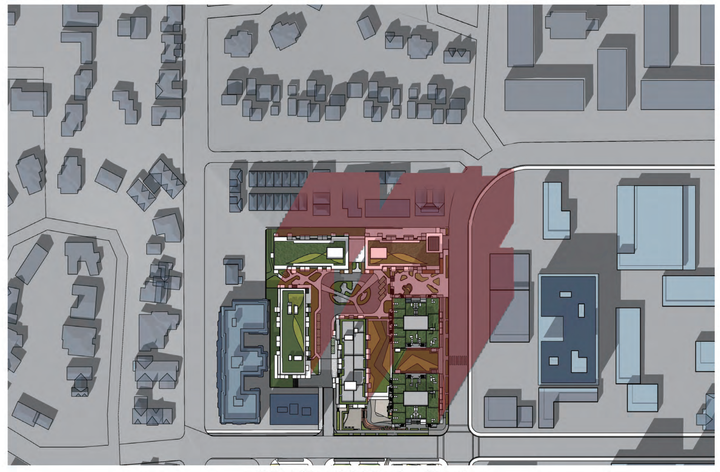
SPRING & FALL EQUINOX
MARCH 20 & SEPTEMBER 21



9 AM (Daylight Saving Time)

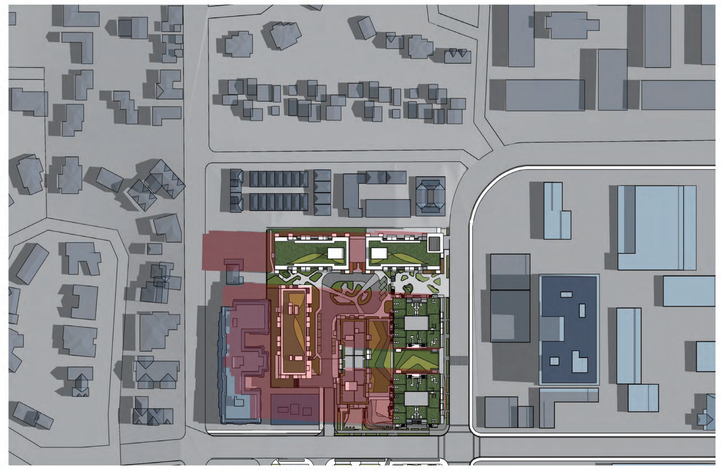


12 PM (Daylight Saving Time)

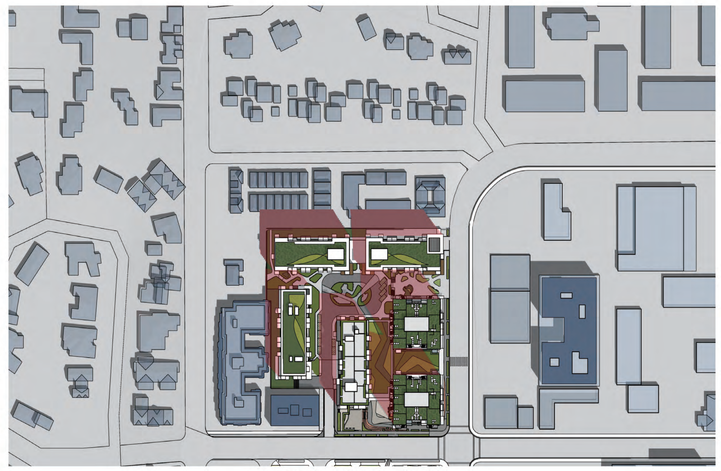


3 PM (Daylight Saving Time)

SUMMER SOLSTICE
JUNE 21



9 AM (Daylight Saving Time)



12 PM (Daylight Saving Time)



3 PM (Daylight Saving Time)



JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE
BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION
REVISION: V.8

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK
SCALE AT 36"x48": DATE: 2025.03.14

SHEET TITLE:

SHADOW
ANALYSIS

SHEET NO.:
A0.11

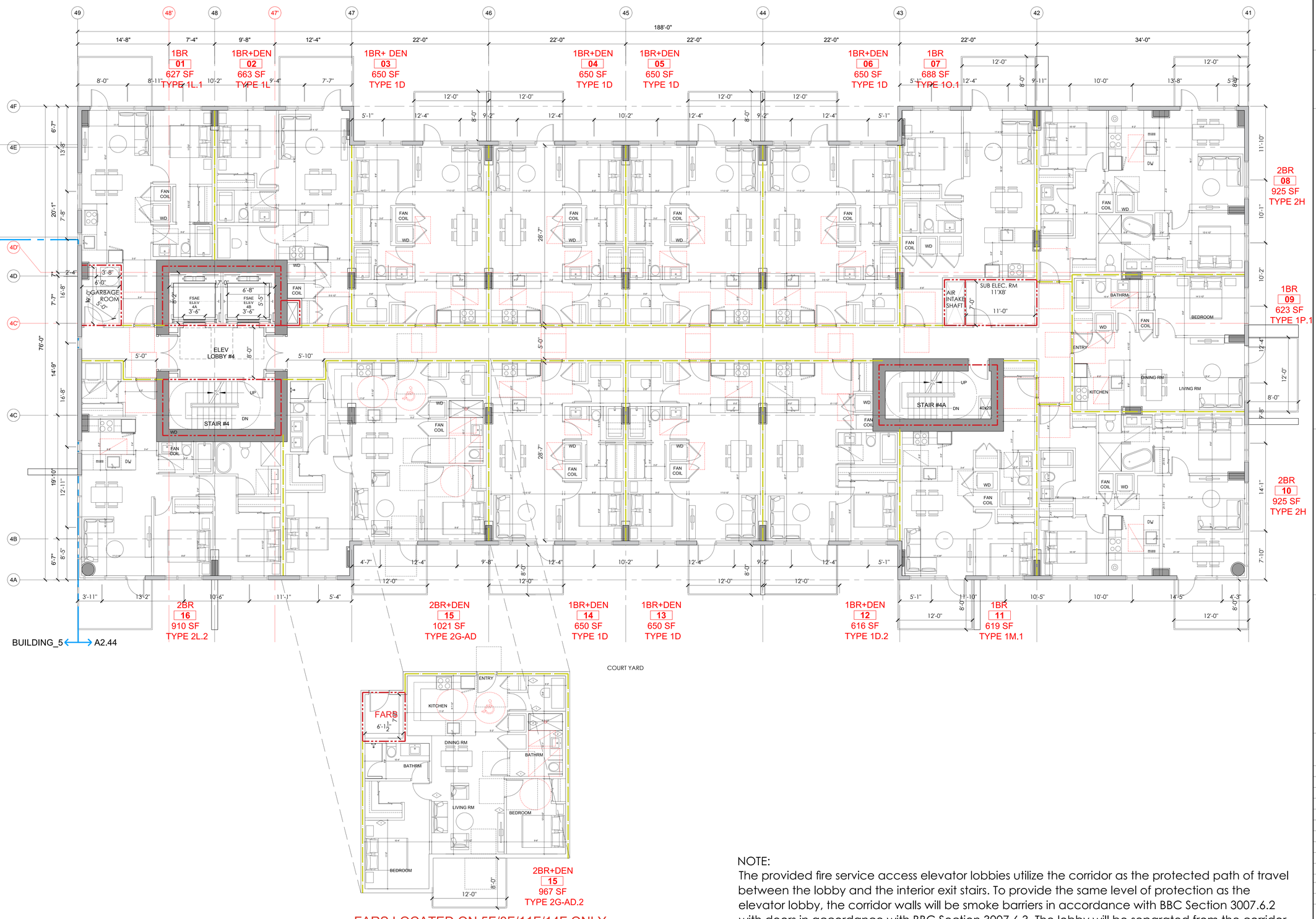
BUILDING #4 4F-14F

COB GROSS FLOOR PLATE: 12,948 SF

COB FAR FLOOR PLATE: 12,054 SF

1HR RATED WALL

2HR RATED WALL



FARS LOCATED ON 5F/8F/11F/14F ONLY

NOTE:
The provided fire service access elevator lobbies utilize the corridor as the protected path of travel between the lobby and the interior exit stairs. To provide the same level of protection as the elevator lobby, the corridor walls will be smoke barriers in accordance with BBC Section 3007.6.2 with doors in accordance with BBC Section 3007.6.3. The lobby will be separated from the corridor with smoke and draft control doors in accordance with BBC Section 716.2.2.1.

0 2 5 10 25ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

KEY PLAN

STAMP:

PROJECT:

PINNACLE
BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"X48": DATE: 2025.05.05

SHEET TITLE:

BUILDING #4
4TH-14TH FLOOR

SHEET NO.:

A2.47

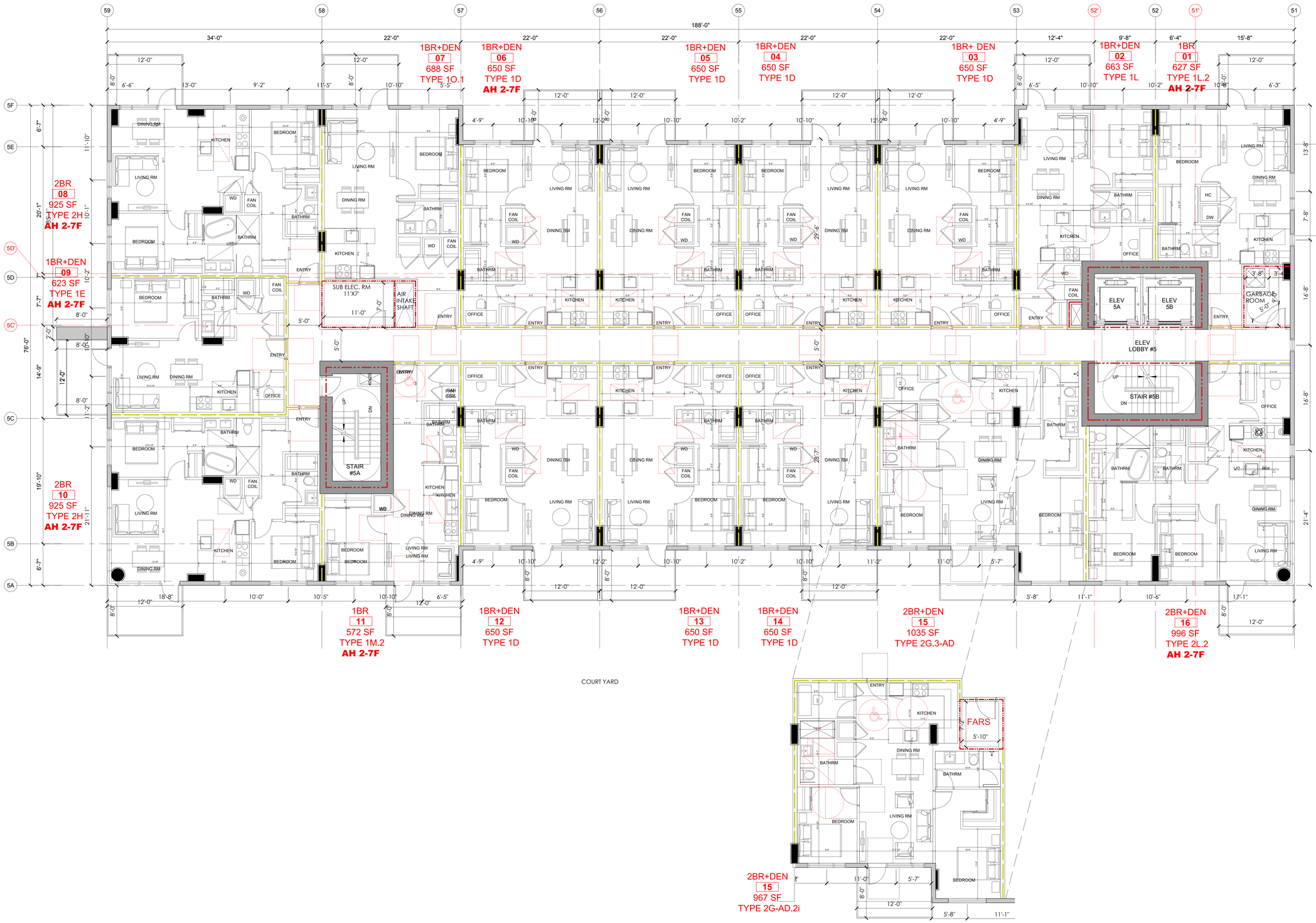
BUILDING #5 2-14F

COB GROSS FLOOR PLATE: 12,948 SF

COB FAR FLOOR PLATE: 12,065 SF

1HR RATED WALL

2HR RATED WALL



FARS LOCATED ON 5F/8F/11F/14F ONLY

0 2 5 10 25ft

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

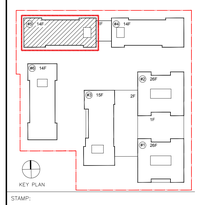
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



KEY PLAN

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"X48": 3/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

BUILDING #5
2TH-14TH FLOOR

SHEET NO.:

A2.53

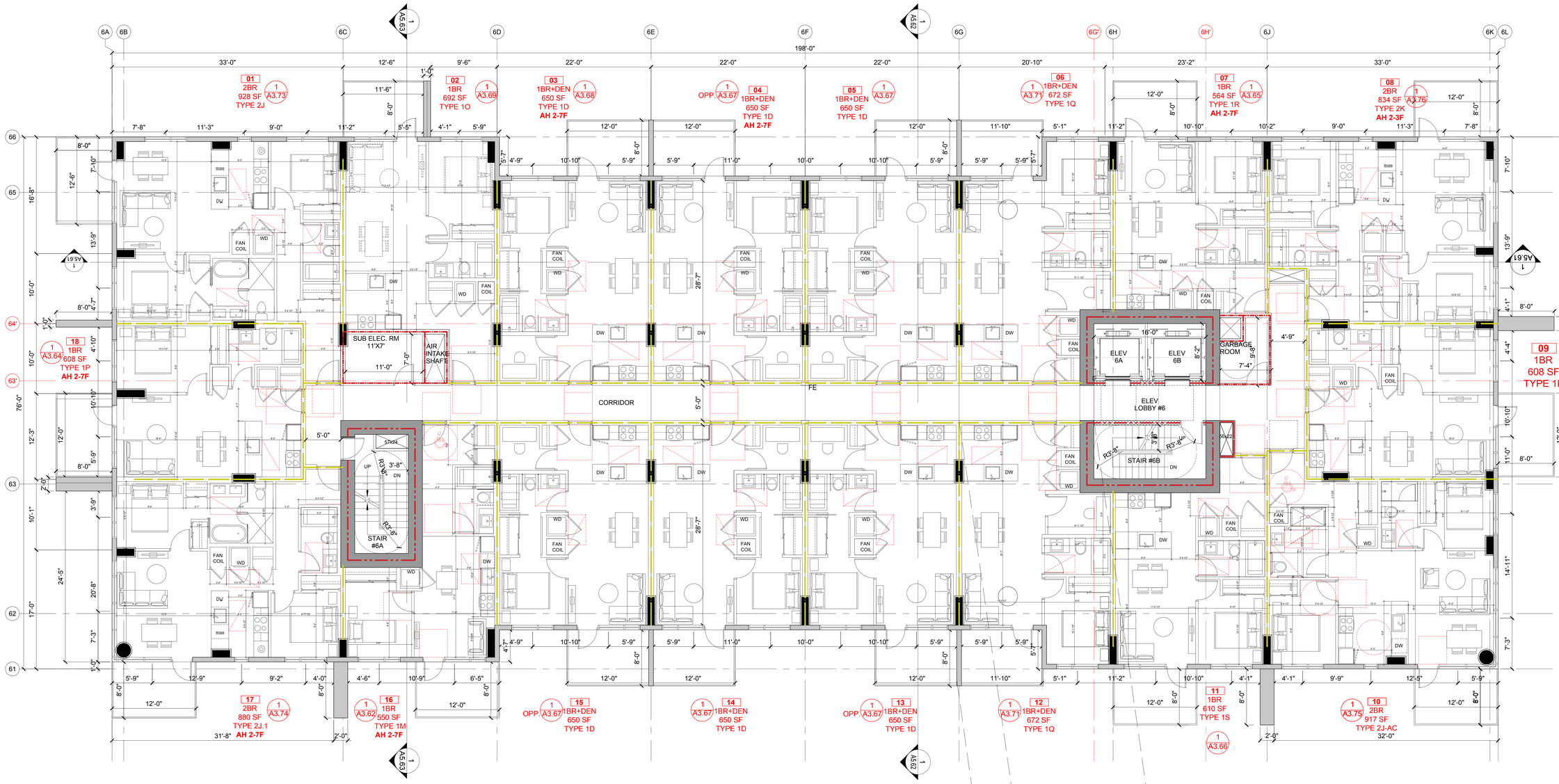
BUILDING #6 (2F-10F)

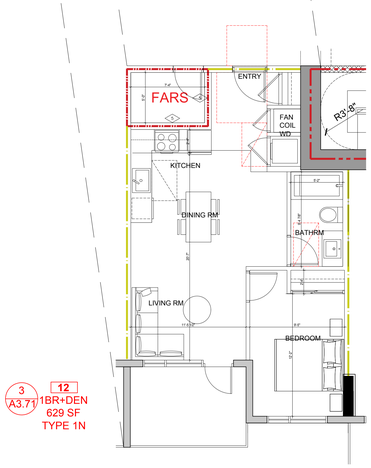
COB GROSS FLOOR PLATE: 13,750 SF

COB FAR FLOOR PLATE: 12,861 SF

1HR RATED WALL

2HR RATED WALL





3 A3.71 12 1BR+DEN 629 SF TYPE 1N

FARS LOCATED ON 5F/8F ONLY

NOTE : AFFORDABLE HOUSING UNITS
- 6 UNITS UP TO 7F

0 2 5 10 25ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC., V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

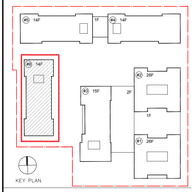
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC., V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"X48": 3/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

BUILDING #6
2ND-10TH
FLOOR

SHEET NO.:

A2.64

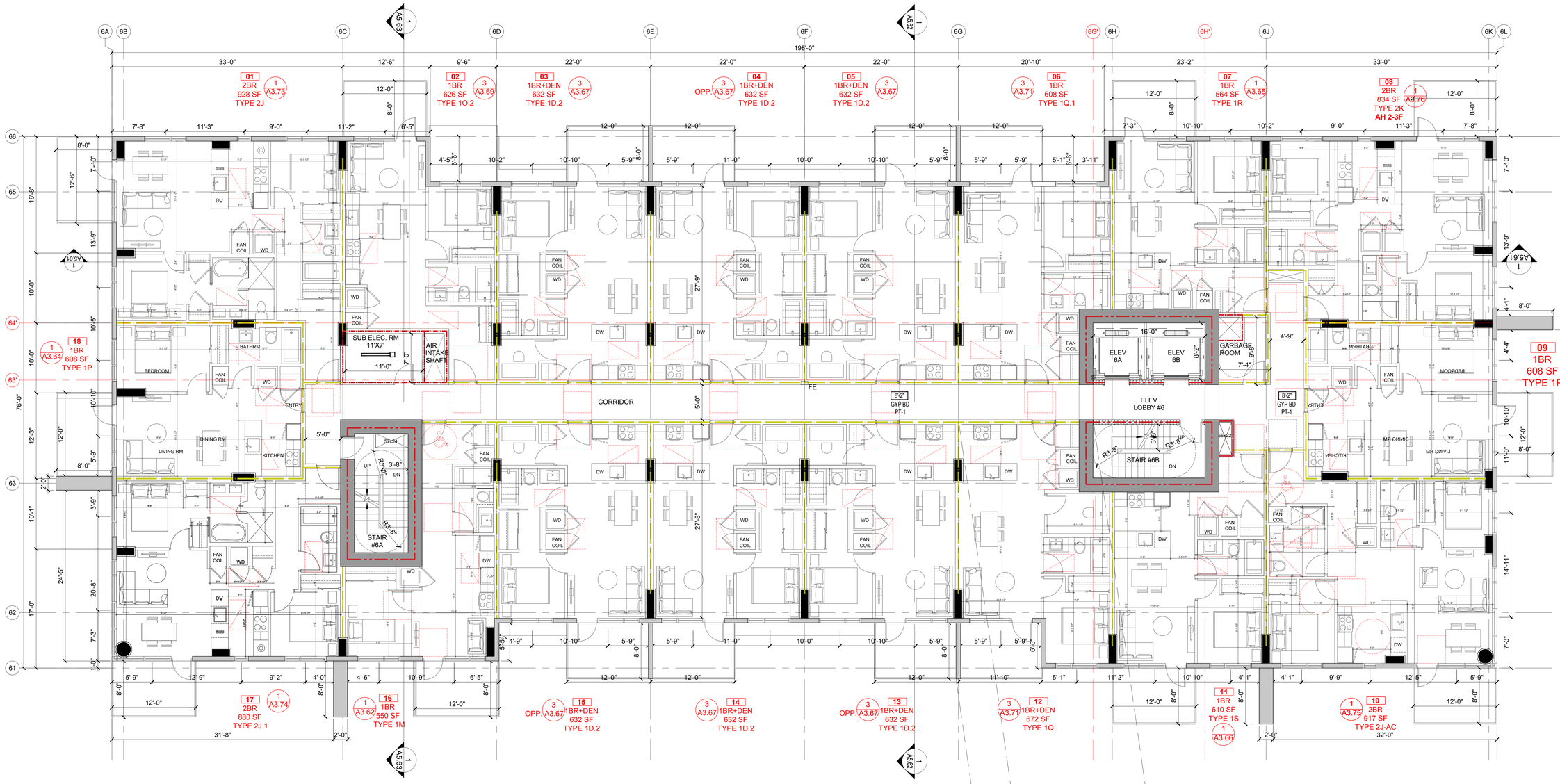
BUILDING #6 (11F- 14F)

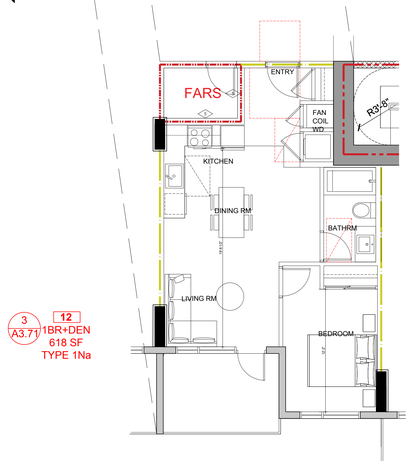
GROSS FLOOR PLATE: 13,491 SF

FAR FLOOR PLATE: 12,601 SF

1HR RATED WALL

2HR RATED WALL





3 A3.71 12 1BR+DEN 618 SF TYPE 1Na

FARS LOCATED ON 11F/14F ONLY

0 2 5 10 25ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

KEY PLAN

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"x48": 3/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

BUILDING #6
11TH-14TH FLOOR

SHEET NO.:

A2.66

Variance from LUC 20.25A.075.B (Tower Separation Requirement)

Background:

Pinnacle International applied for its Master Development Plan (MDP) and Administrative Design Review (ADR) approvals on February 19, 2021 under project nos. 21 103192LP and 21 103195 LD respectively. Because the project is located in the Downtown Perimeter Overlay, its height and density are strictly regulated by LUC 20.25A.060. The original project application included six buildings, three of which (at the northern and western portions of the project site in Perimeter Overlay zone B-1) did not exceed 99 feet in structure height, the maximum permitted in this district. The Code defines a "tower" as a structure of 100 feet in height or greater. LUC 20.25A.075 provides for "tower" requirements downtown, and requires floor plate reductions above the trigger height for additional height. When the Code was adopted in 2017, towers were not allowed in the B-1 overlay district, since building height was limited to 99 feet. The tower floor plate reduction requirement for residential buildings is ten percent and must be applied on all floor plates above the trigger for additional height, which is 99 feet in the B-1 overlay district.

In 2023, the City adopted a set of Interim Official Controls through Ordinance No. 6736 (the "IOC"). Among other things, the IOC created a new incentive for the development of affordable housing downtown, by providing an enhanced FAR bonus for affordable housing. In order to accommodate this additional FAR within building envelopes, the IOC also provided for additional building height and other flexibility in the Perimeter Overlays. These provisions were necessary to ensure that otherwise-applicable development regulations in the Perimeter Overlay did not defeat the City Council's express goal of incentivizing badly-needed affordable housing downtown. This additional development flexibility was only made available in certain Perimeter Overlays areas, including Overlay B-1, so the location of property downtown was the critical factor in crafting these flexibility provisions.

Unfortunately, development flexibility was not provided by the IOC to allow relief from the tower regulations of LUC 20.25A.075. The IOC recognized that buildings in the B-1 district would need to exceed 99 feet in height in order to accommodate the new affordable housing incentive; but once those buildings exceeded 99 feet in height, they would be subject to the requirement to maintain tower separation of 60 feet.

Pinnacle International has submitted plans to take advantage of the affordable housing incentive in the three buildings in the Project that would otherwise be limited to 99 feet in height. As a result, these buildings would be developed to a height of 123.01 feet (Bldg 4), 123.78 feet (Bldg 5) 123.83 feet (Bldg 6), based on the average grade for each building, or 2 floors above the height at which these buildings qualify as "towers." A strict reading of LUC

20.25A.075.B would require these three buildings to provide tower separation of 60 feet from each other and from other towers on the site. However, the separation between buildings is in some cases less than 60 feet, since these three buildings were not designed as towers prior to the adoption of the IOC. Specifically, the separation distances are 40 feet between Bldg 4 and Bldg 5, and 41.5 feet between Bldg 5 and Bldg 6. All other towers on the project site comply with tower separation requirements.

Unfortunately, the process of redesigning these buildings to relocate these buildings and/or reduce their floor plates in order to come into technical compliance with the tower separation requirements would necessitate a major structural redesign to shift and transfer loads across the shared podium would substantially increase project costs and the ultimate result would be a loss of floor area in the buildings. This unfortunate result would delay production of critical affordable housing anticipated by the IOC and would be inconsistent with the IOC, as well as affordable housing needs identified by the City through the GMA planning process. All told, the delay and financial consequences of these changes would effectively eliminate the incentive to provide affordable housing created by the IOC.

It was clear in the adoption of the IOC that the intention of the City Council was to ensure that typical building envelope limitations should not stand in the way of realizing affordable housing producing through the density bonus in the IOC. This policy was applied by the City Council only to a handful of properties in the Perimeter Overlay.

In addition, the Downtown Code already includes a process for administrative reduction of tower separation requirements, to allow separation of as little as 20 feet between towers. In those cases, the reduction should not affect the light, air or privacy of the users of either building, which is the case here. In addition, the Code limits the intrusion into the tower separation zone to a maximum of 10 percent of the façade of either building. This variance seeks departure from the overall tower separation requirement, but the resulting separation is twice as much as the minimum allowed by Code with an administrative modification. The only criterion this project is unable to meet is the 10 percent intrusion maximum.

For these reasons, Pinnacle International files this application for variance from the tower separation requirements of LUC 20.25A.075.B.

Approval Criteria

The approval criteria for variances are set forth in LUC 20.30G.140. The proposed variance is consistent with these 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 variance would not constitute a grant of special privilege since it was the City Council's express intention to facilitate and incentivize greater development of affordable housing in the downtown in general and in the Perimeter Overlay in particular through the IOC. There are a very limited number of properties located in district B-1 that could take advantage of this program, and if those few properties sought to develop new buildings with affordable housing above 99 feet in height, those projects could also seek a variance. Approval of the variance will serve to implement the vision and intent of the City Council, as expressed in the IOC.

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 variance is necessary because of special circumstances relating to the location 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. The property is located in the DT-R District and the DT-MU District of the downtown. Other properties located in these districts are able to take full advantage of the affordable housing provisions of the IOC without confronting limitations imposed by the Land Use Code. The subject property, however, is located in Perimeter Overlay B-1 and this location imposes unique restrictions unanticipated by the IOC. Specifically, the tower provisions of LUC 20.25A.075, which ordinarily not apply to development in Perimeter Overlay B-1, are unexpectedly triggered once a project opts in to the affordable housing incentive of the IOC.

The special circumstance in this case is that the location of the property in Perimeter Overlay B-1 runs counter to – and undermines – the intention of the City Council to promote more affordable housing through the IOC incentives. This special circumstance means that without approval of this variance, the project would not be able to take advantage of these IOC incentives and would not be able to provide affordable housing in the project (as discussed above). In addition, the very significant size of the site – nearly an entire superblock in downtown Bellevue – provides substantial opportunities for light and air across the project, even with diminished tower separation in two cases, that are not available to smaller development sites. The layout of the towers and open space for the project takes good advantage of these opportunities. The unique combination of the location of the property in Perimeter Overlay B-1 and the City Council's adoption of the IOC,

together with the extraordinary size of the project site, creates a special circumstance not contemplated by the Land Use Code.

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

The granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property. The variance is the minimum necessary to allow development of the subject buildings with incorporation of affordable housing under the IOC. The tower separation metrics would be: 40 feet between Bldg 4 and Bldg 5, and 41.5 feet between Bldg 5 and Bldg 6. These reduced separation distances still provide adequate spacing within the site and will not create adverse impacts in the immediate vicinity. Notably, if these three towers were developed on separate project sites, only 40 feet of tower separation would be required (i.e., 20 feet from each property line).

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

Granting of the variance would allow the project to realize the goals of the IOC and incorporate significant affordable housing, consistent with the City Council's intent. As the City Council noted in its adoption of the IOC, this affordable housing goal, made possible by this variance, is consistent with and supports many policies of the Comprehensive Plan:

- *Comprehensive Plan Policies LU-15, HO-7, HO-11, HO-12, HO-24, and S-DT-24.1 encourage housing opportunities throughout the City and support a broad range of housing choices for different household types and income levels.*
- *Comprehensive Plan Policies LU-20 and LU-22 recommend supporting and maintaining Downtown's vitality and encouraging its development as a regional growth center.*
- *Comprehensive Plan Policies LU-28.4, HO-23, S-DT-9, S-DT-24 and Affordable Housing Strategy C-4 recommend the City consider utilizing incentive systems and other tools to promote the provision of public amenities, residential development, and affordable housing.*

For all of these reasons, the proposed variance is consistent with the criteria of LUC 20.30G.140 and should be approved.

Description of Proposal:

Variance for Floor Plate Reduction

The variance applied for the Pinnacle Bellevue North Master Development Plan (MDP- 21 103192 LP) and Administrative Design Review (ADR - 21 103195 LD) approval is for Floor Plate Reduction (LUC 20.25A.075.A.2) for Building 4,5 and 6.

Variance from LUC 20.25A.075.A.2 (Floor Plate Reduction Requirement)

Background: Pinnacle International applied for its Master Development Plan (MDP) and Administrative Design Review (ADR) approvals on February 19,, 2021 under project nos. 21 103192LP and 21 103195 LD respectively. Because the project is located in the Downtown Perimeter Overlay, its height and density are strictly regulated by LUC 20.25A.060. The original project application included six buildings, three of which (at the northern and western portions of the project site in Perimeter Overlay zone B-1) did not exceed 99 feet in structure height, the maximum permitted in this district. The Code defines a "tower" as a structure of 100 feet in height or greater. LUC 20.25A.075 provides for "tower" requirements downtown, and requires floor plate reductions above the trigger height for additional height. When the Code was adopted in 2017, towers were not allowed in the B-1 overlay district, since building height was limited to 99 feet. The tower floor plate reduction requirement for residential buildings is ten percent and must be applied on all floor plates above the trigger for additional height, which is 99 feet in the B-1 overlay district.

In 2023, the City adopted a set of Interim Official Controls through Ordinance No. 6736 (the "IOC"). Among other things, the IOC created a new incentive for the development of affordable housing downtown, by providing an enhanced FAR bonus for affordable housing. In order to accommodate this additional FAR within building envelopes, the IOC also provided for additional building height and other flexibility in the Perimeter Overlays. These provisions were necessary to ensure that otherwise-applicable development regulations in the Perimeter Overlay did not defeat the City Council's express goal of incentivizing badly-needed affordable housing downtown. This additional development flexibility was only made available in certain Perimeter Overlay districts, including district B-1, so the location of property downtown was the critical factor in crafting these flexibility provisions.

Unfortunately, development flexibility was not provided by the IOC to allow relief from the tower regulations of LUC 20.25A.075. The IOC recognized that buildings in the B-1 district would need to exceed 99 feet in height in order to accommodate the new affordable housing incentive; but once those buildings exceeded 99 feet in height, they would be subject to the requirement to reduce floor plates by ten percent above 99 feet.

Pinnacle International has submitted plans to take advantage of the affordable housing incentive in the three buildings in the Project that would otherwise be limited to 99 feet in height. As a result, these buildings would be developed to a height of 123.01 feet (Bldg 4), 123.78 feet (Bldg 5) 123.83 feet (Bldg 6), based on the average grade for each building, or 2 floors above the trigger height. A strict reading of LUC 20.25A.075 would require these 2 upper-level floors to reduce floor plate size by ten percent, from 12,947.6 s.f. to 12,150 s.f (Bldg 4 and 5) and 13,490.6sf to 12,150sf (Bldg 6). Unfortunately, the process of

redesigning these buildings to reduce these few floor plates would necessitate a complete change to the structural redesign required to shift and transfer loads at the upper levels of these buildings would substantially increase project costs and the ultimate result would be a loss of floor area at the top of the buildings. This unfortunate result would delay production of critical affordable housing anticipated by the IOC and would be inconsistent with the IOC, as well as affordable housing needs identified by the City through the GMA planning process. All told, the delay and financial consequences of these changes would effectively eliminate the incentive to provide affordable housing.

It was clear in the adoption of the IOC that the intention of the City Council was to ensure that typical building envelope limitations should not stand in the way of realizing affordable housing producing through the density bonus in the IOC. This policy was applied by the City Council only to a handful of properties in the Perimeter Overlay.

For these reasons, Pinnacle International files this application for variance from the floor plate reduction requirements of LUC 20.25A.075.

Approval Criteria

The approval criteria for variances are set forth in LUC 20.30G.140. The proposed variance is consistent with these criteria:

1. <u>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</u>

The variance would not constitute a grant of special privilege since it was the City Council's express intention to facilitate and incentivize greater development of affordable housing in the downtown in general and in the Perimeter Overlay in particular through the IOC. There are a very limited number of properties located in district B-1 that could take advantage of this program, and if those few properties sought to develop new buildings with affordable housing above 99 feet in height, those projects could also seek a variance. Approval of the variance will serve to implement the vision and intent of the City Council, as expressed in the IOC.

2. <u>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</u>

The variance is necessary because of special circumstances relating to the location 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, including those that may take advantage of the IOC. The property is located in the DT-R District and the DT-MU District of the downtown. Other properties located in these districts are able to take full advantage of the affordable housing provisions of the IOC without confronting limitations imposed by the Land Use Code. The subject property, however, is located in Perimeter Overlay B-1 and this location imposes unique restrictions unanticipated by the IOC. Specifically, the tower provisions of LUC 20.25A.075, which ordinarily not apply to development in Perimeter Overlay B-1, are unexpectedly triggered once a project opts in to the affordable housing incentive of the IOC.

The special circumstance in this case is that the location of the property in Perimeter Overlay B-1 runs counter to – and undermines – the intention of the City Council to promote more affordable housing through the IOC incentives. This special circumstance means that without approval of this variance, the project would not be able to take advantage of these IOC incentives and would not be able to provide affordable housing in the project (as discussed above). The unique combination of the location of the property in Perimeter Overlay B-1 and the City Council's adoption of the IOC creates a special circumstance not contemplated by the Land Use Code.

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

The granting of the variance will not be materially detrimental to property or improvements in the immediate vicinity of the subject property. The variance is the minimum necessary to allow development of the subject buildings with incorporation of affordable housing under the IOC. The increased floor plate area would only be 797.6 s.f. on the upper 2 floors of Bldg 4 and 5, and 1,340.6 s.f. on the upper 2 floors of Bldg 6. This small increase in floor plate area will not be readily perceptible and will not result in any impacts to the surrounding area. Furthermore, the elimination of the step-back at the building top through this variance will result in buildings that reflect a more unified design concept, thereby contributing to the quality of urban design in the downtown and the nearby area.

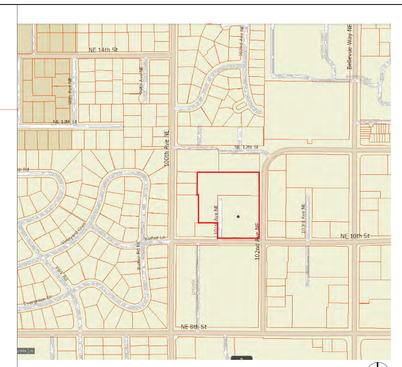
4. <u>The variance is not inconsistent with the Comprehensive Plan</u>.

Granting of the variance would allow the project to realize the goals of the IOC and incorporate significant affordable housing, consistent with the City Council's intent. As the City Council noted in its adoption of the IOC, this affordable housing goal, made possible by this variance, is consistent with and supports many policies of the Comprehensive Plan:

- *Comprehensive Plan Policies LU-15, HO-7, HO-11, HO-12, HO-24, and S-DT-24.1 encourage housing opportunities throughout the City and support a broad range of housing choices for different household types and income levels.*
- *Comprehensive Plan Policies LU-20 and LU-22 recommend supporting and maintaining Downtown's vitality and encouraging its development as a regional growth center.*
- *Comprehensive Plan Policies LU-28.4, HO-23, S-DT-9, S-DT-24 and Affordable Housing Strategy C-4 recommend the City consider utilizing incentive systems and other tools to promote the provision of public amenities, residential development, and affordable housing.*

For all of these reasons, the proposed variance is consistent with the criteria of LUC 20.30G.140 and should be approved.





VICINITY MAP

ASSESSOR'S PARCEL NUMBER:
570900-0030
292505-9280

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

SCALE AT 36"x48": 1/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

SITE PLAN

SHEET NO.:

A1.01



N

PERIMETER OVERLAY B1/ DT-R DISTRICT

PERIMETER OVERLAY B2/ DT-MU DISTRICT

PERIMETER OVERLAY A1/ DT-R DISTRICT

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC., V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC., V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

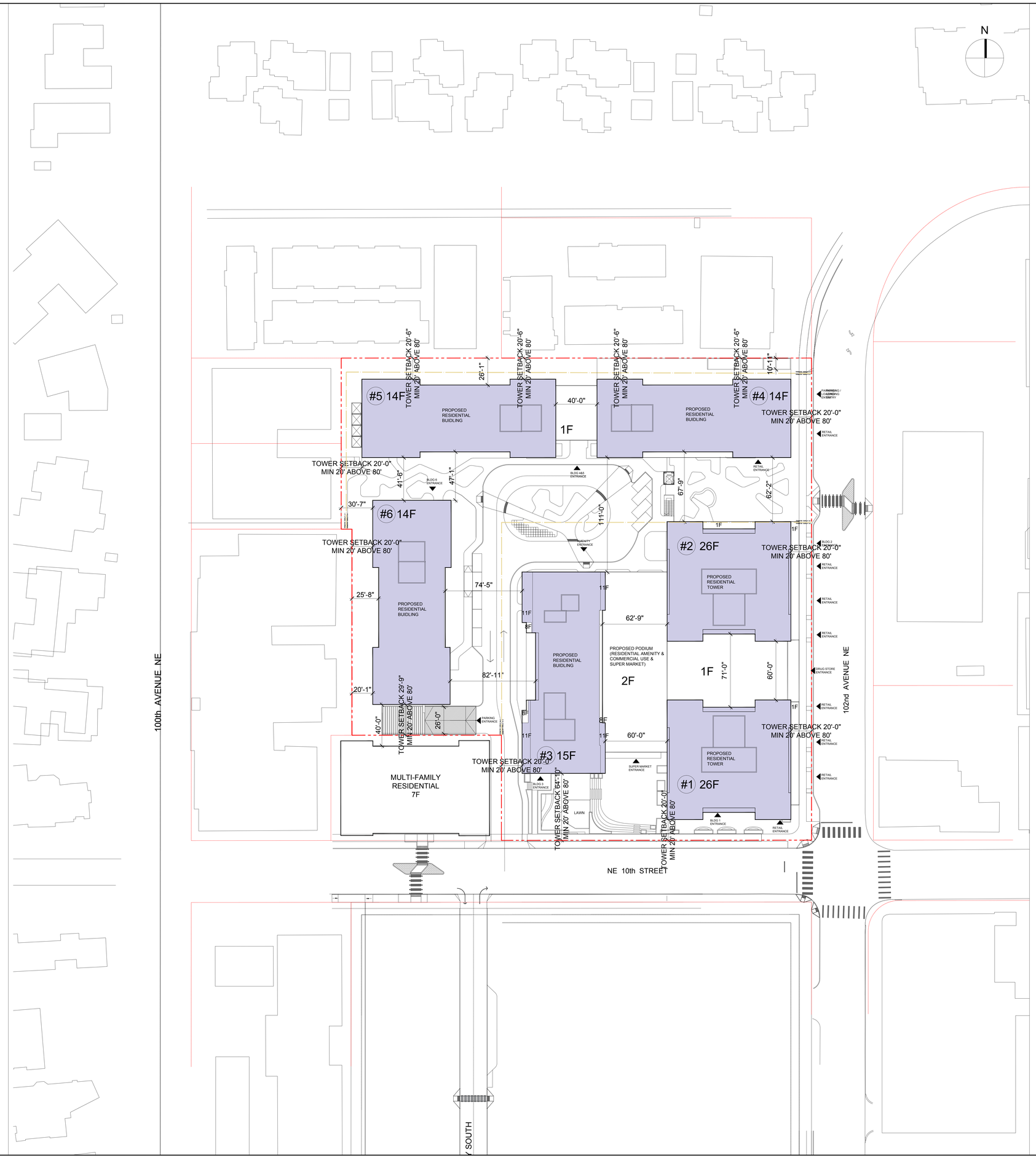
SCALE AT 36"x48": 1/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

ZONING OVERLAY

SHEET NO.:

A0.20



LUC 20.25A.060.A Dimensional Chart and Required Tower Separation, LUC 20.25A.075.B: 60 feet and Min. Tower Setback above 80 feet where building exceeds 100 ft.: 20 feet, applied to interior property lines only.

Refer to Variance for Tower Separtion

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AK CHECKED: KK

SCALE AT 36"x48": 1/32" = 1'- 0" DATE: 2025.05.05

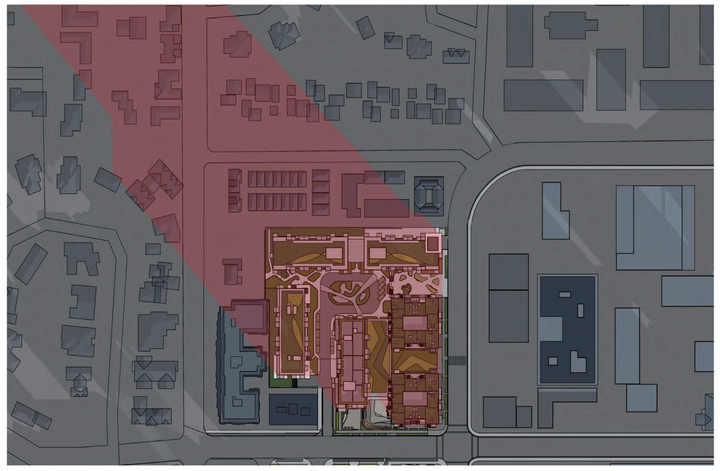
SHEET TITLE:

TOWER SEPARATION AND BUILDING SETBACKS

SHEET NO.:

A0.12

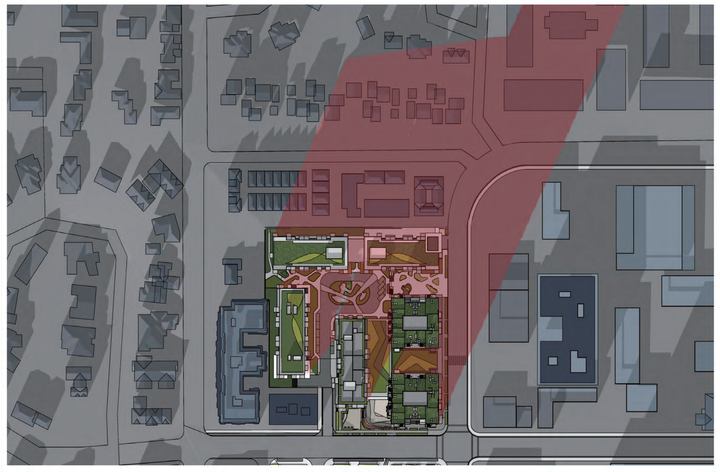
WINTER SOLSTICE
DECEMBER 21



9 AM

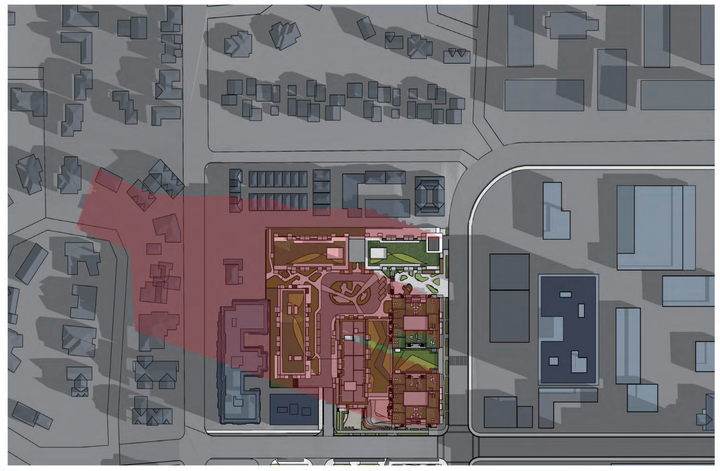


12 PM



3 PM

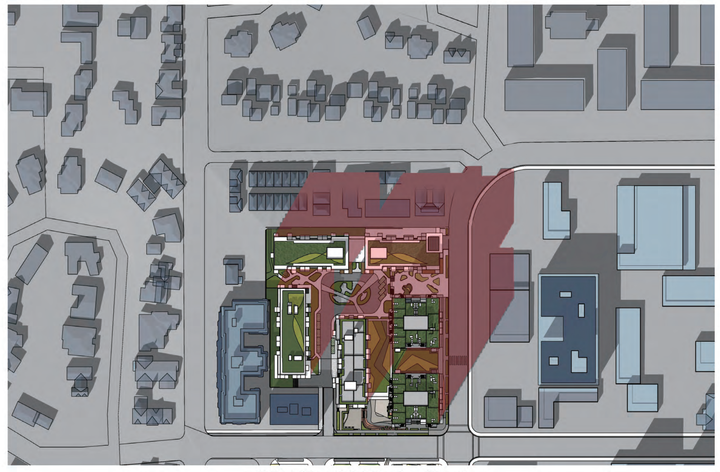
SPRING & FALL EQUINOX
MARCH 20 & SEPTEMBER 21



9 AM (Daylight Saving Time)

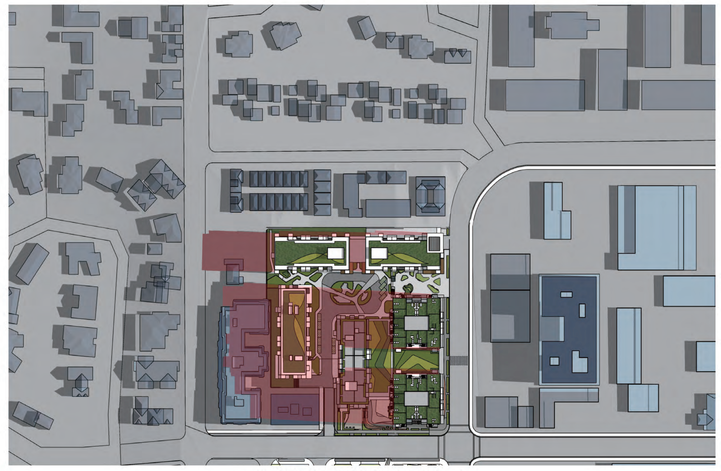


12 PM (Daylight Saving Time)

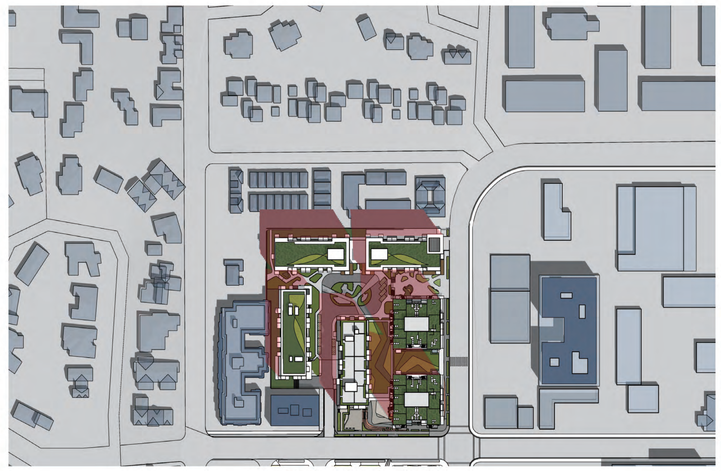


3 PM (Daylight Saving Time)

SUMMER SOLSTICE
JUNE 21



9 AM (Daylight Saving Time)



12 PM (Daylight Saving Time)



3 PM (Daylight Saving Time)



JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

STAMP:

PROJECT:

PINNACLE
BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:
LP/LD SUBMISSION
REVISION: V.8

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK
SCALE AT 36"x48": DATE: 2025.03.14

SHEET TITLE:

SHADOW
ANALYSIS

SHEET NO.:
A0.11

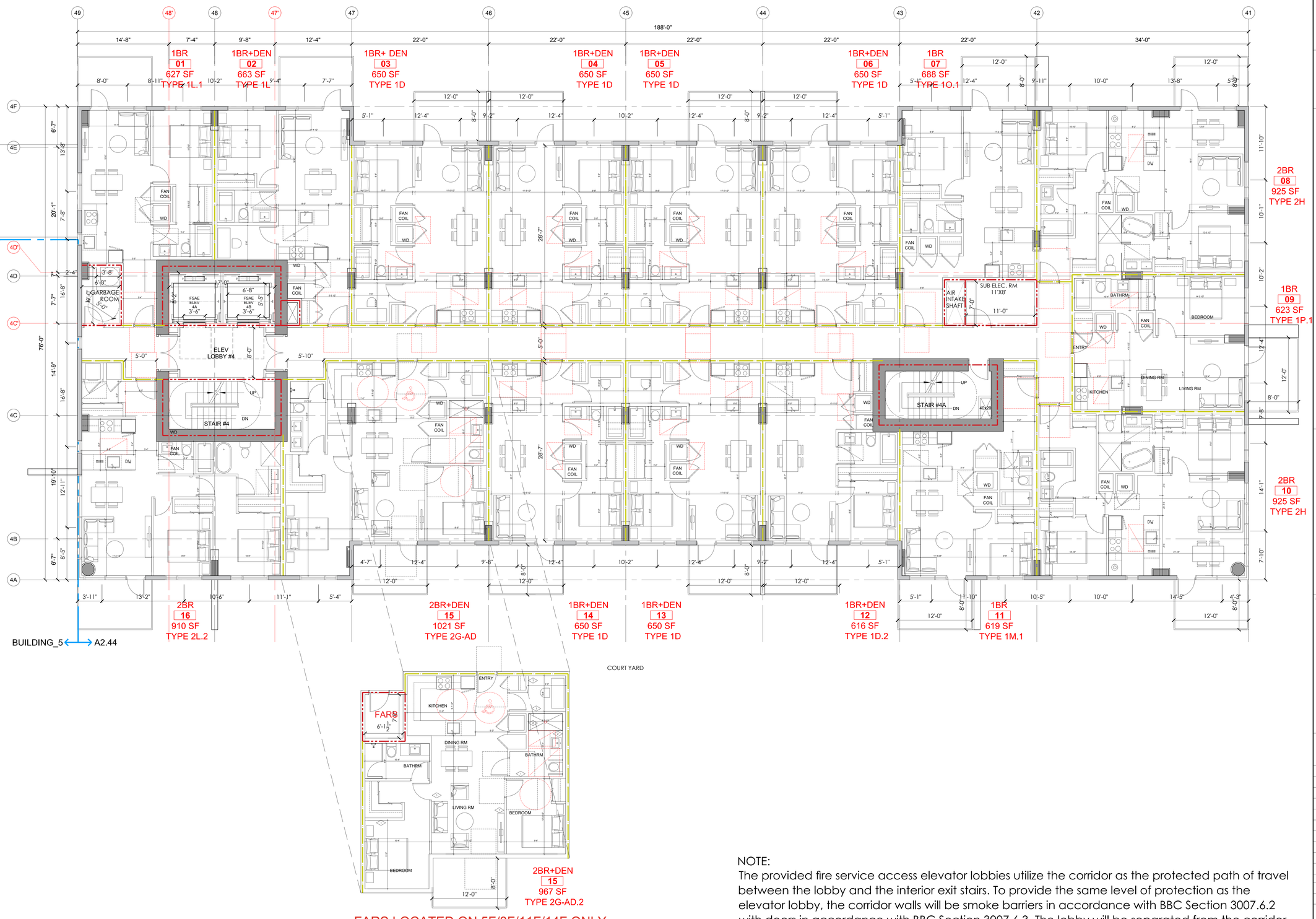
BUILDING #4 4F-14F

COB GROSS FLOOR PLATE: 12,948 SF

COB FAR FLOOR PLATE: 12,054 SF

1HR RATED WALL

2HR RATED WALL



FARS LOCATED ON 5F/8F/11F/14F ONLY

NOTE:
The provided fire service access elevator lobbies utilize the corridor as the protected path of travel between the lobby and the interior exit stairs. To provide the same level of protection as the elevator lobby, the corridor walls will be smoke barriers in accordance with BBC Section 3007.6.2 with doors in accordance with BBC Section 3007.6.3. The lobby will be separated from the corridor with smoke and draft control doors in accordance with BBC Section 716.2.2.1.

0 2 5 10 25ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

KEY PLAN

STAMP:

PROJECT:

PINNACLE
BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"X48": DATE: 2025.05.05

SHEET TITLE:

BUILDING #4
4TH-14TH FLOOR

SHEET NO.:

A2.47

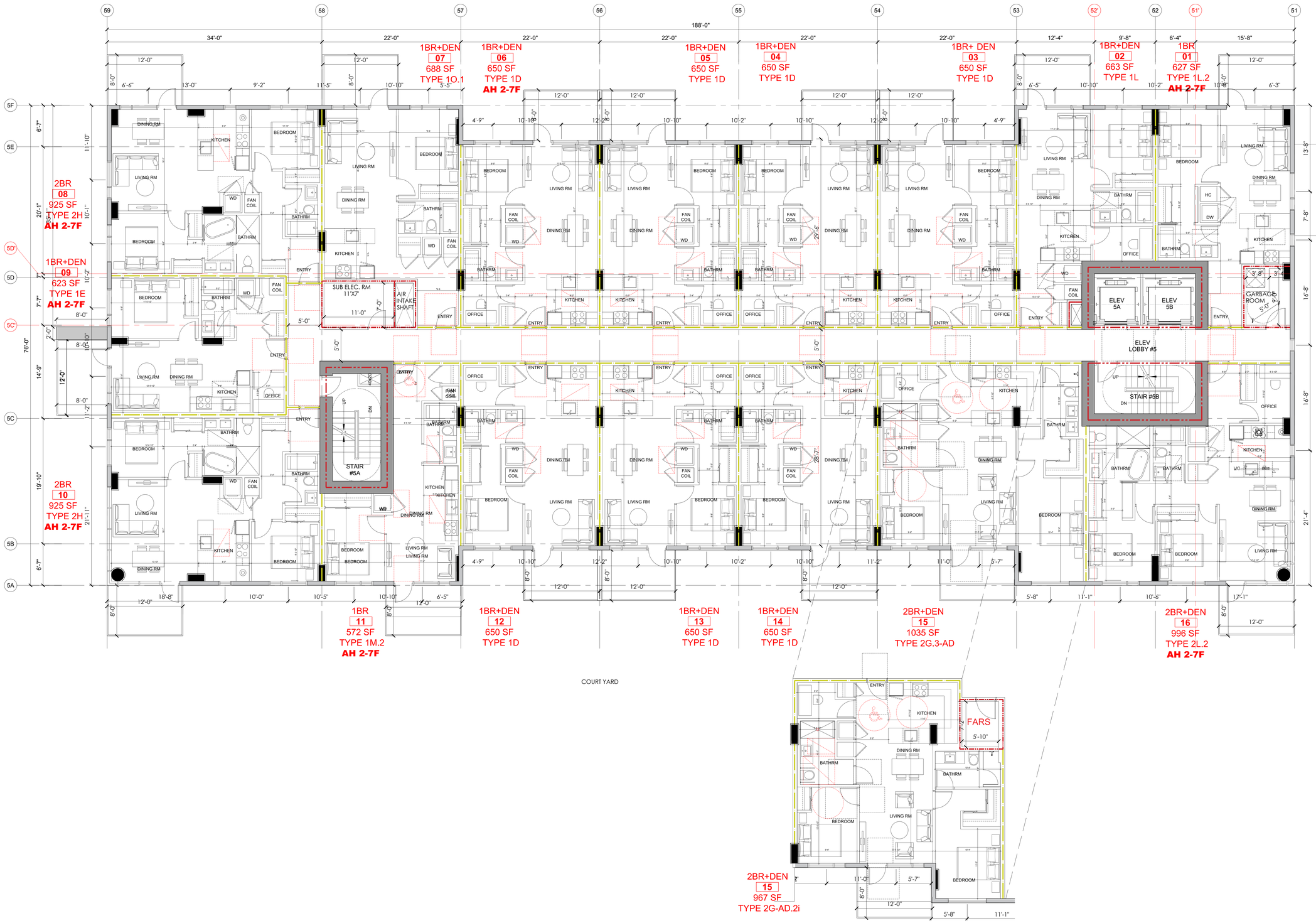
BUILDING #5 2-14F

COB GROSS FLOOR PLATE: 12,948 SF

COB FAR FLOOR PLATE: 12,065 SF

1HR RATED WALL

2HR RATED WALL



FARS LOCATED ON 5F/8F/11F/14F ONLY

0 2 5 10 25ft

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

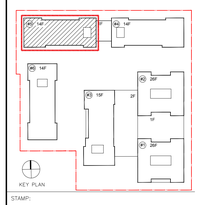
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



KEY PLAN

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"X48": 3/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

BUILDING #5
2TH-14TH FLOOR

SHEET NO.:

A2.53

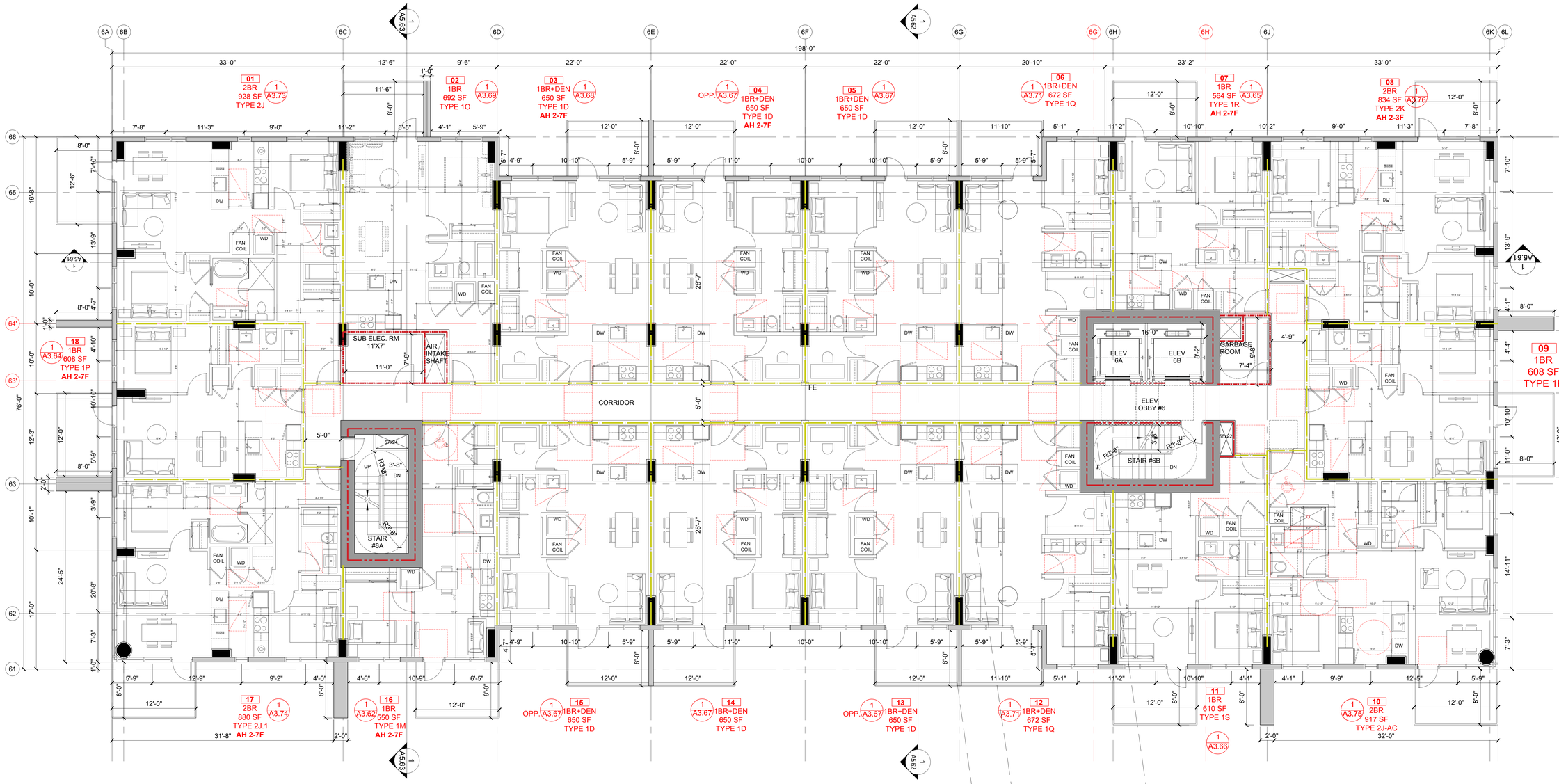
BUILDING #6 (2F-10F)

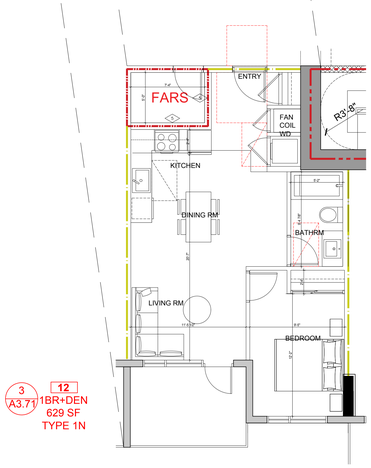
COB GROSS FLOOR PLATE: 13,750 SF

COB FAR FLOOR PLATE: 12,861 SF

1HR RATED WALL

2HR RATED WALL





3 A3.71 12 1BR+DEN 629 SF TYPE 1N

FARS LOCATED ON 5F/8F ONLY

NOTE : AFFORDABLE HOUSING UNITS
- 6 UNITS UP TO 7F

0 2 5 10 25ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC., V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

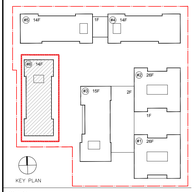
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC., V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC., DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.



STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"X48": 3/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

BUILDING #6
2ND-10TH
FLOOR

SHEET NO.:

A2.64

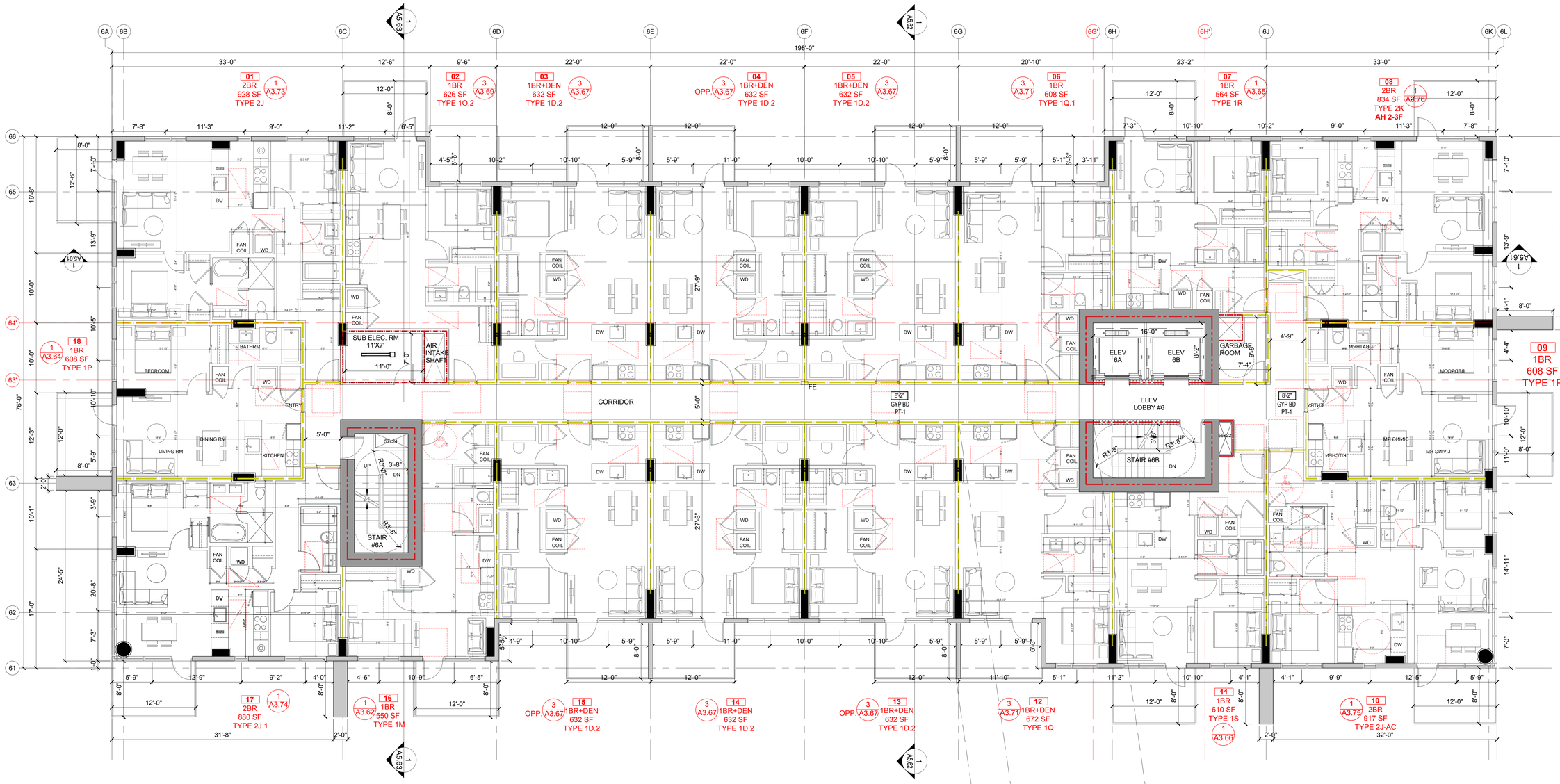
BUILDING #6 (11F- 14F)

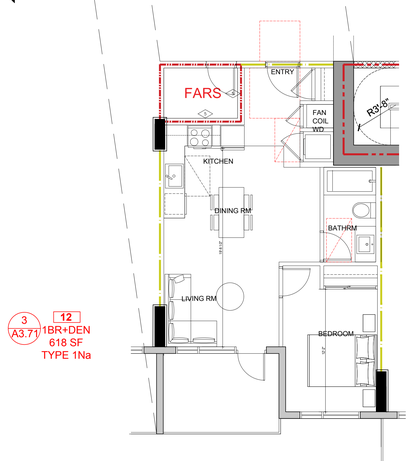
GROSS FLOOR PLATE: 13,491 SF

FAR FLOOR PLATE: 12,601 SF

1HR RATED WALL

2HR RATED WALL





3 A3.71 12 1BR+DEN 618 SF TYPE 1Na

FARS LOCATED ON 11F/14F ONLY

0 2 5 10 25ft

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

KEY PLAN

STAMP:

PROJECT:

PINNACLE BELLEVUE NORTH
10112 NE 10TH ST, BELLEVUE, WA

STATUS:

LP/LD SUBMISSION

REVISION: V.9

REV. NO.	DESCRIPTION	DATE

PROJECT NO.: 19001.80 DRAWN: AL CHECKED: KK

SCALE AT 36"x48": 3/16" = 1'-0" DATE: 2025.05.05

SHEET TITLE:

BUILDING #6
11TH-14TH FLOOR

SHEET NO.:

A2.66

ATTACHMENT F
Pinnacle North MDP, 21-103192-LP; ADR, 21-103192-LP; Variances, 25-110467-LS and 25-110468-LS

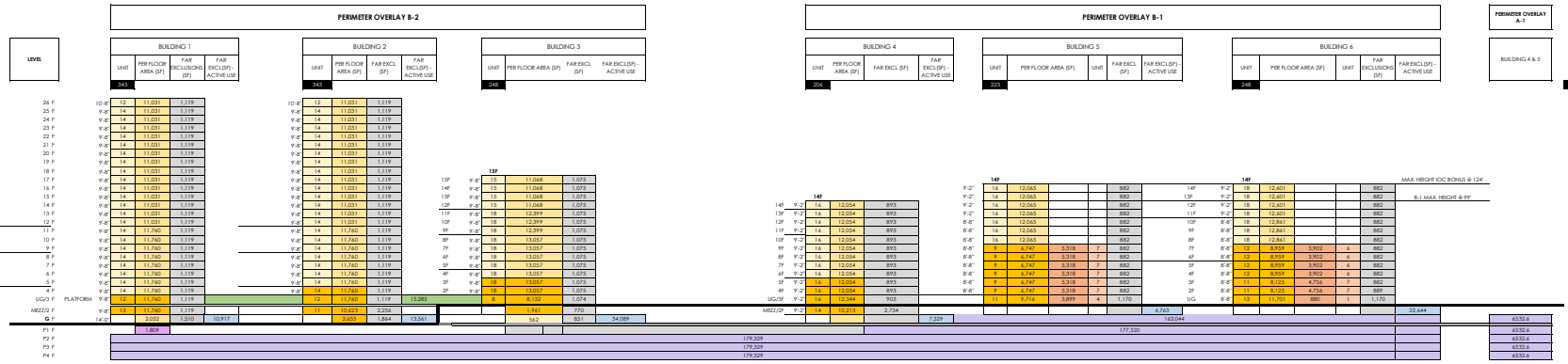
DT-MU/Overlay B-2 and DT-R/Overlay B-1 DISTRICT FAR AMENITY CALCULATIONS (if you maintain building in A-1, this sheet will have to acknowledge it separate from the other towers)

Project Name	**Pinnacle Bellevue North**									
Project Number	**21-103195-LD**									
Project Address	**10112 NE 10th Street**									
Perimeter Overlay:	**B-2 & B-1 & A-1**									
Downtown Neighborhood	**Northwest Village**	**Downtown-MU/Overlay B-2**			**Downtown-Residential/Overlay B-1**			**Downtown-Residential / Overlay A-1**	**NOTES**	
Base Assumptions		**Building 1**	**Building 2**	**Building 3**	**Building 4**	**Building 5**	**Building 6**			
DNTN Project Limit - Site AREA	195,431.0		90,786.0			97,245.0		7,400.0		
Base Residential FAR in **DT-MU/B-2 and B-1 (4.5)** and **A-1 (3.15)**	869,449.5		408,537.0			437,602.5		23,310.0		
Maximum Residential FAR in **DT-MU/B-2 + B-1 (5.0)** and **A-1 (3.5)**	966,055.0		453,930.0			486,225.0		25,900.0		
Proposed GFA for FAR Before IOC Bonus (Square Footage)	965,934.2								**REVIEWED AND APPROVED BY LAURIE AND AMY ON 06/02/2025/ updated 06/25/2025**	
Proposed GFA for FAR with IOC Bonus (Square Footage)	1,274,661.5									
DT-MU/B-2 Floor Area Above Base Height (230')	44,124.0	22,062.0	22,062.0							
Proposed **DT-MU/B-2 / B-1** Floor Area Above Base FAR of 4.5	96,484.7									
Proposed **DT-MU/B-1** Floor Area Above Base Height (99')	61,386.8				12,054.4	24,130.4	25,202.0		*Floor area above base height for B-1 are exempt per IOC Affordable Housing and note used in the consideration for Amenity Points	
Exempt Areas - Proposed		**Building 1**	**Building 2**	**Building 3**	**Building 4**	**Building 5**	**Building 6**			
Affordable Housing Development Flexibility per Ordinance No. 6736										
Site Area 188,031sf (excluding Overlay A-1)										
Proposed Bonus Floor Area	**308,727.3**									
Total Net Square Feet of Affordable Units (SF) (20%)	61,767.0					35,807.0	25,960.0			
Number of Affordable Units	85					46	39			
Total Net Square Feet of Bonus Market Units (SF) (80%)	246,960.3	23,520.0	36,798.0	36,206.0	36,452.5	50,199.2	63,784.6			
Number of Bonus Market Units	316	25	37	44	62	65	83			
Extra FAR (Site Area excluding Overlay A-1)	1.64	0.13	0.20	0.19	0.19	0.46	0.48			
Extra FAR (Site Area)	1.58	0.12	0.19	0.19	0.19	0.44	0.46			
Ground Level Active Uses		**Building 1**	**Building 2**	**Building 3**	**Building 4**	**Building 5**	**Building 6**		Note that only Bldg 1,2, and 4 have active use entrances from the street. There are no separate active uses at the ground level of Bldg 3,5, and 6. Active use square footage are spread amongst all buildings because it's below the majority of the buildings.	
Ground Level Active Uses (1.0)	95,302.6	10,917.4	13,561.5	34,088.6	7,328.5	6,763.0	22,643.7			
FAR	**Total**	**Building 1**	**Building 2**	**Building 3**	**Building 4**	**Building 5**	**Building 6**			
Proposed GFA (Including Parking)	**1,985,249.1**	306,748.9	295,262.9	216,583.1	157,806.1	124,902.5	142,306.6		Breakdown does not include parking, but Proposed GFA includes Parking	
Proposed Exempt Active Uses	95,302.6	10,917.4	13,561.5	34,088.6	7,328.5	6,763.0	22,643.7			
Proposed Excluded Parking	741,639.0	741,639.0								
Proposed Excluded Mechanical / Core / Garbage Rooms	182,373.3	32,425.2	33,916.5	19,896.8	31,774.7	33,683.1	30,677.1			
Proposed GFA for FAR (before IOC Bonus)	965,934.2	263,406.4	247,785.0	162,597.7	118,702.9	84,456.4	88,985.8			
Proposed FAR (before IOC Bonus)	4.94	1.35	1.27	0.83	0.61	0.43	0.46		Proposed GFA for FAR before IOC Bonus/195,431 = FAR before Bonus	
Proposed Bonus FAR Earned (Affordable Housing)	308,727.3	23,520.0	36,798.0	36,206.0	36,452.5	86,006.2	89,744.6			
GFA for FAR with IOC Bonus	1,274,661.5	286,926.4	284,583.0	198,803.7	155,155.4	170,462.6	178,730.4			
Total Site FAR with IOC Bonus	6.52	1.47	1.46	1.02	0.79	0.87	0.91			
Amenity Point Requirement Calculations *	**Total**	**Building 1**	**Building 2**	**Building 3**	**Building 4**	**Building 5**	**Building 6**		*A portion of the building floor area is developed above the base building height. In this case, the greater of the floor area being constructed above base FAR, OR the floor area being constructed above base height divided by two shall count as the required amenity incentive points for each building.For multi-building development, the individual building amenity calculations shall be combined for an overall development's required amenity incentive points.	
FAR Floor Area Above Base FAR:	96,484.7									
Floor Area above Base heights (Divided by 2):	22,062.0	11,031.0	11,031.0	N/A						
Conclusion (the greater of the two above)	96,484.7									
Amenity Points Needed	**96,484.7**									

POINT AND FEE SUMMARY		Tower 1	Tower 2	Tower 3	Tower 4	Tower 5	Tower 6	
Total Amenity Points Earned	201,401							
Percentage Required Amenity Points to Total Amenity Points	48%							
Amenity Points Required	96,485							
Amenity Points Achieved	201,401							
Excess Amenity Points	104,916							

Neighborhood: Northwest Village	Bonus Ratio	Tower 1	Tower 2	Tower 3	Tower 4	Tower 5	Tower 6		Applicable Area or Value	Amenity Points Awarded	How Design Meets Compliance Criteria LUC 20.25A.070.D.4	
1. Major Pedestrian Corridor and Major Public Open Space Bonus Points per square foot of Pedestrian Corridor or Major Public Open space constructed.	16.0:1									0		These sections must constitute 75% of the Amenity Points required
2. Outdoor Plaza Minimum of 3000 Sq Ft with max bonusable area of 20% total lot size. Can be met through linking of smaller plaza spaces in logical, cohesive manner . Min. Seating shall be 1 linear foot per 30 Sq Ft of plaza. Minimum of 20% of area eligible must be landscaped. Plaza amenities to enhance space must be provided (i.e. art, water elements, etc.). Provide visual and physical access within 30 inches of sidewalk grade. Must be open at all times. Cannot include vehicle surfaces.	9.3:1								21,656	201,401	Refer to Architectural Diagram for Public Plaza, Sheet A0.21	
3. Donation of Park Property Per $1000 appraised value	45:1000									0		
4. Improvement of Public Park Property	45:1000									0		
5. Enhanced Streetscape Points based per square foot of enhanced Streetscape constructed. Criteria: Space between back of curb and building face shall meet min sidewalk and curbs width with and additional 4-8' of frontage beyond that is what's bonus able. Frontage zone shall contain street furniture (tables, chairs, retail spill out). Visual access shall be provided into abutting commercial spaces. For residential that may be provided in a patio or stoop. Must provide three of five: 1. Additional landscaping such as pots and plantings 2. Decorative paving 3. Small artistic elements 4. Additional weather protection 5. Other features that activate space.	7.0:1									0		
6. Active Recreation Area Bonus Points per SF of active recreation area. May be indoor or outdoor. May include but not limited to sports courts, child play area, climbing walls, open space for play, dog runs. May be free-for-use but not used exclusively by membership. Max bonus able area is 1500	2.0:1									0		
7. Enclosed Plaza Per square foot, minimum of 750 SF. Min. Horizontal dimension of 20 ft.5% Landscaped. Visually and physically accessible from publicly accessible area. 1 linear foot of seating per 30 of enclosed plaza. Must be publicly accessible during building hours. Must provide signage into area during all times.	4.0:1									0		
8. Alleys with Addresses Must be open 24/7 and require easement for public right of pedestrian use in form approved by city. May not be enclosed. Must provide finer scaled building design at ped. Level. Alley frontage must meeting C. Right-of-way, mixed street guidelines	6.7:1									0		
9. Freestanding Canopies at street corners Per $1,000 value	40.0:1									0		
10. Pedestrian Bridges over R.O.W. Per lineal foot	250.0:1									0		
11. Performing Arts Spaces Per Sq Ft	16.0:1									0		
12. Public Art per every $1000 of appraised art value. Must be located outside in area open to public or adjacent to R.O.W. or pedestrian way. Must be object or integrated feature of building exterior or other visible infrastructure such as paving	40.0:1									0		
13. Water Feature per every $1000 of appraised value of water feature, or actual construction cost, whichever is greater. Must be located outside of the building, and be publicly visible. Water must be maintained and cleaned. Water must be in motion during daylight hours.	40.0:1									0		
14. Historic Preservation of Sites/Buildings	40.0:1									0		
15. Historic and Cultural Resources Documentation	40.0:1									0		
16. Neighborhood Serving Uses (NSU) Points per SF of space dedicated to NSU. Included uses: Child care, community meeting room, or non-profit space. Up to 5,000 SF bonus able. Required to be dedicated to NSU for life of project. Cannot require fees to enter. Must have visual access from street.	8.0:1									0		
17. Sustainability Certification Buildings shall meet the minimum criteria for LEED, Built Green or Living Building Challenge certification in chosen category. A performance bond equivalent to the value of the bonus shall be provided. If the project does not meet certification within 18 months of completion, the bonded fund shall be used for environmental improvements within downtown.	Tier 1: Living Building Net Zero Energy; Built Green 5-Star; or LEED Platinum = .25 FAR Bonus								NO	0		
	Tier 2: Passivhaus PHIUS+2015 Verification; Built Green 4-Star; or LEED Gold = .2 FAR Bonus								NO	0		
18. Flexible Amenity Values for this amenity will be set through the Legislative Departure process in 20.25A.030 and require a Development Agreement. May be pursued in all Downtown Neighborhoods. Bonus proposal must be approved by the city council through a legislative departure and development agreement. Proposed Bonus must have merit and value to the community. Proposed Bonus must be outside of the anticipated amenity bonus structure. Proposed Bonus shall not be in conflict with existing Land Use Code regulations.	Variable								0.00			

PINNACLE BELLEVUE NORTH - STATISTICS



SUMMARY

TOTAL SITE AREA (SF)		B1/D1-R	97,245	195,431
		B2/D1-MU	90,786	
		A1/D1-R	7,400	

PERMITTED			
TYPE	FAR		AREA (SF)
BASE FAR	4.50		879,440
MAX. ALLOWABLE RESIDENTIAL AREA (SF)	5.00	B1/D1-R and B2/D1-MU	940,155
	3.50	A1/D1-R	25,900
		TOTAL	966,055
AFFORDABLE HOUSING BONUS (ORDINANCE 6736)	UP TO 50% OF BASE FAR	USE SITE AREA EXCLUDING A-1 OVERLAY	423,070
	1 TO 4	AFFORDABLE 20%	84,614
		MARKET HOUSING 80%	338,456

PROPOSED															
TYPE	FAR	AREA (SF)													
				PROPOSED FAR BEFORE IOC			AFFORDABLE HOUSING			MARKET HOUSING BONUS			TOTAL PER BLDG		
		FAR	AREA (SF)	UNIT	FAR	AREA (SF)	UNIT	FAR	AREA (SF)	UNIT	FAR	AREA (SF)	UNIT		
		BUILDING 1	1.34	261,597.4	320				0.12	23,520.0	25	1.54	286,926.4	345	
		BUILDING 2	1.27	247,785.0	306				0.19	36,798.0	37	1.46	284,583.0	343	
		BUILDING 3	0.75	147,312.7	204				0.19	36,206.0	44	0.93	198,803.7	248	
		BUILDING 4	0.61	118,702.9	144				0.19	36,452.5	62	0.79	155,155.4	206	
		BUILDING 5	0.43	84,456.4	112	0.18	35,807.0	46	0.26	50,199.2	65	0.87	170,462.6	223	
		BUILDING 6	0.46	88,985.8	124	0.13	25,960.0	39	0.33	63,794.6	83	0.91	178,730.4	246	
		AMENITY UG (BLDG 3)	0.08	15,285.0									(included in Bldg 3 Total)		
		BELOW GRADE P1 RETAIL (BLDG 1)	0.01	1,809.0									(included in Bldg 1 Total)		
		TOTAL SITE	**4.94**	**962,934.2**	**1,212**	**0.32**	**61,767.0**	**85**	**1.26**	**246,960.3**	**316**	6.52	1,274,661.5	1,613	
		NOTE: PROJECT HAS EXHAUSTED ITS MAX. FAR. NO ADDITIONAL FLOOR AREA MAY BE APPROVED IN THE FUTURE.					20.0%			80.0%					

ACTIVE USE EXEMPTION (LUC 20.25A.070.C.1)	1.0		195,431	GROUND FLOOR ACTIVE USE	0.49	95302.6

PARKING

VEHICULAR PARKING	PERMITTED/REQUIRED								PROPOSED			
		MIN		MAX		Accessible Parking	Van Acc.		UNIT		Acc. Parking	Van Acc.
RESIDENTIAL	1,613	0.75	UNIT	2.0	UNIT			**1,487**	SPACES			
	UNITS	1,209.8	SPACES	3226	SPACES							
RESIDENTIAL VISITOR		1/20	UNIT									
		80.7	SPACES					**81**	SPACES		28	2
RETAIL (SF) *	97,112	2/1000	SF	4/1000	SF	20 + 1 for every 100 over 1000	2					
Including P1 Retail	1,809											
SUPERMARKET	93,471	186.9		374								
CRU of BLDG 4	1,851	3.7	SPACES	7	SPACES			**216**	SPACES			
		1,451.0	SPACES	**3,607**	SPACES	23	2	**1784**	SPACES		28	2

*Retail vs Active Use Area. The Supermarket has a lobby in P1 Level that is 1,809sf which is counted as FAR and not exempted as Active Use. For Parking Calculation purposes, the total retail area is used.
Active Use = Supermarket + CRU of Bldg 4 = 93471.2 + 1851.4 = 95,302.6 sf.
Retail Area = Supermarket + B1 Supermarket Lobby + CRU of Bldg 4 = 93471.2 + 1809 + 1851.4 = 97112 sf)

REGULAR STALLS	1120	62.8%
COMPACT STALLS	664	37.2%
TANDEM STALLS (RESIDENTIAL ONLY)	90	
RV PARKING	90	5.0%

BICYCLE PARKING**	PERMITTED/REQUIRED				PROPOSED	
RESIDENTIAL	1,613	1/10	161.3		**146**	COVERED
					80	UNCOVERED
	UNITS	MIN. 50% SPACES TO BE COVERED				
RETAIL (SF)	97,112	1/100000SF GREATER THAN 200000SF	9.7		**5**	COVERED
		MIN. 50% SPACES TO BE COVERED			**5**	UNCOVERED
					20	COVERED, P1
			171.0		**256**	

**Including Bike service station:1 Bike wash area: 1

PINNACLE BELLEVUE
NORTH BLDG 1

	LEVEL	FLOOR TO FLOOR	ELEVATION	MAX FLOOR PLATE PER LUC	FAR EXCLUSION: Garbage	FAR EXCLUSION: CORE/STAIR/MEP	FAR EXCLUSION: ACTIVE USE	EXT WALL	Coll-FAR	Coll-Gross	Construction GSF	
	T.O.Mech Penthouse		373.72									
	ROOF (with private garden)		353.72			2,940.0				2,940.0	2,940.0	
	26	10'-8"	345.05	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	25	9'-8"	335.39	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	24	9'-8"	325.72	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	23	9'-8"	316.05	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	22	9'-8"	306.39	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	21	9'-8"	296.72	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	20	9'-8"	287.05	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	19	9'-8"	277.39	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	18	9'-8"	267.72	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	17	9'-8"	258.05	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	16	9'-8"	248.39	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	15	9'-8"	238.72	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	14	9'-8"	229.05	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	13	9'-8"	219.39	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
TRIGGER HEIGHT @ 105'	12	9'-8"	209.72	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	11	9'-8"	200.05	13,500	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	10	9'-8"	190.39	13,500	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
80' MAX PLATE SIZE	9	9'-8"	180.72	13,500	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	8	9'-8"	171.05	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	7	9'-8"	161.39	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	6	9'-8"	151.72	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
40' MAX PLATE SIZE	5	9'-8"	142.05	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	4	9'-8"	132.39		83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	3/UG	9'-8"	122.72		83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	2/MEZZ	9'-8"	113.05		83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	G	11'-10"	1.22		83.1	1,427.1	10,917.4	220.2	**2,652.4**	14,479.9	14,700.1	GYM/LOBBY/RETAIL
	P1	15'-6"	14.28					0.0	**1,809.0**	1,809.0	1,809.0	PARKING
	P2	9'-0"	25.28									PARKING
	P3	9'-0"	32.28									PARKING
	P4	9'-0"	41.28									PARKING
TOTAL					2,160.6	30,264.6	10,917.4	8,771.2	**286,926.4**	**330,268.9**	**339,040.1**	

% to TOTAL Coll-FAR: 0.2

PINNACLE BELLEVUE
NORTH BLDG 2

	LEVEL	FLOOR TO FLOOR	ELEVATION	MAX FLOOR PLATE PER LUC	FAR EXCLUSION: Garbage	FAR EXCLUSION: CORE/STAIR/MEP	FAR EXCLUSION: ACTIVE USE	EXT WALL	Coll-FAR	Coll-Gross	Construction GSF	
	T.O.Mech Penthouse		374.76									
	ROOF (with private garden)		354.76			2,940.0				2,940.0	2,940.0	
	26	10'-8"	344.09	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	25	9'-8"	334.43	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	24	9'-8"	324.76	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	23	9'-8"	315.09	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	22	9'-8"	305.43	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	21	9'-8"	295.76	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	20	9'-8"	286.09	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	19	9'-8"	276.43	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	18	9'-8"	266.76	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	17	9'-8"	257.09	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	16	9'-8"	247.43	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	15	9'-8"	237.76	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	14	9'-8"	228.09	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	13	9'-8"	218.43	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
TRIGGER HEIGHT @ 105'	12	9'-8"	208.76	12,150	83.1	1,035.9		349.0	**11,031.0**	12,150.0	12,499.0	RESIDENTIAL
	11	9'-8"	199.09	13,500	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
80' MAX PLATE SIZE	10	9'-8"	189.43	13,500	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	9	9'-8"	179.76	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	8	9'-8"	170.09	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	7	9'-8"	160.43	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	6	9'-8"	150.76	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
40' MAX PLATE SIZE	5	9'-8"	141.09	20,000	83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	4	9'-8"	131.43		83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	3/UG	9'-8"	121.76		83.1	1,035.9		331.6	**11,740.0**	12,879.0	13,210.6	RESIDENTIAL
	2/MEZZ	9'-8"	112.09		83.1	2,172.9		331.6	**10,623.0**	12,879.0	13,210.6	RESIDENTIAL
	G	16'-4"	4.24		83.1	1,781.4	13,561.5	220.2	**2,655.0**	18,080.9	18,301.1	GYM/LOBBY/RETAIL
	P1	11'-0"	15.24									PARKING
	P2	9'-0"	24.24									PARKING
	P3	9'-0"	33.24									PARKING
	P4	9'-0"	42.24									PARKING
TOTAL					2,160.6	31,755.9	13,561.5	8,771.2	**284,583.0**	**332,060.9**	**340,832.1**	

% to TOTAL Coll-FAR: 0.2

PINNACLE BELLEVUE
NORTH BLDG 3

	LEVEL	FLOOR TO FLOOR	ELEVATION	MAX FLOOR PLATE PER LUC	FAR EXCLUSION: Garbage	FAR EXCLUSION: CORE/STAIR/MEP	FAR EXCLUSION: ACTIVE USE	EXT WALL	Coll-FAR	Coll-Gross	Construction GSF	
	T.O.Mech Penthouse		149.31									
	ROOF		149.31			2,149.0				2,149.0	2,149.0	
	15	9'-8"	139.64	12,150	84.6	990.6		374.2	**11,067.5**	12,142.7	12,316.9	RESIDENTIAL
	14	9'-8"	129.97	12,150	84.6	990.6		374.2	**11,067.5**	12,142.7	12,316.9	RESIDENTIAL
	13	9'-8"	120.31	12,150	84.6	990.6		374.2	**11,067.5**	12,142.7	12,316.9	RESIDENTIAL
TRIGGER HEIGHT @ 105'	12	9'-8"	110.64	12,150	84.6	990.6		374.2	**11,067.5**	12,142.7	12,316.9	RESIDENTIAL
	11	9'-8"	100.97	13,500	84.6	990.6		393.8	**12,399.0**	13,474.3	13,868.0	RESIDENTIAL
	10	9'-8"	91.31	13,500	84.6	990.6		393.8	**12,399.0**	13,474.3	13,868.0	RESIDENTIAL
80' MAX PLATE SIZE	9	9'-8"	81.64	13,500	84.6	990.6		393.8	**12,399.0**	13,474.3	13,868.0	RESIDENTIAL
	8	9'-8"	71.97	20,000	84.6	990.7		384.7	**13,056.7**	14,132.0	14,516.7	RESIDENTIAL
	7	9'-8"	62.31	20,000	84.6	990.7		384.7	**13,056.7**	14,132.0	14,516.7	RESIDENTIAL
	6	9'-8"	52.64	20,000	84.6	990.7		384.7	**13,056.7**	14,132.0	14,516.7	RESIDENTIAL
40' MAX PLATE SIZE	5	9'-8"	42.97	20,000	84.6	990.7		384.7	**13,056.7**	14,132.0	14,516.7	RESIDENTIAL
	4	9'-8"	33.31		84.6	990.7		384.7	**13,056.7**	14,132.0	14,516.7	RESIDENTIAL
	3	9'-8"	23.64		84.6	990.7		384.7	**13,056.7**	14,132.0	14,516.7	RESIDENTIAL
	2	9'-8"	13.97		84.6	990.7		384.7	**13,056.7**	14,132.0	14,516.7	RESIDENTIAL
	UG	9'-8"	4.31		84.6	989.6		390.9	**23,416.6**	24,490.8	24,881.7	AMENITY / RESIDENTIAL
	MEZZ	13'-0"	-8.69			769.5		87.0	**1,961.0**	2,730.5	2,817.5	LOBBY
	G	10'-6"	-19.19			850.4	34,088.6	152.0	**562.2**	35,501.4	36,633.4	LOBBY
	P1	15'-6"	-32.69									PARKING
	P2	9'-0"	-41.69									PARKING
	P3	9'-0"	-50.69									PARKING
	P4	9'-0"	-59.69									PARKING
TOTAL					1,269.0	18,627.8	34,088.6	3,981.0	**198,803.7**	**252,789.1**	**258,902.1**	

% to TOTAL Coll-FAR: 0.2

PINNACLE BELLEVUE
NORTH BLDG 4

	LEVEL	FLOOR TO FLOOR	ELEVATION	MAX FLOOR PLATE PER LUC	FAR EXCLUSION: Garbage	FAR EXCLUSION: CORE/STAIR/MEP	FAR EXCLUSION: ACTIVE USE	EXT WALL	Coll-FAR	Coll-Gross	Construction GSF	
MAX. HEIGHT IOC BONUS @ 124'	T.O.Mech Penthouse		143.01									
	ROOF		123.01			1,400				1,400.0	1,400.0	
	14	9'-2"	113.85	13,500	68.9	824.3		371.6	**12,054.4**	12,947.6	13,319.2	RESIDENTIAL
B-1 MAX. HEIGHT @ 99'	13	9'-2"	104.68	13,500	68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
	12	9'-2"	95.51	13,500	68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
80' MAX PLATE SIZE	11	9'-2"	86.35	13,500	68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
	10	9'-2"	77.18	20,000	68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
	9	9'-2"	68.01	20,000	68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
	8	9'-2"	58.85	20,000	68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
	7	9'-2"	49.68	20,000	68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
40' MAX PLATE SIZE	6	9'-2"	40.51	20,000	68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
	5	9'-2"	31.35		68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
	4	9'-2"	22.18		68.9	824.3		362.7	**12,054.4**	12,947.6	13,310.3	RESIDENTIAL
	3	9'-2"	13.01		68.9	833.4		389.7	**12,343.7**	13,246.2	13,635.9	RESIDENTIAL
	2	9'-2"	3.85		68.9	2,665.4		372.8	**10,213.3**	12,947.6	13,320.4	LOBBY-RESIDENTIAL
	G	18'-10"	-14.82		1,682.1	15,230.6	7,328.5	473.3	**0.0**	24,241.2	24,714.5	RETAIL
	P1	9'-6"	-24.32									PARKING
	P2	9'-0"	-33.32									PARKING
	P3	9'-0"	-42.32									PARKING
	P4	9'-0"	-51.32									PARKING
TOTAL					2,577.8	29,194.9	7,328.5	3,234.4	**155,155.4**	**194,258.6**	**199,493.0**	

% to TOTAL Coll-FAR: 0.1

Floor Plates numbers above trigger height do not need to be reduced per LUC 20.25A.074.A.2.a.(6) per IOC. Refer to Variance for Floor Plate Reduction

PINNACLE BELLEVUE
NORTH BLDG 5

	LEVEL	FLOOR TO FLOOR	ELEVATION	MAX FLOOR PLATE PER LUC	FAR EXCLUSION: Garbage	FAR EXCLUSION: CORE/STAIR/MEP	FAR EXCLUSION: ACTIVE USE	EXT WALL	Coll-FAR	Coll-Gross	Construction GSF	
MAX. HEIGHT IOC BONUS @ 124'	T.O.Mech Penthouse		143.78									
	ROOF		123.78			1,400.0				1,400.0	1,400.0	
	14	9'-2"	114.62	13,500	79.2	803.2		371.8	**12,045.2**	12,947.6	13,319.4	RESIDENTIAL
B-1 MAX. HEIGHT @ 99'	13	9'-2"	105.45	13,500	79.2	803.2		371.8	**12,045.2**	12,947.6	13,319.4	RESIDENTIAL
	12	9'-2"	96.28	13,500	79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
80' MAX PLATE SIZE	11	9'-2"	87.12	13,500	79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	10	8'-8"	78.45	20,000	79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	9	8'-8"	69.78	20,000	79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	8	8'-8"	61.12	20,000	79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	7	8'-8"	52.45	20,000	79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
40' MAX PLATE SIZE	6	8'-8"	43.78	20,000	79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	5	8'-8"	35.12		79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	4	8'-8"	26.45		79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	3	8'-8"	17.78		79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	2	8'-8"	9.12		79.2	803.2		362.6	**12,045.2**	12,947.6	13,310.2	RESIDENTIAL
	UG	8'-8"	0.45		79.2	1,090.8		416.8	**13,615.0**	14,785.0	15,201.8	LOBBY-RESIDENTIAL
	G	27'-4"	-27.05		1,792.6	17,849.3	4,743.0			26,404.9		LOADING
	P1	9'-6"	-36.55									PARKING
	P2	9'-0"	-45.55									PARKING
	P3	9'-0"	-54.55									PARKING
	P4	9'-0"	-63.55									PARKING
TOTAL					2,901.4	30,781.7	4,743.0	5,149.0	**170,462.6**	**216,908.7**	**189,652.8**	

% to TOTAL Coll-FAR: 0.1

Floor Plates numbers above trigger height do not need to be reduced per LUC 20.25A.074.A.2.a.(6) per IOC. Refer to Variance for Floor Plate Reduction

PINNACLE BELLEVUE
NORTH BLDG 6

	LEVEL	FLOOR TO FLOOR	ELEVATION	MAX FLOOR PLATE PER LUC	FAR EXCLUSION: Garbage	FAR EXCLUSION: CORE/STAIR/MEP	FAR EXCLUSION: ACTIVE USE	EXT WALL	Coll-FAR	Coll-Gross	Construction GSF	
MAX. HEIGHT IOC BONUS @ 124'	T.O.Mech Penthouse		143.83									
	ROOF		123.83			1,400.0				1,400.0	1,400.0	
	14	9'-2"	114.67	13,500	75.8	813.8		346.3	**12,601.0**	13,490.4	13,856.9	RESIDENTIAL
B-1 MAX. HEIGHT @ 99'	13	9'-2"	105.50	13,500	75.8	813.8		346.3	**12,601.0**	13,490.4	13,856.9	RESIDENTIAL
	12	9'-2"	96.33	13,500	75.8	813.8		378.2	**12,601.0**	13,490.4	13,868.8	RESIDENTIAL
80' MAX PLATE SIZE	11	9'-2"	87.17	13,500	75.8	813.8		378.2	**12,601.0**	13,490.4	13,868.8	RESIDENTIAL
	10	8'-8"	78.50	20,000	75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
	9	8'-8"	69.83	20,000	75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
	8	8'-8"	61.17	20,000	75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
	7	8'-8"	52.50	20,000	75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
40' MAX PLATE SIZE	6	8'-8"	43.83	20,000	75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
	5	8'-8"	35.17		75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
	4	8'-8"	26.50		75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
	3	8'-8"	17.83		75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
	2	8'-8"	9.17		75.8	813.4		374.7	**12,860.6**	13,750.0	14,124.7	RESIDENTIAL
	UG	8'-8"	0.50		75.8	1,095.2		374.7	**12,581.0**	13,750.0	14,124.7	LOBBY-RESIDENTIAL
	G	23'-6"	-23.00		1,646.0	14,879.1	22,643.7			39,188.8	39,188.8	LOADING
	P1	13'-6"	-36.50									PARKING
	P2	9'-0"	-45.50									PARKING
	P3	9'-0"	-54.50									PARKING
	P4	9'-0"	-63.50									PARKING
TOTAL					2,727.2	27,949.9	22,643.7	5,196.0	**178,730.4**	**252,051.2**	**257,247.2**	

% to TOTAL Coll-FAR: 0.1

Floor Plates numbers above trigger height do not need to be reduced per LUC 20.25A.074.A.2.a.(6) per IOC. Refer to Variance for Floor Plate Reduction

PARKING BELOW GRADE

	LEVEL							EXT WALL	Area	Coll-Gross	Construction GSF	
	P1							1,803.1	**184,053.0**	184,053.0	185,856.1	PARKING
	P2							1,803.1	**185,862.0**	185,862.0	187,665.1	PARKING
	P3							1,803.1	**185,862.0**	185,862.0	187,665.1	PARKING
	P4							1,803.1	**185,862.0**	185,862.0	187,665.1	PARKING
TOTAL								7,212.4	**741,639.0**	741,639.0	748,851.4	

PINNACLE BELLEVUE
NORTH SITE OVERALL

					FAR EXCLUSION: Garbage	FAR EXCLUSION: CORE/STAIR/MEP	FAR EXCLUSION: ACTIVE USE	EXT WALL	Coll-FAR	Coll-Gross	Construction GSF
TOTAL ABOVE GRADE					13,796.6	168,574.7	95,302.6	39,102.8	1,274,661.5	1,552,337.4	1,591,680.2
						277,674.9					
BELOW GRADE TOTAL										741,639.0	748,851.4
PROJECT GRAND TOTAL										2,293,976.4	2,340,291.6

PROPOSED GFA for FAR with IOC BONUS

BLDG #1 - CoB FAR		
LEVEL	AREA (SF)	NAME
26F	11,031.0	HIGH RISE
25F	11,031.0	HIGH RISE
24F	11,031.0	HIGH RISE
23F	11,031.0	HIGH RISE
22F	11,031.0	HIGH RISE
21F	11,031.0	HIGH RISE
20F	11,031.0	HIGH RISE
19F	11,031.0	HIGH RISE
18F	11,031.0	HIGH RISE
17F	11,031.0	HIGH RISE
16F	11,031.0	HIGH RISE
15F	11,031.0	HIGH RISE
14F	11,031.0	HIGH RISE
13F	11,031.0	HIGH RISE
12F	11,031.0	HIGH RISE
11F	11,760.0	HIGH RISE
10F	11,760.0	HIGH RISE
9F	11,760.0	HIGH RISE
8F	11,760.0	MID RISE
7F	11,760.0	MID RISE
6F	11,760.0	MID RISE
5F	11,760.0	MID RISE
4F	11,760.0	LOW RISE
UG (3F)	11,760.0	LOW RISE
MEZZ (2F)	11,760.0	LOW RISE
G	2,052.4	LOW RISE
P1	1,809.0	BG RETAIL
TOTAL by BUILDING (SF)	286,926.4	
TOTAL CoB FAR (SF)	1,274,661.5	

BLDG #2 - CoB FAR		
LEVEL	AREA (SF)	NAME
26F	11,031.0	HIGH RISE
25F	11,031.0	HIGH RISE
24F	11,031.0	HIGH RISE
23F	11,031.0	HIGH RISE
22F	11,031.0	HIGH RISE
21F	11,031.0	HIGH RISE
20F	11,031.0	HIGH RISE
19F	11,031.0	HIGH RISE
18F	11,031.0	HIGH RISE
17F	11,031.0	HIGH RISE
16F	11,031.0	HIGH RISE
15F	11,031.0	HIGH RISE
14F	11,031.0	HIGH RISE
13F	11,031.0	HIGH RISE
12F	11,031.0	HIGH RISE
11F	11,760.0	HIGH RISE
10F	11,760.0	HIGH RISE
9F	11,760.0	HIGH RISE
8F	11,760.0	MID RISE
7F	11,760.0	MID RISE
6F	11,760.0	MID RISE
5F	11,760.0	MID RISE
4F	11,760.0	LOW RISE
UG (3F)	11,760.0	LOW RISE
MEZZ (2F)	10,623.0	LOW RISE
G	2,655.0	LOW RISE
	284,583.0	

BLDG #3 - CoB FAR		
LEVEL	AREA (SF)	NAME
15F	11,067.5	HIGH RISE
14F	11,067.5	HIGH RISE
13F	11,067.5	HIGH RISE
12F	11,067.5	HIGH RISE
11F	12,399.0	HIGH RISE
10F	12,399.0	HIGH RISE
9F	12,399.0	HIGH RISE
8F	13,056.7	MID RISE
7F	13,056.7	MID RISE
6F	13,056.7	MID RISE
5F	13,056.7	MID RISE
4F	13,056.7	LOW RISE
3F	13,056.7	LOW RISE
2F	13,056.7	LOW RISE
UG	23,416.6	LOW RISE
MEZZ	1,961.0	LOW RISE
G	562.2	LOW RISE
	198,803.7	

BLDG #4 - CoB FAR		
LEVEL	AREA (SF)	NAME
14F	12,054.4	HIGH RISE
13F	12,054.4	HIGH RISE
12F	12,054.4	HIGH RISE
11F	12,054.4	HIGH RISE
10F	12,054.4	MID RISE
9F	12,054.4	MID RISE
8F	12,054.4	MID RISE
7F	12,054.4	MID RISE
6F	12,054.4	MID RISE
5F	12,054.4	LOW RISE
4F	12,054.4	LOW RISE
UG (3F)	12,343.7	LOW RISE
MEZZ (2F)	10,213.3	LOW RISE
G	0.0	LOW RISE
	155,155.4	

BLDG #5 - CoB FAR		
LEVEL	AREA (SF)	NAME
14F	12,065.2	HIGH RISE
13F	12,065.2	HIGH RISE
12F	12,065.2	HIGH RISE
11F	12,065.2	HIGH RISE
10F	12,065.2	MID RISE
9F	12,065.2	MID RISE
8F	12,065.2	MID RISE
7F	12,065.2	MID RISE
6F	12,065.2	MID RISE
5F	12,065.2	LOW RISE
4F	12,065.2	LOW RISE
3F	12,065.2	LOW RISE
2F	12,065.2	LOW RISE
UG	13,615.0	LOW RISE
	170,462.6	

BLDG #6 - CoB FAR		
LEVEL	AREA (SF)	NAME
14F	12,601.0	HIGH RISE
13F	12,601.0	HIGH RISE
12F	12,601.0	HIGH RISE
11F	12,601.0	HIGH RISE
10F	12,860.6	MID RISE
9F	12,860.6	MID RISE
8F	12,860.6	MID RISE
7F	12,860.6	MID RISE
6F	12,860.6	MID RISE
5F	12,860.6	LOW RISE
4F	12,860.6	LOW RISE
3F	12,860.6	LOW RISE
2F	12,860.6	LOW RISE
UG	12,581.0	LOW RISE
	178,730.4	

NET AREA SCHEDULE (EXCLUSIONS)		
LEVEL	AREA (SF)	NAME
G	95,302.6	FAR EXCLUSION - ACTIVE USE
ABOVE GRADE	13,796.6	FAR EXCLUSION - GARBAGE ROOM (ABOVE GRADE)
ABOVE GRADE	168,576.7	FAR EXCLUSION - CORE/STAIR/MEP/LOADING
P1	184,053.0	FAR EXCLUSION - PARKING/MEP
P2	185,862.0	FAR EXCLUSION - PARKING/MEP
P3	185,862.0	FAR EXCLUSION - PARKING/MEP
P4	185,862.0	FAR EXCLUSION - PARKING/MEP
TOTAL	1,019,314.9	

TOTAL CoB Gross (SF)	2,293,976.4

PROPOSED GFA Including Parking

BLDG #1 - CoB Gross		
LEVEL	AREA (SF)	
ROOF	2940	
26F	12,150	
25F	12,150	
24F	12,150	
23F	12,150	
22F	12,150	
21F	12,150	
20F	12,150	
19F	12,150	
18F	12,150	
17F	12,150	
16F	12,150	
15F	12,150	
14F	12,150	
13F	12,150	
12F	12,150	ABOVE 105'
11F	12,879	TRIGGER HEIGHT
10F	12,879	
9F	12,879	ABOVE 80'
8F	12,879	
7F	12,879	
6F	12,879	
5F	12,879	ABOVE 40'
4F	12,879	
UG (3F)	12,879	
MEZZ (2F)	12,879	
G	14,480	
P1	1,809	
	330,269	

BLDG #2 - CoB Gross		
LEVEL	AREA (SF)	
ROOF	2940	
26F	12,150	
25F	12,150	
24F	12,150	
23F	12,150	
22F	12,150	
21F	12,150	
20F	12,150	
19F	12,150	
18F	12,150	
17F	12,150	
16F	12,150	
15F	12,150	
14F	12,150	
13F	12,150	
12F	12,150	ABOVE 105'
11F	12,879	TRIGGER HEIGHT
10F	12,879	
9F	12,879	ABOVE 80'
8F	12,879	
7F	12,879	
6F	12,879	
5F	12,879	ABOVE 40'
4F	12,879	
UG (3F)	12,879	
MEZZ (2F)	12,879	
G	18,081	
	332,061	

BLDG #3 - CoB Gross		
LEVEL	AREA (SF)	
ROOF	2149	
15F	12,143	
14F	12,143	
13F	12,143	
12F	12,143	ABOVE 105'
11F	13,474	TRIGGER HEIGHT
10F	13,474	
9F	13,474	ABOVE 80'
8F	14,132	
7F	14,132	
6F	14,132	
5F	14,132	ABOVE 40'
4F	14,132	
3F	14,132	
2F	14,132	
UG	24,491	
MEZZ	2,731	
G	35,501	
	252,789	

BLDG #4 - CoB Gross		
LEVEL	AREA (SF)	
ROOF	1400	
* 14F	12,948	
* 13F	12,948	ABOVE 99' TRIGGER HT.
12F	12,948	
11F	12,948	ABOVE 80'
10F	12,948	
9F	12,948	
8F	12,948	
7F	12,948	
6F	12,948	ABOVE 40'
5F	12,948	
4F	12,948	
UG (3F)	13,246	
MEZZ (2F)	12,948	
G	24,241	
	194,259	

BLDG #5 - CoB Gross		
LEVEL	AREA (SF)	
ROOF	1400	
* 14F	12,948	
* 13F	12,948	ABOVE 99' TRIGGER HT
12F	12,948	
11F	12,948	ABOVE 80'
10F	12,948	
9F	12,948	
8F	12,948	
7F	12,948	
6F	12,948	ABOVE 40'
5F	12,948	
4F	12,948	
3F	12,948	
2F	12,948	
UG	14,785	
G	26,405	
	210,909	

BLDG #6 - CoB Gross		
LEVEL	AREA (SF)	
ROOF	1400	
* 14F	13,491	
* 13F	13,491	ABOVE 99' TRIGGER HT.
12F	13,491	
11F	13,491	ABOVE 80'
10F	13,750	
9F	13,750	
8F	13,750	
7F	13,750	
6F	13,750	ABOVE 40'
5F	13,750	
4F	13,750	
3F	13,750	
2F	13,750	
UG	13,750	
G	39,189	
	232,051	

*Floor Plates numbers above trigger height do not need to be reduced per LUC 20.25A.074.A.2.a(iii) per IOC. Please refer to Variance for Floor Plate Reduction

CoB Gross Above-Grade	1,552,337.4

PARKING/MEP Below Grade	
P1	184,053.0
P2	185,862.0
P3	185,862.0
P4	185,862.0
	741,639.0

GRAND TOTAL - CoB Gross
2,293,976.4

PINNACLE BELLEVUE NORTH - AFFORDABLE HOUSING

ORDINANCE 6736 allows an additional 0.5 FAR above base FAR in the DT-MU if affordable housing is provided. For every 1 sf of affordable housing, 4sf of market rate housing will be exempt from FAR calculations.

SITE AREA	195,431 sf	
SITE AREA	188,031 sf	Excluding Overlay A-1
BASE FAR	4.50	

1.0/5.0	20%	Affordable Housing
4.0/5.0	80%	Market rate Housing
Combined 5.0 or 100%		

Upt to 50% of the base FAR in the land use district the building is located in (as per above ratio) of the affordable housing and market rate housing together that support the create of affordable housing may be exempted

4.5 x 188,031 =	846,140 sf
846,140 / 2 =	423,070 sf

Therefore, up to 423,070 sf
may be exempted from the building's overall FAR to provide a mix of affordable and market rate housing using the formula above.

84,614 sf	Affordable Housing
338,456 sf	Market Rate Housing

Allowable Bonus FAR 2.25

Summary	Permitted	Ratio	Proposed	Ratio	FAR (Site Area excluding A-1)	FAR (Site)	
Affordable Housing	84,614 sf	20%	61,767.0 sf	20.0%	0.33	0.32	85 UNITS
Market Rate Housing	338,456 sf	80%	246,960.3 sf	80.0%	1.31	1.26	
Total	423,070 sf		308,727.3 sf	100%	1.64	1.58	
	2.25						

ATTACHMENT G Republic Services Approval
Pinnacle North MDP, 21-103192-LP; ADR, 21-103192-LP;
Variances, 25-110467-LS and 25-110468-LS

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

To: Kandice Lai
JYOM Architecture

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

Based upon our review of the site plans[1] you submitted on 1/6/2023 for the property known as: Project #: 21-103195 / 21-103192-LP and proposed development name of: Pinnacle Bellevue North we have determined the following:

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

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

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

Sincerely,

Bradley Cooper
Operations Supervisor
Bcooper2@republicservices.com

In partnership with the City of Bellevue
Development Services

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

SOLID WASTE & RECYCLE ROOMS

RESIDENTIAL GARBAGE ROOMS

RESIDENTIAL ACCESS ROUTE (6'-0" CORRIDOR)

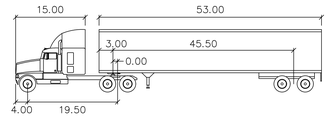
COMMERCIAL ACCESS ROUTE (6'-0" CORRIDOR)

SHARED STORAGE FOR SOLID WASTE & RECYCLING MATERIAL AREA:

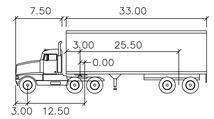
RESIDENTIAL:
- TOTAL UNITS: 1455
- TOTAL AREA = 575SF (1st 100 units) + 4 X1355(additional units)SF = 5,995 SF

COMMERCIAL:
- 50,001-100,000SF=225 SF

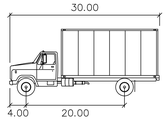
TOTAL AREA REQUIRED:
5,995 + 225 = 6,220 SF
TOTAL AREA PROVIDED:
5,787 + 1,163 = 6,950 SF



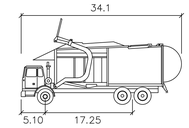
WB–67



WB–40



SU–30



Garbage Truck

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

REVISIONS:

PROJECT:

PINNACLE BELLEVUE NORTH

STATUS:

LP/LD SUBMISSION

REVISION: -

PROJECT NO.: 19001.80 DRAWN: AL,LF CHECKED:YS,KK

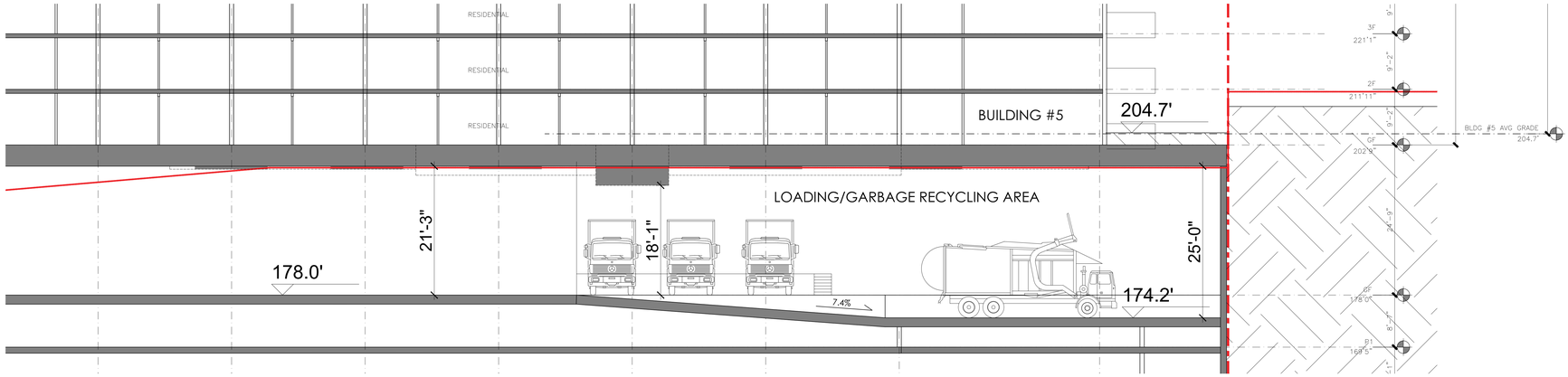
SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2022.05.15

SHEET TITLE:

SOLID WASTE & RECYCLING DIAG. GF PLAN

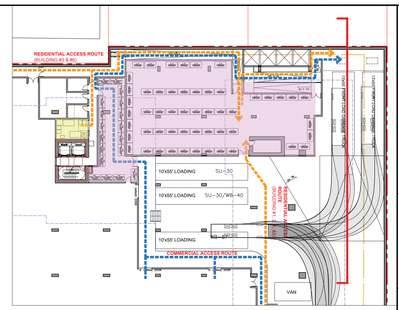
SHEET NO.:

A0.30

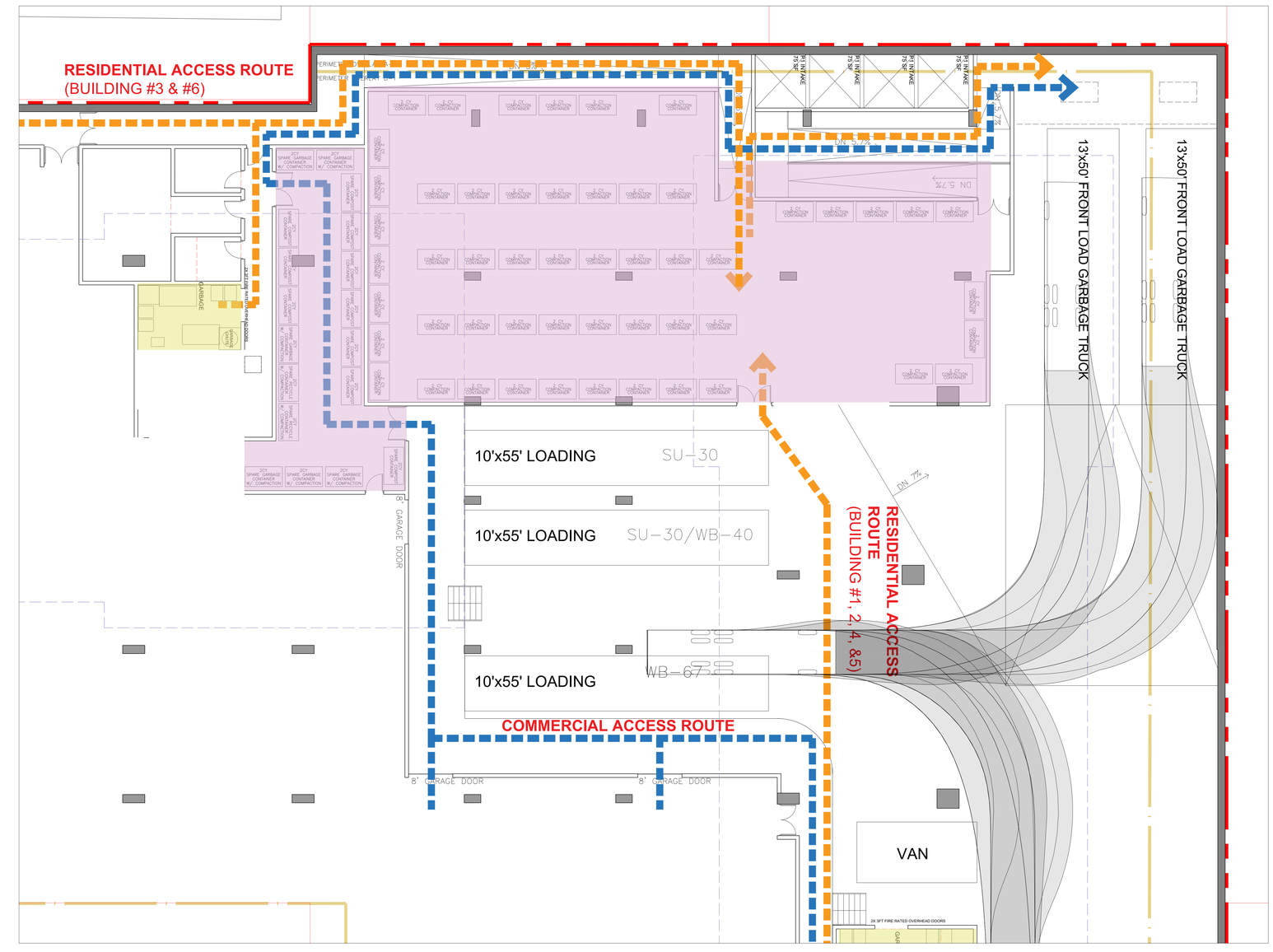


A1 SOLID WASTE & RECYCLE RM SECTION

1/8"=1'-0"

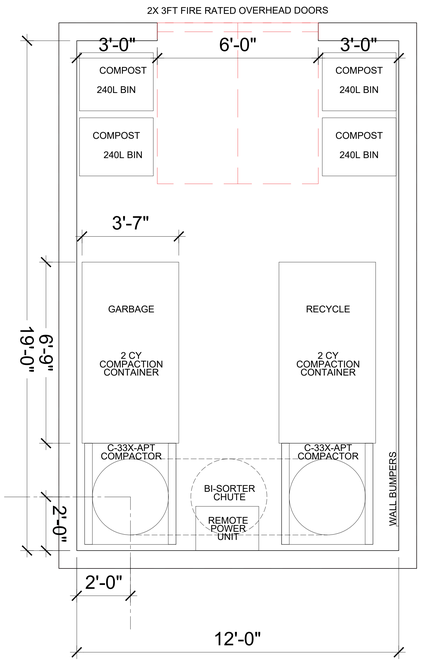


KEY PLAN



A2 ENLARGED SOLID WASTE & RECYCLE RM PLAN

1/8"=1'-0"



A3 TYP. RESIDENTIAL GARBAGE RM PLAN

1/2"=1'-0"

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:
PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:
1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEERS AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE DRAWING.

REVISIONS:

PROJECT:
PINNACLE BELLEVUE NORTH

STATUS:
LP/LD SUBMISSION
REVISION: -

PROJECT NO.: 19001.80 DRAWN: AL,LF CHECKED:YS,KK
SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2022.05.15

SHEET TITLE:
SOLID WASTE & RECYCLING DIAGRAM

SHEET NO.:
A0.31

RESIDENTIAL MOVE IN/OUT ROUTE

MOVE IN/OUT ROUTE (BUILDING #3&6)

MOVE IN/OUT ROUTE (BUILDING #1, 2, 4, &5)

NE 10th STREET

102nd AVENUE NE

CROSSWAY

ROUNDABOUT

PLAZA 2

LOWER PLAZA

PLAZA 1

CONSTRUCTION PHASE II

CONSTRUCTION PHASE I

SEISMIC JOINT

LOCATION OF GREASE INTERCEPTOR BELOW

SWIMMING POOL ABOVE CLR 10'-6"

RAMP ABOVE

RAMP BELOW

RAMP LANDING EL. 185.1

COMMON CORRIDOR (2HR RATED)

RECYCLE MATERIAL STOR 1,222 SF EL. 182

LOBBY #6

STAIR #6A

ELEV & SORTING AREA

10'x55' LOADING SU-30

10'x55' LOADING SU-30/WB-40

10'x55' LOADING WB-67

SHARED SOLID WASTE & RECYCLE MATERIAL STORAGE 5,695SF EL. 178

13'6" FRONT LOAD GARBAGE TRUCK

GARBAGE & RECYCLING AREA

VAN

LOBBY #5

STAIR #5

LOBBY #4

STAIR #4

MOVE IN/OUT STORAGE

SUPER MARKET 63,560 SF EL. 182

DRUG STORE 16,100 SF EL. 182

CRU 1,400 SF EL. 184

CRU 1,480 SF EL. 184

CRU 1,230 SF EL. 183

CRU 3,450 SF EL. 178

CRU 2000 SF EL. 178

RES. LOBBY EL. 179.5

RES. LOBBY EL. 185

MAIL ROOM

BLDG#1&2 FIRE CONTROL RM 350SF

PARCEL

LOBBY #1

LOBBY #2

STAIR #1

STAIR #1A

STAIR #2

STAIR #2A

STAIR #3

STAIR #3A

ELEV LOBBY #3

BLDG#3 ELEC. RM 350X10TH

BLDG#6 ELEC. RM 350X10TH

PSE MAIN ELEC. RM 24'X16'X10'H

ELEC. RM 24'X16'X10'H

MAIN EMERG. RM 16'X10'

EV CHARGING EQUIP & DIST. RM

PSE VAULT

GENERATOR RM 36'X18'X12'H

BIKE STOR. 4 BIKES

P1 EXHAUST 100 SF

P2 EXHAUST 100 SF

P3 EXHAUST 100 SF

P4 EXHAUST 100 SF

P1 INTAKE 75 SF

P2 INTAKE 75 SF

P3 INTAKE 75 SF

P4 INTAKE 75 SF

DRIVEWAY ENTRY EL 178

RES. DROP OFF

SIGHT LINE

PARKING / LOADING ENTRY

ENTRANCE

DN

UP

EL. 182

EL. 178

EL. 174.2

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC. AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

REVISIONS:

PROJECT:

PINNACLE BELLEVUE NORTH

STATUS:

LP/LD SUBMISSION

REVISION: -

PROJECT NO.: 19001.80 DRAWN: AL,LF CHECKED:YS,KK

SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2022.05.15

SHEET TITLE:

MOVE IN/OUT DIAGRAM GF PLAN

SHEET NO.:

A0.40

RESIDENTIAL MOVE IN/OUT ROUTE

MULTI-FAMILY RESIDENTIAL 7F

LINE OF FOUNDATION WALL

NE 10th STREET

CROSSWALK

ROUNDABOUT

102nd AVENUE NE

TWO WAY

DN 12.5%

DN 8%

P1 EXHAUST 100 SF

PARKING ENTRY

P2 EXHAUST 100 SF

P3 EXHAUST 100 SF

P4 EXHAUST 100 SF

MOVING TRUCK/VAN

TO BLD #6

TO BLD #4&5

MOVING VAN

CONSTRUCTION PHASE II

CONSTRUCTION PHASE I

DROP-OFF PARKINGS

ENTRANCE

ELEV LOBBY #6

STAIR #6A

STAIR #6

PARCEL

MAIL ROOM

RES. LOBBY EL 205

BLDG#6 FIRE CONTROL ROOM

ELEV LOBBY #5

STAIR #5

STAIR #5A

BLDG#4/5 FIRE CONTROL ROOM 250 SF

RES. LOBBY 2,300 SF EL 205

ELEV LOBBY #4

STAIR #4A

STAIR #3

STAIR #3A

ELEV LOBBY #3

LOUNGE

FITNESS CENTER 1597 SF

GYM 410 SF

25'X40' SWIMMING POOL 6,700 SF

COVERED OUTDOOR PATIO 1,340 SF

LOWER PLAZA

UPPER PLAZA EL 188

PATIO

ELEV LOBBY #1

STAIR #1

STAIR #1A

ELEV LOBBY #2

STAIR #2

STAIR #2A

DRIVEWAY ENTRY

DRIVEWAY ENTRY

DRIVEWAY ENTRY

DRIVEWAY ENTRY

EL 204.7

EL 202.7

EL 204.6

EL 203.67

EL 208

EL 205

EL 208.7

EL 207.5

EL 205.83

EL 198.5

TYPE B

TYPE A

PERIMETER OVERLAY A-2

PERIMETER OVERLAY B-1

PERIMETER OVERLAY B-2

JYOM

JYOM Architecture
3378 Cambie Street
Vancouver, BC, V6H 2L2
TEL: 604-876-2222

CONSULTANT:

CLIENT:

PINNACLE INTERNATIONAL
#300 - 911 Homer St
Vancouver, BC, V6B 2W6

NOTES:

1. THE COPYRIGHT OF THIS DRAWING IS VESTED IN JYOM ARCHITECTURE INC., AND IT MAY NOT BE REPRODUCED IN WHOLE OR PART OR USED FOR THE MANUFACTURE OF ANY ARTICLE WITHOUT THE EXPRESS PERMISSION OF THE COPYRIGHT HOLDERS.

2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SERVICE ENGINEER'S AND JYOM ARCHITECTURE INC. DRAWINGS AND SPECIFICATIONS.

3. DO NOT SCALE DRAWING.

REVISIONS:

PROJECT:

PINNACLE BELLEVUE NORTH

STATUS:

LP/LD SUBMISSION

REVISION: -

PROJECT NO.: 19001.80 DRAWN: AL,LF CHECKED:YS,KK

SCALE AT 36"x48": 1/16" = 1'- 0" DATE: 2022.05.15

SHEET TITLE:

MOVE IN/OUT DIAGRAM UG PLAN

SHEET NO.:

A0.40

Transportation

ATTACHMENT H
Pinnacle North MDP, 21-103192-LP; ADR, 21-103192-LP; Variances 25-110467-LS and 25-110468-LS

Certificate of Concurrency

Date: 8/28/2025

Project Name: Pinnacle North MDP

Project Address: 10112 NE 10th St and 1111 102nd Ave NE

Permit Number: 21-103192 LP

Mobility Units Allocated: 613

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

Director
City of Bellevue Transportation Department

Certificate Number: 169