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

DETERMINATION OF NON-SIGNIFICANCE

PROPOSAL NAME:	Bellevue 600 Phase 2
LOCATION:	640 108th Avenue NE
FILE NUMBERS:	22-106968-LD
PROPONENT:	NBBJ, Ben Spicer, (206) 223-5555

DESCRIPTION OF PROPOSAL:
Approval of a Design Review application to construct a 31-story office tower with ground level active uses on property located at the corner of 108th Avenue NE and NE 6th Street (Transit Center). The total site area is 57,822 square feet (1.3 acres) and is known as Phase 2 of the recently approved 600 Bellevue Master Development Plan (20-101468-LP). The project includes 6 below-grade parking levels that will tie into the Phase 1 below grade parking garage, which is currently under construction. Approximately 1,739 parking stalls are proposed for both phases of development, with 716 stalls proposed for Phase 2. Additional improvements include outdoor plaza space, a through-block pedestrian connection, landscaping, lighting and construction of a 30-foot-wide section of the Downtown Pedestrian Corridor.

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 under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on

DATE ISSUED: 12/30/2021

APPEAL DATE: 1/13/2022

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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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: *Elizabeth Stead* **for** **Date:** December 30, 2021
Elizabeth Stead, Environmental Coordinator
Development Services Department

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	Bellevue 600 - Phase 2
Proposal Address:	640 108th Avenue NE
Proposal Description:	Design Review approval to construct a 31-story office tower with ground level active uses and a public daycare. This project is Phase 2 of the 600 Bellevue Master Development Plan (20-101468-LP). The proposal is located within the Downtown-O-1 Land Use District.
File Number:	21-106968-LD
Applicant:	Ian Kell, Seneca Group
Decisions Included:	Process II, Combined Design Review and SEPA Determination
Planner:	Laurie Tyler, Senior Planner
State Environmental Policy Act Threshold Determination:	Determination of Non-significance (DNS) *Elizabeth Stead* Elizabeth Stead, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: *Elizabeth Stead* Elizabeth Stead, Land Use Director

Date of Application:	April 5, 2021
Notice of Application:	May 13, 2021
Public Meeting:	May 18, 2021
Decision:	December 30, 2021
Appeal Deadline	**January 13, 2022, 5 PM**
LD Expiration:	(2 years)

For information on how to appeal a proposal, visit the Development Services Center at City Hall, 450 110th Avenue NE, or call (425) 452-6800. Comments on State Environmental Act Determinations can be made with or without appealing the proposal within the noted comment period for the SEPA determination. Appeal of the decision must be received in the City Clerk's office by 5 p.m. on the date noted for appeal of the decision.

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A. 2020 Comprehensive Plan Matrix and Downtown Design Guidelines
B. Administrative Departure Request Forms (6)
C. Parking Studies – Daycare, Retail Museum, Office Ratio Reduction
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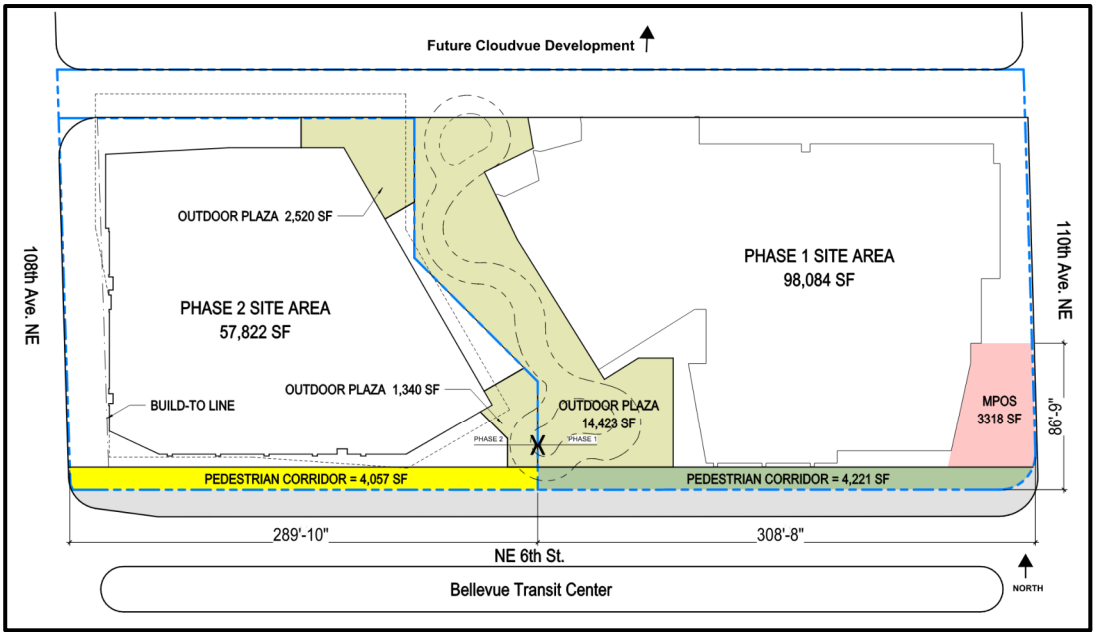
E. Republic Services Approval Letter
F. SEPA Checklist (Attachments to Checklist Located in Project File
G. Project Drawings (Located in Project File)

I. Request/Proposal Description

A. Request

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Design Review approval to demolish the existing Bellevue Corporate Plaza office building to construct Phase 2 of the approved Bellevue 600 Master Development Plan (MDP), file number 20-101468-LP, which includes a 31-story office tower with ground level active use spaces, a public daycare and six levels of below grade parking to accommodate 716 parking stalls. The below grade parking area will tie into the below grade parking garage currently under construction approved as part of Phase 1 in the MDP. Site improvements include utility infrastructure, site landscaping, outdoor plaza area, street frontage improvements, an east-west through block pedestrian connection and a 30-foot-wide section of the Major Pedestrian Corridor. The subject site is located at 600 108th Avenue NE, within the Downtown-Office-1 Land Use District and is 57,822 square feet (1.3 acres) in size. **Refer to Section XII.A for Condition of Approval regarding Vested Status of the Design Review.**

MDP Phasing Plan & Overall Site Plan



The applicant has requested six (6) Administrative Departures as part of the Design Review application:

- Build-to Line;
- Building Overhang into Build To Line
- Reduction in Active Uses along NE 6th Street;
- Weather Protection/Canopy Height;
- Planter Strip in Lieu of Tree Pits;
- Mechanical Exhaust Equipment Location;
- Compact Parking Stalls

The proposal also relies on a previously approved Reduction in Office Parking Ratio Departure, which was granted under the Bellevue 600 MDP as an MDP-wide reduction request. Departure requests are discussed in further detail in Section V. below.

B. Site Design

Streetscape

The streetscape along 108th Avenue NE will be lined with an active use, a retail museum use and a public daycare use within the building structure, along with a five-foot wide planting strip that includes street trees and an eleven-foot-wide sidewalk. Weather protection canopies extend from the building over the sidewalk. At the corner of 108th Avenue NE and NE 6th Street (Pedestrian Corridor), the building pulls back at the corner to allow for additional outdoor activation with seating elements to support future active uses. At the corner with NE 7th Street, an east-west through block pedestrian connection is provided along the north side of the project to tie into a north-south through block pedestrian connection currently under construction in Phase 1.

108th Avenue NE Streetscape

The NE 6th Street Major Pedestrian Corridor along the southern side of the site will include expanded paving areas, seating elements and a double row of trees to meet the existing Major Pedestrian Corridor guidelines and future Grand Connection design standards. This frontage aims to provide pedestrian activation with the required active uses within the ground level of the Phase 2 podium, as well as porosity between the Transit Center and overall development with a clear path of pedestrian travel.

NE 7th Street, a publicly accessible private street, will be located on the north side of the development and will include a 6-foot-wide sidewalk along the southern side of the roadway to help provide further pedestrian connection between 108th Avenue NE and 110th Avenue NE. NE 7th Street will contain the shuttle/bus loading area at the back of the development that is shared with Phase 1 of the MDP and includes the main garage entrance to the development.

Outdoor Public Plaza Design

A key objective for the Master Development Plan associated with this project is to

bring life to the ground plane and to activate the pedestrian realm. The Phase 2 project combines areas of active retail frontage and related amenity seating along NE 6th Street, focusing activation into the Major Pedestrian Corridor, as a continuation of the Phase 1 project.

As part of this pedestrian activation, an outdoor plaza, open to the public, will serve as the heart between Phases 1 and 2, directly accessible from the Major Pedestrian Corridor south of the site. The Phase 2 project intends to build upon the recently approved 14,423 square foot outdoor plaza on Phase 1, by expanding it an additional 3,860 square feet. Expansion of the plaza will occur at the southeast corner and at the northeast corner of the Phase 2 podium at ground level. Expanded pathway connections are proposed to tie into the greater plaza approved on Phase 1.

Overall, the plaza is designed as a Pacific Northwest Garden with lush native planting and tall trees. The previously approved portion includes a main serpentine pathway, running north south, which will connect to the proposed development north of the site. The expanded outdoor plaza areas as part of Phase 2 will continue the same plaza design and expand seating areas and landscaping. The Phase 2 project is not required to provide an outdoor plaza, as the building will not exceed trigger height; however, the applicant intends to use the expanded outdoor plaza square footage to gain FAR amenity bonus points for the development. To meet the guidelines for an outdoor public plaza, public art is required to be installed. In addition, the proposed plaza shall be open to the public at all times and a public access easement shall be recorded. **Refer to Section XII.D for Conditions of Approval regarding Public Art and Outdoor Plaza Space.**

Major Pedestrian Corridor

The project site contains approximately fourteen feet (14') of the Major Pedestrian Corridor along the southern property boundary. An additional 16' of the corridor is located on City property/right-of-way. The project site is located along the "Transit Central" portion of the Major Pedestrian Corridor. The project will design and install the full 30-foot-wide section of the corridor as part of the project. It should be noted that this project is vested to the Land Use Code in effect at the time that the associated MDP was approved, which was prior to the 2021 adoption of the Grand Connection Design Guidelines. The new Grand Connection Design Guidelines effectively replaced the Major Pedestrian Corridor Design Guidelines that were previously part of the Downtown Land Use Code.

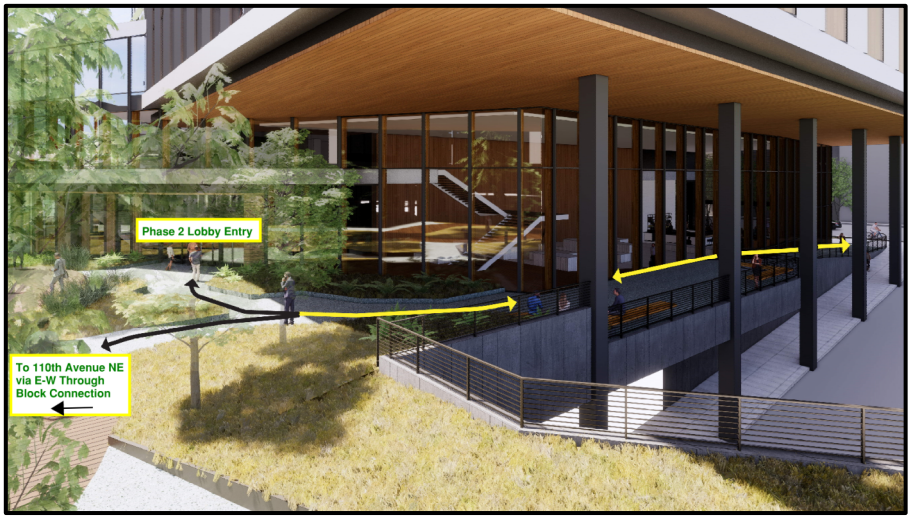
The design supports the primary components of the Major Pedestrian Corridor guidelines in place at the time of the MDP approval as well as the recently adopted Grand Connection Design Guidelines. The proposed design will continue the design theme from Phase 1 to the east with an active mixing zone, a clear path of travel, and porosity to the transit center to the south. Corridor features include a special pattern of pavers, continued from Phase 1, wayfinding elements within the paving and at the street corner, a double row of trees, and an expanded paving zone to support interaction with the proposed active uses within the building. The north end of the Corridor will provide areas of both private outdoor seating for the adjacent active use spaces along with publicly accessible seating within the Corridor. Refer to Section III.C below for additional discussion.

Pedestrian Corridor Looking West

East-West Through-Block Pedestrian Connection

The required east-west through block pedestrian connection will run parallel to the shared access roadway (NE 7th Street) along the northern edge of the project. A large portion of the connection will be under the building podium cantilever, extending from 108th Avenue NE to the north end of the central outdoor plaza where it connects with the lid over NE 7th Street. It will have an exposed aggregate walking surface, a wood soffit/ceiling beneath the building cantilever, metal guardrail on the north side, wood benches, landscaping, and vision glass with views into the building interior where the retail museum is proposed. The walkway will also be well lit by up-lighting mounted to columns alongside the walkway. Additional landscape areas will be provided to expand the larger central outdoor plaza space, along with fixed seating elements. These elements all add variety and richness to the pedestrian experience along this section of the through-block pedestrian connection. Refer to Section III.G below for additional discussion.

E-W Through Block Pedestrian Connection over NE 7th Lid



Through Block Connection View Looking East to Outdoor Plaza

C. Building Design

Tower Design

Rising above the three-story amenity podium is the 31-story, 446-foot-tall Phase 2 office tower. It will be a visually appealing addition to the Bellevue skyline with a design that complements the Phase 1 tower to the east. With a square floor plan, the tower is designed with chamfered faces in the northwest and southeast corners. The northwest chamfer, located from levels 14 to 31, reduces the amount of western light that will strike the building façade, thereby reducing solar gain and energy consumption. The southeast chamfer, which is from levels 3 to 20, is designed to maximize the amount of daylight into the adjacent outdoor plaza space in the afternoons. These chamfers create a slender tower profile with a dynamic building expression. The stepped profile accentuates a gracefully shaped roof form where the tower meets the sky. A glass screen is also located at the roof level to create a wind break, with the appearance of a lacy scrim that provides visual transition between the face of the curtainwall and the building top.

While the Phase 2 tower is designed to have slender proportions and visual interest, like the Phase 1 tower, it has also been designed to follow sustainable principles. To enhance natural ventilation and provide more individual control, the project integrates operable single-hung windows on the tower floors which adds visual interest to the façade. On the south and west facades, horizontal sunshades provide solar shading and reduce heat gain while creating a horizontal shadow line that breaks up the scale of the façade. The facade also includes tall prism-shaped metal panels that protrude slightly form the plane of the curtain wall. The metal panels add visual interest while also helping to shield the adjacent windows from direct sunlight. The metal panels also change in width, growing wider near the top of the building, allowing a more equal amount of daylight to reach all floors of the building.

While there is no exterior illumination proposed for the facades of the tower, there

will be moderate illumination proposed at the top of the tower within the amenity space when used. **Refer to Section XII.A for Condition of Approval regarding Rooftop Lighting.**

South Elevation with Phase 1 Tower to the East (right)

North Elevation with Phase 1 Tower to the East (left)

Podium Design

The Phase 2 tower podium contains active use tenant areas, a public daycare space, a retail/museum space, as well as the three-story meeting center. Overall, the podium provides a gradual transition from a human scaled active street frontage

along the Pedestrian Corridor and surrounding the base of the project, up to the 31-story office tower above. Along the west side of the central outdoor plaza, between the two phases of development, the podium is expressed as a fan shape which steps up to partially follow the rise in grade, from two to three stories.

To foster street level pedestrian activation, the ground story of the podium facing the pedestrian corridor is lined with active use storefronts with canopies for weather protection and adjacent spill out areas with tables and chairs. These street level spaces, adjacent to active uses, further animate the pedestrian corridor that will be designed with unique paving patterns and street tree rhythm to enhance this portion of the future Grand Connection.

Along the north side of the podium, the retail/museum space is located at the ground level and contains vision glass on the north, west and east elevations to allow for pedestrian interest along the adjacent east west through block pedestrian connection, public sidewalk, and outdoor plaza space. The podium contains two main building entries; the main entry is located off the pedestrian corridor at the southeast corner of the podium, and the second entry is located on the east side of the podium, accessible from the central outdoor plaza space between the two phases of development.

South Building Entry off Pedestrian Corridor

Retail Museum Entry off 108th Avenue NE

Lighting proposed around the podium includes in-grade linear up-lights to illuminate building column piers, canopy lighting, recessed soffit fixtures, handrail lighting and pedestrian light poles within the pedestrian corridor. The ground plane will be adequately illuminated to create a soft, inviting, and safe experience for pedestrians and building tenants. **Refer to Section XII.C for Condition of Approval regarding Exterior Building Lighting.**

Color and Materials

The project features exterior cladding materials of steel, glass and wood which incorporates variation in colors, materials, patterns, and depth to create visual interest and to respond to different environmental conditions. The tower utilizes vision and spandrel glass units with a light metal panel to create an iconic addition to the downtown skyline. The podium level incorporates glass, high performance concrete, wood and darker metal and aims for more natural character to contrast yet complement the tower above. Materials at the street level consists of a wood soffit at building overhangs and along the facade, aluminum and glass canopies over the adjacent sidewalk areas, dark metal paneling and poured in place textured concrete with a variation in scoring pattern and finish at the sidewalk.

Signage

The applicant has submitted a preliminary master sign program for the development, which includes sign design concepts and potential locations of where building signage could be placed throughout the development. This Design Review application does not include any sign permit approvals of the preliminary master sign program. The applicant will be required to submit a sign permit package to the City for formal sign code review prior to any occupancy permits for the tower or active use spaces. **Refer to Section XII.D for Condition of Approval regarding Project Sign Design Package.**

E. Process

A Design Review is required by Land Use Code (LUC) 20.25A.030.A.1 and 20.30F. In addition, the project requires a Threshold Determination under the State Environmental Policy Act (SEPA) due to the project size. The Design Review and

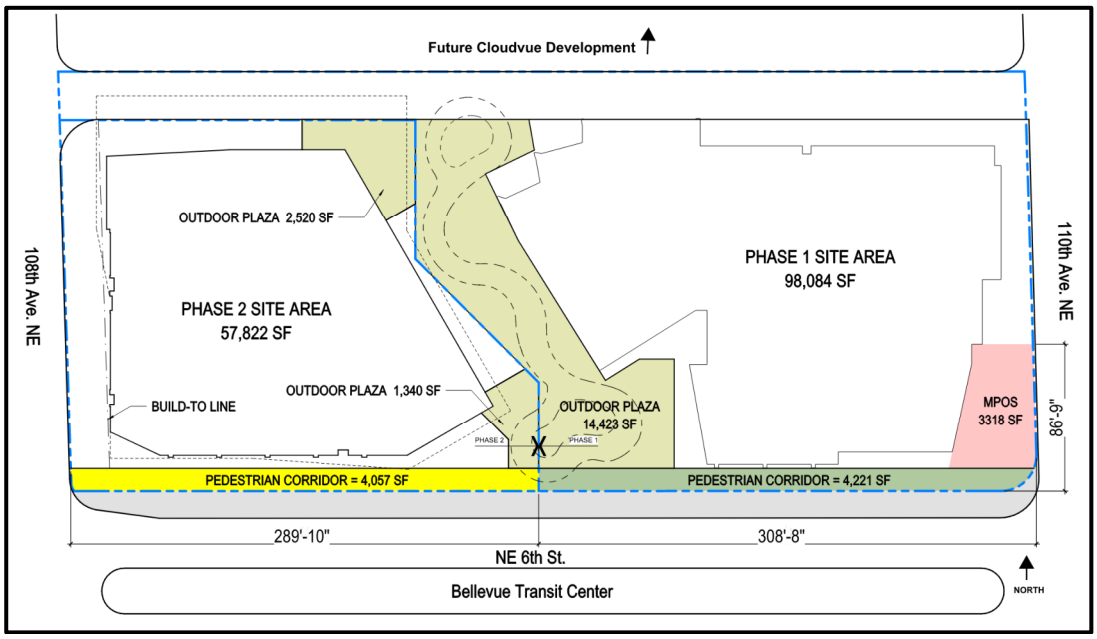
SEPA Threshold Determination are Process II decisions. Process II is an administrative process. The Environmental Coordinator issues the SEPA Threshold Determination, and the Director of Development Services issues the Design Review decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner. **Refer to Section XII.A for Condition of Approval regarding Design Review Modifications.**

II. Site Description, Zoning and Land Use Context

A. Site Description

The proposal is located within the Downtown Subarea and is Phase 2 of the approved Bellevue 600 Master Development Plan (MDP) which is comprised of two parcels, one for each respective phase of development.

MDP Phasing Plan



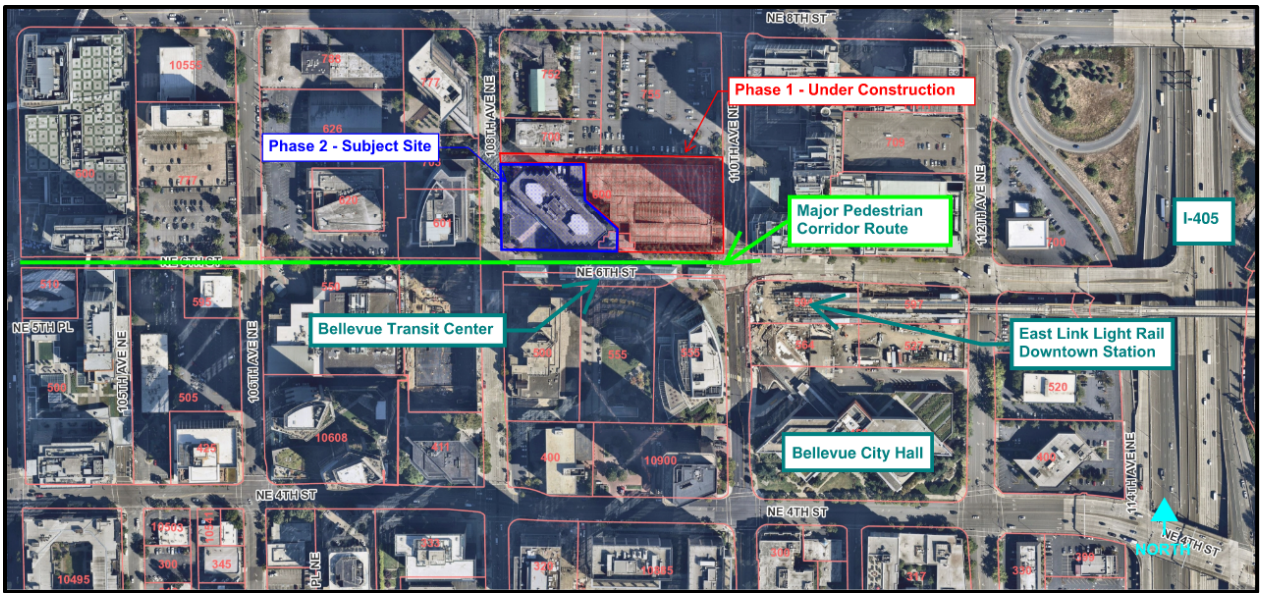
The project limit for Phase 1 is bordered by 110th Avenue NE to the east, NE 6th Street to the south and the new NE 7th Street to the north and includes a 600-foot office tower with ground level active uses, as well as a Major Public Open Space (MPOS), an outdoor publicly accessible plaza, and a section of the 30-foot-wide Major Pedestrian Corridor. The project limit for Phase 2 is bordered by 108th Avenue NE to the west, the new NE 7th Street to the north, NE 6th Street (eastbound bus lane of the Bellevue Transit Center) to the south and the Phase 1 project to the east. The project site is located along the northern edge of the Bellevue Transit Center. The Major Pedestrian Corridor runs along the entire southern edge of the project.

A Binding Site Plan has been recorded (King Co. Recording # 20210209002049) to divide the larger MDP property into Phases 1 and 2. The applicant intends to construct below-grade parking as part of the Phase 2 project, which will connect to the below grade parking garage for Phase 1, and ultimately function as one large below grade

parking facility beneath both lots/phases of development. Access to general loading, shuttle/bus loading and the entrance to the below grade garage is via NE 7th Street, which is currently under construction with Phase 1.

The existing art piece, titled "Windswept", owned by Sound Transit, is currently located near the intersection of 108th Avenue NE and NE 6th Street, it will be re-installed in a similar location post construction. **Refer to Section XII.A for Condition of Approval regarding Windswept Art Piece.**

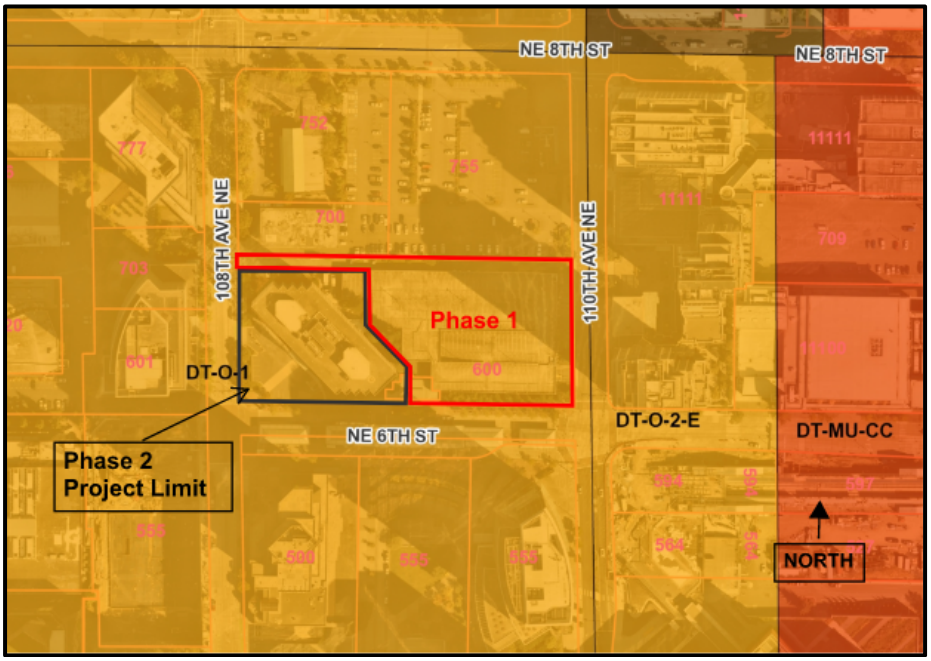
Vicinity Map



B. Site Zoning

The site is located within the Downtown – Office District 1 (DT-O-1) land use district, which is located within the Eastside Center neighborhood in the Downtown Core. The site is located within the Downtown Subarea per the Comprehensive Plan. This site, along with the rest of Downtown, was rezoned in 2017 as part of the Downtown Livability Initiative, which adopted new Downtown Land Use Code standards (Ordinance No. 6377). The proposed office and commercial/retail use/daycare are permitted outright.

Zoning Map



C. Site Context

The project fronts 108th Avenue NE to the west, a private, publicly accessible roadway currently under construction to the north (NE 7th Street), and NE 6th Street (Bellevue Transit Center) to the south. Note that NE 6th Street in this location is designated for buses only. The southern boundary includes a 30-foot-wide portion of the Major Pedestrian Corridor (NE 6th Street). Per the Land Use Code's Design Guidelines Building/Sidewalk Relationships, 108th Avenue NE is designated as a type "B" right-of-way, and the Major Pedestrian Corridor (NE 6th Street) is designated as a type "A" right-of-way. Refer to Section IV.B below for additional discussion regarding right-of-way design guidelines.

Specific uses on the surrounding properties are as follows:

North:	DT-O-1, Surface Parking Lot and 2-Story Office Building - existing (Office) Cloudvue Development - proposed (Office/Commercial/Residential)
East:	DT-O-1, Bellevue 600 Phase 1 (Office/Commercial)
South:	DT-O-1, Bellevue Transit Center and City Center Plaza (Office/Commercial)
West:	DT-O-1, Key Center (Office/Commercial)

III. Consistency with Land Use Code/Zoning Requirements

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by Land Use Code (LUC) Section 20.25A.050 (Downtown Land Use Charts). The office, commercial/retail and daycare uses proposed for this

project are permitted within the DNTN-O1 land use district.

2. **Dimensional Requirements**
The dimensional and area requirements that apply in DNTN-O1 are listed below. All dimensional requirements will be met, except where an Administrative Departure has been requested. Refer to Section V below, for discussion regarding Administrative Departures.

Table 1: Phase 2 Design Review Dimensional Requirements

DIMENSIONAL REQUIREMENTS (LUC 20.25A.060.A.4)			
Downtown (DT) - Project Limit – Phase 2 LUC 20.25A.020	57,822 SF		
Land Use District per LUC 20.25A.010	Downtown-Office-1 (DNTN-O-1)		
Building Type per LUC 20.25A.060 Footnote (2)	Office, Miscellaneous Retail, Public Daycare		
DIMENSIONAL REQUIREMENTS (LUC 20.25A.060)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Minimum Tower Setback from interior property line(s) above 80 ft. *IF* Building Exceeds 100 ft. LUC 20.25A.060.A.4	20’ setback required from interior property line.	96’-4“on northern property boundary at 80’ above AFG.	Meets requirement. Exceeds 20’ setback. Refer to Sheet AE107-PH2.
Maximum Floor Plate Above 40 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F	23,872 GSF/F at level 4 which is above 40’	Meets requirement. Refer to Sheet GI210-PH2.
Maximum Floor Plat Above 80 ft. **Measured in gsf/f**	Non-Residential: 24,000 GSF/F	23,918 GSF/F at level 16 which is above 80’	Meets requirement. Refer to Sheet GI210-PH2.
Floorplate Reduction/ Averaged Floor Plates LUC 20.25A.075.A.2	15% reduction above trigger height; may be averaged above all floors over 80’ but no single floor shall exceed 24,000 GSF/F	Not applicable. Tower does not exceed trigger height of 450’.	Not applicable. Tower does not exceed trigger height of 450’. Refer to Sheet GI201-PH2.

Maximum Lot Coverage by Structure	100%	63.4%	Meets requirement. Note: Underground buildings (parking garage) are not considered structures for the purpose of calculating lot coverage. Refer to Sheet G1004-PH2.
Maximum Building Height/ Maximum Building Height with Mechanical Equipment **Measured from average finish grade DT-Building Height**	600 FT/600 FT No part of the building may exceed 600 feet, including mechanical equipment	Tower Height: 446'-4" 418'-0"' + 28'- 4" mechanical (levels 32 and 33) Average Finished Grade (AFG) = 170'-5"	Meets requirement. Refer to Sheets AE201-AE204 for elevations depicting tower height.
Building Trigger for Additional Height	450 FT (Footnote 20)	Tower does not exceed Trigger Height. Tower height is 446'-4" Measured from AFG of 179'-5"	Base & Trigger Height are the same (450 FT). Tower does not exceed Trigger Height.
Base Building Height **Measured from Average Finish Grade**	450 FT (Footnote 21)	Tower does not exceed base building height. Tower height is 446'-4" Measured from AFG of 179'-5"	Base & Trigger Height are the same (450 FT). Tower does not exceed Base Building Height.
Floor Area Ratio: **Gross Floor Area (GFA) for FAR:**	**Non-Residential:** **Base:** 7.2 **Max:** 8.0 **Site Area = 57,822**	**Max. FAR before Bonus FAR:** **462,576 GFA = 8.0** (8.0 x 57,822 SF) **FAR with BONUS FAR:** 636,170 GFA = **11.00 FAR** Extra 3.00 FAR available - BONUS earned from construction of the Major Pedestrian Corridor, FAR Transfer from	Meets requirement. *Per LUC 20.25A.070.F, applicant has 3,052 GFA remaining bonus FAR left over from purchased FAR that can be used for future development. **Refer to Section III.B below for discussion regarding FAR & Amenity Bonus System**

		Phase 1 and FAR Purchase from the City of Bellevue. **Final FAR with Bonus FAR*:** 633,127 GFA = **10.95 FAR** *3,052 unused FAR (0.05) from FAR purchase from City.	
Tower Separation above 80 FT where Building Exceeds 100 FT. (Multiple Tower Projects Only)	60 Feet	Distance between Phase 1 and Phase 2 towers is 186'-6"	Meets requirement. Refer to Sheet AE107-PH2.
FAR Exemptions (LUC 20.25A.070.C)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Exemption for Ground-Level Active Uses **Measured in GFA for FAR**	Active uses meeting "A" rights-of-way up to 1.0 FAR 57,822 SF = 1.0 FAR maximum allowed	13,821 SF = 0.23 FAR	Active uses located on first floor of tower podium. Does not include public daycare (service) use.
STREET FRONTAGE and LANDSCAPING (LUC 20.25A.090 & 110)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
108th Avenue NE: **Overall Sidewalk Width measured from back of curb** **Planting Strip or Planting Pit:** **Sidewalk (Pavement) Width:**	16'-0" overall width 5'-0" Tree Pit 11'-0" minimum sidewalk width	16'-0" overall width 5'-0" planting strip (Departure Requested) 11'-0" minimum sidewalk width	Meets requirements. Departure Requested to provide 5' wide planter strip in lieu of 5' wide tree pits on 108th Avenue NE. See Section V below for Departure Discussion.
NE 6th Street/ Pedestrian Corridor (Transit Center):	30'-0" overall width	14'-0" within project limit (private property) and 16'-0" within public ROW	Meets requirements. Refer to Section C below for Pedestrian Corridor Design Guidelines Discussion.

	Double Row of 5' Tree Pits	Double Row of 5' Tree Pits 11'-0" unobstructed clear path of travel located between double row of tree pits	
Landscaping - Street Tree Caliper & Species **LUC 20.25A.110** **LUC 20.25A.110.A – Plate B**	108th Avenue NE: Sweetgum: Liquidambar styraciflua 'Worplesdon' (Large Tree) NE 6th Street: (Pedestrian Corridor) Platanus x Acerifolia 'London Plane Tree' (Large Tree) Large Tree = 2.5" caliper in size when planted. Tree spacing is 30 feet and must be at least 3 feet from face of curb.	108th Avenue NE: Sweetgum: Liquidambar styraciflua 'Worplesdon' Large NE 6th Street: Platanus x Acerifolia 'London Plane Tree' Large	Meets Requirement. **Refer to Sections XII.B and D for Conditions of Approval regarding Street Trees and Right of Way/Streetscape Landscaping, Final Landscape and Irrigation Plans, Streetscape Irrigation (Right-of-Way and Site), Landscape Installation Assurance Device, Landscape Maintenance Device and Maintenance Agreement with the City of Bellevue.**
PARKING (LUC 20.25A.080)			
Item	**Permitted/Required**	**Proposed**	**Code Section/Comments/ Conditions**
Vehicular Parking **LUC 20.25A.080** Based on: 532,210 NSF Office 7,844 NSF Retail/Museum 7,064 NSF Daycare	**Overall Parking Distribution:** Office Parking: Min. 2/1000 NSF: 1,064 stalls* Max. 2.7/1000 NSF: 1,437 stalls Retail in a Mixed Development: Min. 0/1000 NSF: 0 Restaurant: Min. 0/1,000 NSF:0 Public Daycare:	Office: 697 stalls (Based on reduced parking ratio of 1.31/1,000 NSF) Retail: 0 stalls Restaurant: 0 stalls Public Daycare: 13 stalls required based on 1.84/1,000 NSF and parking	* Meets requirements with Administrative Departure approved under associated MDP (#20-101468-LP) to reduce the required office parking minimum from 1,064 to 697 (1.31 stalls per 1,000 NSF).

	2.45/1,000 NSF based on ITE Manual: 17 stalls <u>Retail/Museum:</u> 0.76/1,000 based on ITE Manual: 6 stalls	analysis prepared by TENW dated 8.6.2021 <u>Retail/Museum:</u> 6 stalls required based on 0.76/1,000 NSF and parking analysis prepared by TENW dated 8.6.2021 <u>Total stalls proposed</u>: 716 stalls	
Compact Parking	**Compact Stalls:** Up 65% of required parking stalls in the DNTN may be compact with a Departure*	366 compact stalls = 50.97%	Administrative Departure Requested to install 50.97% compact stalls. <u>Refer to Section V below for Administrative Departure discussion regarding Compact Parking.</u>
Bicycle Parking LUC 20.25A.080.G.1.b & 2-5	One space per 10,000 NSF for nonresidential uses greater than 20,000 SF = 54 spaces Based on 546,028 SF of nonresidential use. Provided on-site in a secure location. At least 50% shall be covered. Covered Spaces. At least 50 percent of required parking shall be covered.	470 stalls located on level P1. Additional racks located adjacent to 108th Avenue NE and within the Pedestrian Corridor on NE 6th Street. 100% covered – located on level P1	Meets requirements.
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 **<u>Office:</u>**	<u>2 SF/1,000 GSF</u> Phase 1 (1,123,654 GSF): 2,247 SF	**Phase 2: 1,173 GSF** This is less than 1,596 SF required for office and retail for Phase 2, but loading is shared between both Phases through MDP.	Meets requirements. Republic Services approval letter provided as Attachment E. **<u>Refer to Section XII.A for Condition of Approval regarding Provisions for Loading.</u>**

Retail: **Loading Area 20.20.590.K.4**	**Phase 2 (798,061 GSF): 1,596 SF** 5 SF/1000 GSF Phase 1 (14,521 GSF): 73 SF **Phase 2 (13,817 GSF): 69 SF** Total Required for Phase 1 and Phase 2: 3,985 SF One 10 FT x 55 FT dedicated loading space	**Overall shared Loading/Refuse/Recycling Room is located within Level P1 for both Phase 1 (2,812 SF) and Phase 2 (1,173 SF) for all uses = 3,985 SF** 5 loading bays provided - accessed off NE 7th Street	

3. Parking

Per the table above, the applicant intends to reduce the required office parking ratio from 2.0 stalls per 1,000 NSF to 1.31 stalls per 1,000 NSF through an Administrative Departure that was previously granted under the MDP and Phase 1 associated approvals. A detailed parking analysis was prepared by TENW dated November 25, 2020, to support this request. For further discussion, refer to the Master Development Plan approval staff report (20-101468-LP).

In addition, the Phase 2 project proposes an approximately 7,064 square foot public daycare which is considered an unspecified use for parking ratio requirements in the Land Use Code. The Transportation consultant TENW, has prepared a separate parking analysis, dated August 6, 2021, specific to the proposed daycare, which provides for 1.84 stalls per 1,000 square feet, which equates to 13 stalls required for the daycare use. Based on the information submitted, both Land Use and Transportation staff have found the parking analysis and proposed parking ratio acceptable for the proposal.

4. Child Day Care Center

The proposal includes an approximately 7,064 square foot public day care center on level 1 fronting 108th Avenue NE, for use of both the tenants of the development and the public. As such, the daycare must comply with the child day care center requirements of LUC 20.20.170.D which include an on-site vehicle turn-around and passenger load/unload area. The applicant has indicated that the on-site vehicle turn-around and loading area will be located within the garage on level P1 with access to the day care center via garage elevators and by walking through the building to 108th Avenue NE which will have a direct entrance to the day care center. Refer to Sheet GI004-PH2 in the plan set for access diagram. This level of the garage will be publicly accessible to the patrons of the public day care center within the project, and the applicant will be required to meet all requirements of the Land Use Code when applying for the tenant improvement permit. **Refer to Section XII.A for Condition of Approval regarding Public Day Care Center.**

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

A building may exceed the base floor area ratio or base building height permitted for development if it complies with the requirements of this section. In no case may the building exceed the maximum floor area ratio permitted unless expressly allowed by the terms of the code. In the case of this development, Phase 2 does not exceed maximum FAR (before bonuses) and does not rely on subsequent phases to meet the FAR requirements. The bonus amenity ratios have been calibrated by neighborhood to provide higher incentives for amenities that contribute to neighborhood character objectives.

1. FAR Exemptions and Special Dedications or Bonuses

a. 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 applicant is proposing 13,821 square feet of active uses within the first floor of the development, which is below the maximum allowable 1.0 FAR (57,822 SF). Therefore, 13,821 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.

b. Bonus Floor Area Earned from Major Pedestrian Corridor Construction (LUC 20.25A.070.F):

Those projects which are located on the Major Pedestrian Corridor in the Eastside Center neighborhood gain an additional bonus FAR through the design and construction of the pedestrian corridor. The applicant is proposing to construct a 4,057 square foot section of the Major Pedestrian Corridor which gains an additional 64,912 square feet of gross floor area as bonus amenity (4,057 sf of constructed corridor area @ 16:1 ratio). Therefore, per LUC 20.25A.070.F.1, 64,912 square feet may be added to the building to increase the maximum floor area ratio for the project above the maximum permitted by the LUC (8.0). The design of the Major Pedestrian Corridor is required to follow the requirements of the Major Pedestrian Corridor Design Guidelines, which the proposal meets. Refer to section C below, for additional discussion regarding compliance with the Major Pedestrian Corridor Design Guidelines.

c. Bonus Floor Area Earned from FAR Purchase
The applicant is in negotiations with the City of Bellevue to purchase 80,000 square feet of additional Bonus FAR that was earned by the City from construction of the Major Public Open Space in front of City Hall. This additional Bonus FAR (purchase in process) is reflected in the FAR calculations below. **Refer to Section XII.C for Condition of Approval regarding Bonus FAR Purchase/Transfer Recording.**

2. Amenity Incentive System Requirements

a. FAR Summary – DT-O-1 Land Use District
Site Area: 57,822 SF
Base FAR: 416,318 SF (7.2 FAR)
Max FAR: 462,576 SF (8.0 FAR)

Total FAR ***before Bonus:***	462,576 GFA = **8.0 FAR** (8.0 x 57,822 SF)
Exempt GFA Proposed:	13,821 SF (Ground Level Active Uses)
Total FAR ***with Bonus FAR***:	636,179 GFA = 462,576 (8.0 FAR) + 64,912 (Pedestrian Corridor) + 28,691 (FAR Transfer from Phase 1) + 80,000 (FAR Purchase) = **11.0 FAR** (636,179 GFA/57,822 SF)

Bonus FAR Achieved:

Pedestrian Corridor:	64,912 GFA (Pedestrian Corridor)
FAR Transfer from Phase 1:	28,691 GFA
Purchased FAR from City:	80,000 GFA
Purchased FAR from City to be Utilized:	76,948 GFA
Bonus FAR Utilized in Phase 2:	**170,551 GFA** (64,912 + 28,691 + 76,948) = **3.0 FAR** (170,551 GFA/57,822 SF)
Unused Bonus FAR*:	***3,052 SF*** (80,000 SF Purchased from City – 76,948 SF Used in Phase 2)
Actual/Final GFA for FAR Proposed with Bonus:	633,127 GFA (462,576 + 170,551) = **10.95 FAR** (633,127 GFA/57,822 SF)

* Per LUC 20.25A.070.F, applicant has 3,052 GFA remaining from total purchased FAR from the City that can be used for future development.

b. DT-O-1 Base Building Height/Proposed Building Height:

Base Building Height:	450’
Maximum Building Height:	600’/600’ (Max Building Height/Max Height with Mechanical)
Proposed Building Height:	446’-4”

Floor Area Above Base Building Height: N/A – Building does not exceed Base Height

c. Amenity Point Requirement Calculations:

- FAR over Base FAR up to Max 8.0 FAR = 46,258 GFA
- Floor area above Base Height Divided by 2 = N/A Building does not exceed

Base Height

- **Amenity Points Needed: 46,258***

* Per LUC 20.25A.070.D.2a, the applicant is required to provide the greater of the floor area above Base FAR, OR the floor area above Base Building Height, divided by two. Therefore, the applicant must provide 46,258 amenity points for the proposal. Refer to Sheet GI002-PH2 in the plan set for a detailed breakdown of the FAR Amenity Incentive Calculations.

FAR Amenity Points to Earn: 46,258
FAR Amenity Points Earned: 112,374
Excess Amenity Points: 81,182

The applicant intends to meet the amenity point requirements through execution and construction of the Major Pedestrian Corridor, Outdoor Plaza and Sustainability Certification. Refer to sheet GI003-PH2 for a breakdown of amenities for this phase of development.

FAR Amenities Provided

Amenity	Value/ Bonus Ratio	Provided	Amenity Pts. Earned	Comments
Pedestrian Corridor	16.0:1	4,057	64,912	
Outdoor Plaza	9.3:1	3,860	35,898	
Sustainability Certification	Tier 2: .2 FAR	57,822	11,564	
TOTAL POINTS REQUIRED			**46,258**	
TOTAL POINTS EARNED			**112,374**	
Excess Points			<81,182> (112,374 – 46,258)	

Refer to Section XII.D for Condition of Approval regarding Sustainability Certification Performance Bond.

3. ***Recording***
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 XII.D for Condition of Approval regarding FAR Amenity Bonus and Project Approval Recording.**

C. Major Pedestrian Corridor Design Guidelines (LUC 20.25A.090.C.1)
The Major Pedestrian Corridor serves as a focus for pedestrian use and includes

features which are pedestrian activating. Each development abutting the Major Pedestrian Corridor is required to comply with the Bellevue Pedestrian Corridor Guidelines. The subject site is located within the "Transit Central" section of the Pedestrian Corridor, which runs between 108th Avenue NE and 110th Avenue NE and includes the Bellevue Transit Center. This section of the corridor is dedicated to the pedestrian and to provide better pedestrian continuity and passage. To accomplish this, the sidewalk along the north edge of the Transit Center is to be widened to provide adequate space to plant a double row of trees, and provide more space for seating, kiosks, vendors and artwork to better activate the street.

This proposal will install a new thirty-foot (30') section of the Major Pedestrian Corridor along the southern property boundary of the site, as measured from the back of the existing curb along the north side of the eastbound bus lane of the transit center. Sixteen feet (16') of the corridor is in public right of way, while fourteen feet (14') is located on the applicant's private property. The 30-foot section of the Pedestrian Corridor associated with Phase 2 is designed as a continuation of the design theme approved for Phase 1, directly east and adjacent to the project site.

The design incorporates an unobstructed pedestrian path of travel that is 11-feet wide, located between the required double row of trees, and includes direct connections to the podium of the Phase 2 building, where ground level active uses are proposed, as well as a main building entry to the office tower, and the public outdoor plaza and north-south through block connection east of the podium.

Overhead weather protection will run along the north side of the pathway, extending over the private seating areas, podium entry areas and over the path. Both public and semi-private seating elements, water fountains, bike racks, pedestrian scaled pathway lighting and embedded wayfinding in the paving surface are proposed along this section of the corridor. The path is flanked on both sides by a double row of large canopy trees to further enhance the character of the corridor as well as the adjacent development site. Active uses proposed for the south side of the podium and extending around the west side of the podium, including a public daycare space on 108th Avenue NE, will provide for enhanced activation and interest for users of both the Bellevue Transit Center and the Major Pedestrian Corridor.

The proposed design meets the intent of each of the design guidelines as described in the Major Pedestrian Corridor Design Guidelines, with the exception of the wayfinding (signage) requirement. The City is currently reviewing recently adopted Grand Connection design guidelines vis a vis the previous Major Pedestrian Corridor guidelines and is looking to establish a uniform wayfinding element throughout the entire Grand Connection corridor. Therefore, this element is not included in this design. Wayfinding for this project will be established at a later date, once the wayfinding theme and design has been codified in the Grand Connection Design Guidelines.

In order to preserve the corridor as a publicly accessible pathway, the applicant is required to record a legal agreement, prior to occupancy, to ensure this new 30-foot section of the Major Pedestrian Corridor is accessible 24 hours a day. **Refer to Section XII.D for Condition of Approval regarding Major Pedestrian Corridor Access Agreement.**

D. Outdoor Plaza Space (LUC 20.25A.070.D.4.2

As this project does not exceed the trigger for additional height, the project is not required to provide 10% outdoor plaza space. However, the Phase 2 project intends to build upon the recently approved 14,423 square foot outdoor plaza on Phase 1, by expanding it an additional 3,860 square feet, to be utilized as a bonus amenity for the project. Expansion of the plaza will occur at the southeast corner (1,340 SF) and at the northeast corner (2,520 SF) of the Phase 2 podium ground level. Expanded pathway connections are proposed in each plaza space that will tie into the greater plaza approved on Phase 1, which includes a serpentine north-south pedestrian pathway. It should be noted that although each of these plaza spaces are less than the minimum 3,000 square feet required to be a bonus amenity plaza, these spaces tie into the larger outdoor plaza space as part of the approved MDP and are allowed because of the approved MDP.

Overall, the plaza located between the two phases of development is designed as a Pacific Northwest Garden with lush native planting and tall trees. The expanded outdoor plaza areas as part of Phase 2 will continue the same plaza design, including paving, seating areas, lighting, and landscaping. The proposed outdoor plaza spaces meet all of the design requirements to be categorized as a public open space amenity; however, to meet the guidelines for an outdoor public plaza, public art is required to be installed. In addition, the proposed plaza shall be open to the public at all times and a public access easement shall be recorded. **Refer to Section XII.D for Conditions of Approval regarding Public Art and Outdoor Plaza Space.**

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

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

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

Refer to Sheet PH2-L0.04 in the project drawings for the Green and Sustainability Factor Worksheet and corresponding site plan diagram for this proposal in Attachment G to this report. The applicant has demonstrated compliance with the requirements of the Land Use Code by meeting the code minimum green factor score of 0.3 for a large site. The subject site achieves a green factor score of 0.5, which the proposal meets by providing the following:

- Bioretention Facilities and/or Soil Cells
- Landscaped Areas with Soil Depth of 24 Inches or More
- Ground covers or other low plants
- Large Trees
- Green Roof
- Native or Drought Tolerant Landscaping

- Landscape Areas at Sidewalk Grade
- Bicycle Racks in publicly accessible locations

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

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.

The proposal consolidates all mechanical equipment for the tower on levels 32 and 33, which includes a mechanical penthouse structure, cooling towers, an elevator machine room and a building maintenance unit. These units are screened by curtain wall surrounding the penthouse area for both floor levels. Any equipment not located within the penthouse will be painted to match the adjacent roofing membrane. **Refer to Section XII.C for Condition of Approval regarding Mechanical Equipment.**

Exhaust Control
Exhaust equipment shall be located so as not to discharge onto a sidewalk, right of way, or area designated accessible to the public, including but not limited to a plaza or a through block connection. Mechanical equipment for the tower is located on the building rooftop; however, if the active use tenants within the first floor of the tower require additional exhaust control, then it shall be deflected from public space and located at least 16 feet above finished grade, the street, a public easement or other area designated accessible to the public. Exhaust outlets shall not be allowed to discharge to an area that has earned FAR Amenity Incentive System points. **Refer to Section XII.C for Conditions of Approval regarding Garage Exhaust, and Commercial Venting.** However, the applicant has requested an administrative departure to allow a single emergency generator exhaust pipe to be located along NE 7th Street at a height of 10-feet above grade in lieu of the required 16-feet above grade. Refer to section V below for additional discussion.

H. Through Block Pedestrian Connections (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 proportionate share of the through-block pedestrian connection running east-west along the northern side of the development to connect 108th Avenue NE to 110th Avenue NE. A north-south pedestrian connection is approved for the Phase 1 development, directly east and adjacent to this project, that this east-west connection would connect through.

The subject site will provide a proportionate share of the required east-west through-block pedestrian connection, adjacent to the north side of the Phase 2 tower podium, connecting 108th Avenue NE to the approved north-south through block pedestrian connection located on Phase 1. Refer to Sheet GI008-PH2 in approved plan set for site plan diagram and renderings of the connection.

The east-west through block connection will be fully complete and accessible between 108th Avenue NE and 110th Avenue NE with the completion of both phases of development. This second phase of the connection will include a minimum 6-foot-wide pedestrian pathway that is weather protected, due to the building cantilever for the Phase 2 tower development, until it veers away from the building into the adjacent landscaped "lid" over the shared access roadway. The connection will include lush landscaping, seating elements and lighting fixtures, resulting in an enhanced and safe pathway along the northern edge of the development. Provision of the east-west and north-south through-block connections as part of the approved Bellevue 600 MDP, will ensure a full pedestrian connection between 110th Avenue NE (east), 108th Avenue NE (west), the Major Pedestrian Corridor and Transit Center (south) and NE 8th Street (north). The design of the subject site's through-block pedestrian connection meets the intent of the design guidelines specified in LUC 20.25A.160.D.4, including pedestrian-scaled lighting, landscaping, trees, high-quality durable materials, and seating areas. It will also comply with the Americans with Disabilities Act (ADA) to provide a fully accessible connection.

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

I. Pet Relief Areas

The City of Bellevue has no Code requirement for applicants to provide this type of facility. However, given the growing density of residents in Downtown, as well as the introduction of office tenants who are permitted to bring pets into work, City staff have begun requesting applicants provide these spaces internal to their site, and along sidewalks. Development Services, Parks and Utilities staff are working to address pet relief areas in Downtown by having applicants voluntarily design these areas into their projects. Providing these areas will better protect landscaping along the street and internal to the site, as well as improve maintenance and clean-up. Therefore, this development will include pet relief areas within the streetscape planter along 108th Avenue NE, in addition a couple more internal to the site. **Refer to Section XII.A for Condition of Approval regarding Pet Relief Areas.**

IV. Downtown Design Guidelines

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

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

1. Context (LUC 20.25A.150)

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

- The design of the project enhances the visual character of Downtown Bellevue by providing the second of two new iconic office towers to the skyline and architectural enhancements at the center of the downtown core and at a major intersection and along the Pedestrian Corridor.
- The Phase 2 tower is sited on the opposite end (western) of the site from Phase 1, maximizing view corridors between the buildings and the size of public space allocated between the two phases. This building's podium heights are varied and step down to the center of the block and to the north. This variation creates interest and works in concert with Phase 1 to create a generous, human scale experience at the central garden and adjacent pedestrian areas.
- Due to limited site access along 108th Avenue NE and NE 6th Street, the loading/service entry and shuttle bus drop of/parking entry are located in a shared access drive along the northern boundary of the site, minimizing the visual impact of these elements at the street and separating vehicles accessing the site from the pedestrian oriented south side of the site.
- Phase 2's main building entry is located at the intersection of the Pedestrian Corridor and the central garden, maximizing the retail opportunities and interest along 108th Avenue NE and the Pedestrian Corridor. The transparent retail façade of Phase 2 wraps around the corner from the Pedestrian Corridor to 108th Avenue NE creating a continuous engaging experience for pedestrians.
- The siting and massing of the tower preserves solar access into the Pedestrian Corridor and within the open spaces at ground level.

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 walking along the sides of the project at 108th Avenue NE and NE 6th Street will encounter no curb cuts. The only curb cuts are along the shared access roadway on the north side of the site. Pedestrians walking along the east-west through block pedestrian connection will also encounter no curb cuts. The site prioritizes pedestrian movements, leveraging for the benefit of pedestrians the site's proximity to the Bellevue Transit Center and the forthcoming Link Light Rail station.
- The primary tower entrance for Phase 2 is at the intersection of the Pedestrian Corridor and the public open space, with additional building access on 108th Avenue NE and from the north end of the public open space.
- The east-west pedestrian connection will provide design elements such as wayfinding signage, paving, lighting and landscaping to help identify the through block connection on the site and signify that these areas are available for public use.
- The project provides space for publicly accessible seating areas and retail-controlled private seating areas with cover in the form of building overhangs and/or canopies, along with active use retail to encourage year-round use and activation.
- The project includes design elements such as furnishings and benches around the building, and lighting, that are high in quality, highly functional, designed to be durable and environmentally sustainable.

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

The proposal has met the intent of each item in the Streetscape and Public Realm section of the design guidelines. More specifically, the proposal will provide the following:

- The project employs a variety of modern materials, accent colors, and simple forms, with special attention paid to the overall integrated appearance, to create visual interest and aesthetic appeal in the pedestrian environment.
- Weather protection in the form of canopies located between columns along the Pedestrian Corridor and also along 108th Avenue NE will protect pedestrians from rain and will provide shading. Canopies are designed with translucent glass infills within a steel structural frame to allow for daylight penetration.
- The project includes an outdoor plaza to activate the ground floor of the project. Clear, direct, and accessible pedestrian walkways connect the outdoor plaza to the Pedestrian Corridor and to adjacent properties. Some of the publicly accessible seating opportunities will be covered or partially covered by canopies and building overhangs which feature integrated lighting to enhance the feeling of safety and security.
- The project creates places for pause and reflection within landscape and along major pedestrian routes such as the serpentine route in the outdoor plaza, providing a variety of experiences for pedestrians.
- An artistic band of decorative unit pavers and special lighting integrated into the canopy glass are planned for the Pedestrian Corridor.
- Lighting fixtures are designed to be concealed where they are located at the underside of the benches or in the handrails located along the serpentine walkway in the outdoor plaza.
- All signage materials will be coordinated with architectural finishes and be specified to have durable, exterior-grade finishes to withstand the elements.
- The garage is below grade, and there will be not portion of the garage that is exposed to view from the street level.
- The building frontage along the Pedestrian Corridor ('A' Rights of Way) is continuous active-use frontage retail with more than the required 75% transparency in the retail storefronts.
- The building frontage along 108th Avenue NE ('B' Rights of Way) is meeting 75% transparency and weather protection. This frontage also includes a combination of active and service uses.

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:

- The façade for the office tower incorporates vision and spandrel glass units, and metal panels to create an iconic addition to the downtown Bellevue skyline. The meeting center and podium floors will incorporate glass, high performance concrete, wood and metal. At street level, material variation in color, texture, scale and transparency, especially along the Pedestrian Corridor and 108th Avenue NE creates interest for pedestrians.
- The building features a tapered massing composition featuring two significant facets in the rectilinear form of the building. One facet at the top of the building

at the northwest corner pulls the building back from the area of greatest solar exposure reducing the ambient heat gain and reducing energy use. A second facet at the lower portion of the tower on the southeast corner pulls in to increase views and solar availability at the public opens space in the center of the site. An architecturally distinct podium includes occupiable overhangs that step along the east face, and a multi-story meeting center that anchors the north of the site and reduces the scale of the office tower above. At the top of the tower, a planned occupiable roof deck creates additional interest where the building meets the sky.

- The project will use high-quality, durable materials with architectural details that add visual interest to the exterior. Priority is being place on materials that meet environmental sustainability goals. The project is pursuing LEED Gold Certification or better.
- Glass with a higher level of transparency and lower reflectivity is being used at all active use zones to provide maximum visual transparency for pedestrians and visitors to the active uses.
- Multiple entries are provided to access the building at grade from which one can proceed to the interior retail uses and to the main building office lobby on level 2 or the parking garage below.
- Operable windows are planned for the office floors to provide user operable natural ventilation for the building occupants.
- The project will specify a curtain wall system including a high-performance glass and a shaped metal panel that will provide visual relief, scale and interest to the overall façade and a measure of solar shading.
- The inclusion of an occupiable space at the top of the building helps to shape the top of the building and provide variation in its expression.

B. 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, 108th Avenue NE is designated as a “B” right-of-way, and the Major Pedestrian Corridor, also known as NE 6th Street, is designated as an “A” right-of-way. However, because the applicant has chosen to exempt the FAR for some of the ground level active uses in the base of the tower along 108th Avenue NE, the streetscape areas in front of these exempt active use spaces are required to be designed to an “A” right-of-way (LUC 20.25A.070.C.1.a). The applicant has therefore designed the entire 108th Avenue NE frontage to an ‘A’ right-of-way with the exception of having one service use (public daycare) on this frontage, which meets the ‘B’ rights-of-way guidelines, along with meeting all of the ‘A’ rights-of-way requirements on NE 6th Street (Pedestrian Corridor).

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 and have been met as shown:

- 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 met each of the design criteria for "A" rights-of-way along 108th Avenue NE except for providing 100% active uses. Instead, a public daycare has been incorporated into this right of way design, meeting the 'B' right of way guidelines which allows for a combination of both active and service uses, with at least 50% being active uses. The 108th Avenue right-of-way meets the 'B' right-of-way standards for uses, but still meets all remaining requirements along this façade for an 'A' right-of-way.

The requirements have also been met along the entire frontage of NE 6th Street, except to allow for a main building entrance at the southeast corner of the building, in lieu of a required active use space. Refer to Sheet GI003-PH2 in Attachment G of this report. **Refer to Section XII.C for Condition of Approval regarding Street Level Glazing.**

V. Administrative Departures (LUC 20.25A.030)

The applicant has requested Administrative Departures to modify provisions of the LUC when strict application would result in a development that does not fully achieve the policy vision for the Downtown as articulated in the Comprehensive Plan and the Downtown Subarea Plan. The applicant proposed seven (7) administrative departures for this proposal:

- Build-to Line;
- Building Overhang into Build To Line
- Reduction in Active Uses along NE 6th Street;
- Weather Protection/Canopy Height;
- Planter Strip in Lieu of Tree Pits;
- Mechanical Exhaust Equipment Location;
- Compact Parking Stalls

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

1. **Build to Line Departure:**
   The applicant requests an administrative departure from LUC 20.25A.020.A for street frontage on 108th Avenue NE and NE 6th Street. This Code section requires buildings to be constructed to the "build-to" line at the back of the sidewalk on each street frontage. The proposal is requesting to depart from this section of the code to accommodate the following:

   1) On 108th Avenue NE to accommodate a 90-degree corner at 108th Avenue NE and NE 6th Street, from north to south:
   - A building setback between 4'-5" and 2'-11" at the Retail Museum; and
   - A setback between 5'-2" and 4'-2" at the Retail Museum entry; and
   - A setback between 4'-2" and 6'-4" at the egress stairs; and

- A setback of 3'-7"; and
- A setback of 4'-10" at the louver; and
- A setback between 3'-5" and 1'-9" at the daycare; and
- A setback of 4'-3" at the daycare entry; and
- A setback between 1'-9" and 1'-3" at the retail/restaurant space.

2) On NE 6th Street, to allow for pedestrian activation adjacent to the building active use spaces, from west to east:

- A building setback up to 22'-5" at the corner of 108th Avenue NE and NE 6th Street; and
- A setback of 8'-0" along the retail/restaurant zone; and
- A setback of 4'-6" at the egress doors; and
- A setback of 8'-0" at the retail/restaurant zone; and
- A setback between 8'-0" and 38'-10" at the retail/restaurant zone and the main building entry at the southeast corner of the building.

Refer to diagrams within the submitted Build-To Line Departure Form for a graphic explanation on each of these frontages.

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 Comprehensive Plan encourages public and semi-public open space within major developments. This proposal improves the pedestrian realm and accessibility while seamlessly connecting the public spaces as intended by polices UD-4, UD-12, and UD-27. Strict application of the code would prevent an improved design and resultant space, by instead narrowing the pedestrian realm and preventing easing transitions into and from the Pedestrian Corridor. Allowing a varying setback from the build-to line along 108th Avenue NE permits a slightly wider sidewalk for pedestrians walking from south to north and allows doors at the street level to be located in recesses, so they won't swing into the public right of way. It also permits the construction of a building with a 90-degree corner starting at the intersection of 108th Avenue NE and NE 6th Street, which provides a diagonal setback to provide a small, covered area for pedestrian activation and engagement. Along NE 6th Street, the façade of the building along the active use zone and main building entry is setback to facilitate areas for tables and chairs for the active use spaces, in addition to visually connecting the main building entry from the Pedestrian Corridor, Transit Center and Phase 1 building entry and incorporating an additional outdoor plaza space. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment A to this report.

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

Response: The "build-to line" requirement ensures that new development maintains an urban edge condition along a street frontage; however, the LUC also encourages

a generous pedestrian environment with enhanced streetscape areas, activation of the public sidewalk from adjacent active uses, and open space that is visually and physically accessible from the public sidewalk. These are competing interests that need to be balanced to result in a project that is well designed to meet all intentions of the LUC. This proposal creates a wider pedestrian path of travel, ensures that doors from ground level spaces do not swing into the required sidewalk, provides additional space for outdoor seating and activation at the pedestrian realm, in addition to creating a visually connected main building entry with adjacent outdoor plaza space.

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

Response: The proposed setbacks from the build-to line are modest and are the minimum necessary to provide a clear path of travel for the required sidewalk, building modulation to direct pedestrians to the building entrance and visual and physical connection to the Pedestrian Corridor.

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: LUC 20.25A.020 states that an administrative departure from the "build-to line" standard is appropriate to accommodate access to open plaza space and ground-level modulation of the building frontage. This design enhances access to the active use spaces, the main entry to the development, and allows for an activated corner at 108th Avenue NE and NE 6th Street all while providing a cohesive architectural concept which meets the LUC's requirement for approving this departure.

2. Overhang into Build to Line Departure:

The applicant requests an administrative departure from LUC 20.25A.060.B.2.a to construct a portion of the building at the north end of 108th Avenue NE to overhang beyond the build-to line to improve transit mobility and safety. The specific request is to allow the building to overhang up to 3'-4" beyond the build-to line at a height of 31'-6" above street level for a length of 103'-4".

Refer to diagrams within the submitted Overhang into Build-To Line Departure Form for a graphic explanation.

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 applicant has worked with the City's Transportation Department to

grant a wider sidewalk easement along 108th Avenue NE, which would yield a significant public benefit by providing more right-of-way space on 108th Avenue NE to support plans for transit facilities on the west side of 108th Avenue NE. These improvements would enhance transportation mobility and pedestrian/cyclist safety in Downtown. This advances Comprehensive Plan policy UD-46 which encourages site and building designs that support and connect with existing or planning transit facilities. However, providing a wider sidewalk easement requires the façade of the building to be set back an additional 8-feet beyond what was contemplated to be the back of sidewalk/build-to line. With the revised build-to line, the building would now overhang up to 3'-4" beyond the new build-to line over the public sidewalk area.

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

Response: Although the building would overhang up to 3'-4" over the public sidewalk area, the resulting design will still be consistent with the purpose and intent of the land use code. This proposal creates a wider pedestrian path of travel, still ensures that doors from ground level spaces are accessible from the public sidewalk and that doors do not swing into the required sidewalk, and still maintains overall ground level active use spaces to engage the pedestrian realm. Allowing a portion of the building to overhang the public sidewalk well above the sidewalk realm (31'-6") also allows the project to still meet its required program size for the interior meeting center while achieving the city's requested easement for transit facility enhancements.

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

Response: The proposed overhang is the minimum necessary to accomplish the intended goals and to achieve the intent of the Land Use Code and Comprehensive Plan objectives. Specifically, the proposal meets UD-46 which encourages site and building designs that support and connection with existing or planned transit facilities. Granting this request will permit a larger bus platform that is separated from the southbound bike lane, across 108th Avenue NE. This will greatly improve pedestrian, commute, and cyclist safety along the sidewalk on the west side of 108th Avenue NE and will enhance overall bike safety and mobility in the downtown core.

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: By allowing for a modest overhang beyond the build-to line along 108th Avenue NE, it allows the applicant to voluntarily grant the city a wider easement to allow for planned right-of-way and transit improvements along 108th Avenue NE. These planned improvements will result in a safer and more engaging street level experience and will significantly improve transit mobility and safety for the public in Downtown. This modification is reasonable, as the design of the development would

still provide a visually interesting building modulation, with little visual cues at the pedestrian realm to realize the building overhang. Pedestrians would also benefit from a wider sidewalk in a high pedestrian, bicycle, and vehicle corridor in downtown.

3. **Reduction in Active Use Departure:**
The applicant requests an administrative departure from LUC 20.25A.090 to reduce the active use requirement along NE 6th Street, an 'A' right of way, from 100% to 87%. The modest reduction in active use space would allow the Phase 2 main building entry to be located on the Major Pedestrian Corridor, allowing both the Phase 1 and Phase 2 entries to be perceived as part of a unified landscaped open space at the southern end of the central outdoor plaza. It also enables the Phase 2 main building entry to be visually accessible from the adjacent Transit Center and the future Link light rail station, southeast of the site.

Refer to diagrams within the submitted Active Use at Street Level Departure Form for a graphic explanation.

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: Allowing the building main entry to be located on NE 6th Street in lieu of 100% active use spaces will advance several comprehensive plan policies such as UD-25, UD-27 and UD-35. The policies ensure that site and building design relates and connects from site to site, the integration of high quality and inviting public and semi-public open spaces in building design, and the inclusion of visible and accessible entrances within and between developments as part of site design.

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

Response: The design will remain consistent with the land use code because it fosters an engaging street level experience along the full extent of NE 6th Street, consistent with the code's intent of creating an active and engaging pedestrian realm along 'A' rights-of-way streets. The main entry will be located on NE 6th Street providing direct access to public transit and will visually and physically connect with the main entry to the Phase 1 office tower, which aids in perceiving this as a unified development design and landscaped open space. However, the proposed entry is set back along a diagonal to provide more public open space which further activates the Pedestrian Corridor. In addition, providing the main entry in a prominent location across from the downtown transit center also reinforces the "transit central" nature of the block.

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

Response: The reduction in active use space to support the main building entry on NE 6th Street is the minimum necessary to accomplish the intended goals and to

achieve the intent of the Land Use Code and Comprehensive Plan objectives. As stated previously, the resulting design advances comprehensive plan policies UD-25, UD-27 and UD-35. In addition, the resulting design meets downtown design guidelines, specifically the relationship to publicly accessible open spaces and to transportation elements. The main building entry is designed to animate the activity along the pedestrian corridor and publicly accessible open space at the entry. This also connects to the main central public outdoor plaza space between the two phases of development. Having the building entry directly across from the downtown transit center also provides direct access to a major transportation hub and new light rail station to the east, while still tying the entry to the Pedestrian Corridor.

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: This request enables the realization of an engaging street level experience along the full extent of NE 6th Street. Having the main building entry directly across from the downtown transit center and in proximity to the new light rail station provides easy access for employees to public transit. Active use spaces are still located along the remaining NE 6th Street frontage, continuing the pedestrian activation and engagement along the Pedestrian Corridor.

4. Weather Protection/Canopy Height Departure:

The applicant requests an administrative departure from LUC 20.25A.170.A.2.b to allow a portion of the weather protection canopy at the corner of 108th Avenue NE and NE 6th Street to be set at a height of up to 13'-6" above the sidewalk level, which is 18" greater than the code permitted height of 12' for weather protection. This is due to a topographic change at this corner which results in the canopy being slightly higher than permitted by code. The specific request is as follows:

Along 108th Avenue NE: allow a portion of the 6' wide canopy, for a linear distance of 43' to be between 12' to 13'-6" above the sidewalk level.

Along NE 6th Street: allow a portion of the 10' canopy, for a linear distance of 88'-6" to be between 12' to 13'-6" above the sidewalk level.

Refer to diagrams within the submitted Canopy Height Departure Form for a graphic explanation.

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: Allowing the canopy to extend up to 18" above the maximum permitted canopy height results in a design that still improves the pedestrian realm while

seamlessly connecting public and private spaces as intended by UD-4, UD-12 and UD-34. These comprehensive plan policies focus on creating an attractive and functional pedestrian environment that is weather protected. Strict application of the land use code would prevent the proposed design to have a single continuous glass and steel canopy extending across the southern portion of 108th Avenue NE and wrap around the corner to NE 6th Street and continue as a single plane along the pedestrian corridor. The design as presented will appear as a strong and continuous horizontal element to visually reinforce the base of the building at a prominent urban intersection. Alternatively, the land use code would require the canopy to be built as a series of steps to follow the grade change, which becomes more challenging with a glass façade design.

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

Response: The resulting design is consistent with the land use code by enabling the realization of an engaging street level experience along the urban corner at 108th Avenue NE and NE 6th Street. It is consistent with the purpose and intent of creating an activated and inviting pedestrian realm adjacent to the heart of the city's transit center while strengthening the base and podium design of the building. The 18-inch difference in canopy height will not be visually evident for pedestrians at this street corner while still providing adequate weather protection.

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

Response: The request is the minimum necessary to accomplish the intended goals and to achieve the intent of the land use code and comprehensive plan objectives. As stated previously, it would meet comprehensive plan policies UD-4, UD-12 and UD-34 which focus on creating an attractive, functional, and weather protected pedestrian environment, which this modification still achieves. In addition, it also meets the downtown design guidelines to protect pedestrians from the elements by providing a sense of enclosure, but also providing a weather protection canopy that has a horizontal rather than a sloping orientation along the building elevation. It also reinforces the design guideline to articulate the building base using canopy elements. The proposed canopy is designed to be a strong architectural expression at the base of the building, expressed as a single plane along both 108th Avenue NE and NE 6th Street (pedestrian corridor), as it will appear as a strong horizontal element and a bold architectural feature to visually reinforce the base of the building as a prominent urban corner.

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: This departure enables the realization of an engaging street level experience for pedestrians at the intersection of 108th Avenue NE and NE 6th Street.

It will provide continuous weather protection via a glass and steel canopy that permits daylight to the sidewalk while shielding pedestrians from rain. Since the canopy is not designed to step down to follow the grade, it will appear as a strong horizontal element and expressed as a clear architectural feature to visually reinforce the base of the building at a prominent urban intersection.

5. **Planter Strips in Lieu of Tree Pits Departure:**
The applicant requests an administrative departure from LUC 20.25A.090 which requires 5-foot tree pits along 108th Avenue NE between NE 4th Street and NE 8th Street. This request would replace the 5-foot tree pits with 5-foot planter strips on the 108th Avenue NE project frontage, between NE 6th Street and NE 7th Street. Modifying the streetscape design to include 5-foot-wide planter strips increases pedestrian and bike safety by reducing opportunities for pedestrians crossing the 5-foot-wide planter strips directly into on-coming traffic in the proposed northbound bike lane, adjacent to the proposed planter strips.

Refer to diagrams within the submitted Tree Pits vs. Planter strips Departure Form for a graphic explanation.

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 resulting design improves the pedestrian realm and accessibility while seamlessly connecting the public and private spaces, as intended by comprehensive plan polices UD-4 and UD-12. Strict application of the code would prevent this improved design and resultant space. These comprehensive plan policies focus on creating a safe and attractive pedestrian environment. The proposed planting strips would create a visually pleasing aesthetic while also creating a safety buffer for pedestrians adjacent to 108th Avenue NE. By providing the city with a wider sidewalk easement along this frontage, more ROW space is provided for the city to plan for a new bus platform on the west side of 108th Avenue NE and replace the existing northbound bike lane by raising it from the surface of the roadway to the level of the sidewalk adjacent to the project. Granting this departure increases pedestrian safety by reducing opportunities for pedestrians crossing into the 5-foot-wide planting strip directly into on-coming bike traffic in the northbound lane.

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

Response: The resulting design to replace the 5-foot tree pits with 5-foot-wide planter strips will be consistent with the purpose and intent of the land use code, as it provides for a more continuous landscaped buffer from NE 6th Street to NE 7th Street adjacent to the project. It also enhances pedestrian safety by reducing opportunities for pedestrians to cross the 5-foot-wide planter strips into on-coming bike traffic in the northbound bike lane adjacent to the planter strip/sidewalk area. The landscape strips will include the required street trees, as part of the overall streetscape design

and the planting strip has the added benefit of allowing more water and air to the tree roots to support tree vitality. The pedestrian realm along 108th Avenue NE will be both visually and physically aesthetically pleasing.

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

Response: This departure request is the minimum necessary to accomplish the intended goals and to achieve the intent of the land use code and comprehensive plan objectives. As previously stated, it meets comprehensive plan policies UD-4 and UD-12 which focus on creating a safe and attractive pedestrian environment. It also meets the downtown design guidelines for pedestrian and cycling connections, which requires developments to include direct, logical, safe, and continuous routes for pedestrians and cyclists. The code mandated tree pits result in a porous condition where pedestrians can unintentionally walk into the cyclist path. Replacing the tree pits with planter strips enhances the pedestrian and cyclist safety without limiting connectivity. Proposed pedestrian crossing paths are localized to specific locations where cars, cyclists and pedestrians are more conscious of crossing paths, allowing painted striping or other safety features to visually alert both cyclists and pedestrians to the crossing locations.

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 applicant is willing to grant the city a wider sidewalk easement along 108th Avenue NE, which would provide a significant public benefit by allowing space for a new bus platform on the west side of 108th Avenue NE and replacing the existing northbound bike lane to a raised bike lane with the adjacent sidewalk level. Granting the departure request increases pedestrian and cyclist safety by reducing opportunities for pedestrians crossing into the 5-foot-wide planter strip directly into on-coming bike traffic. Not only will it improve the long-term health of the street trees, but it will also foster an enhanced pedestrian environment along the sidewalk through increased landscaping as a buffer between the sidewalk and right-of-way.

6. Mechanical Equipment Location Departure:

The applicant requests an administrative departure from LUC 20.25A.130.D.3 to allow an emergency generator exhaust pipe to be located along NE 7th Street at a height of 10-feet above grade in lieu of the required 16-feet above grade. NE 7th Street is not a public street or public sidewalk but does include a pedestrian access easement to allow for public access. The proposed building is deemed a high-rise structure, and as such is required to have an emergency backup generator to provide power in case of a utility power failure. This cylindrical exhaust pipe is approximately 22-inches in diameter and extends approximately 36-inches from the face of the wall. Per LUC 20.25A.130.E the Land Use Director is authorized to approve a departure if the applicant demonstrates that the alternate location and screening measures provide an equal or better result than the requirements of this section of the code.

Refer to diagrams within the submitted Mechanical Equipment Location Departure Form for a graphic explanation.

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: Allowing the generator exhaust pipe to be located along NE 7th Street will improve the visual appearance of the pedestrian environment along NE 6th Street and 108th Avenue NE, as intended by Comprehensive Plan Policies UD-4 and S-DT-3. These comprehensive polices focus on creating an attractive pedestrian environment and developing downtown as an aesthetically attractive area. Locating the exhaust pipe along NE 7th Street will have substantially less impact than if the pipe were located along NE 6th Street or 108th Avenue NE, which are heavily pedestrian oriented. NE 7th Street is not anticipated to be heavily pedestrian oriented and is private with a public access easement located over it. Therefore, allowing the pipe to be located above this sidewalk area even at a lower height, would not be as impactful as locating along the more heavily pedestrian oriented street frontages, or on a level 6 roof deck that will include a daycare playground area. In addition, this is an exhaust pipe for an emergency generator, which is not anticipated to be utilized often, lessening the impact of its proposed location as well as at a lower height above the sidewalk grade.

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

Response: The request to locate the generator exhaust pipe at a height of 10-feet in lieu of 16-feet above the NE 7th Street sidewalk grade is consistent with the intentions of the land use code by enabling an engaging street experience along NE 6th Street and 108th Avenue NE by not permitting an unsightly generator exhaust to disrupt the façade of the building base along these more heavily traveled pedestrian areas. The applicant considered locating the exhaust pipe on a level 6 occupied roof area, which would require a 10-foot-tall chimney adjacent to a proposed daycare playground area, which would require extensive screening and landscaping around the pipe. This would be unsightly from not only the roof deck itself, but from the adjacent Phase 1 lower roof deck areas and pedestrian environment below. Locating the exhaust pipe along NE 7th Street will have the least visual impact; however, due to limited space for routing and structural constraints, the pipe cannot be located higher than 10-feet.

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

Response: This departure request is the minimum reasonably necessary to accomplish the goals and to achieve the intent of the land use code and comprehensive plan objectives. As previously stated, comprehensive plan policies UD-4 and S-DT-3 focus on providing an attractive pedestrian environment, which

would not be accomplished if the emergency generator exhaust pipe terminated along the NE 6th Street or 108th Avenue NE pedestrian areas. In addition, the proposed location of the exhaust pipe supports the downtown design guidelines for on-site circulation which requests access to site servicing and utilities be located away from the public realm and public view. The location of the pipe is proposed along a wall adjacent to the sidewalk which leads down to the garage entry and loading dock areas. This pipe will not be visible from the east-west pedestrian through-block connection as it would be located below the connection and out of sight. It also would not be visible from 108th Avenue NE, as it's located far enough east and down slope, with only a 36-inch extension to not be visible from the public right-of-way.

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: This departure request seeks to locate an emergency generator exhaust pipe at a height of 10-feet below the land use code required 16-feet above grade in the wall adjacent to the sidewalk down to the garage entry and loading dock areas. Due to limited space and structural constraints at this location, the bottom of the generator pipe must be set at 10-feet above the level of the sidewalk and cannot be located higher within the wall. Granting the departure would not reduce pedestrian safety. Locating the exhaust pipe on the service side of the development near the garage entry and loading dock areas preserves the visual appearance of the building podium along NE 6th Street and 108th Avenue NE, as well as from roof deck areas within and adjacent to the site.

7. Compact Parking Departure:

The applicant requests an administrative departure from LUC 20.25A.080.F.2. 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 50.97 percent compact stalls which equates to approximately 366 compact stalls in Phase 2. **Refer to Section XII.C for Condition of Approval regarding Compact Parking Stalls.**

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. The design advances policies S-DT-151, EN-1 and EN-6. Refer to a detailed discussion regarding compliance with Comprehensive Plan Policies in Attachment A to this

report.

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

Response: The LUC allows for 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 50.97% compact parking stalls (approximately 366 stalls), in Phase 2 to maximize efficiency in its 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 50.97% compact stalls (approximately 366 stalls), which is permitted by the land use code (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 65% compact parking stalls, as listed above, have been met.

***Finding*:** After review of the seven (7) submitted Departure Requests and the review of these requests against the Departure Decision Criteria as discussed above, the departures for Build-to Line, Overhang into Build-to Line, Reduction in Active Use, Weather Protection/Canopy Height, Planter Strips in Lieu of Tree Pits, Mechanical Equipment Location and Compact Parking are approved as part of this Design Review approval. In addition, this approval relies on a previously approved departure under the associated MDP, to reduce the parking ratio for the office parking stalls, which should be included as reference to this approval.

VI. Public Notice and Public Comment

Application Date:	April 5, 2021
Notice of Application (500 feet):	May 13, 2021
Public Meeting:	May 18, 2021
Minimum Comment Period:	May 27, 2021

The project was publicly noticed in the City's Weekly Permit Bulletin and Seattle Times on May 13, 2021, with notice mailed to property owners within 500 feet of the project site. A public information sign was installed on the site the same day. A public meeting was held virtually on May 18, 2021 and was attended by approximately twenty (20) individuals, two (2) of which were members of the public, and the remaining were City staff and the development team.

There were no comments raised at the public meeting in support or in opposition to the

project. The only member of the public to speak had a question regarding construction timeline. However, during review of the project, City staff received three (3) subsequent written comments regarding concerns with the proposal. Below is a summary of comments received by the city:

1. **Department of Ecology:** The proposed project is located within approximately 750 feet of five sites that are currently listed on the Model Toxics Control Act (MTCA) Confirmed and Suspected Contaminated Sites List. Ecology requested that this information be documented within the SEPA checklist for the project. In addition, Ecology asked to view the Phase 1 ESA study referenced in the SEPA checklist to determine if MTCA requirements are being met at the site with the proposed activities. Ecology requested that the city deny the application until the Phase 1 ESA is submitted for their review to make an informed review of the SEPA checklist.

   Response: *The applicant was provided a copy of this letter from Department of Ecology and as such provided Ecology with a copy of the Phase 1 ESA prepared for the project site, in addition to updating the SEPA checklist to acknowledge the contaminated sites near the project site. Ecology review the updated SEPA checklist and Phase 1 ESA and had no further concerns or comments on the project. The applicant is advised to contact Ecology if contamination is discovered during excavation activities.*

2. **King County Metro:** The site is adjacent to the Bellevue Transit Center, and as such, it is critical that the construction planning, phasing, and implementation of the project be provided to Metro's System Impact Construction Coordinators, as Metro cannot lose any more bus stops in this area and cannot set up a temporary bus stop during the construction project unless the City of Bellevue can find a layover area location with a restroom for Metro's operators. Metro requested that the contractor work closely with their Construction Coordinators as well as other King County Metro staff throughout the project to minimize disruption to the operation of the transit center.

   Response: *The applicant was provided a copy of this written request from King County Metro and is coordinating directly with both King County Metro and Sound Transit regarding the adjacent Transit Center and impacts during and post construction.*

3. **Eglick & Whited PLLC:** The Department received one comment letter from Ina Tateuchi and the entity Helicopters Unsafe Here regarding Kemper Development Company's (KDC's) private helistop located at 10500 NE 8th Street, Bellevue, Washington. The comment opposes KDC's continued operation of the private helistop and references the location and proposed height of the adjacent Phase 1 Bellevue 600 tower.

   Response: *The Department is familiar with Ms. Tateuchi's complaints regarding KDC's private helistop, which was approved by the City through the adoption of Ordinance 6000 in 2011. Ms. Tateuchi lives next door to the helistop, and she has filed multiple lawsuits against the City challenging the City's original approval of the helistop and, more recently, seeking to revoke the City's approval of the helistop. However, the proposed height of the subject project under review (at 446 feet) is below the 600-foot maximum building height of the DT-O-1 land use district and is lower than the tower included in the City's land use approval for Phase 1 of the Bellevue 600 project, which is also the tower referenced in the comment letter. Nevertheless, Ms. Tateuchi's comment*

does not address the application under review, and her continued opposition to KDC's helistop does not change Ordinance 6000 or provide any basis for the City to deny or condition this project.

VII. Technical Review

A. Land Use/Environmental Health/Noise

1. Construction Noise: While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Ordinance, BCC 9.18, regulates hours of construction-related noise emanating from the site. The Ordinance provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays which are not legal holidays. Therefore, no specific measures to reduce noise during this period are proposed.

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

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

B. Transportation

Trip Generation
The project pm peak hour net new trip generation for Phase 2 used for the analysis is shown in Table 1.

Land Use Category	Phase 2	Trip Rate Per 1,000 sf	Trip Generation
Office	815,000 sf	0.54	440
Daycare Center	11,000 sf	11.12	122
Quality Restaurant	2,500 sf	4.37	11
Fast Casual Restaurant	5,000 sf	7.07	35
Retail	8.500 sf	2.51	21
Credit for Existing Office	256,830 sf	0.78	-200
Total Net New Trips			429

The trip generation for the uses was computed using the City's adopted trip generation rates for all uses with the exception of the office use, which was reduced from the adopted rate of 0.78 trips per 1,000 sf to 0.54 trips per 1,000 sf. The reduction to the adopted office rate is supported by survey data from the existing office development in downtown Bellevue reported per the City's Transportation Management Program (TMP) requirements, BCC 14.60.70, which also shows an average vehicle mode split of 62% with the remaining 38% walking, cycling, using transit, or working remotely. The applicant requested to use the reduced trip rate based on a 45% vehicle mode split because they intend to provide additional trip reduction measures for the project and provided data from existing development in Seattle to support the request.

It is important to use the correct trip generation rate for the project because it is used to determine the mitigation associated with the development's traffic impacts and the amount of impact fees paid by the project to mitigate system impacts. The Transportation Department supports the use of the lower trip rate if the applicant provides appropriate mitigation. The reduced office rate will be approved with the condition that the applicant is required to meet the lower vehicle mode split of 45% as a performance target for their biennial TMP reporting. If the target of 45% is exceeded, the applicant will be required to use whatever measures are necessary to remedy the vehicle mode split and will be required to report annually until the target is met. **Refer to Sections XII.C and D for Conditions of Approval regarding Transportation Management Program and Implement the Transportation Management Program.**

Vehicle Site Access and Loading

The development site is bordered by 108th Avenue NE, 110th Avenue NE, NE 6th Street and NE 7th Street. Both 108th Avenue NE and 110th Avenue NE are classified as minor arterials. NE 6th Street adjacent to the site is occupied by the Bellevue Transit Center and is closed to all vehicles except transit. The south two lanes of NE 7th Street will be constructed as part of the approved Phase 1 project and the north lane will be constructed with development of the site north of the project.

Vehicle access to the proposed Phase 2 of the project will be provided from NE 7th Street via 110th Avenue NE and 108th Avenue NE. The site will have two driveways, one into the underground parking garage and one into loading dock areas. One additional loading dock was added to the loading areas that were approved under Phase 1 of the project to better meet the loading needs of the project. The loading docks are sized to allow use by trucks up to WB-40 size and trash pickup.

Auto-Turn diagrams, showing the truck turning movements for WB-40, SU-30, bus, and garbage trucks entering/exiting the site at the driveways as well as turning at the intersection of NE 7th Street and 110th Ave NE and the NE 7th Street and108th Ave NE were prepared to verify adequate access is provided.

Access at NE 7th Street and 108th Avenue NE will be limited to right turns in and out only.

Refer to Section XII.A for Conditions of Approval regarding Vehicular Access Restrictions and Provisions for Loading.

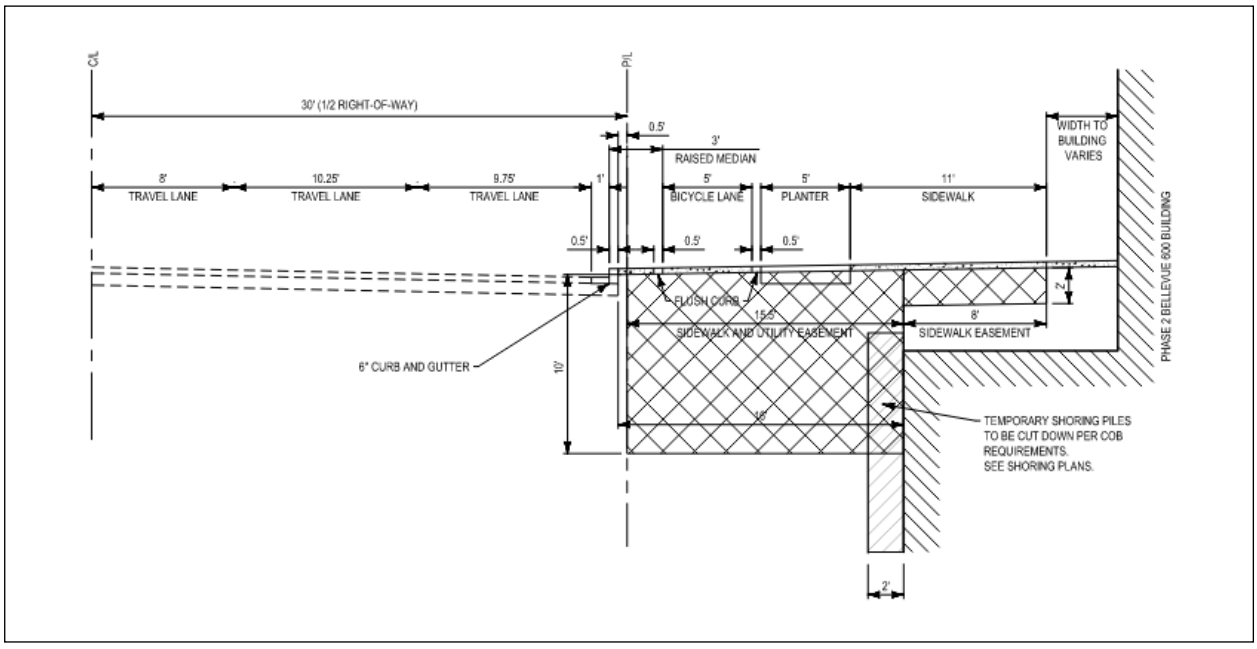
Pedestrian and Bicycle Access

Pedestrian access to the site is provided by 11-foot-wide sidewalks on 108th Avenue NE with a 5- foot planter that will be reconstructed with the project. Access will also be provided via NE 6th Street adjacent to the site along the Bellevue Transit Center. This street is designated as the Major Pedestrian Corridor, also known as the Grand Connection. This corridor is 30 feet wide along the project frontage, and will be developed with a special paving treatment, seating areas, and other amenities in addition to the sidewalk area. All construction will be required to meet ADA requirements for paving materials including vertical and horizontal displacement and surface friction.

The Downtown Transportation Plan designates the intersections of NE 6th Street and 108th Avenue NE and NE 6th Street and 110th Avenue NE as Exceptional intersections. The City has two CIP projects scheduled for completion by 2023 to construct raised intersections and all-way pedestrian crossings at these locations. The applicant will be required to contribute to the 108th Street project in lieu of reconstructing this intersection with the street improvements associated with Phase 2 of the project.

A new 5-foot bicycle lane with 3-foot buffer at the sidewalk level adjacent to the site on 108th Avenue NE will be constructed as part of this project to replace the bicycle lane currently on 108th Street. This will facilitate the City's planned TFP project that will provide transit improvements in the 108th Avenue NE corridor between NE 4th Street and NE 8th Street. If interim channelization is required on this street because the Phase 2 project is completed prior to the TFP project, the City's Traffic Operations group will be responsible for providing the interim layout.

Figure 1- 108th Ave NE Cross Section (looking North)



Transit access
This site is adjacent to the Bellevue Transit Center and the East Link light rail station to be operational in 2023. The required sidewalk and intersection improvements will enhance access to both of these facilities.

Sight Distance for vehicles and pedestrians
A pedestrian and vehicle sight distance assessment were conducted at the new NE 7th Street connection with 108th Avenue NE based on City of Bellevue standards. Pedestrian and vehicle sight distance were also evaluated at the Phase 2 loading dock and garage access driveway along the new NE 7th Street. It was determined that the proposed loading docks and garage access will be obstructed by building columns and wall next to dock #5. A building wall modification, a parabolic traffic mirror, and signage to alert pedestrians are proposed to enhance sight lines at those locations. A design justification to support the proposed design and measures will be required for review and approval as part of the clearing and grading permit process.

The pedestrian and vehicle sight distance at the proposed NE 7th Street connection with 108th Avenue NE are expected to meet the city standards. The proposed landscaping, signage, and street furnishings shall be placed to avoid creating a sight line obstruction within these areas. Any street trees or other vegetation within the sight triangles should be trimmed to maintain clear visibility between 2 and 7.5 feet above the road surface.

Pedestrian sight distance was also assessed at the existing driveway just north of NE 7th Street. The existing retaining wall to the west of the driveway is expected to impede sight distance at this location. The project cannot remove the retaining wall as it is needed to maintain existing parking lot grade. The condition will be temporary and will remain until the Cloudvue property is developed. Design Justification will be required at that location during the clearing and grading permit process.

Street Lighting
Street lighting photometric analysis is required adjacent to the proposed site along 108th Avenue NE. In addition, pedestrian scale lighting will be required on NE 6th Street. New street light poles and replacement of existing luminaires with new LED fixtures as well as extra spare fixture for the lighting on NE 6th Street are required to meet the City's current standards.

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

Engineering and construction details must be shown on the civil engineering plans, certified by a registered engineer in the State of Washington, and 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.

Infrastructure improvements to provide vehicle, pedestrian, and bicycle access to the site will be required with the approval of the Design Review of Phase 2. These improvements will be as follows:

NE 6th Street

- Construction of 30-foot pedestrian corridor along the Phase 2 frontage with a minimum of 11-foot clear travel area for pedestrians
- Paving materials and treatment that meet ADA requirements for vertical and horizontal displacement and surface friction.
- Pedestrian scale streetlights and fiber optic cable meeting City requirements
- Reconstruction of curb and gutter
- Reconstruction of ADA access ramps and receiving ramps
- Traffic signal modification to accommodate improvements at the corner of NE 6th Street and 108th Ave NE. The modification shall include all associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.
- 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.
- Contribution to the City CIP intersection project at the intersection 108th Ave NE proportional to the site frontage.
- Reinstallation of the wayfinding signage on NE 6th Street.

NE 7th Street (private)

- Phase 2 will include a 12 ft sidewalk running along the south side of NE 7th Street with intermittent building columns (minimum 6 ft clear sidewalk around columns).
- Construction of the south two travel lanes of the planned three lane section of NE 7th Street from 108th Avenue NE to the west end of Phase 1.
- Signage and crosswalk.
- Modification to the adjacent driveway to the west of NE 7th Street.

108th Avenue NE

- 11-foot sidewalk and 5-foot planter
- New raised buffered bike lane with 3 ft buffer, 5 ft bike lane and 0.5 ft flush curb
- Reconstruction of curb and gutter
- Reconstruction of ADA access ramps and receiving ramps
- Reconstruct northeast corner of intersection including flush transition to raised intersection
- Streetlights and fiber optic cable meeting City requirements
- New signage and pavement markings if required for interim channelization.

Detailed list of required transportation infrastructure is included in the Civil Engineering Plans – Transportation Conditions of Approval section of this report.

Refer to Sections XII.B, C and D for Conditions of Approval regarding Civil Engineering Plans – Transportation, Building and Site Plans – Transportation, Transportation Infrastructure Requirements, and Pavement Restoration.

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks, slope, and wall, and bike lane and buffer located outside the city right of way on 108th Avenue NE and NE 6th Street. The applicant shall provide a vehicle and pedestrian access easement on NE 7th Street.

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 between the building and sidewalk within the landscape area. Transformers and utility vaults to serve the building shall be placed inside the building or below grade.

There's an existing slope easement and a temporary construction easement located on 108th Avenue NE at the existing site which will no longer be required for providing continued public service with the new proposed development. The applicant will be required obtain a release from this easement and compensate the city the fair market value of this easement prior to its release.

Refer to Section XII.B for Conditions of Approval regarding Existing Easements, Easements for Signal Control and Street Light Boxes and Vaults, and Sidewalk/Utility/Pedestrian Access/Vehicle Access Easements.

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

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

Right-of-Way Hold Harmless and Indemnity 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 easements. A right-of-way use permit maybe required for these elements.
Refer to Sections XII.C and D for Conditions of Approval regarding Right-of-Way Hold Harmless and Indemnity Agreement Prior to the Shoring Permit and Right of Way Hold Harmless and Indemnity Agreement Prior to TCO.

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

To comply with the performance target for vehicle mode split discussed in the Trip Generation section of this report, the applicant will be required to meet the basic requirements of the TMP and an additional provision. The applicant must show that the vehicle mode split of 45% when providing the required biennial report. If this target is exceeded, the applicant will be required to adjust or add TMP measures to achieve the target and will be required to provide annual reports until the target is met.
Refer to Sections XII.C and D for Condition of Approval regarding Transportation Management Program and Implement the Transportation Management Program.

C. Utilities

Surface Water
The project is fronting 108th Avenue NE on the west side and 110th Avenue NE on the east side. Drainage conveys to the Meydenbauer Drainage Basin to the west, and to Sturtevant Creek Basins to the east. Most of the surface water drains to Sturtevant basin in110th Avenue NE and a smaller portion of frontage on 108th Avenue NE drains to Meydenbauer Basin. Drainage from each basin is conveyed via catch basins and pipes along the road frontages and eventually discharges to Lake Washington via an entirely human made conveyance system. The portion of the site draining to Meydenbauer Basin will require water quality but not flow control since the improvements do not trigger the requirements from WA Department of Ecology. The portion of the site draining to Sturtevant Basin will require flow control and water quality treatment, and engineering has been provided to illustrate the improvements can be feasibly constructed. A deviation from standards has been granted to pump storm water for detention and water quality to the public storm system. Minimum requirement 5 for onsite storm water management will be implemented where feasible to meet requirements.

Water and Sewer
Domestic water for the site proposes to connect to an existing 12” ductile iron water main in 108th Avenue NE for Phase 2. There is adequate capacity in the water mains to supply the site with domestic water for each phase.

Domestic sewer for the site is proposed to connect the west phase (Phase 1) in 108th Avenue NE via a 10” PVC sewer main. There is adequate capacity in the sewer system to accommodate the development for each phase.

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

D. Clearing and Grading

The Clear and Grade reviewer has reviewed the plans and materials submitted for this project and has determined that the clearing and grading portion of this land use application can be approved. The future Clearing and Grading Permit application for this development must comply with the City of Bellevue Clearing and Grading Code (BCC 23.76).

E. Fire

The Bellevue Fire Department - Fire Prevention Division has reviewed the submittal for the Bellevue 600 Phase 2 project, permit number 21-106968-LD, in accordance with the 2018 International Fire and Building Codes as Amended by the State of Washington and the City of Bellevue, the City of Bellevue requirements, best fire protection practices, and applicable industry standards. This review was based upon and limited to the information presented in the documents submitted and received on 10/25/2021. A complete review will occur under subsequent permits. The submitted plans generally conform to the level of detail typically found at this stage in the design process. The Fire Department can approve the Design Review application with no conditions.

F. Building

The plans for Design Review have not been sufficiently developed for a thorough review under the 2018 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue. Complete review will occur under the building permit application(s). The plans generally conform to the level of detail typical at this stage in the design process.

VIII. State Environmental Policy Act (SEPA)

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

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

A discussion of the impacts associated with the project is noted below, together with any

specific conditions of approval. **These impacts will be mitigated to less than significant through exercise of Code authority as well as through project-specific Conditions of Approval contained in Section XII of this report**.

A. Land Use

Construction Vehicle Pollution: To mitigate for air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of the Revised Code of Washington (RCW) 46.61.655. **Refer to Section XII.A for Condition of Approval regarding Air Pollution from Construction Vehicles and Equipment.**

B. Storm Drainage, Water, Sewer

The development proposed for this application has been reviewed on a conceptual basis and can feasibly construct water, sewer and storm facilities under current Utility codes and standards. A deviation from the surface water standards has been granted to allow the development to pump the site storm water to the public storm system after being detained onsite. Refer to Section VII.C above for detailed discussion.

C. Transportation

This project will approve the design review of the second phase of the development with a total of 815,000 sf of office use, 11,000 sf of daycare use, and 16,000 sf of restaurant, retail, and museum use. The site is located on the west side of southern half of the superblock between 108th Avenue NE and 110th Avenue NE, and NE 6th Street and NE 8th Street. NE 7th Street at the northern edge of the site will provide all vehicle access to the project. The Bellevue Transit Center and Pedestrian Corridor are located on NE 6th Street adjacent to the site.

Long Term Impacts and Mitigation

The City has prepared a traffic forecasting model for the 2030 horizon year to assess cumulative impacts that may result from growth and development during that period. This modeling analysis is based on a projected land use scenario and improvements to the transportation system that would occur during this time period.

Under the level of service standard detailed in the Transportation Code, the City is divided into 14 Mobility Management Areas (MMAs), each with an area average standard and a congestion management standard. The traffic modeling shows that all of the MMAs would meet both standards. Phase 2 of the project proposes to add a maximum net increase of 558,170 sf of office use, 11,000 sf of daycare use, and 16,000 sf of restaurant, museum, and retail use in MMA 3, Downtown. This level of development is within the assumptions of the City's traffic modeling and does not require additional mitigation.

In addition, transportation impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by Chapter 22.16 BCC, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. 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. **Refer to Section XII.C for Condition of Approval**

regarding Transportation Impact Fee.

Mid-Range Impacts and Mitigation
Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

Phase 2 of the Bellevue 600 project will generate approximately 430 net new p.m. peak hour trips. That number was used to check for concurrency. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips.

Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.040.F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090.H. Upon issuance of the building permit, concurrency is reserved for the life of the building permit as provided for in BCC 23.05.100.E.

Short Term Operational Impacts and Mitigation
A transportation impact analysis dated August 06, 2021, was prepared for Phase 2 of the Bellevue 600 project by Transportation Engineering Northwest to analyze the short-term impacts of Phase 2 of the development of the west tower.

The TIA assessed the operations of eight intersections in the vicinity of the project to determine if additional mitigation is required for the development. This included a six-year analysis of operations for Phase 2. The analysis assumed that NE 7th Street would be constructed on the north side of the site as part of the approved permits for Phase 1 and will provide all access to the site and onto 110th Ave NE through the approved signalized intersection as well as providing connection to 108th Ave through the approved stop-controlled intersection that will be constructed as part of Phase 1 of the project.

The future 6-Year PM peak hour level of service analysis with the proposed Bellevue 600 Phase 2 project indicates that all intersections will remain at LOS E or better with the proposed Phase improvements with exception of the 112th Avenue NE / NE 8th

Street intersection which is anticipated to operate at LOS F with Phase 2 of the project. The City has plans to extend the NE 6th Street HOV interchange to 120th Avenue NE which will help improve the LOS at this location by providing additional access to/across I-405 in addition to the planned improvements as part of Phase 2 of the development. Based on this information, no project-specific off-site mitigation is proposed.
To evaluate the operations of the new NE 7th Street connections with 108th Ave NE, a level of service (LOS) and queue analysis was completed. Results of the LOS analysis shows that the individual movements at the stop-controlled NE 7th Street access on 108th Ave NE and the signalized NE 7th Street/110th Ave NE intersection are estimated to operate at LOS E or better during the weekday AM and PM peak hours with the proposed Phase 2 ADR. The estimated 95th percentile queues are estimated to be 675 feet on the eastbound approach to 110th in the PM peak hour. This queue will extend along the private NE 7th Street and into the parking garage and will not affect other traffic on the downtown street grid.

To improve pedestrian connectivity, the project will provide new ADA accessible through block connection running north-south along the east side of Phase 2 site through the outdoor plaza. To accommodate this connection the project will construct pedestrian lid over the NE 7th Street drive creating future connection to Cloudvue site to the north and space for daycare outdoor play area. **Refer to Section XII.C for Condition of Approval regarding Transportation Impact Fee.**

IX. Changes to Proposal Due to Staff Review

A. Site Design

1. Requested the "Windswept" art piece to be relocated/re-installed back to the public right-of-way at the corner of 108th Avenue NE and NE 6th Street, post construction and to identify the location on the project plans.
2. Required incorporation of public seating to activate the corner of 108th Avenue NE and NE 6th Street where the building is pulled back to be utilized by the public.
3. Requested the in-ground street names on NE 6th Street Pedestrian Corridor paving to be used in lieu of "transit central".

B. Building Design

1. Requested that the lighter wood paneling proposed at the ground level be modified to a warmer tone.

X. 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: Staff has reviewed and evaluated the proposal for compliance with the Comprehensive Plan goals and policies specific to the Urban Design and Downtown Subarea elements. A few of the most applicable policies are as follows:

   - **Urban Design Policy UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and**

building designs.
Finding: The project will be the second tower to complete the Bellevue 600 Master Development Plan. Construction of the Phase 1 tower is underway, which will result in a 600-foot tower under the new downtown code. The subject tower will top out at 466-feet, lower than Phase 1, but will complement the architectural design of the Phase 1 tower, including the podium levels and pedestrian activated ground plane. The design of the project has embraced the opportunity to become a new iconic addition to the city skyline and proposes a chamfered profile, which results in a slender profile with a dynamic building expression, including a stepped profile to accentuate the roof form. The project is designed to create a human-scaled active street front and outdoor plaza experience, continuing the design intent of Phase 1.

- **Urban Design Policy UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.**
Finding: The project incorporates high quality public and semi-public spaces along the Major Pedestrian Corridor, the east-west pedestrian through-block connection, and as an extension of the larger central outdoor public plaza space between the two phases of development, which this project further expands upon. All of these spaces include generous landscaping and invite public use; offering opportunities for public seating, art, active use spill-out zones, flexible programing and different ways to navigate around the development and through the superblock.

- **Downtown Subarea Policy S-DT-45: Continue to develop the NE 6th Street Pedestrian Corridor as a major unifying feature for Downtown Bellevue through public and private investments.**
Finding: The project seeks to further develop the Major Pedestrian Corridor as an active, public feature that helps unify Downtown Bellevue. The project will develop a 30-foot-wide section (16' in the right of way and 14' on private property) of the Corridor that will include a double row of street trees, weather protection, pedestrian scaled lighting and activation at the building frontage for indoor/outdoor use, including outdoor seating areas.

- **Downtown Subarea Policy S-DT-162: Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.**
Finding: The project provides the completion of an east-west through-block pedestrian connection along the northern side of the development, fully connecting 108th Avenue NE (west) to 110th Avenue NE (east). This through-block pedestrian connection also intersects with the north-south through-block connection between the two phases of development, which connects to the Bellevue Transit Center and Major Pedestrian Corridor south of the site, as well as the future development north of the site (Cloudvue), which will then further connect north to NE 8th Street.

For a more detailed discussion of how the project complies with the

Comprehensive Plan, refer to Attachment A – 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 Land Use Code 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, Overhang into Build-to Line, Reduction in Active Use, Weather Protection/Canopy Height, Planter Strips in Lieu of Tree Pits, Mechanical Equipment Location and Compact Parking. All six 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 B for Administrative Departure Request Forms.

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

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 proposed project is compatible with and responds to the existing character, appearance, and quality of development of the subject property and properties immediately adjacent to the site. The office tower was sited on the south side of the site to provide an openness and access to light and air along the Major Pedestrian Corridor, the central outdoor plaza between Phases 1 and 2, the existing surrounding structures to the south and west, and proposed structures to the north. The proposed office development is compatible with the adjacent office towers to the south and west, as well as complementary to the Phase 1 development adjacent to the east and the proposed Cloudvue development to the north. The proposed podium structure will include active, and service uses at the ground plane that will support the existing and proposed office development, along with the adjacent transit development (Bellevue Transit Center (Bus) and Light Rail Station), which provides opportunities to enhance the livability of Downtown Bellevue. The east-west through-block pedestrian connection and Major Pedestrian Corridor designs will also increase public outdoor space and physical connections within and through the superblock, further promoting Downtown livability.

5. **The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**
Finding: The proposal site will be served by adequate public facilities, including streets, fire protection and utilities. The subject site currently has access to water,

sewer, stormwater and electric services. For further discussion, refer to Section VII – Technical Review in this report.

XI. Decision

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

XII. Conditions of Approval

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

A. GENERAL CONDITIONS:

1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Clearing and Grading Code - BCC 23.76	Savina Uzunow,	425-452-7860
Bellevue Development Standards	Orooba Mohammed,	425-452-4638
Transportation Code - BCC 14.60	Orooba Mohammed,	425-452-4638
Trans. Improvement Program - BCC.22.16	Orooba Mohammed,	425-452-4638
Right-of-Way Use Permit - BCC 14.30	Mazen Wallaia,	425-452-6988
Bellevue Utilities Code - BCC Title 24	Mark Dewey,	425-452-6179
Construction Codes - BCC Title 23	Doug Beck,	425-452-4563
Code - BCC Title 20	Laurie Tyler,	425-452-2728
Sign Code - BCC Title 22B	Laurie Tyler,	425-452-2728
Noise Control - BCC 9.18	Laurie Tyler,	425-452-2728
Uniform Fire Code - BCC 23.11	Bill Lehner,	425-452-2925
Parks Department	Tom Kuykendall,	425-452-7924

2. CONSTRUCTION HOURS

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 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 via an LY Permit application, two weeks prior to the scheduled onset of extended hour construction activity*. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new construction.

AUTHORITY: Bellevue City Code 9.18.040

REVIEWER: Laurie Tyler, Land Use

3. DESIGN REVIEW MODIFICATIONS

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

AUTHORITY: LUC 20.30F.175
REVIEWER: Laurie Tyler, Land Use

4. VESTED STATUS OF THE DESIGN REVIEW APPLICATION

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

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: Land Use Code 20.40.500
REVIEWER: Laurie Tyler, Land Use

5. USE OF BEST AVAILABLE NOISE ABATEMENT TECHNOLOGY

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

AUTHORITY: Bellevue City Code 9.18.020F
REVIEWER: Laurie Tyler, Land Use

6. AIR POLLUTION FROM CONSTRUCTION VEHICLES AND EQUIPMENT

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

AUTHORITY: State Environmental Policy Act, Bellevue City Code, 23.76, Revised Code of Washington 46.61.655
REVIEWER: Laurie Tyler, Land Use

7. 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 sewers system.
c. Pet relief areas within the site must drain to the sanitary sewer.

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

AUTHORITY: LUC 20.25A.110.A.2, 20.20.520.A, 20.20.520.K, UPC 304.0, 2021 COB Sanitary Sewer Engineering Standards. Reference section S3-01 Planning Criteria, Subsection S3-01.4(B) System Parameters
REVEIWERS: Tom Kuykendall, Parks Department
Laurie Tyler, Land Use
Mark Dewey, Utilities
Doug Beck, Building

8. ROOFTOP LIGHTING

To ensure that the rooftop lighting of the tower complements the Bellevue skyline at night, any exterior lighting feature shall be adjustable so that it remains compatible with existing tower structures surrounding the development.

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

9. PUBLIC DAY CARE CENTER

Applicant shall meet all requirements of LUC 20.20.170 as part of the tenant improvement permit for the proposed public day care use within the project site. Tenant improvement permit drawings shall indicate the on-site vehicle turnaround and load/unload areas, along with all other requirements, including but not limited to Building, Fire and the State of Washington. In addition, public access shall be granted to those patrons of the daycare center who do not work on-site, to ensure these code requirements are met.

AUTHORITY: Land Use Code 20.20.170
REVIEWER: Laurie Tyler, Land Use

10. WINDSWEPT ART PIECE

The existing “Windswept” art piece located within the public right of way at the corner of 108th Avenue NE and NE 6th Street shall be re-installed in the same/similar location where it currently exists as part of this project.

AUTHORITY: Right of Way Code 14.30.070 and 14.30.230
REVIEWER: Laurie Tyler, Land Use
Orooba Mohammed, Transportation

11. UTILITIES CONCEPTUAL APPROVAL

Utility Department approval of the design review application and master plan is based on the conceptual design only and the following conditions. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. A water, sewer and storm Developer Extension Agreement will be required for the project along with side sewer and water

meter applications. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit. Easements will be required public and private as needed. All utility improvements proposed under the application must be inspected and accepted by the Utilities Department prior to building occupancy of each phase of development.

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

12. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

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

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

13. VEHICULAR ACCESS RESTRICTIONS

Access to NE 7th Street from 108th Avenue NE will be restricted to right-turn-in and right-turn-out only. This will be achieved through installation of signage, as specified in the final civil engineering plans for the development.

AUTHORITY: BCC 14.60.150
REVIEWER: Orooba Mohammed, Transportation Department

14. PROVISIONS FOR LOADING

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

AUTHORITY: LUC 20.20.590.K.4; BCC 14.60.180
REVIEWER: Orooba Mohammed, Transportation Department

B. PRIOR TO CLEARING AND GRADING PERMIT:

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

15. 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: Land Use Code 20.25A.110
REVIEWER: Laurie Tyler, Land Use

16. 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 are:
   - Tom Kuykendall, TKuykendall@bellevuewa.gov, 425-452-7924, or
   - Merryn Hearn, MHearn@Bellevuewa.gov, 425-452-4100

c. A Parks Department representative shall be on-site to inspect street trees **prior to planting** *AND* **at the time of planting** to observe the installation. Contact Parks Department Resource Management at (425) 452-6855 or the Parks Department contacts listed above at least 24 hours before planting to schedule the inspection.

AUTHORITY: LUC 20.25A.110
REVIEWERS: Tom Kuykendall, Parks Department &
Laurie Tyler, Land Use

17. SOIL VOLUME

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

AUTHORITY: Environmental BMP's and Design Standards Manual
REVIEWERS: Laurie Tyler, Land Use Division
Tom Kuykendall, Parks Department

18. 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 Contacts:
- Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
- Merryn Hearn, mhearn@bellevuewa.gov or (425) 452-4100

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

19. EXISTING EASEMENTS

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

AUTHORITY: BCC 14.60.100
REVIEWER: Orooba Mohammed, Transportation Department

20. EASEMENTS FOR SIGNAL CONTROL AND STREET LIGHT BOXES AND VAULTS

The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100
REVIEWER: Orooba Mohammed, Transportation Department

21. SIDEWALK/UTILITY/PEDESTRIAN ACCESS/VEHICLE ACCESS EASEMENTS

The applicant shall provide sidewalk, utility, pedestrian access, bike lane, and vehicle access easements to the City such that sidewalks, paths, trails, and private streets outside of the City right of way are located within an easement area.

AUTHORITY: BCC 14.60.100
REVIEWER: Orooba Mohammed, Transportation Department

22. RIGHT-OF-WAY USE PERMIT

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

a) Designated truck hauling routes.
b) Truck loading/unloading activities.
c) Location of construction fences.
d) Hours of construction and hauling.
e) Requirements for leasing of right of way or pedestrian easements.
f) Provisions for street sweeping, excavation and construction.

g) Location of construction signing and pedestrian detour routes.
h) All other construction activities as they affect the public street system.

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

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

AUTHORITY: BCC 11.70 & 14.30
REVIEWER: Tim Stever, Right of Way

23. CIVIL ENGINEERING PLANS – TRANSPORTATION

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit that permits construction of the infrastructure. The design of all transportation infrastructure, street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. The civil engineering plans shall be the controlling document for all transportation infrastructure and street frontage improvements; architectural and landscape plans must conform to the engineering plans as needed.

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.

The engineering plans shall include the following required transportation infrastructure:

1. New standard concrete curb and gutter along NE 6th Street and 108th Ave NE.
2. New sidewalk with a minimum width of 16-feet, including a minimum 5-foot wide planter strip measured from the back of curb along in addition to a new raised buffered bike lane (3 ft buffer + 5 ft bike lane + 0.5 ft flush curb) along 108th Ave NE. On NE 6th Street, construction of 30-foot pedestrian corridor along Phase 2 frontage with a minimum of 11-foot clear travel area for pedestrians will be required.
3. Phase 2 will include a 12-foot sidewalk running along the south side of NE 7th Street with intermittent building columns (minimum 6 ft clear sidewalk around columns).

4. Construction of the south two travel lanes of the planned three lane section on NE 7th Street from 108th Avenue NE to the west end of Phase 1.
5. Signage and crosswalk on NE 7th Street
6. Modification to the driveway adjacent to NE 7th Street on Cloudvue Development.
7. Paving materials and treatment must meet ADA requirements for vertical and horizontal displacement and surface friction at NE 6th Street.
8. Pedestrian scale streetlights and fiber optic cable meeting City requirements at the NE 6th Street in addition to one spare fixture of the 11W Technilum Nano fixtures for lightings in Phase 2. The spare fixture will be received by the COB electrical inspector on site.
9. Contribution to the two City CIP intersection projects at the intersection of 108th Avenue NE/NE 6th Street proportional to the site frontage.
10. Coordination with the City's Design Team for the raised intersection project at NE 6th Street and 108th Ave NE is required to ensure final elevations and design details are compatible.
11. Sight distance: Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and intersections with public streets and must consider all fixed objects and mature landscape vegetation.
12. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
13. The reinstallation of the wayfinding signage on NE 6th Street.
14. New ADA curb ramps and receiving ramps at the northeast corner of 108th Ave NE and NE 6th Street, and mid-block crossing ramps at NE 6th Street.
15. Traffic signal modification at the northeast corner of 108th Ave NE/NE 6th Street. The modification shall include all associated traffic signal equipment for the modification of the signal system including vehicle heads, pedestrian heads, pedestrian push buttons, junction boxes, conduits and wiring.
16. 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.
17. The landscape planter shall have spray irrigation, root barrier, street trees and landscaping.
18. Removal of all existing driveways on 108th Ave NE and NE 6th Street at the ultimate condition.
19. NE 7th Street will provide access to the site. The intersection of NE 7th Street with 108th Ave NE must meet vehicle and pedestrian sight distance requirements per the Design Manual.
20. Install street lighting per Bellevue Standards; including new poles, arms, and fixtures as needed to meet Bellevue's minimum photometric values.
21. Install City fiber communication vaults, junction boxes, conduits and wiring per City's requirements.
22. All doors along NE 6th Street, and 108th Avenue NE shall be recessed. Doors are not allowed to swing open into the public sidewalk.

Additional infrastructure requirements include, but are not limited to:

a. The existing curb, gutter, and sidewalk along the property frontage shall

be completely removed and reconstructed with the new curb, gutter and sidewalk as listed above. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.

b. Any proposed landscaping, signage, and street furnishings shall be placed to avoid obstruction within the sight lines for vehicles and pedestrians. Show the required sight triangles and include any sight obstructions, including those off-site. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

c. Any awning or marquee over the public sidewalk shall be located at least 9-feet above the sidewalk grade and shall be removable and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.

d. No new building structure or garage shall be constructed over or under a street right-of-way. Any underground parking garage that extends under a public sidewalk easement shall be located a minimum of 10-vertical feet below the top of sidewalk and 20 vertical feet under the corner radii, unless otherwise approved. The 8-foot area of sidewalk adjacent to the project on 108th Avenue NE may be constructed with a clearance of 2 vertical feet. Any building construction located above the public sidewalk easement shall be located a minimum of 60 feet above the top of the sidewalk, except for a section of the west podium on 108th Ave NE, where the building overhang may be approximately 30 feet above the sidewalk. A memorandum of permit or limited depth easement will be required to be recorded to document the location of the structure.

e. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.

f. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing SW-140-1 or equivalent).

g. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details,

including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

h. ADA also requires provision of a safe travel path for visually impaired pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installation of colored or textured bands to guide pedestrians in the direction of travel is advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with City and WSDOT standard drawings. If such standards cannot be met, then deviation from standards must be justified on a Design Justification Form to be filed with the Transportation Department.

i. Root barrier and soil preparation, for landscape strips within the sidewalk along the public road, are described in Standard Drawing SW-130-1.

j. The design and appearance of the sidewalk and landscaping shall comply with the standards and drawings in the Transportation Department Design Manual. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features.

k. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements.

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

m. 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. To the extent feasible, no utility vaults may be located within the primary walking path in any sidewalk.

n. 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.

o. All existing and new franchise utility distribution systems, including power, telephone, and TV cable, fronting or serving the commercial development site shall be undergrounded. Transformers and utility vaults to serve the building shall be placed inside the building, below grade, or behind the sidewalk.

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

AUTHORITY: BCC 14.60; Transportation Department Design Manual; Americans with Disabilities Act
REVIEWER: Orooba Mohammed, Transportation Department

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

24. BONUS FAR PURCHASE/TRANSFER RECORDING
Prior to the issuance of any construction permits, the applicant shall have completed the purchase (transfer) of Bonus FAR from the City of Bellevue and this transfer of Bonus Floor Area shall be recorded with the King County Recorder's Office, or its successor agency. A copy of this recorded document shall be provided to Land Use and the Director.

AUTHORITY: LUC 20.25A.070.F
REVIEWER: Laurie Tyler, Land Use

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

AUTHORITY: Land Use Code 20.25A.160, 20.25A.170
REVIEWER: Laurie Tyler, Land Use

26. GARAGE EXHAUST

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

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145
REVIEWER: Laurie Tyler, Land Use

27. COMMERCIAL 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: Land Use Code 20.20.525 and Bellevue City Code 9.10.030.B
REVIEWER: Laurie Tyler, Land Use

28. COMPACT PARKING STALLS

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

AUTHORITY: Land Use Code 20.25A.080.F.2
REVIEWER: Laurie Tyler, Land Use

29. STREET LEVEL GLAZING

To ensure visibility from the sidewalk into the active use spaces on 108th Avenue NE and the Major Pedestrian Corridor (NE 6th 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: Land Use Code 20.30F.145, 20.25A.170
REVIEWER: Laurie Tyler, Land Use

30. MECHANICAL EQUIPMENT

a. Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND
b. No mechanical equipment (including power, telephone, traffic control, etc.) shall be located in above ground cabinets in sidewalk areas within pedestrian pathways and walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of Land Use/DSD. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk, AND

c. The equipment on the roof will receive a light-colored paint treatment to match the roof to further screen from above.

AUTHORITY: Land Use Code 20.20.650, 20.25A.130
REVIEWER: Laurie Tyler, Land Use

31. TRANSPORTATION IMPACT FEE
Payment of the traffic impact fee will be required at the time of building permit issuance. Removal of the existing buildings on the site will be eligible for impact fee credit on the first building permit issued. Impact fees are subject to change and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16
REVIEWER: Orooba Mohammed, Transportation Department

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

AUTHORITY: BCC 14.60.070
REVIEWER: Orooba Mohammed, Transportation Department

33. RIGHT-OF-WAY HOLD HARMLESS AND INDEMNITY AGREEMENT PRIOR TO SHORING PERMIT (BV)
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 has been submitted and recorded prior to shoring permit issuance.

AUTHORITY: BCC 14.30.160
REVIEWER: Orooba Mohammed, Transportation Department

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

AUTHORITY: BCC 14.60.060; 110; 120; 150; 180; 181; 190; 240; 241
REVIEWER: Orooba Mohammed, Transportation Department

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

35. TRANSPORTATION INFRASTRUCTURE REQUIREMENTS

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

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

36. PAVEMENT RESTORATION

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as required at the time of permit approval

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23
REVIEWER: Tim Stever, Right of Way

37. RIGHT-OF-WAY HOLD HARMLESS AND INDEMNITY AGREEMENT PRIOR TO TCO

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 easements has been submitted and recorded prior to the issuance of temporary certificate of occupancy. A right-of-way use permit maybe required for these elements.

AUTHORITY: BCC 14.30.160
REVIEWER: Orooba Mohammed, Transportation Department
Laurie Tyler, Land Use

38. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM

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

To comply with the performance target for vehicle mode split discussed in the Trip Generation section of this report, the applicant will be required to meet the basic requirements of the TMP and an additional provision. The applicant must show that the vehicle mode split of 45% when providing the required biennial report. If this target is exceeded, the applicant will be required to adjust or add TMP measures to achieve the target and will be required to provide annual reports until the target is met.

AUTHORITY: BCC 14.60.070
REVIEWER: Orooba Mohammed, Transportation Department

39. SUSTAINABILITY CERTIFICATION PERFORMANCE BOND

The applicant has chosen to provide Tier 2 sustainability certification of the project, which provides 0.2 FAR amenity bonus points. Prior to Temporary Certificate of Occupancy, the applicant shall provide a performance bond equivalent to the value of the bonus achieved, using the current fee-in-lieu rate at the time of TCO. In the event that the project does achieve the planned sustainable rating within 18 months of project completion, the bonded fund shall be used for environmental improvements within Downtown, identified by the City.

AUTHORITY: Land Use Code 20.25A.070
REVIEWER: Laurie Tyler, Land Use

40. PUBLIC ART

Prior to temporary certificate of occupancy, the final design of the public art to be installed within the outdoor public plaza space(s) adjacent to the Major Pedestrian Corridor, shall be reviewed and approved by land use, prior to installation.

AUTHORITY: LUC 20.25A.070.D.4 – Outdoor Plaza; Pedestrian Corridor Design Guidelines
REVIEWER: Laurie Tyler, Land Use

41. FAR AMENITY BONUS AND PROJECT APPROVAL RECORDING

The applicant shall record a copy of the following project documents for this Design Review with the King County Recorder's Office:

- 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;
- Black and white floor plans that identify all bonus FAR square footage earned from the construction of the Major Pedestrian Corridor.
- A copy of the approved Conditions of Approval for the project.

AUTHORITY: LUC 20.25A.070.E
REVIEWER: Laurie Tyler, Land Use

42. THROUGH-BLOCK PEDESTRIAN CONNECTIONS

A proportionate share of the required through-block pedestrian connection is required, running east-west, on the north side of 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: Land Use Code 20.25A.160.D
REVIEWER: Laurie Tyler, Land Use

43. MAJOR PEDESTRIAN CORRIDOR ACCESS EASEMENT

Applicant shall record a legal agreement establishing 24-hour public access within the 30-foot section of the Major Pedestrian Corridor as part of this development. As part of the legal agreement, the property owner shall maintain the portion of the pedestrian corridor located on their property and keep in good repair.

AUTHORITY: LUC 20.25A.090.C.1.e and h
REVIEWER: Laurie Tyler, Land Use Division
Orooba Mohammed, Transportation

44. OUTDOOR PLAZA SPACE

The landscape plans shall include a final detailed design of the Outdoor Plaza Space(s) to receive FAR amenity bonus points. In addition, a public access easement shall be recorded to ensure the plaza is open to the public at all times.

AUTHORITY: Land Use Code 20.25A.070.D.4(2) & 20.25A.075.A.3
REVIEWER: Laurie Tyler, Land Use

45. LANDSCAPE INSTALLATION ASSURANCE DEVICE

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

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use

46. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

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

AUTHORITY: Land Use Code 20.40.490
REVIEWER: Laurie Tyler, Land Use

47. MAINTENANCE AGREEMENT WITH THE CITY OF BELLEVUE

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

AUTHORITY: Land Use Code 20.20.520.K and 20.40.490
REVIEWER: Laurie Tyler, Land Use

48. PROJECT SIGN DESIGN PACKAGE

There are no implied approvals of proposed signage within this Master Development Plan and Design Review approval. 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.

AUTHORITY: Bellevue City Code 22B.10
REVIEWER: Laurie Tyler, Land Use

COMPREHENSIVE PLAN POLICIES
Comprehensive Plan - Volumes 1 and 2

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

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

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

Comprehensive Plan Policies	Written Narrative Regarding How Each Applicable Policy Has Been Met
Urban Design & the Arts (UD) Policies	
UD-1: Enhance the appearance, image and design character to make Bellevue an inspiring place to be.	The proposed project meets this guideline by creating a new 446' tall office tower with a stepped roof profile that will enhance Bellevue's skyline. At the street level, the building will create an active retail and restaurant experience off the Pedestrian Corridor directly across from the existing Bellevue Transit Center along with a small triangular shaped outdoor open space at the corner of 108th Ave NE and NE 6th St that is available for use by the general public. The project will include world-class design that will enliven the surrounding pedestrian environment.
UD-2: Preserve and enhance trees as a component of the skyline to retain the image of a "City in a Park."	The project landscaping in the outdoor plaza evokes a northwest landscape that improves on the existing condition by adding myriad native trees and extensive plantings. Existing street trees will be removed and replaced as part of project construction. In addition, landscaping will be provided around the site in the outdoor plaza in the center of the block furthering the image of a "City in a Park."
UD-3: Foster and value the preservation of open space as a dominant element of the City's character.	The project provides additional public open space via construction of the segment of the Pedestrian Corridor located on the site between 108th Ave NE, a small public open space at the corner of 108th Ave and NE 6th St, and the western portion of the outdoor plaza in the middle of the block that also serves as the north-south midblock connector.

UD-4: Create a safe, engaging and attractive pedestrian environment throughout the City using appropriate urban design features.	The project is designed to integrate with the Pedestrian Corridor where there is a small outdoor open space at the intersection as well as retail spill out areas along the north side. There is also an outdoor plaza located in the middle of the block that is shared between Phases 1 and 2. Within the outdoor plaza, there is a new north-south connection to the adjacent proposed "Cloudvue" project to the north which also connects to the east/west pedestrian connector that links 108th Ave NE to 110th Ave NE. These street level features have been designed with pedestrian safety and security in mind. Also see the response to UD-12, below.
UD-10: Encourage rooflines that create interesting and distinctive forms against the sky within Downtown and other mixed use areas.	The roof line of the proposed tower creates a new distinctive building in the Bellevue skyline. The building top incorporates a stepped profile, with the north volume higher than the south volume, and a chamfered southeast corner to create a tapered form and a transition in scale as the building meets the sky.
UD-11: Develop Downtown and other mixed-use areas to be functional, attractive and harmonious with adjacent neighborhoods by considering through-traffic, view, building scale, and land use impacts.	The Phase 2 building is designed to integrate with the existing neighborhood by enhancing the street level experience through provision of active retail use along the Pedestrian Corridor and an outdoor plaza in the middle of the site that is accessible to the public. New pedestrian midblock connections running north-south and east-west are also provided. Access to the below-grade garage and a private shuttle drop-off area is located along NE 7th St, a shared access drive at the north side of the site and minimizes vehicle and pedestrian interaction.
UD-12: Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.	See response to UD-11. An active pedestrian zone is created along the Pedestrian Corridor at the south side of the site and at a new triangular building setback at the corner of 108th Ave NE and NE 6th St. Accessible routes via a meandering path in the outdoor plaza, along with publicly accessible seating areas and retail-controlled private seating areas will allow users to enjoy the public amenity spaces. The meandering path also serves as a north-south a midblock connection to the proposed Cloudvue project to the north. Pet relief areas will be provided at a number of locations along the serpentine path in the outdoor plaza and also in several locations in the five-foot continuous planting strip along 108th Ave NE. With frontage along the Bellevue Transit Center and the Pedestrian Corridor and across the street from the Link light rail station, the project invites pedestrians of all ages and abilities to experience and traverse the plazas, walkways and landscaped spaces.

UD-17: Support and encourage a variety of artwork in public places, such as parks, public buildings, and plazas.	This project aims to provide multiple locations for artistic features to actively engage the public. As shared with the Grand Connection Task Force, an embedded wayfinding element in the form of a specialty inlay element is inserted within the paver band along the Pedestrian Corridor. Street names are embedded into the sidewalk at the intersection of 108th Ave NE and NE 6th St. Signage is also introduced at the midblock identifier at the south end of the outdoor plaza to tell the story of the native plant materials that comprise the Pacific NW Garden as part of a self-guided tour.
UD-21: Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.	This project creates new pedestrian connections that help to diversify and enrich the pedestrian experience through Bellevue's large commercial blocks. A new north-south ADA accessible pedestrian connection is provided via the meandering path in the outdoor plaza, which is enhanced with landscape features and seating. It extends from the pedestrian corridor to the lid over the shared access drive, and will tie to the future north-south midblock connector on the Cloudvue site to the north. A new east-west ADA accessible pedestrian connection is provided along the north side of the site. From 108th Ave NE to 110th Ave NE, the six-foot wide pedestrian connection is open to the air but covered from above to provide weather protection as it passes below the Phase 2 tower. The path leads to the landscaped open space with seating at the lid over the shared access drive which is open to the sky and continues east under the Phase 1 office tower to 110th Ave NE.
UD-23: Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.	The Class A office project will maintain high standards of architectural quality in terms of the scale of the building massing, design quality, material selection, and overall appearance and visual interest within the downtown core. The office tower will consist of glass with operable windows and punctuated with metal panels on all four facades that are shaped to provide a degree of solar protection. The NW and SW corners of the tower are also chamfered to permit more afternoon daylight hours into the outdoor plaza and to reduce solar heat gain within the building. Site materials consist of poured in place concrete for the walkways and wood for the benches and seating areas, with a high priority placed on sustainability and durability. This will ensure that the project uses resources wisely and continues to maintain an attractive and high-quality appearance into the future.

UD-24: Encourage the creation of iconic visual reference points in the community through innovative site and building designs.	The project design has embraced the opportunity to become a new iconic addition to the city skyline and to complement the 600-foot-tall tower in Phase 1. The shape of the Phase 2 office tower is expressed as a square with chamfered corners, one at the NW and one at the SW corner, that provide a dynamic and more slender vertical profile. The building incorporates operable windows, and horizontal sunshades on the west, south and east facades, to provide more natural ventilation and solar shading. The building top incorporates a stepped profile, with the north volume higher than the south volume to create a tapered form and a transition in scale as the building meets the sky. The site design at street level, including the activation of the north edge of the Pedestrian Corridor, a new east-west pedestrian connection and the extension to the west side of the outdoor plaza aspires to become a memorable, active pedestrian zone, reinforcing its location as part of the Grand Connection.
UD-25: Ensure that site and building design relates and connects from site to site.	The project design seeks to create intentional transitions between adjacent properties and the new project site. The outdoor plaza, located in the middle of the block along NE 6th St, faces directly the Bellevue Transit Center and the large open space between the City Center Plaza and the City Center Bellevue Plaza building to the south. A new triangular building setback at the intersection of 108th Ave NE and NE 6th St provides a small public gathering space and permits greater visibility for pedestrians walking around the corner. Crosswalks connect the outdoor plaza to the Bellevue Transit Center with continued crosswalk connection to the open space to the south beyond.
	A new east-west ADA accessible pedestrian connection is provided along the north side of the site. From 108th Ave NE, the six-foot pedestrian connection is open to the air but covered from above to provide weather protection as it passes below the Phase 2 tower. The path leads to the landscaped open space at the lid over the shared access drive at north end of the outdoor plaza which is open to the sky and continues east under the Phase 1 office tower to 110th Ave NE.

UD-26: Encourage visual, auditory and tactile design elements in the built and natural environment.	At the west, south and east office tower facades, visual elements include the introduction of operable windows and sunscreens to break up the scale of the façade and add visual interest. Metal panels within the facades protrude to provide visual relief and serve as sun shading devices as they extend up the full height of the office tower. Note that the panels also widen as they move up to tower to even out the amount of daylight into the office floors while creating an interesting visual pattern on the exterior. The NW and SE corners of the tower are chamfered and sloped, to permit more daylight into the outdoor plaza in the afternoon and to reduce the amount of solar gain into the building on its western façade. Expressed as “cuts” into the square tower, the two chamfered corners are clad in a simple curtainwall and provide a dynamic, twisting appearance to the tower as it ascends from the podium to the top of the building. In the outdoor plaza, several design elements are used to enhance the tactile environment. For example, the meandering path is made of precast concrete planks with a texture that provides both visual interest and also slip resistance, especially in the rain. The wood benches, mounted on the concrete stem walls, also provide a warm look and the comfort of wood as a sitting surface. Incorporation of precast concrete with a texture to provide visual interest, especially when seen in contrast with the adjacent smooth glass curtainwall that is on the west side of the outdoor plaza.

UD-27: Integrate high quality and inviting public and semi-public open spaces into major development.	The project includes a number of open spaces at different scales to enhance the street level pedestrian experience. At the intersection of 108th Ave NE and NE 6th St, a new triangular shaped open space is introduced with overhead weather protection to serve as a space to linger or to be protected from the rain as one waits to cross the street. The proposed project also introduces a large sunlit outdoor plaza in the center of the site between Phase 1 and Phase 2 that is both a focus for the entire project and a major public benefit. The outdoor plaza is designed as a lush landscaped garden, with a variety of trees and plant materials that recall native species and foliage. Located to the north of the pedestrian corridor, the outdoor plaza welcomes the public to enter, sit and linger. A meandering path, lined with wood benches for seating also provides the opportunity for a contemplative walk while serving as a north-south midblock connector to the Cloudvue project to the north of the site. Retail spill out areas are introduced along the north side of the pedestrian corridor off the retail uses along NE 6th St. These spill out areas offer a place to sit and converse while providing activation and visual interest to this portion of the pedestrian corridor.
UD-28: Encourage private and public developers to integrate art into the design of the public areas of their projects.	Multiple locations for public art opportunities have been identified, including along in the outdoor plaza between Phases 1 and 2 and along the Pedestrian Corridor. These include inserting a specialty inlay element within the paver band along the Pedestrian Corridor and embedding street names into the sidewalk at the intersection of 108th Ave NE and NE 6th St. Signage is also introduced at the midblock identifier at the south end of the outdoor plaza to tell the story of the native plant materials that comprise the Pacific NW Garden as part of a self-guided tour.
UD-29: Integrate rooftop mechanical equipment screening with building architecture.	At the top of the office tower, at the upper roof level, a horizontal mechanical screen with potential for solar energy harvesting will be provided to screen mechanical equipment.
UD-30: Encourage the use of solar panels and energy efficient technologies in private and public development.	The project will achieve a LEED Gold rating or better and is incorporating a number of sustainability features including the following: • High performance glazing at the office tower to include double low-E coatings to reduce heat gain and loss throughout the year • Maximization of outside air and ventilation with operable windows

	• Efficient light fixtures on occupancy and daylight sensors and nighttime sweep controls • Low flow plumbing fixtures that could result in a 30% reduction in water consumption • Provision of alternative commuting opportunities including bicycle storage areas that are sized to exceed code minimums and include shower facilities • Reflective roof surface treatment to reduce the "heat island" effect • Drought resistant and tolerant plants to minimize irrigation requirements • Low VOC emitting materials for finishes and sealants • Recycled content and use of steel for the primary garage to reduce the carbon footprint
UD-31: Utilize green roofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development.	Green roofs are proposed at roof levels 4 and 5 at the stepped podium. The green roof design will provide landscaping for people in adjacent buildings to see instead of traditional non-planted flat roofs.
UD-32: Provide design treatments for blank walls that are visible from the public right of way.	The proposed project will have minimal areas of blank walls visible from the public right of way. There are very limited areas of blank wall at the egress doors along 108th Ave NE, along the north edge of the Pedestrian Corridor, and along the south wall at the shared access roadway on NE 7th St. These blank wall areas will be clad in prefinished metal panel or a precast concrete panel with a stain finish.
UD-33: Encourage public and private development to incorporate access to sunlight.	This project seeks to preserve solar access to the public spaces along the Pedestrian Corridor and the outdoor plaza located between Phases 1 and 2 at street level. The primary method to increase solar access is to locate the Phase 1 tower towards the north and east portions of the site along 110th Ave NE and the Phase 2 office tower along the western part of the site along 108th Ave NE. This massing strategy, as verified by extensive solar studies, provides solar access to much of the site during key times of day, preserving sunlight that would be blocked by the development of a taller structure located along the Pedestrian Corridor on the southern side of the site. In addition to the tower massing strategies on the overall site. the Phase 2 tower also introduces a chamfer at the SE corner from levels 4 to 20 to allow more afternoon sunlight penetration into the outdoor plaza.

UD-34: Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.	The project is meeting the required weather protection requirements along 108th Ave NE and the Pedestrian Corridor. Along the north side of the building, the building overhang at the east-west pedestrian connection, extending from 108th Ave NE to the north end of the outdoor plaza also provides overhead weather protection. By utilizing transparent or translucent canopy materials where appropriate, both weather protection and access to sunlight are provided.
UD-35 Include clearly visible and accessible walkways from street, sidewalks and parking areas to building entrances and within and between developments as part of site design.	The Phase 2 office building lobby is accessed from the Pedestrian Corridor to further activate this portion of the Grand Connection. It is also across the street from the Bellevue Transit Center to allow a direct connection to public transportation. By pulling the main lobby entrance away diagonally from the Pedestrian Corridor, a small open space is created along the new "buttonhook pathway" at the south end of the outdoor plaza connecting the Phase 2 lobby entry to the Phase 1 lobby entry. A separate building entry to Phase 2 is also located further up the N_S pedestrian connection along the west side of the outdoor plaza to allow easy access from 108th Ave NE via the E_W pedestrian connector. Parking areas are located below-grade with accessible elevators that easily bring drivers to plaza level or into the proposed tower.
UD-36: Reduce the visual impact of parking lots, parking structures and service docks to public areas using architectural design, site design, landscaping, screening and appropriate lighting.	The proposed parking is in a below-grade garage. The service dock is also located below grade, and is arranged with limited visibility from the street. Both the parking garage and the service dock are accessed via NE 7th St, a shared access roadway on private property that is connected between 108th Ave NE and 110th Ave NE.
UD-38: Minimize paved surfaces within open spaces and use permeable surfaces where appropriate.	The site design utilizes paved surfaces for accessibility along active use spill out areas along the pedestrian corridor, the E_W pedestrian connection and along the serpentine path at the N_S pedestrian connection. These paved surfaces are balanced with extensive permeable planted areas throughout the site to create inviting outdoor spaces.

UD-39: Minimize excessive glare from reflective building material and outdoor lighting into residential areas using appropriate site design and technology.	The project is targeting to earn LEED credit SS8 Light Pollution Reduction, which will help ensure that outdoor lighting is not disruptive to neighboring sites. Exterior glazing materials will help to minimize glare from reflective building materials to adjacent structures.
UD-40: Employ design guidelines that guide the form and placement of large buildings to reduce wind impacts on public spaces.	The Phase 2 office tower has been located on the south side of the site and offset to not be in alignment with the Phase 1 office tower to reduce wind impacts at the outdoor plaza. The fan shaped podium also mitigates wind impacts with its stepped form on the serpentine path as well in the outdoor plaza.
UD-41: Design context appropriate stormwater management facilities that reflect the unique character and design elements of the neighborhood in which the site is situated.	Stormwater falling on the site will be collected through a series of drains and mitigated to reduce flowrates leaving the site to pre-development flows. Prior to leaving the site, stormwater from pollution generating surfaces will be treated using location appropriate water quality facilities. Low impact development practices will be implemented throughout the site.
UD-42: Use low impact development principles early in the site design and development process.	Low impact development practices will be implemented and are designed to reduce runoff from development using infiltration, evapo-transpiration, and/or stormwater reuse. Low impact elements include stormwater planters which treat, reduce, and cool storm water prior to discharge to the municipal system. Stormwater planters are comprised of multiple layers of material, including vegetation, to remove contaminates from stormwater. Preliminary calculations indicate water quality treatment will be required within the public right-of-way.
DOWNTOWN, COMMERCIAL and MIXED-USE DEVELOPMENTS	
UD-44: **Incorporate the character of the surrounding community into the architecture, landscaping and site design of commercial and mixed use centers.**	The project site is greatly influenced by the context and history of downtown Bellevue. The proposed Phase 2 office tower was sited in relationship to the Phase 1 office tower as well as the proposed Cloudvue towers to the north to provide sufficient distance for privacy, daylighting, and views. The location of the Phase 2 office tower is offset to the south of the Phase 1 tower so that the two buildings can look past each other. The character of the design of the two office towers are designed to be complementary but not as “twins” in terms of massing or façade treatment. The landscaping, and at-grade experience including the retail uses is designed to enhance the experience of the mixed-use commercial core by adding pedestrian activity, adding lush, natural green space.

UD-45: Ensure that perimeter areas of more intense developments use site and building designs that are compatible with and connect to surrounding development where appropriate.	The site is centrally located in downtown Bellevue, not in a perimeter area close to high-intensity development patterns in the immediate vicinity. The Phase 2 office tower is offset to the south from the Phase 1 tower so the two buildings do not look directly into each other, helping create a compatible and cohesive connection to the overall development. The Phase 2 tower is also located at the southwest corner of the site to permit the maximum separation from the proposed "Cloudvue" tower across the property line. This ensures that there is space between the two buildings for light, air and views. The podium of the Phase 2 building acts as a transition building to scale down the 31-story office tower to the E_W pedestrian connection along the shared access roadway. The site design at grade similarly connects to adjacent properties in a seamless way - integrating a new triangular building setback at the intersection of 108th Ave NE and NE 6th St to the street level experience along the pedestrian corridor with connections to the Bellevue Transit Center and the new Link light rail station.
UD-46: Encourage site and building designs that support and connect with existing or planned transit facilities.	The project is located immediately to the north of the existing Bellevue Transit Center, and diagonally across from the future Link light rail station. The site design, including the triangular building setback at the intersection of 108th Ave NE and NE 6th St, seeks to provide easy and clear pedestrian access to these vital transit facilities, and create an active public realm that supports the increased use of public transit. The project also includes the outdoor plaza in the middle of the block between Phase 2 and Phase 1 that has a north-south connection that will allow pedestrians ease of access through the site from the transit center and light rail station.
UD-47: Mitigate potential impacts to surrounding neighborhoods using landscaping, greenspace and other urban design elements.	The project is providing ample greenspace and landscaping on the Pedestrian Corridor and in the outdoor plaza, along with bench seating, weather protection, and other public amenities to ensure that the development of this site will be a positive addition to the downtown core. The project is removing existing surface parking and an above-grade parking and structure, and placing all new parking below-grade, improving the visual impact of the property.

UD-48: Link increased intensity of development with increased pedestrian amenities, pedestrian- oriented building design, through-block connections, public spaces, activities, openness, sunlight and view preservation.	This project is a high-density development that seeks to mitigate the effects of increased intensity by respecting the human scale at the tower podium and Meeting Center. Pedestrian amenities such as an outdoor plaza, public seating areas, create active pedestrian zones for the public that are safe and inviting. The building massing, with its chamfered corners is also oriented to enhance sunlight in the outdoor plaza. The project includes active retail uses along the Pedestrian Corridor, and 108th Ave NE as well as a triangular open space at the intersection of 108th Ave NE and NE 6th St. The project includes a north-south pedestrian connection along the serpentine path through the outdoor plaza, and an east-west pedestrian connection another the shared access drive on the north side of the site.
UD-49: Incorporate architectural character, landscaping and signs into commercial and public centers to make them functionally cohesive.	The project site seeks to create a cohesive sense of place with a defined architectural character as well as natural landscaping in the open spaces and clear signage to help increase the usability and wayfinding. The site and building will share a cohesive aesthetic that will communicate a modern, accessible character with a sophisticated design.
UD-50: Require buildings be sited at or near the public sidewalk as long as the full sidewalk potential is not diminished, as appropriate.	The project is seeking a departure to set a portion of the building back from the build-to line along 108th Ave NE from NE 7th St. to the Pedestrian Corridor. This provides an engaging street level experience along its full extent by providing a clear connection to the new Link light rail station by stepping back the sidewalk from north to south and providing a continuous landscaping strip. The project is also seeking a departure to set the south façade a distance of approximately 9 feet from the north edge of the Pedestrian Corridor to permit a retail spill out area for tables and chairs directly connected to the adjacent active uses.

SIGNS AND WAYFINDING	
UD-51: Ensure sign design and placement is compatible with building architecture, neighboring commercial signs and with the visual character of the community.	Exterior signage will be integrated with the architectural design and detailing of the project with consideration to the signage material and lighting effects. There will be a primary building sign at the entry to the building off NE 6th St and from the west side of the outdoor plaza that will integrated into the curtain wall system in the façade. Retail signage will also be provided in the form of a signage band at the top of the retail storefront at the pedestrian corridor and 108th Ave NE. Blade signs will also be introduced to augment the retail signage at select locations. Signage will also be provided to direct bikes and cars to the garage and bike entry off the shared access drive.
VEGETATION and LANDSCAPING	
UD-55: Exemplify the Pacific Northwest character through the use of appropriate plants in new landscaping.	The project's location at a highpoint in the Sturtevant Creek watershed presents an opportunity to connect the heart of downtown Bellevue to one of the region's significant salmon supporting waterbodies—the Mercer Slough. The landscape is designed to maximize the potential for native habitat for insects and pollinators, as well as to slow and filter rainwater. Using the native plants that are most adapted to these roles will support the ecological health of the site and its down-stream impacts.

PUBLIC SPACE	
UD-58: Provide a system of public places of various sizes and types throughout the community with a variety of experiences and accommodations.	The project site aims to create a wide variety of experiences for pedestrians ranging from smaller fixed bench seating areas, table and chair seating to larger areas for flexible congregation. Within the outdoor plaza, publicly accessible seating areas and retail-controlled private seating zones provide more vibrant, extended-hours activity which also extends along the full extent of the Pedestrian Corridor. Various types of landscaping in the outdoor plaza and the Pedestrian Corridor will further create varied pedestrian zones with a range of experiential qualities.
UD-59: Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.	The project provides access to sunlight in the outdoor plaza by siting the plaza in the middle of the site between Phases 1 and 2 and adjacent to the Pedestrian Corridor. The site will be adequately lit to create a sense of safety and security during evening hours. Ample seating is provided adjacent to the main entry lobby off the Pedestrian Corridor. Overall, the Phase 2 office tower and podium is designed to provide unique experiences throughout the site and an overall sense of place with clear, direct connections to adjacent properties and uses.
UD-60: Incorporate weather protected areas into major public places.	The project is meeting the required canopy and weather protection dimensional requirements along 108th Ave NE, from the building entry to the shared access drive and along the NE 6th St, providing shade and weather protection over pedestrian paths, seating areas, and retail spill-out zones.
UD-64: Use appropriate street tree species and provide adequate rooting space to limit damage to sidewalk and street infrastructure.	Adequate rooting space below street trees have been allocated to limit damage to sidewalk and street infrastructure. The following are the tree species specified for the project: NE 6th St: London Plane 108th Ave NE: Sweetgum
SIDEWALKS, WALKWAYS, and TRAILS	

UD-65: Ensure that sidewalks, walkways, and trails are furnished, where needed and appropriate, with lighting, seating, landscaping, street trees, planter strips, trash receptacles, public art, bike racks, railings, handicap access, newspaper boxes, etc. without interfering with pedestrian circulation.	The proposed project has located items such as benches, lighting, planter areas, landscaping, etc. on the project site to adequately meet the needs of pedestrians and cyclists, while ensuring clear and safe pedestrian circulation. The site will be adequately lit to create a sense of safety and security during evening hours.
UD-72: Provide clear and identifiable walkways into and through Bellevue's large commercial blocks to improve pedestrian activity.	This project creates new pedestrian walkways into and through Bellevue's large commercial blocks. A new north-south pedestrian connection is provided via the meandering path in the outdoor plaza that extends from the Pedestrian Corridor, along the space between the building in Phases 1 and 2, which is enhanced with landscape features and seating and terminates at the lid over the shared access drive with and connects to the north-south midblock connection on the Cloudvue site to the north. A new east-west accessible pedestrian connection is provided along the north side of the site. From 110th Ave NE, the six-foot wide pedestrian connection is open to the air but covered from above to provide weather protection as it passes below the Phase 1 tower. The path leads to the landscaped open space at the lid over the shared access drive which is open to the sky and continues west under the Phase 2 office tower to 108th Ave NE.

STREET CORRIDORS	
VOLUME II – DOWNTOWN SUBAREA POLICIES (S-DT)	
Comprehensive Plan Policies	**Written Narrative Regarding How Each Applicable Policy Has Been Met**
DOWNTOWN (SD-T) POLICIES	

POLICY S-DT-1. **Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.**	This office and retail project seeks to contribute to a livable and vibrant downtown district by providing large public outdoor plaza filled with ample green space and amenities that can benefit both local residents (such as public seating and flexible outdoor spaces for congregation and enjoyment), visitors, and employees. Active uses at street level and easy, clear, and accessible connections through the site to adjacent properties will create a positive experience for shoppers and visitors. The additions of the retail spill-out areas along the Pedestrian Corridor and the triangular building setback at the corner of 108th Ave NE and NE 6th St will further enhance the pedestrian network through Downtown Bellevue. The project is proposing active retail uses along NE 6th St and 108th Ave NE, with the intent to provide a mixture of food/beverage and services for the benefit of residents, visitors, and employees.
POLICY S-DT-3. **Develop downtown as an aesthetically attractive area.**	This prominent project seeks to create a visually appealing and attractive addition to downtown Bellevue. With careful consideration of building massing and site design strategies, the project adds color, visual variation and interest, street-level activity, and greenspace to create an attractive downtown development.
POLICY S-DT-8 **Locate major office development in the downtown core in order to complement retail activities and facilitate public transportation.**	The proposed project is a large office development located in the downtown core – across the street from the Bellevue Transit Center and the new Link light rail station. The location of the project will complement existing and new retail activities, and by combination of location and pedestrian facilities will enhance public access to public transportation for building occupants.

POLICY S-DT-40: Enhance the appearance and function of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, bicycle parking, paving treatments, medians, or other softening and design treatments as appropriate.	A variety of elements are employed to soften and enhance the appearance of streets and sidewalks. Along 108th Ave NE, street trees in a continuous planting strip are provided to provide shading to the sidewalk and a safety buffer to the adjacent bike lane. Bike racks are located near the building entry. At the intersection of 108th Ave NE and NE 6th St, a triangular building setback is provided with tables and chairs and overhead canopy to provide shelter for pedestrians waiting to cross the street when heading to the Bellevue Transit Center and new Link light rail station. Retail uses with canopies and adjacent spill-out areas for tables and chairs also animate the north edge of the Pedestrian Corridor. In the middle of the block, an outdoor plaza with lush northwest landscaping and excellent solar exposure provides benches with recessed lighting for sitting and relaxation.
POLICY S-DT-42 **Reinforce the emerging identity of 108th Ave NE as the Eastside's business address.** **Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses.**	Along 108th Ave NE, the building face is brought close to the build-to line to hold to the street edge while providing a generous sidewalk with a continuous planting strip and a bike lane. Retail or service uses line the street with overhead weather protection to activate the pedestrian realm and allow for easy pedestrian movement into the heart of downtown Bellevue. By replacing surface parking with a 31-story modern office tower, the project offers the highest and best use for the property, reinforcing the policy of attracting business to 108th Ave NE and the rest of the downtown core. Bikes can also turn off the bike lane along 108th Ave NE via the shared access drive on the north side of the site to enter the bike parking and shower facility within the building. The project is not seeking public funds for development.
POLICY S-DT-45 **Continue to develop and implement the Grand Connection vision as a major unifying feature for Downtown Bellevue through public- and private-sector investments**	The portion of the NE 6th St Pedestrian Corridor adjacent to the project between 108th Ave NE and 110th Ave NE is designed to be an active, public space that helps unify Downtown Bellevue and reinforce the Grand Connection. The project is re-developing the Pedestrian Corridor along NE 6th St to support Grand Connection vision with public and accessible seating areas and retail-controlled private seating zones, overhead weather protection, improved site lighting, as well as access to a triangular building setback at the intersection of NE 6th St and 108th Ave NE.

POLICY S-DT-45.1 Implement design components and wayfinding along the Grand Connection to create an accessible and intuitive multimodal connection for users of all abilities	The ADA accessible route on the south side of the site is proposed to be the existing route located on the Pedestrian Connection. This connects to the ADA accessible north-south midblock pedestrian connector in the form of the serpentine walking path in the outdoor plaza. This north-south path provides pedestrian access from the existing Pedestrian Corridor to the proposed Cloudvue project north of the project. A new east-west pedestrian connection is also located at the north side of the site adjacent to the shared access roadway and extends from 108th Ave NE to 110th Ave NE. The project will provide signage and wayfinding to direct pedestrians to the ADA Accessible route for both the north-south and east-west midblock pedestrian connections through the site.
GATEWAYS AND WAYFINDING	
POLICY S-DT-81: Develop the NE 6th Street Pedestrian Corridor as a unifying feature for Downtown Bellevue by siting buildings and encouraging uses that activate the corridor, and incorporate design components that ensure accessibility.	The project seeks to activate the Pedestrian Corridor by providing a triangular building setback at the intersection of 108th Ave NE and NE 6th St, and providing retail storefronts, visual transparency, overhead weather protection, and exterior features such as landscaping and public seating and retail spill out zones to face the public right-of-way. The pedestrian-oriented south side of the project will seamlessly connect the Bellevue Transit Center and Pedestrian Connection to the project. The outdoor plaza will also activate the corridor, facilitating the interaction between the Pedestrian Corridor and the ground floor retail.
POLICY S-DT-144 Provide mid-block access connections within Downtown superblocks designed in context to accommodate vehicle access to parking areas, loading/delivery access, and/or to augment pedestrian circulation.	The project provides a vehicular midblock connection in the form of a shared access drive at NE 7th St on the north side of the site that is connected to 108th Ave NE and 110th Ave NE. The parking garage, bike parking, shuttle drop-off and the loading/service dock are all located one level below grade and are all accessed via the shared drive which is on private property. There is also a five-foot sidewalk following the profile of the shared access drive running down from street level at 108th Ave NE and 110th Ave NE to the garage and loading dock entries.
POLICY S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.	Due to the project's immediate proximity to the Transit Center and future Light Rail station, as well as anticipated mode splits for the buildings, the project is requesting a departure for reduced vehicular parking on site. The approximate 1,718 total stalls, which is shared between Phase 1 and Phase 2 will be available for office tenants and visitors.

POLICY S-DT-157.4: Integrate on-site loading space and/or create designated curbside loading space through development review.	The proposed project contains a loading and service dock area that is accessed off the shared access drive at the north end of the site rather than directly off a city right-of-way. This loading and service space is accessed via the shared private road from 108th Ave NE or 110th Ave NE.
POLICY S-DT-162: Provide for through-block pedestrian connections to create a well-connected and accessible pedestrian network.	The project provides an accessible east-west through-block connection from 108th Ave NE to 110th Ave NE along the north side of the property. The project also proposes an additional north-south pedestrian connection in the outdoor plaza that connects the existing Pedestrian Corridor at NE 6th St to the proposed Cloudvue project to the north of the site. The extensive connectivity through the proposed project and also to adjacent sites helps to create an active, usable, and accessible pedestrian network. The project is adjacent to the Pedestrian Corridor that will facilitate and encourage connection to the City's pedestrian network.
S-DT-164 Encourage the developers, owners and managers of Downtown buildings to provide secure end-of-ride facilities for bicycle commuters as well as short term bicycle parking for visitors.	The project is advancing the use of bike commuting as an alternative to single occupancy vehicles. Instead of providing only the 53 stalls for Phase 2, the project is providing bike storage for 475 bikes, along with a large bike changing facility including changing rooms and showers. This bike parking areas are located on level P1, and accessible from both 110th Ave NE and the existing bike lanes off 108th Ave NE via the shared access drive at NE 7th St at the north end of the site.

B600 Phase 2

Permit # 20 114000 DB, 20-101468-LP

Narrative on How East West Pedestrian Connector Meets the Guidelines

D. 4. Guidelines. A through-block pedestrian connection shall:

a. Form logical routes from its origin to its destination;

The pedestrian connection is designed to create a new walkway that is at least 6 feet wide along the north side of the B600 site. It runs parallel to the face of the building and provides a logical and direct connection between 108th Ave NE to 110th Ave NE.

b. Offer diversity in terms of activities and pedestrian amenities;
The pedestrian connection passes through the north end of the outdoor plaza with diverse native planting, multiple benches, and views toward the Grand Connection and the N_S midblock connection.

c. Incorporate design elements of the adjacent right-of-way, such as paving, lighting, landscaping, and signage to identify the through-block pedestrian connection as a public space;
The pedestrian connection runs parallel to NE 7th St, the shared access roadway at the north end of the project. For the Phase 1 portion, from 110th Ave NE to the north end of the outdoor plaza, the walkway will be at least 6 feet wide, mostly under cover, with scored concrete at the walking surface, a wood ceiling above where covered, a metal and glass guardrail on one side and vision glass with views into the building interior on the other. At the outdoor plaza, there is also a small seating area with benches under the overhang at the Phase 2 building. From there, the walkway has similar finishes as the Phase 1 portion and continues west with a width of 6 feet but widens progressively to 10' where it intersects with 108th Ave NE.

Along the Phase 2 portion of the pedestrian connection, vision glass affords generous views into the adjacent retail/museum space. The portion of the pedestrian connection under cover at the Phase 1 and Phase 2 building will also be well lit by up-lighting the ceiling via light fixtures mounted to columns alongside the walkway. In addition, the pedestrian connection widens as it approaches the north end of the outdoor plaza providing additional seating areas to add variety and richness to the pedestrian experience.

d. Accentuate and enhance access to the through-block pedestrian connections from the right-of-way by use of multiple points of entry that identify it as a public space;
There are several ways to access the east-west midblock connection, which runs parallel to the shared access roadway at the north side of the site. The first is an entry point at 110th Ave NE where the building façade is set back from the build-to line to create a

generous portal for the connector. The second is at 108th Ave NE, as natural east-west connection from the sidewalk. The third is via the serpentine path located in the outdoor plaza. Signage will be placed at each location to designate access points to the E_W pedestrian connection. With the completion of the project to the north, there will also be an access from the N_S midblock connection via a bridge to the Cloudvue project.

e. Identify the connection as a public space through clear and visible signage;
Signage will be provided at the entry points to the east-west pedestrian connector along 110th Ave NE and 108th Ave NE. Signage will also be provided at the north end of the outdoor plaza near the serpentine path to clearly direct pedestrians to the E_W pedestrian connection.

f. Provide lighting that is pedestrian-scaled, compatible with the landscape design, and improves safety;
The pedestrian connection will be well lit by fixtures mounted to the columns along one side of the walkway, with up-lighting of the ceiling zone for the portion under cover to ensure public safety. For the section at the north end of the outdoor plaza which is open to the sky, the path will be lit by bollards located on the side of the walkway.

g. Provide high-quality design and durable materials;
The pedestrian connection will feature scored and sealed concrete at the walking surface. For the portion of the walkway under cover, it will feature a metal guardrail on one side and a glazed curtainwall system on the other side with openings that offer select views into the inside of the building.

h. Provide landscaping to define and animate the space wherever possible;
Landscaping with public seating areas is provided at the location where the E_W pedestrian connection intersects with the N_S pedestrian connection at the north end of the outdoor plaza.

i. Incorporate trees and landscaping to provide enclosure and soften the experience of the built environment;
The E_W pedestrian connection from 108th Ave NE offers direct sight lines from the street into the central garden and public plaza at the heart of the project. Multiple scales of planting including taller trees and lower scale landscaping in planters are located where the E_W connector intersects with the garden path in the Outdoor Plaza. Planting also extends under the Phase 2 building overhang to soften the transition from street to garden and to welcome pedestrians.

j. The use of artistic elements and water features is encouraged to provide moments of interest for the user;
While no water features are provided along the E_W pedestrian connection, the lighting under Phase 1 and Phase 2 will emphasize the architectural features of both buildings, and

between the two buildings the plantings and landscaping will provide opportunities for pedestrian interest and respite.

k. Provide access that complies with the Americans with Disabilities Act. Additional access may be provided through the building, if necessary to meet this requirement;

The E_W pedestrian connection will be ADA accessible. The walkway rises up from both 108th Ave NE and 110th Ave NE to the north end of the outdoor plaza to follow the natural topography of the site.

l. Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;
The pedestrian connection will be open to the air. However, overhead weather protection will be provided by the building overhang above for the portion of the walkway from 108th Ave NE to the north end of the outdoor plaza. There is also a building overhang above the pedestrian connection from the outdoor plaza to 110th Ave NE.

m. Be developed as a walkway or a combination walkway and vehicular lane. If the combination walkway and vehicular lane does not have a separate raised walkway, the walkway surface shall be paved with unit paver blocks or other unique paving surface to indicate that it is a pedestrian area;
The pedestrian connection is developed as an ADA accessible walkway and is not adjacent to a vehicular lane. It rises up from 108th Ave NE to the north end of the outdoor plaza and continues to 108th Ave NE. This walkway is independent of the shared access roadway at NE 7th Street that is going down from 108th Ave NE and 110th Ave NE to the below grade loading dock and parking garage entries.

n. Incorporate decorative lighting and seating areas; and
Up lighting is provided for the portion of the pedestrian connection under the building overhang in Phase 1 and Phase 2 as noted above. Seating is provided in the portion of the EW connector that intersects with the Garden Path as well as under the building overhang on the Phase 2 side.

o. Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the through-block connection to ensure that the connection is used, feels safe, and is not isolated from view.

For the pedestrian connection at Phase 2, the public is able to see into the retail/museum space, where vision glass is integrated into the wood or steel backed curtain wall system to afford interesting views of the changing exhibits.

For the pedestrian connection at Phase 1, views into the daycare is afforded to the public along the north wall of the building beginning at the entry point at 110th Ave NE. Additional views into the interior is also afforded at the top of the ramped portion of the pedestrian connector just before the turn at the daycare playfields.

This “eyes on the street” feature, along with ample up-lighting will ensure that the entire pedestrian connection from 108th Ave NE to 110th Ave NE feels safe for the public and will not be hidden from view.

B600 Phase 2

Permit # 20114000 DB, 20-101468-LP

Project Narrative for Phase 2

Bellevue 600 - Phase 2 is the second phase of Bellevue 600, a new office and retail development located in downtown Bellevue, directly north of and adjacent to the Bellevue Transit Center and near the new Link light rail station opening in 2023. The site is bounded by 108th Ave NE on the west, 110th Ave NE on the east, NE 6th St on the south, and a new private access road, NE 7th St, on the north. The ten-story Bellevue Corporate Plaza, an office building built in 1979 is located on the Phase 2 portion of the site; a three-story above-grade parking structure was demolished in Phase 1.

The Bellevue 600 site is along the Grand Connection, a City of Bellevue project with a vision to connect the East Side Trail with a lid over I-405 to an activated pedestrian street running along NE 6th St. and continuing through the Downtown Park to Meydenbauer Bay Park. The Bellevue 600 project site is located in the Eastside Center District neighborhood and the Downtown-Office-1 land use district in Downtown Bellevue, along the Major Pedestrian Corridor.

The Bellevue 600 project is planned to be developed in two phases. Phase 1 will redevelop the eastern portion of the site with a 43-story office tower and a four-story meeting center over six below-grade parking levels. The Phase 1 Land Use Administrative Design Review was completed and accepted by City of Bellevue in January 2021.

Phase 2 will redevelop the western portion of the site and will include replacing the existing Bellevue Corporate Plaza with a new 31-story office tower. Additionally, Phase 2 will extend the Phase 1 below-grade garage structure creating a single continuous below-grade garage serving both buildings. Similar to Phase 1, the new Phase 2 building steps back from the Grand Connection along NE 6th St, and will provide retail and other active uses to enliven the streetscape along both 108th Ave NE and the Major Pedestrian Corridor.

Vehicular access to the Phases 1 and 2 projects will be provided via a new private access road (NE 7th St), constructed in Phase 1 on private property on the northern side of the site and south of the proposed Cloudvue project. This access road will slope down from both 108th Ave NE and 110th Ave NE to provide below-grade access to the loading dock that will be constructed in Phase 1 and expanded in Phase 2, and to the combined parking garage ingress and egress points.

A key objective for the Bellevue 600 project is to enliven the ground plane and to

activate the pedestrian realm. Phase 2 will continue this by providing street-facing retail with canopies along the western portion of NE 6th St(the Major Pedestrian Corridor) and 108th Ave NE. The retail and canopies in Phase 2 will be similar to the ones that Phase 1 is providing on the eastern portion of NE 6th St and 110th Ave NE.

An outdoor plaza, open to the public, will serve as the heart of the new development. Located in the middle of the site between the Phases 1 and 2 buildings, the plaza will be partly constructed in Phase 1 and then expanded and completed in Phase 2. Designed as a northwest garden with lush native landscaping and tall trees, the main focus is an accessible serpentine walkway that includes benches for sitting and quiet contemplation, as well as spaces for small group gatherings within the landscaped environment. The walkway is also designed to be a north-south pedestrian connector. It extends from the Major Pedestrian Corridor on the south to a terminus at a new bridge over the private access road (NE 7th St) that will tie to the north-south midblock pedestrian connector planned by the Cloudvue project to the north. The outdoor plaza also provides an open space for gathering and eating. A portion of the outdoor plaza also consists of spill out areas with tables and chairs a locations where it fronts on restaurant spaces in the surrounding buildings.

Phase 2 features a new 31-story office tower, three-story meeting center, office commons space in the podium, retail uses at the street level and a daycare facility on 108th Ave NE. The Phase 2 development site is approximately 57,822 square feet of the total site area of 155,906 square feet.

Along 108th Ave NE, the façade of the building is set back an additional eight feet in order to allow an easement that would support the City's ongoing 108th Ave NE transit corridor planning efforts. The new sidewalk will accommodate a northbound bike lane, separated from the sidewalk by 5-foot wide planting strips.

Along the north side of the Phase 2 project, a six-foot-wide E_W pedestrian connector begins at 108th Ave NE, traverses below the Phase 2 Meeting Center with views into the retail/museum space. It emerges at the north end of the outdoor plaza where it will connect to the E_W pedestrian connector completed in Phase 1 to extend east the full length of the property to 110th Ave NE.

To enhance street level pedestrian activation, the street level façade facing the Major Pedestrian Corridor in Phase 2 is lined with retail storefronts with canopies that cover the adjacent spill out areas filled with tables and chairs. This continues the approach started in Phase 1 to the east. These street level spaces, adjacent to retail uses, further animate the Major Pedestrian Corridor and are designed to follow the scale and rhythm of the double row of trees, a design feature of the existing section of the Grand Connection. At the intersection of 108th Ave NE and

NE 6th St, a triangular building setback is planned that will provide pedestrians better sight lines and overhead weather protection.

Phase 2 is designed to create a human-scaled active street front and outdoor plaza experience, continuing the design intent of Phase 1. The main Phase 2 lobby entry is located adjacent to a small outdoor space along the north edge of the pedestrian connector near the midblock outdoor plaza and the N_S pedestrian connector. An additional lobby entry is also located further north, along the western edge of the outdoor plaza where it intersects with the E_W pedestrian connector from 108th Ave NE.

At the outdoor plaza, the Phase 2 building podium contains the tenant commons area. Continuing the design precepts in Phase 1, the Phase 2 podium is expressed as a fan shape which steps up to partially follow the rise in grade, from two to three stories. This allows for a smooth transition in scale between the fan-shaped podium, the natural rise in topography, and the 31-story office tower at the south end of the site. The three-story meeting center, located along the north side of the site along the private access road (NE 7th St), also allows for a gradual transition in scale between the E_W pedestrian connector at the north end of the site and the 31-story office tower.

Rising above the three-story amenity podium is the 31-story Phase 2 office tower. A visually pleasing addition to the Bellevue skyline, it is designed to complement the Phase 1 tower. With a square floor plan, the tower is designed with chamfered faces in the northwest and southeast corners. The northwest chamfer, located from levels 14 to 31, reduces the amount of western light that will strike the building façade, thereby reducing solar gain and energy consumption. The southeast chamfer, which is from levels 3 to 20, is designed to maximize the amount of daylight into the outdoor plaza in the afternoons.

These chamfers create a slender tower profile with a dynamic building expression. The stepped profile accentuates a gracefully shaped roof form where the building meets the sky. A glass screen is also located at the roof level to create a wind break, with the appearance of a lacy scrim that provides visual transition between the face of the curtainwall and the building top.

While the Phase 2 office tower is designed to have slender proportions and visual interest, like in Phase 1, it has also been designed to follow sustainable principles. To enhance natural ventilation and provide more individual control, the project integrates operable single-hung windows on the tower floors which adds visual interest to the facade. On the south and west façades, horizontal sun shades provide solar shading and reduce heat gain while creating a horizontal shadow line that breaks up the scale of the façade. The façade also includes tall prism-shaped metal panels that protrude slightly from the plane of the curtain wall. The metal

panels add visual interest while also helping to shield the adjacent windows from direct sunlight. The metal panels also change in width, growing wider near to the top of the building, allowing a more equal amount of daylight to reach all floors of the building.

Some other sustainable features for the development include the following:

- The project for will be all-electric (no gas) to help reduce carbon emissions that contribute to climate change
- The garage structure is steel to reduce the amount of embodied carbon compared with reinforced concrete.
- The project will achieve enhanced water savings by using a planned greywater system.

A six-level parking garage completed in Phases 1 and 2 will provide approximately 1,739 total parking stalls for the project - 998 stalls during Phase 1 and 741 stalls during Phase 2. Like Phase 1, the garage is also accessed via NE 7th St.

B600 Phase 2 ADR

Permit # 20 114000 DB, 20-101468-LP

Response to Applicable Design Review Decision Criteria Per LU 20.30F.145

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

A. The proposal is consistent with the Comprehensive Plan; and

See updated "Comprehensive Plan Policies" response for how the proposed design is consistent with the Comprehensive Plan.

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

See Dimensional Table on sheet GI002-PH2 of the Phase 2 ADR submittal for information on how project meets the Land Use Code's development standards.

Note that the project is seeking four Administrative Departures for: (1) façade setback at street level behind build-to line, (2) building overhang beyond the build-to line, (2) reduction in active-use requirement, and (4) replacement of tree pits with continuous planting strip on 108thAve NE.

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

See updated "Downtown Design Guidelines" response for how the Phase 2 design is consistent with the Downtown Design Guidelines.

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

The project is in a prime location in downtown Bellevue across from the existing Bellevue Transit Center and forthcoming Link light rail station with a design that responds to the downtown neighborhood context.

The Phase 2 project will create a new 446-foot tall office tower with five-story podium and a stepped roof profile to enhance Bellevue's downtown skyline. Generous open space will also be available for use by the general public at street level consisting of: (i) an outdoor plaza with a serpentine path that forms a new north-south pedestrian connection to the proposed Cloudvue project to the north, (ii) an east-west pedestrian connection along the north side of the project extending from 108th Ave NE to the north end of the outdoor plaza, (iii) construction of the Pedestrian Corridor along the NE 6th St, and (iv) retail uses with spill out areas to activate the north side of the Pedestrian Corridor with a double row of trees.

As part of the massing composition for the project, the five-story podium is expressed as a series of stepped forms to help transition the volume of the building from a more human-scaled presence along the Pedestrian Corridor to the 442-foot-tall office tower located on the west side of the site.

The proposed project will maintain high standards of architectural quality in terms of the scale of the building massing, material selection and overall appearance within the downtown core. Building and site materials will be selected with a high priority placed on sustainability and durability to ensure the project uses resources wisely and maintains a high-quality appearance into the future.

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

The project is in the downtown core with street access served by 110th Ave NE, 108th Ave NE, NE 6th St (Pedestrian Corridor) and NE 7th St, a new shared access roadway constructed at the north side of the site. The site is served by the Bellevue Fire Department with access to the following utilities: water, storm, sewer, natural gas, electrical and telecommunications.

F. The proposal is consistent with any required Master Development Plan approved pursuant to Part 20.30V LUC or other applicable code section.

The project is part of, and consistent with, a new Master Development Plan that was approved by the City of Bellevue in Jan 2021.

Bellevue 600 Phase 2

Response to Design Guidelines for **Pedestrian Corridor**

Permit #20 114000 DB; 20-101468-LP

Pedestrian Corridor

Transit Central--108th Avenue NE to 110th Avenue NE

The project incorporates the primary elements for the "Transit Central" portion of the Pedestrian Corridor Guidelines and the Draft Grand Connection Guidelines previously coordinated with the City during Phase 1. The sidewalk is designed with a staggered double row of trees that balance the effect of the allée with more north-south porosity and increases the overall pedestrian travel width within the site constraints. Paving and furnishing strategies build on the City-coordinated design for Phase 1, uniting the entire Transit Central "room" as a key part of the Grand Connection.

At the midblock where the Pedestrian Corridor meets the south end of the Outdoor Plaza and N_S through-block connection, the Phase 2 design has been refined to create a loop in the garden path to engage with the main entry for Phase 2 as well as the N_S through-block connection. Planting with public seating in this area also frames the main Phase 2 entry.

The north edge of the Pedestrian Corridor combines public seating and a series of retail spill out areas with tables and chairs to activate the ground plane. At the corner of 108thth Ave NE and NE 6th St, the corner of the building is carved back at street level to create a triangular building setback to emphasize this important intersection and enhance visual connectivity for pedestrians walking around the corner.

1. Primary Paths of Movement
   The primary path is defined by the double row of trees that lead from the outdoor plaza at midblock to intersection at 108th Ave NE. Articulation of the building massing with modulation, canopies and large storefront windows provide a direct connection to the retail uses along the north side of the corridor. The rhythm of planting and paved areas where the Pedestrian Corridor intersects with the outdoor plaza offers additional diversity of experience for pedestrians.

2. Secondary Paths

   At the outdoor public plaza located at mid-block, an ADA-accessible serpentine path running north-south connects the Pedestrian Corridor to a small circulation loop with landscaping and public seating at the north end. The path continues through this garden area to the proposed "Cloudvue" project north of the site. It also connects the new E_W pedestrian connector that traverses between 108th Ave NE and 110th Ave NE above the shared access drive.

3. Mid-Block Intersections
   Two existing mid-block crossings connect across NE 6th Street from the site to the Bellevue Transit Center adjacent to the south. The western crosswalk leads directly into a small plaza connected to the Phase 2 building entry and retail space with public seating and from there leads to the N_S through-block pedestrian connector that meanders through the outdoor plaza.

4. Wayfinding
   Wayfinding at the Pedestrian Corridor will be designed to connect to the larger Grand Connection planning effort while enhancing the unique character of this urban highpoint with a focus on the sustainable native landscaping. Wayfinding will incorporate opportunities to orient pedestrians to the immediate surroundings and the broader urban context.

5. Corridor Walls
   Along the north side of the Pedestrian Corridor, active retail storefronts provide a high level of transparency with publicly accessible seating areas and retail-controlled private seating areas that are available.

6. Massing of Abutting Structure
   The southeast corner of the Phase 2 office tower, located along the south side of the site, is chamfered from level 3 to level 20 to increase the amount of sunlight penetration that will reach the outdoor plaza. The Phase 2 podium is also designed as a series of stepped terraces to better transition the scale from street level to the 31-story Phase 2 tower.

7. Elements of Continuity
   The project supports continuity with the larger corridor through the continuation of the double row of trees. Additional paving materials, furnishings, and lighting have been coordinated with the City during Phase 1 and are proposed to continue in the Phase 2 portion of the Pedestrian Corridor.

8. Elements of Diversity
   The project celebrates the unique identity of this topographic highpoint within the downtown core and its location near an important transit-oriented gateway. The design features a diversity of native planting throughout the outdoor plaza. This planting will provide seasonal interest year-round and a richness of colors and textures, as well as sun and shade. Seating opportunities both fixed and flexible line the meandering walkway in this Pacific Northwest garden with additional seating at the retail edge. The design balances between quiet pockets of seating connected to planting with larger paved areas for gathering and adjacent retail activation.

9. Open Spaces
   A new triangular open space is located at the corner of 108th Ave NE and NE 6th St, and open space along the Pedestrian Corridor where it interfaces with the outdoor plaza, to offer additional space for seating and connectivity. At the outdoor plaza, this area layers additional plantings to expand the presence of the garden while providing another scale of space.

10. Street Crossings
    The Pedestrian Corridor will be designed to facilitate a safe at-grade midblock crossing to the Bellevue Transit Center through use of paving and lighting. The project will also support the raised intersection planned by the City at 108th Ave NE that will prioritize the pedestrian experience and maximize continuity along the corridor.

11. Linear Sectors
    The design supports the primary components of the Transit Central guidelines with an asymmetrical street section consisting of a double row of trees and a wider sidewalk on the north compared to a single row of trees and narrower walk on the south of the transit center.

This supports a varied pedestrian experience adjacent to the transit center. The design maintains porosity along the southern edge to support a connected realm to the existing open space south of the Bellevue Transit Center.

12. Vegetation

Where the Pedestrian Corridor passes by the outdoor plaza, planting is extended to engage the trees and offer a stronger connection to the garden experience. This planting does not compromise the path of travel and does not limit the porosity between the transit plaza and pedestrian walkway. This connection to native planting is punctuated by a mid-block identifier which offers public seating and an opportunity for art and wayfinding connected to this garden experience. Tree species is coordinated with the City's selection of the London Plane tree in the Draft Guidelines to comport with the City's evolving plans for the Grand Connection that foster elements of continuity, while supporting a distinct project identity. No planting obstructs the pedestrian path of travel.

13. Environment

The project provides a diversity of welcoming pedestrian experiences along the length of the block. A combination of building canopy and tree canopy supports overall weather protection while allowing a mixture of sun and shade. Modulation of the building façade and the addition of planting near the outdoor plaza adds interest horizontally and vertically. Where the Pedestrian Corridor meets the outdoor plaza, native planting will offer seasonal interest with a different scale of seating opportunities and a mixture of sun and shade.

The Pedestrian Corridor will be also be designed to provide a safe and secure space for the use of the public along with a maintenance plan for continuing upkeep of the corridor.

14. Pedestrian Amenities

The project will include a variety of opportunities for pedestrian use along the Pedestrian Corridor, including public seating which will invite pedestrians to linger. Site plantings will complement the pedestrian use of the spaces, and lighting will create an inviting atmosphere. Pet relief areas will be incorporated into the streetscape design as well as within the property at strategic locations in order to maintain the quality of planting throughout the streetscape and outdoor plaza.

<u>Design Details</u>

General Note: The project will develop material, furnishing, and other pedestrian amenities in coordination with the City and the Grand Connection project.

a) Pole Top Lighting

The project includes pedestrian pole lighting in accordance with criteria described in the draft Grand Connection Guidelines.

b) Bollards and Bollard Lighting

The project currently does not include any bollards along the Pedestrian Corridor as none are required for limiting vehicle movement nor is additional bollard lighting required. A system of catenary lighting marks the primary north-south through block connection in the outdoor plaza and offers an additional feature to the midblock.

c) Paving
The project includes a paver and accent element system through the primary walkway of the pedestrian corridor in accordance with the draft Grand Connection Guidelines.

d) Banding and Bordering
The paving zone in the primary pedestrian walkway is framed by decorative concrete to provide an additional layer of articulation to the ground plane and help connect the Pedestrian Corridor to the adjacent public plaza.

e) Stairs and Ramps
While the topography for Phase 2 has less slope than Phase 1 along the Pedestrian corridor, retail spill out areas will extend from the building facade to allow for tables and chairs flush with the interior floor level. These spaces are accessible from the building interior as well as deliberate points along the Pedestrian Corridor and do not include any stairs or ramps.

f) Tree Grates
The project is not using tree grates, but is instead using bound gravel to surround street trees, per the proposed Grand Connection guidelines**.**

g) Walls and Ledges
The current Phase 2 design does not include any seat wall or ledges.

h) Benches
A variety of seating types are incorporated into the Grand Connection. Individual rotating seats and wooden benches with Grand Connection Gold accents will extend along the southern edge of the primary corridor in a fashion similar to that of Phase 1.

i) Fixed Planters
All planting along the Pedestrian Corridor is flush with the adjacent paving. There are no raised planters planned.

j) Moveable Planters
All planting along the Pedestrian Corridor is flush with the adjacent paving. There are no moveable planters planned.

k) Litter Receptacles
Litter receptacles are incorporated into the furnishing zone and allows for trash, recycling, and compost.

l) Drinking Fountains
The Phase 1 design included a drinking fountain at the midblock with integrated bottle fill and dog water. Phase 2 does not plan additional drinking fountains.

m) Street Name Signs
The design includes embedded street name signage at the intersection of 108th NE and NE 6th St.

n) Directories
No retail directories will be provided.

o) Entry Symbols
The main entry to the Phase 2 building is located along the Pedestrian Corridor. It is pulled back at an angle to highlight its importance and to visually connect the Phase 2 entry to the Phase 1 entry off the outdoor plaza.

p) Mid-Block Identifiers
The large outdoor plaza, with its central garden and primary N_S path loop connects directly onto the Grand Connection at the "midblock identifier", located between the two mid-block crosswalks that tie to the Bellevue Transit Center. The midblock identifier is an opportunity to break down the superblock scale of the entire project by articulating this special location within the larger street extent along the mid-point pedestrian corridor. The primary garden path has been updated to centrally meet this mid-block identifier and mark this intersection as a special place by extending the north-south through-block connection through the site. This is also an opportunity for signage or other materials that can help introduce the idea of this garden as a special public place in the region.

q) Inlaid Paving Marker
Within the precast concrete pavers, the project is integrating a wayfinding element. This element will likely be a dark stone paver that provides consistency with inlaid wayfinding markers on other blocks while also speaking to the narrative of "watershed" and pedestrian movement along the Grand Connection. The accent paver layout marks a meandering path with emphasis on moments of casual intersection.

DOWNTOWN DESIGN GUIDELINES

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 should enhance, not detract from, the area's overall character;*
b. *Locate the bulk of height and density in multi-building projects away from lower intensity Land Use Districts;*
c. *Minimize off-site impacts from new development, such as lights and noise, by directing them away from adjacent properties and less intense uses;*
d. *Incorporate architectural elements at a scale and location that ensures detailing is proportionate to the size of the building; and*
e. *Use forms, proportions, articulation, materials, colors and architectural motifs that are suggested by and complement adjacent buildings.*

Response:

a. The design of the project enhances the visual character of Downtown Bellevue by providing the second of two new iconic office towers to the skyline and architectural enhancements at the center of the downtown core and at a major intersection and along the Pedestrian Corridor.
b. The Project is located in the Downtown-Office 1 land use district, the highest intensity district in Downtown Bellevue. While the project includes tall commercial buildings, the design responds to the context in the downtown core. This phase mirrors Phase 1 with a similar transition of scale occurring to the north of the Phase 2 office tower where the massing is lowered adjacent to the proposed 'mist garden' at the neighboring development and creates overlooks at the central garden area.
c. Street and building lighting and other building improvements are located to minimize the off-site impacts. The project seeks to minimize light impacts on surrounding properties by appropriately shielding and angling lights away from adjacent properties.
d. Architectural elements including cornice elements and façade treatments that are incorporated into the office tower and Meeting Center will be scaled and detailed to be appropriate and proportional for their downtown location.
e. The 450' tall Phase 2 tower's massing is guided by a focus on sustainability, tapering at the northwest and southeast to reduce solar heat gain and increase solar availability at the central garden. Together with Phase 1, these two towers form a composition that complements and enhances the adjacent towers in Downtown Bellevue. The façade articulation and selection of materials will create visual interest while fitting into the existing urban context.

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

2. Guidelines

a. *Organize buildings and site features to preserve and maximize solar access into existing and new public open spaces wherever possible;*
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

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

Response:

a. This project seeks to maximize solar access especially to the Pedestrian Corridor and the central outdoor plaza at street level. The Phase 2 tower's massing is designed specifically to bring sunlight into the center of the site by tapering the bottom of the southeastern corner of the tower inward Phase 2 is composed with the taller Phase 1 office tower to create a generous public open space at the center of the site. By siting the Phase 2 tower to the south and the phase 1 tower to the north of the site the project maximizes views and interest. Through solar studies, this massing orientation was shown to provide excellent solar access to a high portion of the site during key times of day. A sense of openness is also created by keeping the podium in the middle of the block at a more human scale, and providing ample landscaped and open areas in the outdoor plaza for the public at grade level.

b. ***The Phase 2 tower is sited on the opposite of the site from Phase 1, maximizing view corridors and the size of public space allocated between the two phases. This building's podium heights are varied and step down to the center of the block and to the north. This variation creates interest and works in concert with Phase 1 to create a generous, human scale experience at the central garden and adjacent pedestrian areas.***

c. Use and accessibility will be promoted throughout the site, including activated, accessible retail along the pedestrian corridor, as well as the following features:

i. An accessible connection to the Phase 1 pedestrian pathway at the north of the site completing the route from 108th Ave NE to 110th Ave NE.

ii. ***Bench seating, lighting, and landscaping in the Outdoor plaza and along the Pedestrian Corridor to enhance the enjoyment of this quality space for the pedestrians to enjoy.***

iii. Anticipated dedication of an expanded easement on the west of the site to allow for future City development of enhanced public transit accessibility.

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

2. Guidelines

a. Create logical connections to transit options, walking and biking trails, pedestrian routes, and streets; and

b. Coordinate service and parking access to maximize efficiency and minimize negative impacts on adjacent land uses and the public realm.

Response:

a. The project is in a prime location in downtown Bellevue right across the street from the existing Bellevue Transit Center and the future Link light rail station, which is currently under construction. The building entries, located along the Pedestrian Corridor on the south, 108th Ave NE on west and on the west side of the outdoor plaza at the midblock also provide direct access to and from these transportation nodes.

Pedestrians heading south along 108th Ave NE to the Bellevue Transit Center and Link light rail are provided with wide sidewalks, lined with a planting strip and a landscaped area with trees, benches and overhead cover and along the Pedestrian Corridor. The outdoor plaza with its serpentine walkway that is ADA accessible also serves as a north-south pedestrian connector to the Cloudvue project to the north. Cyclists using the bike lanes along 108th Ave NE can also conveniently access the building via the shared access drive where the building's bike entrance is located. Bicycle storage and locker and shower facilities are provided on-site, which will encourage bicycle ridership to the project.

b. Due to limited site access along 108th Ave NE, 110th Ave NE and NE 6th St, the loading/service entry, shuttle bus drop-off and parking entry are located in a shared access drive along the northern boundary of the site, minimizing the visual impact of these elements at the street and separating vehicles accessing the site from the pedestrian-oriented south side of the site.

Emphasize Gateways – LUC 20.25A.150.D

2. Guideline

Use architectural and landscape elements to emphasize gateways. Pedestrians, cyclists, transit passengers, and motorists should experience a sense of "entering" or moving into Downtown, as well as entry into unique neighborhoods in Downtown. Refer to the Gateways and Wayfinding section of the Downtown Subarea Plan in the City of Bellevue Comprehensive Plan for a map of gateways.

Response:

Located on a prime site along the Pedestrian Corridor and near the existing Bellevue Transit Center and new Link light rail station, the project seeks to create a welcoming experience for pedestrians, cyclists, and transit riders, with a clear sense of arrival to downtown. The outdoor plaza in the middle of the block is designed to tie into the Pedestrian Corridor and provide a north-south midblock connection that incorporates a meandering path with lush landscaping, flexible seating, and active use spill-out areas from adjacent retail uses.

Phase 2's main building entry is located at the intersection of the Pedestrian Corridor and the central garden, maximizing the retail opportunities and interest along 108th Ave NE and the Pedestrian Corridor. The transparent retail façade of Phase 2 wraps around the corner from the Pedestrian Corridor to 108th Ave NE creating a continuous engaging experience for pedestrians. The building is also held back on the corner and the ground level to enhance the pedestrian experience.

Maximize Sunlight on Surrounding Area – LUC 20.25A.150.E

2. Guidelines

a. Evaluate alternative placement and massing concepts for individual building sites at the scale of the block to ensure the greatest amount of sunlight and sky view in the surrounding area;
b. Maximize sunlight and sky view for people in adjacent developments and streetscape; and
c. Minimize the size of shadows and length of time that they are cast on pedestrians in the streetscape.

Response:

a. The project site is in the dense urban core of downtown Bellevue. Solar access at street level is limited by existing towers in the area.
Solar access studies were performed to test tower massing and placement, and the tall Phase 1 office tower was situated as far to the north as possible with the four-story Meeting Center on the south half of the site. Phase 2 is located on the opposite corner of the site from Phase 1 maximizing the space between the towers, its form is also tapered in response to the solar conditions of the site.

b. This siting and massing of the towers and Meeting Center preserves solar access in the Pedestrian Corridor and within the open spaces at ground level.

c. [ADD.]The massing of The Phase 2 tower is tapered inward on the lower portion of the south east corner to increase solar penetration into the central garden and maximize views to the southwest.

LUC 20.25A.160 - SITE ORGANIZATION

On-Site Circulation – LUC 20.25A.160.B

2. Guidelines

a. Site Circulation for Servicing and 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 and Guest Loading Zones, Porte Cocheres, and 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 and 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. The sole vehicular access to the site is by a shared access drive along the northern boundary of the site, which provides access to loading/service vehicles and parking for both phases in a single shared garage and loading area. The shared access drive connects 108th Ave NE to 110th Ave NE and drops down a level to provide for vehicular and bike access into the building, allowing for an east-west and north-south pedestrian connectors at grade above the drive. This minimizes conflicts between pedestrians who walk on the sidewalks and the cars and the bikes who use the shared access drive to enter the garage and bike storage areas below grade. Pedestrian circulation is separated from vehicular circulation, except for the east-west walkway that runs along the northern edge of the building which is partially separated from the access road in places by building columns.***
  - ***ii. Access to site servicing and parking is located via the shared access drive, located on the north side of the site.***
  - ***iii. Loading docks and the service entry are located below grade, accessed by ramps down from 108th Ave NE and 110th Ave NE to a service level below the elevation of the adjacent sidewalk; loading and vehicle parking access points are located and hidden from public view.***
  - ***iv. To minimize the area of the site used for servicing, both the garage access and loading dock access are provided from the shared access drive along the north of the site.***
  - ***v. The shared access roadway is designed to connect between 110th Ave NE and 108th Ave NE and to serve as a through lane between these two streets for use by vehicles accessing the site.***
  - ***vi. Above-ground mechanical and site servicing equipment will be located below grade or on the roof of the Podium and the office tower.***
- ***b. On-Site Passenger & Guest Loading Zones***
  - ***i. Delivery and loading functions will take place one level below grade on the north side of the site and accessed via the shared access drive, on private property.***
  - ***ii. There is a loading zone for cars and employer buses located on the shared access drive at the north side of the site, on private property.***
  - ***iii. There are no curb cuts proposed along of the property lines of the project along NE 6th St. The only curb cuts are along the shared access roadway on the north side of the site; one on 108th Ave NE, and one on 110th Ave NE.***
  - ***iv. Pedestrians walking along the sides of the project at 108th Ave NE and NE 6th St will encounter no curb cuts. The only curb cuts are along the shared access roadway on the north side of the site. Pedestrians walking along the north-south pedestrian connector in the outdoor plaza will also encounter no curb cuts. The site prioritizes pedestrian movements, leveraging for the benefit of pedestrians the site's proximity to the Bellevue Transit Center and the forthcoming Link light rail station.***
  - ***v. It is intended that the shared access drive on the north side of the site, has a one-way lane heading east and a one-way lane heading west.***
  - ***vi. No long-term parking is proposed in passenger loading areas.***
  - ***vii. Employee bus loading is planned below grade in an area along the shared access drive, on private property and not on city streets.***
  - ***viii. No hotel use is proposed for the site.***
- ***c. Pedestrian and Cycling Connections***
  - ***i. The project includes excellent connections and routes for cyclists and pedestrians. The Pedestrian Corridor prioritizes pedestrian connectivity, as does the north-south connection via the meandering path and outdoor plaza, as well as the new east-west connection above the shared access drive. These pedestrian connections all connect to and extend existing pedestrian routes from adjacent properties, including existing mid-block connections to the transit center to the south and a new east-west crosswalk from the Bravern block to the east. The existing bike route on 108th Ave NE will be rebuilt and***

provide access to the project for cyclists.

ii. ***The overall project will provide a new north-south through-block connection available to all and consistent with the Americans with Disabilities Act integrated into the design of the central outdoor plaza connecting the Pedestrian Corridor on the south side to the proposed Cloudvue project on the north side. The project will also provide a new ADA accessible east-west pedestrian connection along the north side of the project.***

iii. ***Landscaping, pedestrian-scale lighting, and other amenities will be provided to enhance the use of pedestrian and cyclist connections throughout the year. An exterior lighting plan is included in the ADR submittal.***

iv. ***The project includes both public and private bicycle parking. Public bicycle parking racks will be provided along NE 6th St along the Pedestrian Corridor. A private, interior bicycle parking area adjacent to lockers and showers will be provided for building tenants through a separate bicycle entry located off the shared access roadway which will be clearly signed and visible from the ground level. The bicycle parking entry is located off the shared access roadway which provides direct and visible access to both 110th Ave NE and 108th Ave NE, where the bike lanes are located.***

Building Entrances – LUC 20.25A.160.C

2. Guidelines

Ensure that the primary building entrances front onto major public streets, are well defined, clearly visible, and accessible from the adjacent public sidewalk.

Response:

The primary tower entrance for Phase 2 is at the intersection of the Pedestrian Corridor and the public open space, with additional building access on 108th Ave NE and from the north end of the public open space. The Phase 2 primary entrance pulls back from the Pedestrian Corridor to support clear wayfinding to the open plaza and a smooth entry sequence with retail spill out into the lobby area. The secondary entry mirrors the garden entry of Phase 1 supporting easy pedestrian routes between buildings.

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

4. Guidelines. A through-block pedestrian connection shall:

a. Form logical routes from its origin to its destination;
b. Offer diversity in terms of activities and pedestrian amenities;
c. Incorporate design elements of the adjacent right-of-way, such as paving, lighting, landscaping, and signage to identify the through-block pedestrian connection as a public space;
d. Accentuate and enhance access to the through-block pedestrian connection from the right-of-way by use of multiple points of entry that identify it as a public space;
e. Identify the connection as a public space through clear and visible signage;
f. Provide lighting that is pedestrian-scaled, compatible with the landscape design, and improves safety;
g. Provide high-quality design and durable materials;
h. Provide landscaping to define and animate the space wherever possible;
i. Incorporate trees and landscaping to provide enclosure and soften the experience of the built environment;
j. The use of artistic elements and water features is encouraged to provide moments of interest for the user;
k. Provide access that complies with the Americans with Disabilities Act. Additional access may be provided through the building, if necessary to meet this requirement;
l. Provide weather protection for pedestrians at key intersections, building entrances, or points of interest;
m. Be developed as a walkway or a combination walkway and vehicular lane. If the combination walkway and vehicular lane does not have a separate raised walkway, the walkway surface shall be paved with unit paver blocks or other unique paving surface to indicate that it is a pedestrian area;
n. Incorporate decorative lighting and seating areas; and
o. Be visible from surrounding spaces and uses. Provide windows, doorways, and other devices on the through-block connection to ensure that the connection is used, feels safe, and is not isolated from view.

Response:

a. *There are north-south and east-west pedestrian connection through the project site. The north-south pedestrian connection is located at midblock and integrated onto the design of the Phase 1 outdoor plaza, connecting the proposed Cloudvue project to the north with the Pedestrian Corridor to the south. The midblock crosswalk linking the open space south of the Bellevue Transit Center is aligned to this through-block to encourage connections across these public spaces as well as to the Bellevue Transit Center. The east – west pedestrian connection runs along the north edge of the site. It links 110th Ave NE to 108th Ave NE and also ties into the north-south pedestrian connector at its midpoint.*
b. *The north-south connector will be constructed with Phase 1 and provides public seating areas, rest areas, pause points, and active use spill-out zones. The Pedestrian Corridor and outdoor plaza help activate the through-block connection to the project site. The design of the central plaza is based on the concept of a native garden with a series of retailing and building entry opportunities. The through-block is designed to be the passage through this garden as a meandering path that connects the various retail anchors and mediates the grade change across the site as a unified experience. Envisioned as a destination for pedestrian activity, the path width is generous and varied with seating incorporated to offer places to pause as well as clear public passage. The east west connector provides a covered walkway experience from its entry point via an ADA accessible ramp up to the landscaped open space at the north end of the outdoor plaza. Here, it connects to the north-south connector that allows pedestrian access to the to the proposed Cloudvue project to the north of the site.*
c. *The north-south and east west connector will provide design elements such as wayfinding signage, paving, lighting, and landscaping to help identify the through-block connections on the site and signify that these areas are available for public use.*
d. *Along the north-south connector, an additional point of entry is provided at the east end of the Phase 2 building allowing access to the entry lobby. Along the east-west connector, just west of the lid over the shared access roadway, a connection is made to the north-south pedestrian connector, allowing pedestrians to head south to the outdoor plaza or north to the adjacent Cloudvue project.*
e. *Along the north-south pedestrian connector, signage will be located at the midblock identifier off the Grand Connection on NE 6th St and at the bridge to the Cloudvue project. Along the east-west connector, signage will be located at the entry points along both 110th Ave NE and at 108th Ave NE.*
f. *Along the north-south pedestrian connector, lighting is provided by LED fixtures mounted to the underside of the benches and bollards located along the meandering path. For the Phase 2 portion of the east-west connector, light fixtures mounted on columns will uplight the ceiling to provide warmth at the pedestrian scale for the portion with overhead cover. For the portion of the east-west connector at the landscaped open space, bollard lighting will be provided along the walkway.*
g. *For the north-south pedestrian connector, the attention to detail will be applied to design of the serpentine walkway and the wood benches. High quality materials such as precast and cast in place concrete will also provide long-term durability. For the east-west pedestrian connector, high touch areas such as the well-detailed stainless steel handrail along the side of the walkway and seating areas will provide a sense of design quality and material durability.*
h. *Along the serpentine north-south pedestrian connection, native northwest species will offer year-round interest, play an important role in improving the ecological impact of the site, and connect this project to the regional context. Along the east –west connector, views of the landscaping are provided on the lid over the shared access roadway, marking the link to the north-south pedestrian connection.*
i. *Both the north-south and east-west through-block connections utilize trees and landscaping to soften the experience of walking along the pedestrian path and being in close proximity to the built environment.*
j. *Signage at the entry point to the serpentine path at the Pedestrian Corridor will call out the special plants in the northwest garden themed Outdoor Plaza. The serpentine path will draw users' eyes to the native landscaping, and intentionally-placed benches will invite users to*

moments of respite.

k. Both the north south and east-west pedestrian connections are ADA accessible.

l. Along the east-west pedestrian connection, weather protection is by a building overhang for the portion extending from 108th Ave NE to the lid over the shared access roadway. Weather protection is provided at each building entry as well as along the Pedestrian Corridor and 108 Ave NE at retail spaces.

m. The north-south pedestrian connection will be dedicated entirely to pedestrians. The east-west pedestrian connector runs along the north side of the site from its entry point along 108th Ave NE to the space at the north end of the outdoor plaza and is separated from the shared access road below. The east-west connector runs parallel to a separate walkway that follows the profile of the shared access roadway down to the loading dock and garage entries at the P1 level.

n. The project will provide public seating and incorporate decorative lighting to create safe, accessible public zones along the north-south pedestrian connector. Along the Phase 2 east-west connector, light fixtures mounted on columns will uplight the soffit ceiling to provide warmth at the pedestrian scale and a seating area at the intersection of the east-west and north-south connectors.

o. Along the entire extent of the north-south pedestrian connection, the podiums of both buildings provide "eyes on the street" to ensure a sense of safety for pedestrians. The entry into the office towers along with retail spill out areas are also located along the north-south pedestrian connection in the outdoor plaza to provide extra measure of pedestrian activity and safety. The Phase 2 entry lobby, and indoor connection to 108th Ave NE will provide visual connection and interest to the north-south and east-west connections. Along the east-west connector, visual connection is made to the building and the Retail-Museum programs.

Open Space – LUC 20.25A.160.E

2. Guidelines.

a. Site and building design should capitalize on significant elements of the natural environment, planned parks, outdoor plazas, and open space. Designs should incorporate open space amenities for residents, employees, and visitors. Depending on the location, this may be accomplished through integration of the natural environment with new development or providing a smooth transition between the natural and built environments;

b. Orient gathering places and walkways toward parks and open spaces. Provide clear and convenient public access to open space amenities;

c. Include elements that engage the natural environment where the sight, sound, and feel of nature can be directly experienced;

d. Locate buildings to take maximum advantage of adjacent open spaces;

e. Create attractive views and focal points;

f. Use publicly accessible open space to provide through-block pedestrian connections where possible;

g. Include features and programming opportunities to encourage year-round use;

h. Define and animate the edges of publicly accessible open space with well-proportioned building bases, permeable façades, and Active Uses at grade;

i. Provide access that complies with the Americans with Disabilities Act, additional access may be provided through the building if necessary to meet this requirement;

j. Provide weather protection for pedestrians at key intersections, building entrances, and points of interest;

k. Use artistic elements and water features where possible;

l. Use design elements, such as surface materials, furnishings, landscaping and pedestrian-scale lighting that are high quality, functional, and environmentally sustainable;

m. Maximize safety and comfort by including access to sunlight, clear views to and from adjacent streets and buildings, compliance with the Americans with Disabilities Act, and protection from wind and inclement weather;

n. Design for events where feasible by providing electrical hookups and areas for staging;

o. Open space design should not incorporate loading, refuse handling, parking, and other building and site service uses at the ground level façade, though such activities may be conducted in an open space when reasonable alternatives are not feasible. When the above-referenced activities must be incorporated into

an Open Space Design, operational procedures shall require the above-referenced activities to occur after normal business hours; and

p. Employ decorative lighting.

Response:

a. Both phases of the project are oriented around a central outdoor plaza that will be filled with native NW plantings, creating a year-round pedestrian-oriented space and respite from the dense urban context. While no significant elements of the natural environment are existing adjacent to the project site, the design of the open space takes inspiration from the site's location at a high point in the city between the two primary watersheds for downtown Bellevue—Sturtevant Creek and Meydenbauer Creek. The project is also taking full advantage of its location along the Pedestrian Corridor and proximity to the new Link light rail station to create a strong sense of place with open space amenities for Bellevue residents, employees, and visitors. These amenities include native planting, public seating and pet relief areas.

b. The project includes a Pedestrian Corridor and an outdoor plaza, all adjacent to the Bellevue Transit Center and the new Link light rail station. Clear and convenient access from adjacent properties and from the public right of way are accommodated by the design. There is a major open space located to the south of the project beyond the Bellevue Transit Center anchored by a restaurant. The project is taking advantage of its location along the Pedestrian Corridor to connect to the two crosswalks at the Bellevue Transit Center which then extend into the large open space to the south. The project enhances the Pedestrian Corridor that serves as part of the City's Grand Connection.

c. Elements that engage the natural environment include accessible pathways and ramps, public seating for pause points, and native plant species to attract insects and native pollinators and birds.

d. Phase 2 Meeting Center is located on the northwest corner of the site creating visual relief and stepping the mass of the building down adjacent to the proposed neighboring 'mist garden'. This enhances view corridors through the site and downtown and works with the Phase 2 podium to step up gracefully enhancing the central garden and pedestrian experience.

e. Visual focal points will be provided in the outdoor plaza and along the Pedestrian Corridor to create attractive views and appealing spaces for pedestrian use. The design incorporates a meandering ADA accessible path that will feature seating elements, focal points, and views to the north. The Pedestrian Corridor is designed with seating elements that will have views down the Grand Connection to adjacent sites. Site topography and variation in planting character will support a layered experience through the site and help frame seating opportunities and territorial views.

f. The outdoor plaza in the middle of the project site accesses the Pedestrian Corridor to the south and introduce new N-S through-block connection to the proposed "Cloudvue" project to the north. The project also includes a new E-W accessible pedestrian route along the north side of the site that will link 108th Ave NE to a mid-block open space and 110th Ave NE.

g. The project provides space for publicly accessible seating areas and retail-controlled private seating areas with cover in the form of building overhangs and/or canopies, along with active use retail to encourage year-round use and activation.

h. The area along the Pedestrian Corridor is defined by retail uses that spill out onto seating areas with tables and chairs. These spaces abound with active uses at ground level that create visual interest and increase activity and permeability at the edge condition. The west side of the Outdoor Plaza is activated by the Phase 2 entry lobby and retail spaces.

i. Public access that complies with the ADA will be provided with 24-hour access through the serpentine path that is integrated into the design of the outdoor plaza along with walkways connecting the front door of the Phase 2 office tower to 108th Ave NE and Phase 1 office tower. Additional ADA access is provided through the Pedestrian Corridor, and the E-W mid-block connection along the north edge of the site.

j. Weather protection in the form of attached canopies will be provided at building entrances, along the retail uses at the Pedestrian Corridor and 108th Ave NE. Trees integrated into the landscape

design will provide additional weather protection.

k. The project will explore artistic elements such as public art and additional elements as a means of providing moments of interest for the public along the Pedestrian Corridor.

l. The project includes design elements such as furnishings and benches around the building, and lighting, that are high in quality, highly functional, designed to be durable, and environmentally sustainable.

m. Extensive solar studies indicate that the building placement has optimized solar access to the outdoor plaza and Pedestrian Corridor despite the dense urban location. The Phase 2 tower, located at the south west corner of the site, is tapered to maximize solar infiltration in to the outdoor plaza and is sited on the opposite corner of the site from Phase 1 maximizing the separation of the towers.

n. Electrical outlets to support the potential for events in the outdoor plaza will be provided.

o. Loading, refuse handling and parking is not located at the ground level. Instead, it is located one level below grade and accessed via the shared roadway on the north side of the site.

p. Decorative lighting is incorporated into the design of the outdoor areas in the form of linear fixtures mounted to the underside of the benches along the serpentine path, lighting at the soffit panels at the podiums and areas of weather protection.

LUC 20.25A.170 - STREETSCAPE AND PUBLIC REALM

Streetscapes – LUC 20.25A.170.A

1. Define the Pedestrian Environment

Guidelines.

i. The most important part of a building to a pedestrian is its ground floor, which a person experiences walking past or entering the building. This "pedestrian experience zone" shall provide a sense of enclosure, and a continuous and comfortable street edge for the pedestrian. Ground-floor building transparency should foster interaction between the public and private realms;

ii. Provide windows that are transparent at the street level;

iii. Create visual interest on walls by using a variety of forms, colors, and compatible cladding materials;

iv. Façades should provide a varied pedestrian experience by using bays, columns, pilasters, or other articulation at the street level;

v. Weather protection should help to define the upper edge of the pedestrian experience zone. A change in materials and scale will further define this zone;

vi. Signs and lighting at the ground level should complement the pedestrian scale; and

vii. Provide building edges that maintain strong visual and physical connections to the sidewalk.

Response:

i. The areas along the building faces at the project site will be scaled for pedestrians, with continuous walkways and sidewalks providing access between all parts of the project site at ground level. The retail edges on 108th Ave NE and NE 6th St will create a human-scaled, active-use zone, while providing transparency at the ground floor. The outdoor plaza located mid-block is designed to be an engaging public space, with public seating, decorative lighting and landscaping that create an active, continuous, and comfortable pedestrian zone that connects the Pedestrian Corridor to the proposed "Cloudvue" project to the north.

ii. Transparency at street level is provided in the tower podium along 108th Ave NE and along the Pedestrian Corridor as well as on the east-west connector and the public open space.

iii. The project employs a variety of modern materials, accent colors, and simple forms—with special attention paid to the overall integrated appearance—to create visual interest and aesthetic appeal in the pedestrian environment.

iv. The design of the street-level façade of the office tower and Meeting Center base provides a varied pedestrian experience. Changes in materiality, form, shade/shadow, transparency, and structural

features such as overhangs and stepped canopies with integrated lighting enhance visual interest and building articulation at the ground floor.

- ***v. Weather protection in the form of canopies and building overhangs are provided in the retail zone at the Pedestrian Corridor and along 108th Ave NE from the shared access roadway to the main building entry.***
- ***vi. Wayfinding signage and lighting mounted to underside of canopies and spilling out from retail areas are designed to complement the pedestrian scale.***
- ***vii. The project has building edges at ground level that maintain a strong connection to the sidewalk, outdoor plaza, and Pedestrian Corridor through large areas of transparency, façade modulation and thoughtful location of building and retail entrances.***

2. Protect Pedestrians from the Elements

Guidelines

- *i. Weather protection along the ground floor of buildings shall protect pedestrians from rain and provide shade in summer, but allow some daylight penetration;*
- *ii. The design of weather protection shall be an integral component of the building façade;*
- *iii. Weather protection shall be in proportion to the building and sidewalk, and not so large as to impact street trees, light fixtures, or other street furniture;*
- *iv. Weather protection shall assist in providing a sense of enclosure for the pedestrian;*
- *v. Use durable materials for weather protection;*
- *vi. Awning and marquee designs shall be coordinated with building design;*
- *vii. The minimum height for awnings or marquees is eight feet above finished grade, except as otherwise required in the International Building Code, as adopted and amended by the City of Bellevue;*
- *viii. The maximum height for awnings or marquees is 12 feet above finished grade;*
- *ix. Pavement below weather protection shall be constructed to provide for drainage;*
- *x. Weather protection shall have a horizontal rather than a sloping orientation along the building elevation; and*
- *xi. Weather protection shall follow the pattern of storefronts. Street and sidewalk pavement will be sloped to provide for drainage.*

Response:

- ***i. Weather protection in the form of canopies located between columns along the Pedestrian Corridor and also along 108h Ave NE will protect pedestrians from rain and will provide shading. Canopies are designed with translucent glass infills within a steel structural frame to allow for daylight penetration.***
- ***ii. Weather protection in the form of canopies are integrated into the design of the façade along 108th Ave NE with structural supports aligning with the main structural bay of the office tower façade to carry the proportions and rhythm of the façade to street level. Canopies are also located between building columns and carry across the length of the Pedestrian Corridor.***
- ***iii. Unless otherwise authorized by the City, canopies provided for weather protection will meet the sizing requirements of this code – 6 feet in depth with a maximum of 12 feet in height. They are designed as to avoid conflicts with street trees, light fixtures, or street furniture. Where the canopies need to be more than 12'-0" above grade for continuity the maximum height will be minimized and approved by the City.***
- ***iv. Along the Pedestrian Corridor, canopies with infill glazing are mounted to the main columns under the tower to create a horizontal plane that offers a greater sense of enclosure for the retail controlled private seating areas below.***
- ***v. Weather protection in the form of canopies will be constructed of steel and glass which are durable materials.***
- ***vi. Awning and marquee (also referenced as canopies above) are designed to follow the structural bay and proportions of the building façade along 110th Ave NE and the Pedestrian Corridor to yield an integrated overall appearance at the building base.***

vii. Minimum height of canopies in the design are proposed to be approximately 8-9 feet above finished grade.

viii. Maximum height of canopies are proposed to be approximately 12 feet above finished grade where possible to maintain continuity; canopies exceeding 12 feet will be approved by the City. A departure has been submitted noting the extents of the canopy that exceeds 12' above the sidewalk.

ix. Street and sidewalk pavement below the canopy will be sloped to provide for drainage.

x. Canopies and weather-protection structures along the Pedestrian Corridor and along 108th Ave NE will have a horizontal orientation.

xi. Weather protection is designed to be integrated with the design of the retail storefronts by following the same structural bay proportion and façade character.

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 area.

Response:

i. The primary identity of the central Outdoor Plaza is that of a Pacific Northwest garden. As a complement to numerous lawns and large plazas on surrounding blocks, this site will offer a distinct identity and unique opportunity for residents, workers, and visitors throughout the year. Paved zones adjacent to retail and building entrances will support gathering and flexible uses. Landscape and hardscape materials are designed to be durable, easy to maintain, and comfortable to create an inviting public space that speaks to the identity of this place. A variety of activity levels are planned for, ranging from smaller, more intimate seating areas, to more active retail spill-out zones. Seating areas are also located along the north edge of the Pedestrian Corridor. This variation will create an active experience at street level.

ii. Along the north side of the Pedestrian Corridor, a series of active retail spaces include retail-controlled private seating area adjacent to the active use storefront affords seating in the form of tables and chairs. Overall, the project seeks to ensure that there is ample space for a range of activities and that, overall, the spaces feel welcoming and comfortable day to day.

iii. The project focuses paved areas where they will be most successful, adjacent to retail and main building entries and along the Pedestrian Corridor. Framed by planting and trees, these zones adjacent to the building will break down the overall scale of the block and support flexible spill out and activation from the adjacent building and Pedestrian Corridor activities.

iv. The building base has been designed to both surround and be a backdrop for a variety of green spaces. At the intersection of 108th Ave NE and the Pedestrian Corridor, the building façade is pulled back at the ground floor to enhance the pedestrian experience. Along the west side of the outdoor plaza, facade is highly transparent allowing views to and from the active building entry. At the north

side of the outdoor plaza, the podium has occupiable roofs t h a t create overlooks and break down the scale of the edge of the outdoor space..

- ***v. At the primary outdoor plaza space, the planting design frames the Pedestrian Corridor and employs a layering of trees and planting through the space to support a greater sense of depth and to help transition to the more densely-landscaped mid-block garden area. A rhythm of denser canopy and open low plantings will structure the experience inviting pedestrians through the space and supporting moments of pause and collection.***
- ***vi. In the outdoor plaza, there is space between the meandering path and the west façade of Phase 1 just north of the Bellevue Transit Center that can accommodate a range of potential activities including a small farmers' market and other community events.***
- ***vii. The project provides both fixed and flexible public seating in areas along the Pedestrian Corridor and through the outdoor plaza. These seating areas are located near active uses at the ground level with high transparency to promote a sense of safety and security at all hours.***
- ***viii. The project includes an outdoor plaza to activate the ground floor of the project. Clear, direct, and accessible pedestrian walkways connect the outdoor plaza to the Pedestrian Corridor and to adjacent properties. Some of the publicly accessible seating opportunities will be covered or partially covered by canopies and building overhangs which feature integrated lighting to enhance the feeling of safety and security.***

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 courtyard*
- *v. Create a sense of separation from vehicular traffic; and*
- *vi. Provide comfortable and inviting places where people can stop to sit, rest and visit.*

Response:

- ***i. The project provides a range of public seating opportunities that allow for a range of activities and respite. Along the Pedestrian Corridor, benches and fixed seating elements are planned, in addition to retail controlled private seating areas . In the outdoor plaza, bench seating at multiple locations are provided along the ADA accessible meandering path.***
- ***ii. Along the Pedestrian Corridor, informal seating in the form of tables and chairs is arranged along the retail controlled private seating areas adjacent to the retail storefront façade at the Pedestrian Corridor retail areas and adjacent to the outdoor plaza. Also in the Outdoor plaza, curved bench seating at multiple locations are integrated along the edge of the ADA accessible meandering path.***
- ***iii. Tables and chair seating are arrayed in the retail-controlled private seating areas adjacent to the retail spaces adjacent to the Pedestrian Corridor and on the west side of the outdoor plaza. The existing sculpture named Windswept will be restored to its current location and continue to provide public seating at its plinth as well as seating similar to Phase 1 in the public area of the Pedestrian Corridor.***
- ***iv. The project creates places for pause and reflection within landscape and along major pedestrian routes such as the serpentine route in the outdoor plaza, providing a variety of experiences for pedestrians.***
- ***v. The pedestrian experience is separated from bus traffic along the Pedestrian Corridor via a single and/or double rows of trees. The pedestrian focused areas are located away from the parking ingress and egress access points and loading dock which is along the shared access roadway at the north side of the site. Street trees on 108th Ave NE separate the pedestrian experience from motor***

vehicle traffic and the bicycle right of way.

vi. Comfortable places to sit and rest, surrounding by landscape and/or pedestrian activity are being provided in the Pedestrian Corridor and outdoor plaza.

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:

i. This project will consider introducing art placed at strategic locations to organize open spaces and consider disposition of the existing art on the pedestrian corridor
ii. This project will consider using art to mark public features along key streets and public spaces. One example, as shared with the Grand Connection Task Force is to insert an embedded wayfinding element in the form of a specialty inlay element within the paver band along the pedestrian corridor similar to Phase 1. Another example is to introduce signage at the midblock identifier and along the publicly accessible serpentine walkway in the outdoor plaza to tell the story of the native plant materials that comprise the Pacific Northwest Garden as part of a self-guided tour.
iii. To provide visual interest and character, the project has introduced an inset corner at 108th NE and NE 6th St and substantial transparency at the ground plane.
iv. An artistic band of decorative unit pavers and special lighting integrated into the canopy glass are planned for the Pedestrian Corridor.
v. The materials used for any art component would be designed for outdoor placement and to resist use and weathering.

6. Orient Lighting toward Sidewalks & Public Spaces-input from SS

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:

i. Fixtures are designed to be at appropriate scale for pedestrians along the pedestrian corridor and outdoor plaza.
ii. Lighting has been designed to accentuate the unique features of the project including the outdoor plaza and location along the Pedestrian Corridor and to be compatible with the neighborhood.
iii. Pedestrian light poles located along the pedestrian corridor and landscaped areas will be full cut off so as not to overpower or dominate the streetscape. Lighting is also located at the underside of

benches and handrails so as not to overpower or dominate the streetscape.

iv. Overhead catenary lighting is used to highlight the curvilinear form of the serpentine path located in the outdoor plaza and to provide adequate illumination to create an inviting ambiance.

v. Low level pathway light and bollards located along the serpentine path are used to highlight the adjacent landscaped areas.

vi. Lighting fixtures are designed to be concealed where they are located at the underside of the benches or in the handrails located along the serpentine walkway in the outdoor plaza.

vii. Appropriate foot candles will be provided via the catenary lighting and concealed lighting under benches at walkways and along the serpentine path in the outdoor plaza.

viii. LED and other energy efficient light fixtures will be specified.

ix. Both low level pathway bollard lighting and step lights that are integrated into the walls of planters and alongside walkways direct light downward toward the walking surfaces.

x. Festive lighting will be incorporated into the canopies along NE 6th St and 108th Ave NE to provide soft downlight illumination while also revealing the architectural form of the canopy.

xi. Lighting in the form of an LED overhead catenary system will visually enhance the curvilinear form of the serpentine north-south path. This lighting layer provides general ambient while being a decorative element.

7. Orient Hanging and Blade Signs to Pedestrians

Standards and Guidelines

i. Signs should not overwhelm the streetscape. They should be compatible with and complement the building's architecture, including its awnings, canopies, lighting, and street furniture;

ii. Sign lighting should be integrated into the façade of the building;

iii. Signs should be constructed of high-quality materials and finishes;

iv. Signs should be attached to the building in a durable fashion; and

v. Signs should be constructed of individual, three-dimensional letters, as opposed to one single box with cutout flat letters.

Response:

i. All signage will be coordinated with building's architectural elements, including the canopies. No blade signs will protrude out beyond the canopy line.

ii. If applicable, lit signage shall be internally illuminated and will strive to be integrated into the façade of the building.

iii. All signage materials will be coordinated with architectural finishes and be specified to have durable, exterior-grade finishes to withstand the elements.

iv. Building mounted signage will be attached to the building to be structurally sound and to withstand the elements and/or vandalism.

v. If applicable, signage will be designed to feature dimensional letterforms rather than cutout flat letters.

8. Build Compatible Parking Structures

Standards and Guidelines.

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

(1) 114th Ave NE;

(2) Through-block pedestrian connections;

(3) Main Street between 112th Ave NE and 114th Ave NE;

(4) NE 2nd Street between 112th Ave NE and 114th Ave NE;

(5) NE 4th Street between 112th Ave NE and 114th Ave NE; and

(6) NE 6th Street between 112th Ave NE and 114th Ave NE;

ii. Parking garages and integrated structured parking shall be designed so that their streetscape interface

has a consistent aesthetic through massing and use of materials complementing the vision for the area;

iii. *On a streetscape, openings shall be glazed when adjacent to right-of-way or adjacent to through-block pedestrian connections above the second floor, except when the openings are adjacent to the freeway, in which case the openings shall be glazed on floor levels above the adjacent freeway;*

iv. *Openings shall be provided adjacent to interior property lines to avoid blank walls and shall be glazed to function as windows;*

v. *Parking garage floors shall be horizontal to accommodate adaptive reuse;*

vi. *Stairways, elevators, and parking entries and exits shall occur at mid-block;*

vii. *Design a single auto exit/entry control point to minimize number and width of driveway openings (entry and exit points may be separated) and potential conflicts;*

viii. *Design shall include vertical expression of building structure that provides continuity with the surrounding development;*

ix. *Profiles of parking structure floors shall be concealed and not visible to the public through façade*

x. *Parking garages and structured parking should be designed to be compatible with the urban streetscape;*

xi. *Sill heights and parapets shall be sufficient to screen view of automobiles;*

xii. *Rhythm and spacing of openings should reflect a typical commercial or residential development; and*

xiii. *Where glazing is required, the applicant may elect to provide a maximum of 25 percent of the openings of the total perimeter wall area of each level as unglazed or the minimum required openings percentage for natural ventilation established by the applicable International Building Code Section 406.5.2, as amended by the Bellevue Building Code, whichever is greater, to ensure the natural ventilation of the garage.*

Response:

i. The garage is below-grade, and along 108th Ave NE, the façade to a depth of at least 20-feet behind the façade at levels 1 and 2 incorporate commercial uses (either in the form of retail, service or office use.

ii. The project includes a below-grade parking structure accessed from the shared access drive at the north edge of the site between 108th Ave NE and 110th Ave NE so as not to detract from the visual appeal of the project from the public right-of-way.

iii. Because the garage is below grade, it has no street level openings.

iv. All parking is located below-grade; it has no street level openings.

v. The parking garage floors are designed to be horizontal except for the ramps which are sloped out of necessity in order to allow cars to proceed up or down the floors in the garage.

vi. The main entry for the parking garage is accessed at midblock on the north side of the site via the shared access roadway.

vii. There is a single auto entry/exit control point for the garage located along the shared access roadway at the north side of the site between 108th Ave NE and 110th Ave NE.

viii. Because the garage is below grade, there is no portion of the garage that is exposed to view from the street level.

ix. All project parking is located below-grade, not visible to the public.

x. All project parking is located below-grade, not visible to the public.

xi. All project parking is located below-grade, not visible to the public.

xii. All project parking is located below-grade, not visible to the public

xiii. All project parking is located below-grade, not visible to the public.

Pedestrian Corridor/High Streets – ***"A" ROW***

Standards & Guidelines

i. *Transparency: 75 percent minimum;*

ii. *Weather Protection: 75 percent minimum, six feet deep. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest*

pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;

iii. *Points of Interest. Every 30 linear feet of the façade, maximum;*

iv. *Vehicular Parking. No surface parking or vehicle access shall be allowed directly between sidewalk and main pedestrian entrance; and*

v. *One hundred percent of the street wall abutting the build-to line shall incorporate Active Uses.*

Response:

The Pedestrian Corridor along the south side of the site is classified as an "A" right-of-way with the highest orientation to pedestrians.

i. ***The building frontage along the Pedestrian Corridor is continuous active-use frontage retail with more than the required 75% transparency in the retail storefronts.***

ii. ***This project will provide the weather protection for more than 75% along the Pedestrian Corridor with a metal and glass canopy with integrated lighting that lights the street. The canopy will be a minimum 6 feet deep, between 8 feet and 12 feet, except for a small area at the corner where the canopies will be slightly higher to maintain continuity, above adjacent grade and integrated into the design of the street level façade. A departure has been submitted to the City of Bellevue approval that notes exactly where the canopy will be more than 12' above the sidewalk.***

iii. ***The façade will be modulated and vary in and out to add visual interest to the Pedestrian Corridor.***

iv. ***All parking is located below grade. No vehicle access is provided from the Pedestrian Corridor.***

v. ***The façade along the street wall is all dedicated to active uses, with adjacent exterior retail spill-out zones to increase activity and public engagement in the Pedestrian Corridor.***

2.Commercial Streets – ***"B" ROW***

Standards and Guidelines.

i. *Transparency: 75 percent minimum;*

ii. *Weather Protection: 75 percent minimum, six feet deep minimum. When a building is adjacent to two or more rights-of-way, weather protection shall be provided for the two rights-of-way with the highest pedestrian orientation. Refer to subsection A.2 of this section for more guidelines on weather protection;*

iii. *Points of Interest: Every 60 linear feet of the façade, maximum;*

iv. *Vehicular Parking: No surface parking or vehicle access directly between perimeter sidewalk and main pedestrian entrance; and*

v. *One hundred percent of the street wall shall incorporate Active Uses and Service Uses, at least 50 percent of which shall be Active Uses.*

Response:

The project is located along 108th Ave NE, which is classified as a "B" right-of-way.

i. ***This project is meeting the requirement of providing 75% transparency minimum along 108th Ave NE.***

ii. ***The project site is providing weather protection at least 6 feet deep along more than 75% of 108th Ave NE. Weather protection is also being provided in the form of a glazed exterior canopy that is cantilevered from the face of the building.***

iii. ***Points of interest are noted on sheet GI007-PH2 (including: material variation, an east-west connector, bikes and landscaping, a corner recess and street names embedded in the pavement) are being provided along the street level façade along 108th Ave NE at intervals of no more than 60 feet.***

iv. ***No vehicle access is located between perimeter sidewalk and main pedestrian entrance. All parking is located below grade.***

v. ***Along the street wall on 108thAve NE a combination of active uses at over 50% and service use at the public daycare allow the project to meet this requirement.***

vi. **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:

i. The façade for the office tower incorporates vision and spandrel glass units, and metal panels to create an iconic addition to the downtown Bellevue skyline. The Meeting Center and podium floors will incorporate glass, high performance concrete, wood, and metal. At street level, material variation in color, texture, scale, and transparency, especially along the Pedestrian Corridor and 108th Ave NE creates interest for pedestrians.

ii. Materials will include metal, wood and glass. The mass of the project is detailed to be and appear highly substantial with a tapering aspect to highlight the sustainability focus of the project.

iii. Where appropriate, the project will incorporate natural high-quality materials. The current design for the Meeting Center and podium is studying a regional, natural character in terms of material selection that allows these forms to both contrast and complement the office tower at the north of the site. Natural materials such as metal, wood and finished concrete will also be used in interior spaces such as the retail museum which will be visible through the glazing at ground level.

iv. The project will utilize exterior cladding materials of steel, glass, and wood and colors that add visual interest, are high-quality, durable, and will contribute to the iconic nature of the development.

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:

i. The building massing is organized to place the podium and Meeting Center to the north of the site to serve as a transition in scale from the office tower to the neighboring development. The office tower is sited to the southwest of the site, maximizing separation with Phase 1 and expanding the view corridors. The tower's massing is tapered to reduce solar heat gain at the top of the tower and to allow light in to the public outdoor plaza at the center of the site. The façade of the tower reacts to the varying levels of solar exposure at each level highlighting the project's commitment to sustainably. The materials and colors used in the base and tower will break up and vary the massing, creating a feeling of approachability and human scale a.

ii. The building façade has been designed to respond to the neighborhood context and solar orientation. The tapers on the northwest and southeast facades of the building pull back to reduce solar heat gain and energy use as well as allowing light in to the public outdoor plaza at the center of the site. The skin on

the south, east and west façade will also incorporate a sun shading devices, creating strong human-scale horizontals while reducing solar gain, increasing daylight penetration into the building, and reducing overall building energy consumption.

iii. Building facades will be detailed in such a way to provide varied visual interest and a human-scaled experience when seen from street level.

iv. The building features a tapered massing composition featuring two significant facets in the rectilinear form of the building. One facet at the top of the building at the northwest corner pulls the building back from the area of greatest solar exposure reducing the ambient heat gain and reducing energy use. A second facet at the lower portion of the tower on the southeast corner pulls in to increase views and solar availability at the public open space in the center of the site. An architecturally-distinct podium includes occupiable overhangs that steps along the east face, and a multi-story Meeting Center that anchors the north of the site and reduces the scale of the office tower above. At the top of the tower, a planned occupiable roof deck creates additional interest where the building meets the sky.

v. The tower features horizontal sunscreens designed to minimize solar heat gain and energy use while maximizing natural daylighting of the tower interior. Curtain wall components featuring glazing and and bands of metal panel create visual interest, a sense of verticality and material articulation on the four building facades.

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:

The project does not utilize connecting floor plates.

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, appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade. Environmentally sustainable materials and construction methods are encouraged; and

iii. A building's profile should be compatible with the intended character of the area and enhance the streetscape. In some cases, it may be appropriate to mark an entryway with a distinct form to emphasize the significance of the building entry.

Response:

i. The project uses material differentiation, glazing and material patterns, and scale to relate to neighboring buildings and create an engaging pedestrian experience. Canopies are provided along both 108th Ave NE and the Pedestrian Corridor to strengthen retail and enhance pedestrian scale and experience at the sidewalk.

ii. The project will use high-quality, durable materials with well- crafted architectural details that add visual interest to the exterior. Priority is being placed on materials that meet environmental sustainability goals. The project is pursuing LEED Gold Certification or better.

iii. The project presents a simple, elegant building profile that is compatible with the intended character of the area while also differentiating from the existing office buildings in downtown Bellevue. At ground level, the pedestrian experience and the public streetscape are enhanced with a distinct architectural language at the tower podium and Meeting Center, with entries clearly identified, weather protection provided, and massing pulled back to provide ample circulation space

and a more human-scaled building relationship at grade.

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. A high level of transparency is provided at street level, especially via the retail storefronts along the Pedestrian Corridor to ensure visual interest, safety, and the success of active uses at grade.
ii. Views into and out from ground floor retail spaces along the Pedestrian Corridor and along 108th Ave NE will not be obstructed by window coverings or interior furniture along the window line so that views from 108th Ave NE, the Pedestrian Corridor and the outdoor plaza into these spaces will be maximized. Glass with a higher level of transparency and lower reflectivity is being used at all active use zones to provide maximum visual transparency for pedestrians and visitors to the active uses.
iii. Interior walls at active uses will be located a minimum of 20 feet away from the window on the façade.

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. Transparency is a priority at all primary building entrances, at all ground-level active uses in the tower podium, and retail and entry spaces. In these zones, glass with a higher transparency and lower reflectivity is specified to ensure the public can see the activity of the retail and retail museum spaces within the building and to allow the interior activity to spill out and help activate these exterior zones.
ii. Building entries are emphasized with architectural detail such as canopies, lighting, signage, and environmental and wayfinding graphics. At the east, south and west Level 1, which provide access to the office lobby on Level 2, canopies will feature integrated lighting. Overall building and site lighting will emphasize entrances and create a clear and safe pedestrian experience at street level, while site signage and environmental graphics will further help to direct pedestrians to building entries.
iii. Building and site lighting will be located in appropriate locations and designed to emphasize building entrances and outdoor walking paths, help guide pedestrians towards the entrances to the marketplace from the outdoor plaza and 108th Ave NE, and provide a safe and visually interesting entry experience.
iv. Building entries to retail and lobby spaces use a glazing type with increased transparency and reduced reflectivity.
v. Multiple entries are provided to access the building at grade from which one can proceed to the

interior retail uses and to the main building office lobby on Level 2 or the parking garage elevators. There is an entry to the building off of the Pedestrian Corridor, one along the outdoor plaza and one on the west side of the project facing 108th Ave NE through the retail museum. In all entries, double or multiple door entries are utilized.

vi. The proposed project utilizes various types of openings at ground level to provide a diverse and engaging pedestrian experience. Along the Pedestrian Corridor, the retail spaces employ glass doors and potentially operable windows to allow the active retail uses to spill out to the Pedestrian Corridor, providing increased activation when weather permits. Entries into the retail spaces will include multiple doors with canopy structures above.

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:

i. The entry doors into active use / retail spaces are provided near corners at the intersection of 108th Ave NE and NE 6th St, where the building façade is pulled back to create a welcoming pedestrian experience.
ii. The primary entry to the building along NE 6th Street is located near at corner of the building on the Pedestrian Corridor. This allows more retail activation directly onto the Pedestrian Corridor and 108th Ave NE.
iii. Glass canopies that protect from the rain but allow light to pass through are provided along the Pedestrian Corridor in front of the entries into the retail storefronts along with special paving in the retail spill out areas. Along 108th Ave NE a glass canopy is provided that runs south from the shared access roadway toward the corner.
iv. Materials that add a warmth and richness will be provided at the ground levels.
v. Doors to the active use retail areas along the Pedestrian Corridor and along 108th Ave NE will be designed to incorporate glass within a metal frame to allow a high degree of visibility into the retail spaces.

6. 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. Retail and commercial uses will use unobstructed windows to increase the level of activity and visual interest at street level, creating an inviting retail experience and increasing transparency and security by providing views in and out.
ii. The project uses clear window glazing to maximize transparency.
iii. Where appropriate for ground floor active uses, operable glazed fenestrations will be used.
iv. The project will utilize glazing strategies that promote visual interest.

7. Provide Multiple Entrances

Guideline

i. Provide pedestrian entrances at frequent intervals to contribute to variety and intensity.

Response:

i. The proposed project provides multiple pedestrian entrances at street level to access retail, a proposed daycare facility, and the office tower lobby. The office lobby is accessed from a primary entrance with three doors off NE 6thth St, and a secondary entrance with three doors off the outdoor plaza at midblock, and has additional access through the retail museum space on 108th Ave NE. The active uses under the tower and podium along the Pedestrian corridor and 108th Ave NE, all have two, single-door entrances. An entry to the potential future daycare is located along 108th Ave NE .

8. Integrated Building Lighting

Guidelines.

i. Exterior lighting of buildings should be an integral component of the façade composition. Lighting should be used to create effects of shadow, relief, and outline that add visual interest and highlight aspects of the building;
ii. Lighting should not cast glare into residential units or onto adjacent development or streets;
iii. Use accent lighting for architectural features;
iv. Provide pedestrian-oriented lighting features;
v. Integrate lighting within the landscape; and
vi. Provide dimmable exterior lighting.

Response:

i. The overall intent of the lighting design for the building is to create a range of lighting effects that are integrated into elements of the outdoor plaza and the building elements along the pedestrian corridor and 108th Ave NE that extend from the podium to the tower.
ii. Light fixtures on the tower façade will be shielded away from casting glare into adjacent residential towers or developments.
iii. Accent lighting will be used to cast a soft glow from the exposed feature stairs in the office tower and to showcase the soffit areas at the E-W pedestrian connection on the north side of the building.
iv. Pedestrian oriented lighting will be mounted from ceiling soffits to cast light onto retail spill out areas and lighting will also be mounted to the underside of canopies to light the sidewalk areas at street level.
v. In the outdoor plaza, lighting will be mounted to glow from the underside of benches, bollard fixtures and pedestrian pole lighting will be introduced to enhance illumination of landscape features and at pedestrian walkways.
vi. Exterior lighting will be dimmable to mitigate any light pollution effects.

Middle (Tower) – LUC 20.25A.180.E

1.Tower Placement

Guidelines

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

Response:

i. The towers in Phase 1 and Phase 2 are located to reduce their visual impacts on adjacent open space and neighboring buildings. The Phase 1 office tower is sited on the north edge of the site, away from open space in the immediate vicinity and to maximize solar exposure in the spring and summer months on the outdoor plaza located in the middle of the block. The Phase 2 tower is located west of the outdoor plaza to also minimize shadow impacts on the outdoor plaza as well.
ii. The Phase 1 and Phase 2 office towers are also offset from each other to allow the two buildings to look past

each other. Were the two towers placed side by side, it would a create both a tall visual barrier or "wall" when viewed from the street as well as adverse wind impacts on the pedestrian. The Phase 1 office tower is also placed on the north side of the site to avoid being directly across from the Bravern south residential tower across the street to the east. This placement also allows the Phase 2 tower to be west of the proposed 600-foot tall residential tower that is part of the neighboring "Cloudvue" project to the north. By offsetting the Phase 2 tower location from the "Cloudvue" tower, this placement allows both buildings to have views past each other, minimizes the impact of the Phase 2 office tower to adjacent properties and maximizes access to sunlight and views for surrounding buildings and pedestrians at street level.

2.Maximize Energy Efficiency

Guidelines

i. Orient towers to improve building energy performance, natural ventilation, and daylighting; provided, that access to sky view is maintained and adverse wind and shadow impacts are minimized;

ii. Vary the design and articulation of each tower façade to respond to changes in solar orientation. Where appropriate, adjust internal layouts, glazing ratios, balcony placement, fenestration, and other aspects of the tower design to manage passive solar gain and improve building energy performance;

iii. Where possible, include operable windows to provide natural ventilation and help reduce mechanical heating and cooling requirements; and

iv. When multiple towers are proposed, stagger the tower heights to create visual interest within the skyline, mitigate wind, and improve access to sunlight and sky view. In general, a variation of five stories or more provides a difference in height that can be perceived at street level.

Response:

i. Multiple tower configurations were studied to find the best solution that balanced the needs of adequate interior daylighting, energy performance, preservation of solar and view access, and shadow impacts for the entire site. Offsetting the towers to the north and south of the site and locating them on the east and west of the site optimizes daylight and reduces adverse wind conditions for pedestrians. The Phase 2 office tower is formed with tapers to reduce solar heat gain and enhance solar availability at the ground plane.

ii. Each façade of the tower is articulated in a unique way to respond to its orientation. The tapering of the massing of the building at the northeast and southwest sides are designed to respond specifically to the solar conditions of the site. The south façade curtainwall envelope system features a gradation in the percentage of glass and metal panel over the vertical extent of the building. At the lower levels, more glass and less solid metal panel is evident where shading from adjacent existing and proposed buildings allow for more vision glass. However, the ratio of solid metal panel to vision glass gradually increases vertically up the tower, primarily to create a uniform daylighting experience for all occupants in the building irrespective of floor level. Horizontal sunshades are proposed that will maximize daylighting while minimizing solar gain and optimizing energy performance.

iii. Operable windows are planned for the office floors in order to provide user operable natural ventilation for the building occupants.

iv. The height of the office tower in Phase 2 is shorter than the tower in Phase 1. The office tower in Phase 1 is 43 stories. The height of the Phase 2 office tower is 31 stories.

3.Design Tower to Provide Visual Interest & Articulation

Guidelines

i. Incorporate variation and articulation in the design of each tower façade to provide visual interest and to respond to design opportunities and different conditions within the adjacent context; and

ii. Articulate towers with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.

Response:

i. The tower features a curtain wall system that incorporates variation in colors, materials

textures, patterns, and depth to create visual interest and to respond to different adjacent conditions. The facades at north, west and south office are pulled apart to reveal a different curtainwall system and vary the expression to enhance the verticality of the tower mass. Variation in these two façade systems provides visual interest to the overall appearance of the office tower when seen from a distance.

ii. The project will specify a curtain wall system including a high-performance glass and a shaped metal panel that will provide visual relief, scale and interest to the overall façade and a measure of solar shading.

4.Promote Visually Interesting Upper Floor Residential Windows

Response:

Not applicable. No residential uses are proposed.

Top – LUC 20.25A.180.F

1.Create Attractive Building Silhouettes & Rooflines

Guidelines

i. Building rooflines should be dynamic, fluid, and well-articulated to exhibit design excellence while creating a dynamic and attractive skyline;

ii. Include towers or similar vertical architectural expressions of important building functions such as entries;

iii. Vary roof line heights; and

iv. Incorporate well-detailed cornices that have significant proportions (height and depth) and create visual interest and shadow lines.

Response:

i. The top of the tower is expressed with an occupiable deck accessible to building occupants. This allows the building to step up as it meets the sky varying the expression and lightening the aspect. This massing also allows for the rooftop mechanical systems to be stacked reducing the amount of screening that will be required.

ii. Important building functions such as entries and amenity terraces at the podium are expressed architecturally by stepping back the façade and cantilevering over the public outdoor plaza that the center of the site. The façade of the podium blends seamlessly with that of the tower and the "revealed" portions of the east, south and west facades draw the eye up to the top, where the building meets the sky.

iii. The roofline is varied and accentuates with the occupiable deck.

iv. Facing the Pedestrian Corridor, the podium is articulated to break down the scale and create a welcoming pedestrian experience. At the north of the tower the meeting center volume steps down in scale as it meets the adjacent development to the north.

2.Foster Attractive Rooftops

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 storm water runoff;

iv. Consolidate and screen mechanical units; and

v. Occupied rooftop amenity areas are encouraged; provided, that potential noise and light impacts on neighboring developments are minimized.

Response:

- ***i. The inclusion of an occupiable space at the top of the building helps to shape the top of the building and provide variation in its expression.***
- ***ii. Occupiable roof tops areas are provided above the podium and at the top of the building.***
- ***iii. The outdoor plaza as well as several rooftop plazas are designed to mitigate storm water runoff by use of a storm water detention tank. Extensive deep planer areas on roofs and non-occupiable green roofs are also planned which can help reduce stormwater runoff surges.***
- ***iv. Mechanical units have been consolidated to the roofs and within the envelope of the building at the lower levels and within the garage. Mechanical units are screened from the side and above where they could be visible.***
- ***v. There are occupied rooftops with amenity areas at podium levels and at the top of the building. These occupied rooftop areas are located towards the center of the site, overlooking the outdoor plaza and minimizing any potential visual or noise impacts on neighbors.***

Attachment B

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-106968 LD, 20-101468 LP

Project Name: Bellevue 600 - Phase 2

Administrative Departure requested for LUC: 20.25A.170.A 2 b -Canopy Height

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

This departure request is to allow a portion of the weather protection canopy, at the corner of 108th Ave NE and NE 6th Street, to be set at a height of up to 13'-6" above the level of the adjacent sidewalk, which is 18" above the code permitted height of 12 feet. LUC 20.25A.170.A.2

Granting this departure will enhance the street level pedestrian experience by allowing a single continuous glass and steel canopy to extend across the southern portion of 108th Ave NE, wrap the corner and continue as a single plane along the Pedestrian Corridor. Compliance with the Land Use Code would otherwise require the canopy to be built as a series of steps to follow the adjacent grade. Instead, if the departure is granted, it will appear as a strong and continuous horizontal element to visually reinforce the base of the building at a prominent urban intersection.

Below are the specific requests (see the enclosed figures for reference):

Along 108th Ave NE

Allow a portion of the 6' wide weather protection canopy, for a running distance measuring 43', to be between 12' to 13'-6" above the level of the adjacent sidewalk. See Figure 1.

Along NE 6th Street (Pedestrian Corridor)

Allow a portion of the 10' wide canopy, for a running distance of 88'-6", to be between 12' to 13'-6" above the level of the adjacent sidewalk. See Figure 2.

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***

See section iii below for a detailed response of how this departure request would advance a number of Comprehensive Plan goals that would not be adequately accommodated by a strict application of the Land Use Code. In short, the resulting design improves the pedestrian realm and accessibility while seamlessly connecting the public and private spaces as intended by UD-4, UD-12, UD-34. Strict application of the Land Use Code would prevent this proposed design to enhance the appearance of the building base and to provide a strong identity to the prominent intersection at 108th Ave NE and NE 6th Street.

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

This departure request is consistent with the Land Use Code because it enables the realization of an engaging street level experience along the urban corner at 108th Ave NE and NE 6th St. It is consistent with the purpose and intent of creating an activated and inviting pedestrian realm adjacent to the heart of the City's transportation network while strengthening the base and podium of the building.

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

This departure request, which is the minimum necessary to accomplish the intended goals and to achieve the intent of the Land Use Code and Comprehensive Plan objectives, meets a number of Comprehensive Plan goals in the following ways:

UD-4 Create a safe, engaging and attractive pedestrian environment throughout the City using appropriate urban design features.
The canopy is designed to protect pedestrians from the rain and wind. However, glass set into the canopy structure will still permit daylight to reach the sidewalk level at the urban corner at 108th Ave NE and NE 6th St. Setting the canopy at a constant level will also create a constant overhead ceiling plane that will help lead pedestrians towards the Bus Transit center and the new Light Rail Station while strengthening the articulation of the base and podium of the building.

UD-12: Enhance and support a safe, active, connected, and functional pedestrian environment for all ages and abilities.
An active pedestrian zone is created along the NE 6th and 108th Ave NE including a new triangular building setback at this intersection. Granting this departure will permit the canopy to be at a constant level with a consistent overhead ceiling plane to better articulate building base at this prominent intersection.

UD-34 Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.
The canopy is made of steel and glass. Allowing the canopy to be located up to 13'-6" high permits the maximum amount of sunlight to reach the sidewalk without having the canopy turn the building corner in a series of steps.

Meets the following Downtown Design Guidelines:

Protect Pedestrians from the Elements

iv. Weather protection shall assist in providing a sense of enclosure for the pedestrian;
Pedestrians will feel sheltered when walking underneath the glass and steel canopy, which is erected at a constant elevation. The canopy will protect pedestrians from the rain and wind while allowing daylight to reach the sidewalk

x. Weather protection shall have a horizontal rather than a sloping orientation along the building elevation
This departure will allow the canopy to remain level and not have to slope to follow the level of the sidewalk below in order to be within the 12 foot height requirement in the code.

Building Base(Podium)
2. Articulate Building Base
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

The canopy is designed to be a strong architectural expression at the base of the building, extending up to 10

feet over the Pedestrian Corridor. Expressed as a single plane along both 108th Ave NE and the Pedestrian Corridor, it will appear as a strong horizontal element and a bold architectural feature to visually reinforce the base of the building at a prominent urban corner.
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).
LUC 20.25A.030 allows for an administrative departure to "advance a Comprehensive Plan goal or policy that is not adequately accommodated by a strict application of the land use code" and "the resulting design will be more consistent with the purpose and intent of the Land Use code". This departure enables the realization of an engaging street level experience for pedestrians at the intersection of 108th Ave NE and NE 6th Street. It will provide continuous overhead weather protection via a continuous glass and steel canopy that permits daylight to the sidewalk while shielding pedestrians from the rain. It will extend along the southern portion of 108th Ave NE, wrap the corner and be expressed as a single plane along the Pedestrian Corridor. Since the canopy is not designed to step down to follow the adjacent grade, it will appear as strong horizontal element and expressed as a clear architectural feature to visually reinforce the base of the building at a prominent urban intersection.

Figure 1: Extent of the Canopy Above Height of 12’ Along 108th Ave NE and NE 6th St

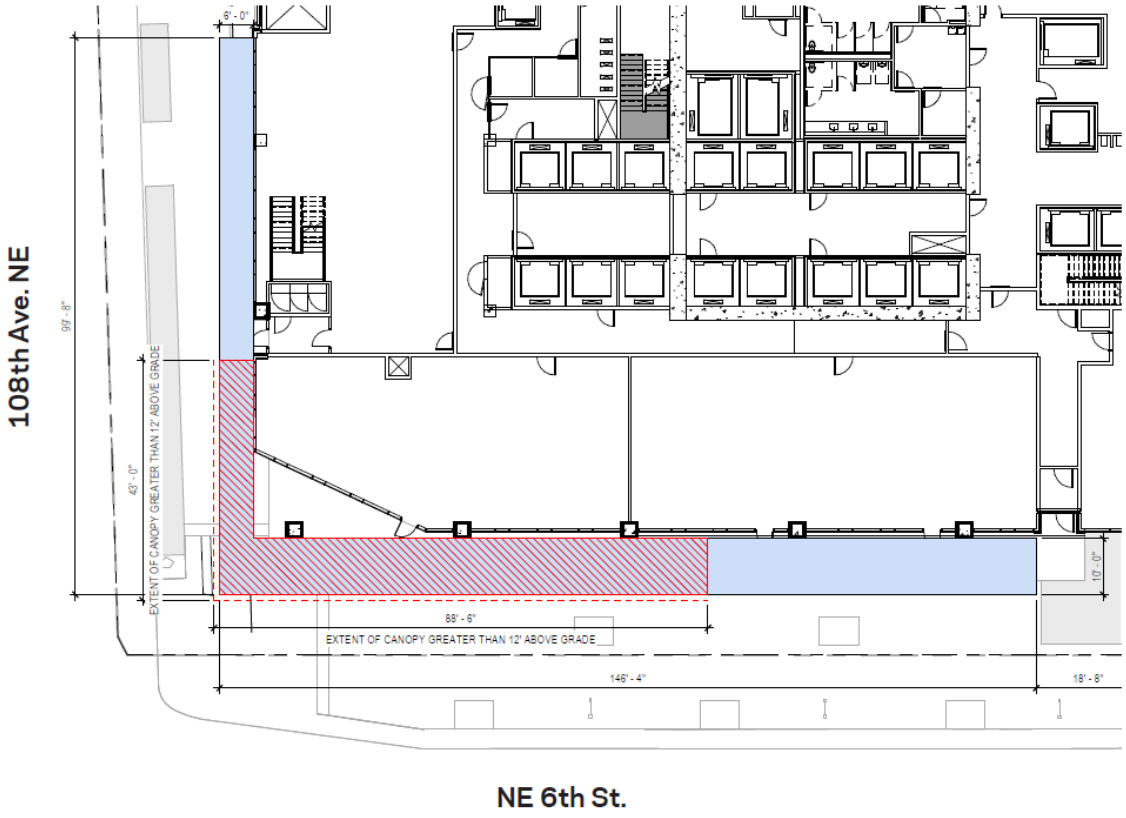


Figure 2 : Extent of Canopy above 12’ high along 108th Ave NE

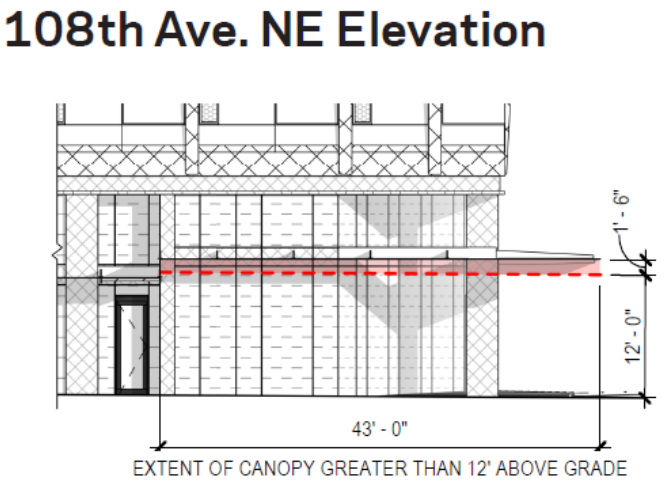


Figure 3: Extent of Canopy above 12’ high along NE 6th Street

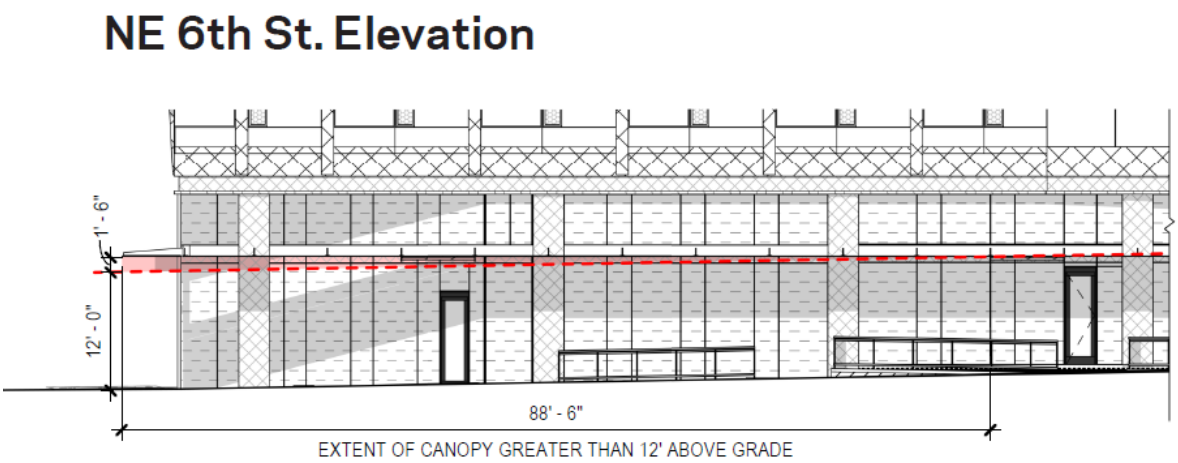


Figure 4: 3-D View of Canopy at Corner of 108th Ave NE and NE 6th Street

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-106968-LD, 20-101468-LP

Project Name: Bellevue 600 - Phase 2

Administrative Departure requested for LUC 20.25A.090: Active Use at Street Level

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

This departure seeks to reduce the Active Use requirement along NE 6th Street (Class A Street) from 100% to 87%. This would permit the Phase 2 main building entry to be located along the Pedestrian Corridor, allowing both Phase 1 and Phase 2 entries to be perceived as part of a unified landscaped open space at the southern end of the outdoor plaza and the north/south pedestrian connector. It also enables the main Phase 2 entry to be across the street from the Bellevue Transit Center and near the new light rail station to the east, permitting office employees easy access to public transportation.
See Figure 1.

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***

See section iii below for a detailed response of how this departure request would advance a number of Comprehensive Plan goals that would not be adequately accommodated by a strict application of the Land Use Code. In short, the resulting design improves the pedestrian realm and accessibility while seamlessly connecting the public and private spaces as intended by UD-25, UD-27 and UD-35. Strict application of the Land Use Code would prevent this improved design and resultant space.

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

This departure request is consistent with the Land Use Code because it fosters an engaging street level experience along the full extent of NE 6th Street, consistent with the Land Use Code's intent of creating an active and engaging pedestrian realm along Class A streets.

The main entry of Phase 2 is located on NE 6th Street to be in close proximity to the Bellevue Transit Center directly across the street providing employees with easy access to public transportation. Set back along a diagonal to provide more public open space with tables and chairs and landscaping, the Phase 2 main entry will also visually connect to the Phase 1 west main entry on the opposite side of the outdoor plaza.

Locating the Phase 2 main entry along the Pedestrian Corridor permits both Phase 1 and Phase 2 building entries to be perceived to be part of a unified landscaped open space on the Pedestrian Corridor. By placing the Phase 2

"front door" in such a prominent location across from a major downtown transportation hub, it also reinforces the "Transit Central" nature of this block as envisioned in the proposed new design guidelines for the Grand Connection. See Figure 2.

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

This departure request, which is the minimum necessary to accomplish the intended goals and to achieve the intent of the LUC and Comprehensive Plan objectives, meets a number of Comprehensive Plan goals in the following ways:

UD-25 Ensure that site and building design relates and connects from site to site.
Locating the Phase 2 entry along NE 6th Street ensures that the main entry to Phase 2 will connect visually and be in close proximity to the Phase 1 main building entry in the outdoor plaza, while integrating the Phase 2 entrance into the Pedestrian Corridor and north/south pedestrian connector in the large outdoor plaza in between the two phases.

UD-27 Integrate high quality and inviting public and semi-public open spaces into major development
The public open space with tables and chairs adjacent to the Phase 2 main building provide a sunny place for the public to sit, and integrates the development with the pedestrian realm and Pedestrian Corridor. The open space at the entry is also in close proximity to the triangular building setback at the intersection of 108th Ave NE and NE 6th street with public seating that further animates this portion of the Pedestrian Corridor.

UD-35 Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as part of site design.
Locating the Phase 2 main building entry along NE 6th Street enables employees to have convenient access to public transportation. The entry would be directly along the 30' wide Pedestrian Corridor, across the street from the Bellevue Transit Center and near the new LINK light rail station to the east. It also permits the Phase 1 and Phase 2 entries to be perceived as part of a unified landscaped open space at the southern end of the outdoor plaza.

Meets the following Downtown Design Guidelines:

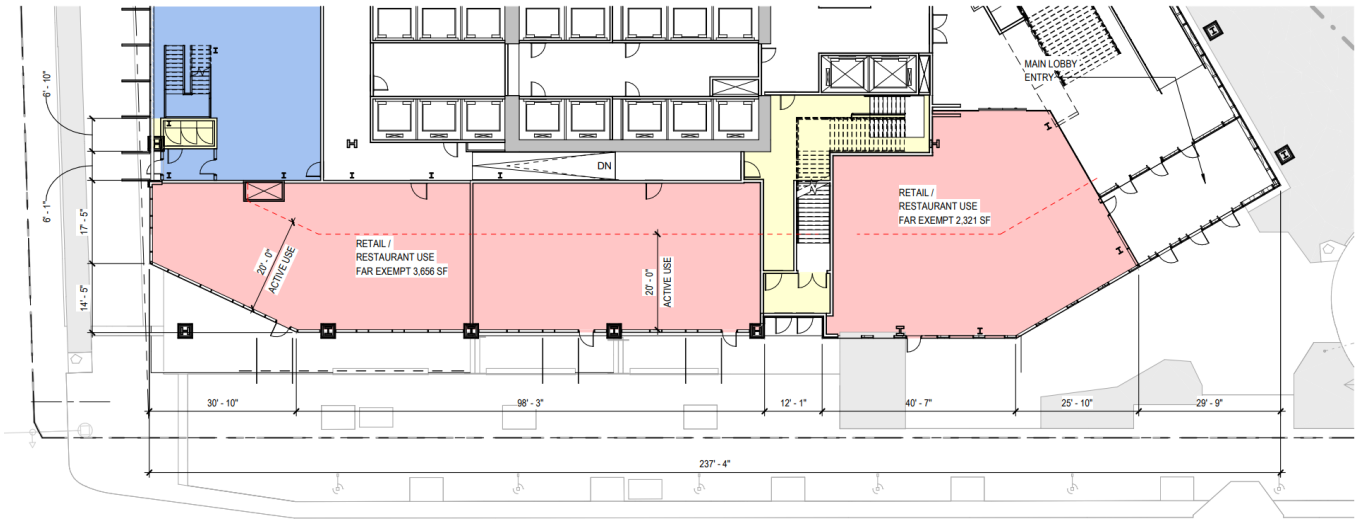
B. Relationship to Publicly Accessible Open Spaces

*2. B. When designing a project base or podium, strive to enhance the user's experience of adjacent public open space*s.
The Phase 2 main building entry is located along NE 6th Street is designed to animate the activity along the Pedestrian Corridor and the publicly accessible open space at the entry. It also connects to a new "buttonhook "pathway in the outdoor plaza that ties visually to the main entry of Phase 1 and the serpentine N_S pedestrian connection in the publicly accessible outdoor plaza.

C. Relationship to Transportation Elements
2. a. Create logical connections to transit options, walking and biking trails, pedestrian routes and streets.
The Phase 2 main building entry is located along NE 6th Street, directly across from the Bellevue Transit Center. It is on the Pedestrian Corridor in close proximity to the mid-block pedestrian crosswalks, providing direct access to a major transportation hub and the new link light rail station to the east. Tying the Phase 2 main building entry to the Pedestrian Corridor and the Bellevue Transit Center creates a natural and logical connection to the existing

transit hub and main pedestrian connections in the vicinity.
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).
LUC 20.25A.020 allows for an administrative departure to "advance a Comprehensive Plan goal or policy that is not adequately accommodated by a strict application of the land use code" and "the resulting design will be more consistent with the purpose and intent of the Land Use code." This departure enables the realization of an engaging street level experience along the full extent of NE 6th Street. The main building entry for Phase 2 is located on NE 6th Street to be directly across the street from the Bellevue Transit Center and near the new light rail station to the east, in close proximity to the mid-block crosswalks that will provide employees with easy access to public transportation. There is a retail tenant space that can spill out to the outdoor open space directly west of the main entry. The Phase 2 main entry is also pulled back on the diagonal, allowing visual connection to the Phase 1 main entry on the opposite side of the outdoor plaza. Both Phase 1 and Phase 2 entries will be perceived as part of a unified landscaped open space comprised of the new "buttonhook" Pathway that is at the southern end of the outdoor plaza and its north/south pedestrian connector**.**

Figure 1: Plan showing Extent of Active Use and Main Building Entry along NE 6th Street



PEDESTRIAN CORRIDOR 'A' RIGHTS-OF-WAY
LENGTH OF NE 6TH STREET FRONTAGE = 237'-4"
LENGHT OF NE 6TH STREET WITHOUT FIRE STAIR / UTILITY ZONES = (237'-4")-(12'-1") = 225'-3" LENGTH OF ACTIVE USE = (30'-10")+(98'-3")+(40'-7")+(25'-10") = 195'-6" ACTIVE USE = (195'-6") / (225'-3") = 87% (100% REQUIRED) 13% DEPARTURE REQUESTED

Figure 2: View of Phase 2 Main Building Entry with visual connection to the Phase 1 Building Entry on the west side of the Outdoor Plaza

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-106968 LD, 20-101468 LP

Project Name: Bellevue 600 - Phase 2

Administrative Departure requested for LUC: 20.25A.020.A.DT-Build-to Line

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

This departure requests to set the building façade at street level back from the build-to line along 108th Ave NE and NE 6th St. Granting this departure will enhance the pedestrian experience by providing a wider sidewalk on 108th Ave NE, allow for a triangular building setback at the intersection of 108th Ave NE and NE 6th St and highlighting the importance of the Phase 2 main entry on the Pedestrian Corridor. Below are the specific requests (see the enclosed figures for reference):

Along 108th Ave NE

Set back a portion of the façade at the retail/museum storefront to allow the construction of a building with a 90-degree corner at 108th Ave NE and NE 6th St. 108th Ave NE is not at a right angle to NE 6th St, and locating the building façade directly on the build-to line on 108th Ave NE would result in a building that is 91.83 degrees from NE 6th St. This would create design and construction problems. We request to set the building back from the build-to line to the following extents, as shown in Figures 1-3: between 4'-5" and 2'-11" for a N-S distance of 46'-8" at the Retail/Museum; setback between 5'-2" and 4'-2" for a N_S distance of 23' at the Retail/Museum entry; setback between 4'-2" and 6'-4"for a N-S distance of 14'-8 at the egress stairs, setback of 3'-7" for N_S distance of 3'-1", setback of 4'-10" for N_S distance of 8'-11" at the louver, setback between 3'-5" and 1'-9" for a N_S distance of 52'-1" at the Daycare, setback of 4'-3" for a N_S distance of 6'-1" at the Daycare entry and a setback between 1'-9" and 1'-3" for a N_S distance of 17'-5" at the retail/restaurant space. See Figures 1-3

Along NE 6th Street (Pedestrian Corridor)

Along NE 6th Street, request to set a portion of the building facade back from the build to line up to 22'-5" for a E_W distance of 31'-0" at the corner of 108th Ave NE and NE 6th Street; a setback of 8'-0" for a E_W distance of 98'-0" along the retail/restaurant zone; a setback of 4'-6" for a E_W distance of 12'-1" at the exit doors; a setback of 8'-0" for a E_W distance of 40'-9" at the retail/restaurant zone, and a setback between 8'-0" and 38'-10" for a E_W distance of 55'-6" at the retail/restaurant zone and the main building entry. See Figures 4and 5.

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***

See section iii below for a detailed response of how this departure request would advance a number of Comprehensive Plan goals that would not be adequately accommodated by a strict application of the Land Use Code. In short, the resulting design improves the pedestrian realm and accessibility while seamlessly connecting the public and private spaces as intended by UD-4, UD-12, UD-27. Strict application of the code would prevent this improved design and resultant space, instead narrowing the pedestrian realm and preventing easing transitions into and from the Pedestrian Corridor.

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

This departure request is consistent with the Land Use Code because it enables the realization of an engaging street level experience along the full extent of 108th Ave NE and NE 6th St. It is consistent with the purpose and intent of creating an activated and inviting pedestrian realm adjacent to the heart of the City's transportation network.

Allowing a modest setback from the build to line along 108th Ave NE permits a slightly wider sidewalk for the pedestrian walking from south to north. The wider sidewalk helps facilitate pedestrian movement. It allows doors at street level to be located in recesses and to not swing into the right of way, obstructing pedestrians. It also permits the construction a building with a 90-degree corner starting at the intersection of 108th Ave NE and NE 6th St.

At the intersection of 108th Ave NE and NE 6th St, the façade of the building is set back along the diagonal to provide a small covered area. This allows for greater street level visibility for pedestrians walking around the corner. It also offers a space protected from rain for pedestrians waiting at the intersection or walking by.

Along NE 6th St, the façade of the building along the active use zone, Pedestrian Corridor, and the main entry is set back from the build-to line to facilitate:

a) An 8'-0" deep spill-out zone for tables and chairs adjacent to the active uses at the street level.
b) The entry of Phase 2 is pulled back to highlight its importance. The Phase 2 entry can also visually connect to the Phase 1 entry on the opposite end of the outdoor plaza. This permits both Phase 1 and Phase 2 building entries to be perceived to be part of a unified landscaped open space comprised of the new "buttonhook" pathway that is at the southern end of the public outdoor plaza.

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

This departure request meets a number of Comprehensive Plan goals in the following ways:

UD-4 Create a safe, engaging and attractive pedestrian environment throughout the City using appropriate urban design features.
The gradual widening of the sidewalk along 108th Ave NE provides for more sidewalk space for the pedestrian walking from south to north. The triangular building setback at the intersection of 108th Ave NE and NE 6th St also provides a small open space that provides shelter for pedestrians waiting for the light to change and improves visibility around the corner. The 8' deep retail spill-out zone along the north side of NE 6th St affords a place for tables and chairs to "people watch", while animating the north side of the Pedestrian Corridor.

UD-12 Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
The setback from the build-to line allows space along 108th Ave NE to enhance pedestrian safety by allowing doors from active or service use spaces not to swing into the sidewalk right of way. It also expands the sidewalk space available to pedestrians. The triangular building setback on the diagonal at the intersection of 108th Ave NE offers pedestrians a space protected from the rain as they wait for the light to change. It also improves visibility by allowing pedestrians to avoid collisions because they can see better around the corner.

UD-27 Integrate high quality and inviting public and semi-public open spaces into major development
At the corner of 108th Ave NE and NE 6th St, the building façade is set back on the diagonal to allow for a small open space for tables and chairs. This animates the sidewalk and increases pedestrian visibility as they walk around the corner. It also offers a covered area with canopy for people walking by or waiting at the intersection. Further down NE 6th St, the building façade pulls back at the main entry to Phase 2 and provides a small, sunny landscaped area with public seating.

Meets the following Downtown Design Guidelines:

B. Relationship to Publicly Accessible Open Spaces
2. b. When designing a project base or podium, strive to enhance the user's experience of adjacent public open spaces.
Along the Pedestrian Corridor on NE 6th St, the façade of the building at street level is set back along the diagonal to highlight its importance as the main building entry for Phase 2. It also provide more open space for users entering the building. It also allows for a landscaped area with seating, all of which enhances the users' experience of these public open spaces. This setback will allow the Phase 2 main entry to visually connect to the Phase 1 main entry on the opposite side of the outdoor plaza. Phase 1 and Phase 2 building entries will then be holistically part of a new landscaped open space on either side of the "buttonhook" pathway that is at the southern end of the outdoor plaza.

C. Relationship to Transportation Elements
2. a. Create logical connections to transit options, walking and biking trails, pedestrian routes and streets.
The triangular building setback at the intersection of 108th Ave NE and NE 6th Street enables pedestrians headed south along 108th Ave NE to be in a wider sidewalk zone. It will be perceived to be a safe environment with increased visibility as they approach the Bellevue Transit Center across the street. The building setbacks along NE 6th St and 108th Ave NE expand the pedestrian sidewalk that connect to various adjacent pedestrian and bike routes, including the Grand Connection, 108th Ave NE bike lanes, and new thru-block E/W and N/S pedestrian connection in the project.

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).

LUC 20.25A.020 allows for an administrative departure "to accommodate plaza space, building modulation or other ground-level open space that retains the intended connection between the public accessible pedestrian realm and ground-level internal portions of the building."

This departure enables the realization of safe and engaging street level experience along the full extent of 108th Ave NE, the intersection of 108th Ave NE/NE 6th Street, and along the Pedestrian Corridor on NE 6th Street.

Along 108th Ave NE, this would allow a slightly wider sidewalk for pedestrians walking from south to north. The additional space in the sidewalk between the façade and the build to line facilitates pedestrian movement and permits doors at street level to not swing into the right of way. It also allows the building to be constructed with a logical 90 degree corner starting at the intersection of 108th Ave NE and NE 6th Street.

At intersection of 108th Ave NE and NE 6th Street, the façade of the building is set back along the diagonal to provide a triangular building setback. This space allows pedestrians walking and waiting at the intersection to be protected from the rain. It also offers greater visibility for pedestrians walking around the corner to avoid collisions.

Along the Pedestrian Corridor on NE 6th Street, the façade of the building is pulled back a distance of 8'-0" to permit a retail spill-out zone for seating adjacent to the active uses at street level. The building façade is also set back at the at the Phase 2 main entry on the diagonal to highlight its importance. This setback also permits the main Phase 2 building entry to visually connect to the Phase 1 entry on the opposite end of the outdoor plaza. Phase 1 and Phase 2 building entries will now be part of a landscaped open space on either side of the new "buttonhook" pathway that is at the southern end of the outdoor plaza.

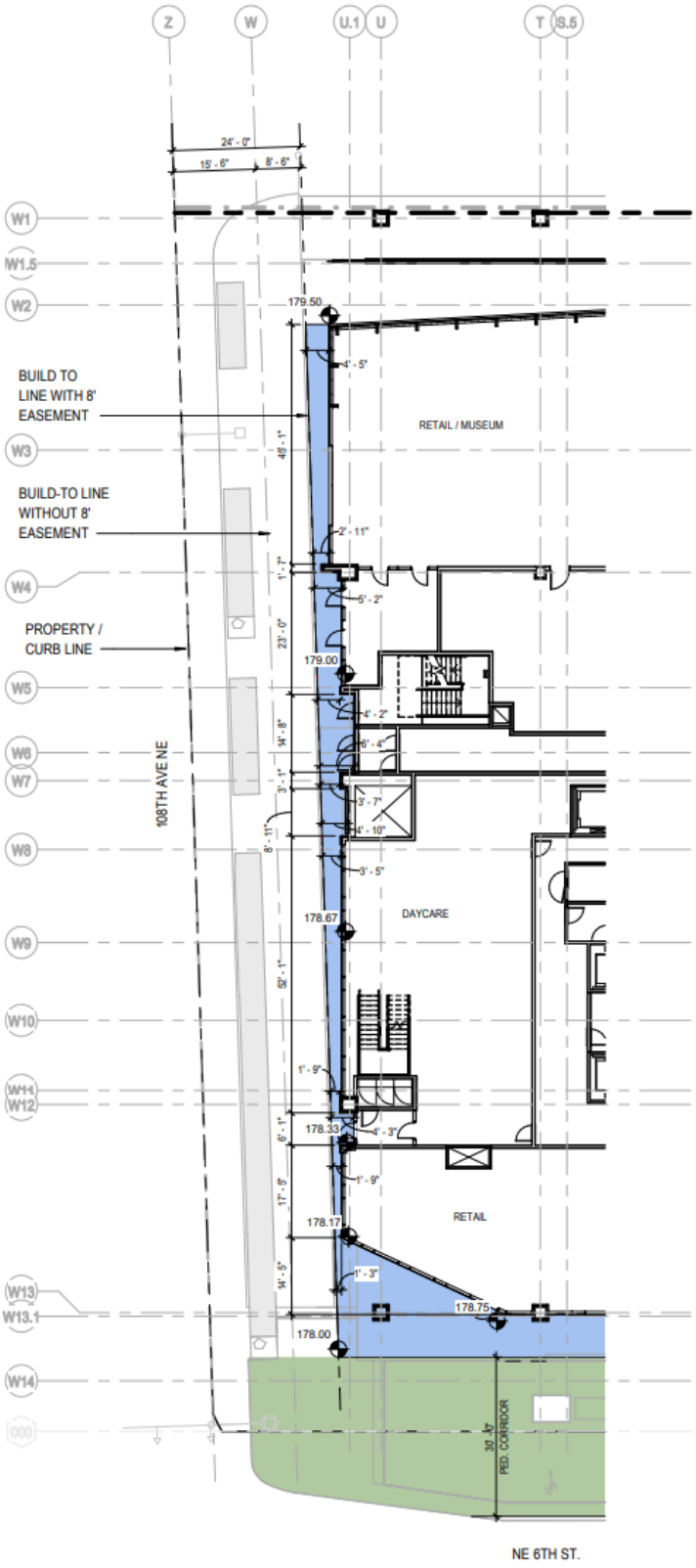


Figure 1: Build To Line Departure Along 108th Ave NE

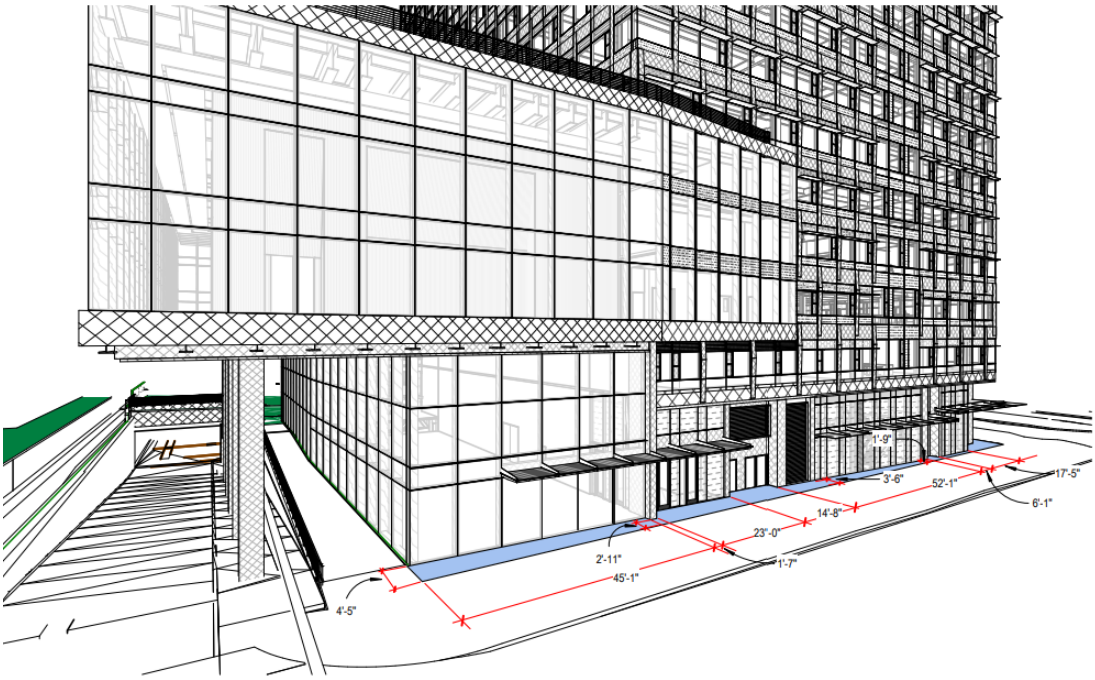


Figure 2 : Build To Line Departure along 108th Ave NE at NE 7th St

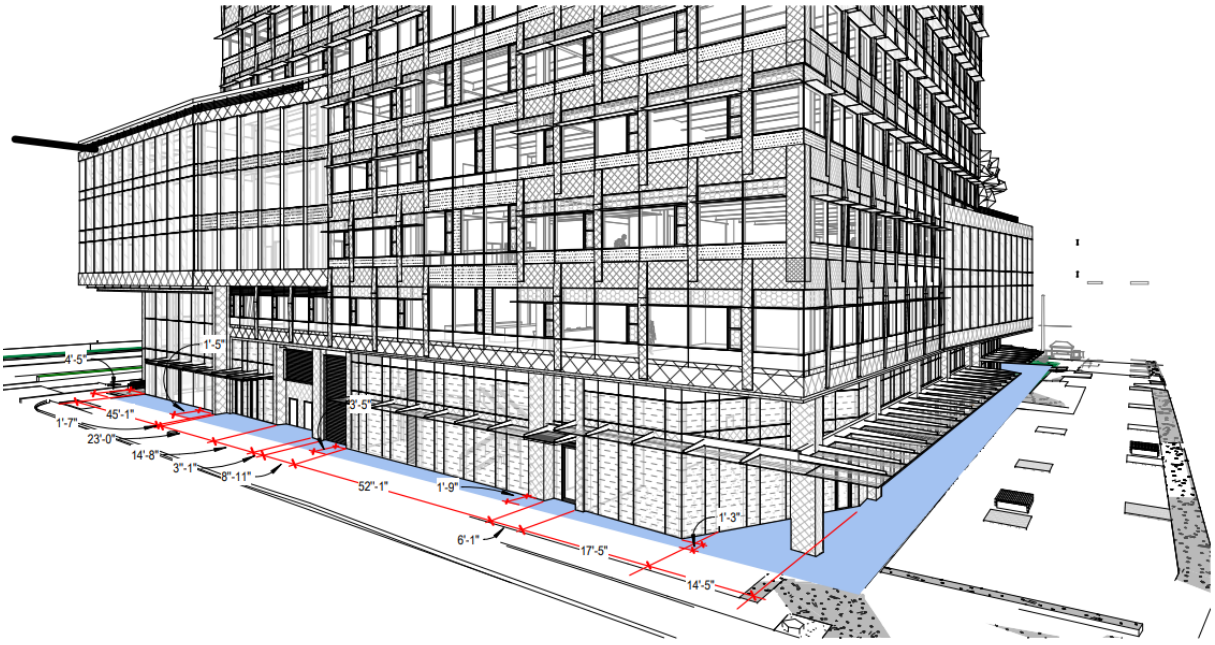


Figure 3: Build To Line Departure along 108th Ave NE and NE 6th St

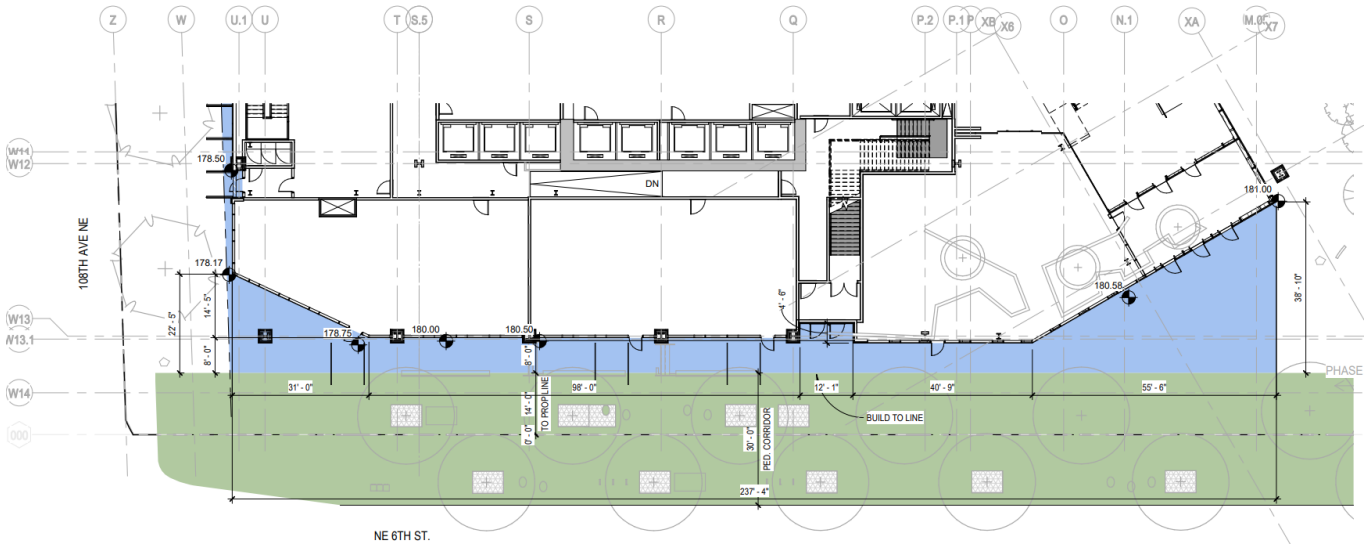


Figure 4: Build To Line Departure Along NE 6th St

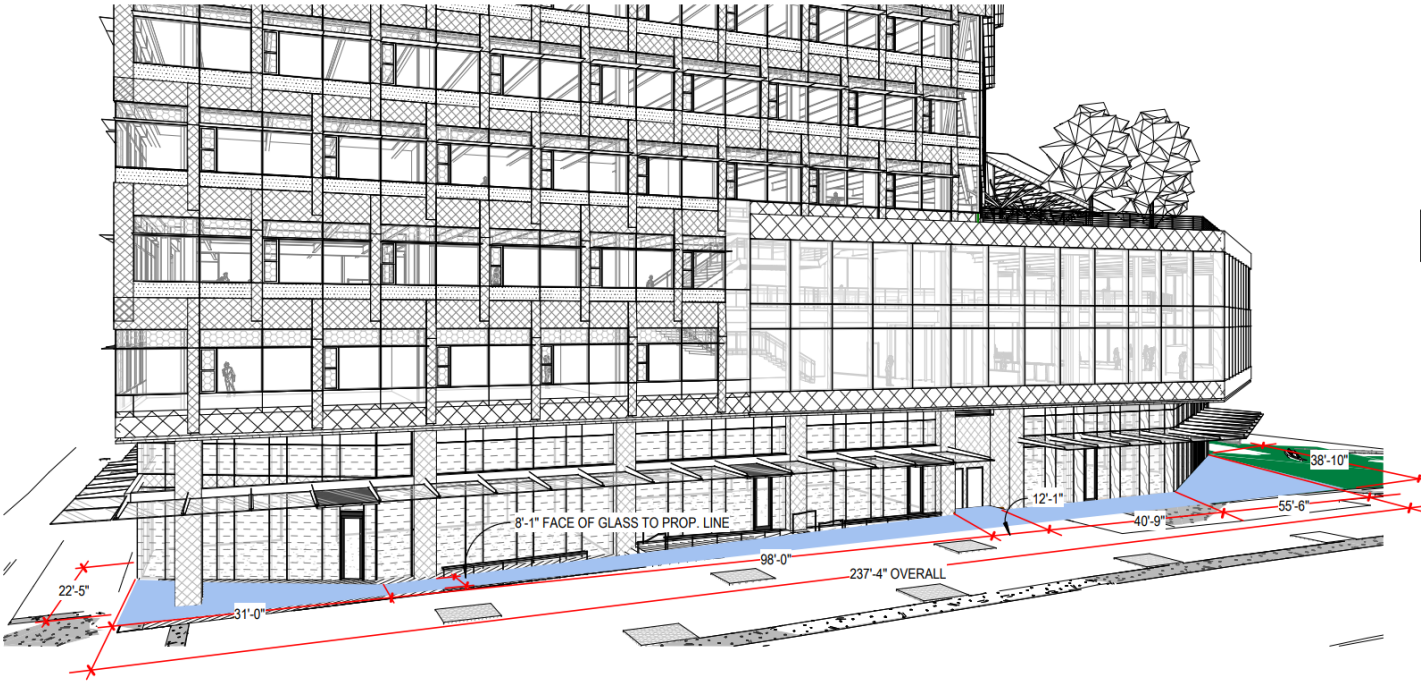


Figure 5: View of Build To Line Departure along NE 6th St

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 20 114000 DB, 20-101468 LP

Project Name: B600 Phase 2

Administrative Departure requested for LUC 20.25A.090 Tree Pits vs. Planterstrips

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:

LUC 20.25A.090 Plate A.1 requires tree pits on 108th Ave NE between NE 4th St and NE 8th St. This departure seeks to replace the individual 5'-0" tree pits on the east side of 108th Ave NE between NE 6th St and NE 7th St. The tree pits will be replaced with a series of 5' wide landscaped planting strips with street located east of the northbound bike lane in the 24' sidewalk ROW. Granting this departure request increases pedestrian and bike rider safety by reducing opportunities for pedestrians from crossing the 5' wide planting strips directly into on-coming traffic in the northbound bike lane. See Figure A.

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*

See section iii below for a detailed response of how this departure request would advance a number of Comprehensive Plan goals that would not be adequately accommodated by a strict application of the Land Use Code. In short, the resulting design improves the pedestrian realm and accessibility while seamlessly connecting the public and private spaces as intended by UD-4 and UD-12. Strict application of the code would prevent this improved design and resultant space.

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

The proposal to replace the Land Use Code-mandated tree pits with a series of landscaped planting strips along the east side of 108th Ave NE provides a more continuous landscaped buffer from NE 6th St to NE 7th St. It also enhances pedestrian safety by reducing the opportunity for pedestrians to cross the 5' wide planting strip directly into on-coming bike traffic in the northbound bike lane. The landscaped strips will also include the required street trees. See Figure A.

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

This departure request, which is the minimum necessary to accomplish the intended goals and to achieve the intent of the LUC and Comprehensive Plan objectives, meets a number of Comprehensive Plan goals in the following ways:

UD-4 Create a safe, engaging and attractive pedestrian environment throughout the City using appropriate urban design features.
The proposed planting strips would create a visually pleasing aesthetic while also creating a better safety buffer for pedestrians adjacent to 108th Ave NE bike and traffic lanes. The applicant is willing to grant the City's request for a wider sidewalk easement along 108th Ave NE. This easement would be a significant public benefit. It would provide more ROW space on NE 108th Ave, including the City plan for a new bus platform on the west side of 108th Ave NE separated from the southbound bike lane that will improve safety for both bus and bike riders. It would also allow the Applicant to replace the existing northbound bike lane by raising it from the surface of the roadway to the level of the sidewalk. A raised bike lane would be better separated from the adjacent sidewalk with continuous planting strips rather than tree pits. Granting this departure request increases pedestrian safety by reducing opportunities for pedestrians from crossing the 5' wide planting strip directly into on-coming bike traffic in the northbound bike lane.

UD-12 Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.
Replacing the tree pits with a continuous planting strip along 108th Ave NE provides a series of landscaped planting strips from NE 6th St to NE 7th St. This will enhance the sidewalk experience and improve safety for the pedestrian. It would create both a physical and aesthetic buffer between the pedestrian realm and the automobile driving lanes, as described more thoroughly above on *UD-4*. Tree grates are also recognized to cause problems for the long-term health of street trees. Larger landscaped planting strips allow better air and water circulation directly to the trees' root system, supports a fuller tree canopy and improves environmental quality.

The proposal meets the following Downtown Design Guidelines:

Site Organization

On-site Circulation

- *c. Pedestrian and Cycling Connections.*
  - *i. Include direct, logical, safe, and continuous routes for pedestrians and cyclists;*

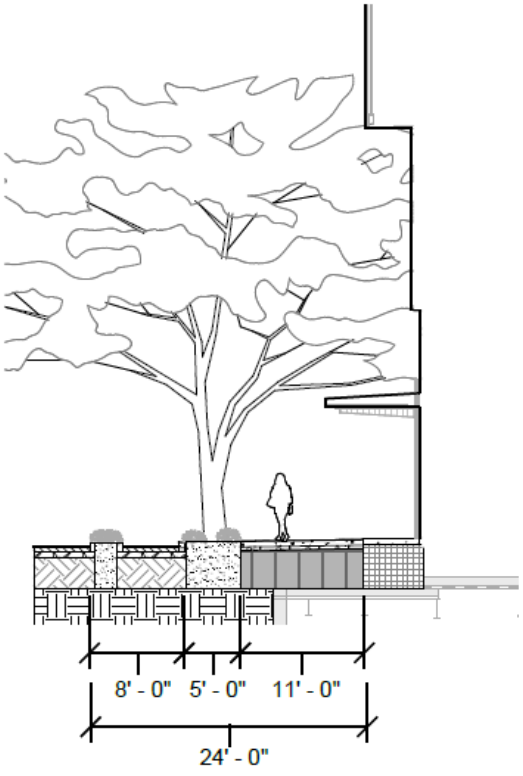
Replacing the tree pits with a continuous planting strip along 108th Ave NE enhances pedestrian and cyclist safety without limiting connectivity, as described more thoroughly above on *UD-4*. The code-mandated tree grates create a more porous condition where pedestrians can unintentionally walk into the cyclist path. Proposed pedestrian crossings are localized to specific locations where cars, cyclists, and pedestrians are all more conscious of crossing paths, allowing painted striping or other safety features to visually alert both bike riders and pedestrians to the crossing locations.

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).

The applicant is willing to grant the City's request for a wider sidewalk easement along 108th Ave NE. It would provide a significant public benefit by allowing space for a new bus platform on the west side of 108th Ave NE separated from the southbound bike lane to improve safety for both bike and bus riders. It also would allow the Applicant to replace the existing northbound bike lane by raising it from the surface of the roadway to the level of the sidewalk. Granting this departure request increases pedestrian and bike rider safety by reducing opportunities for pedestrians from crossing the 5' wide planting strips directly into on-coming bike traffic in the northbound bike lane. Not only will it improve the long-term health of trees, it will also foster an enhanced pedestrian experience along the sidewalk with an increased size of the adjacent landscaped planting strip to serve as a buffer.

Figure A



SECTION A

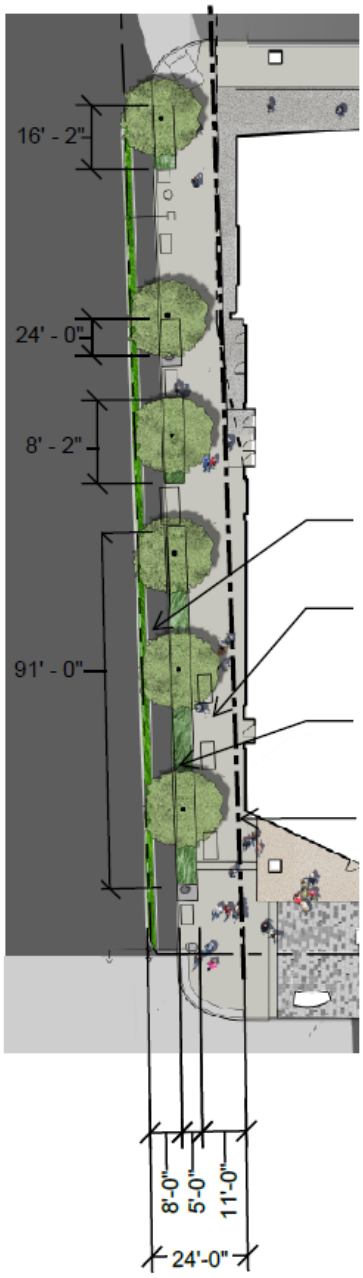


FIGURE A
ROW ON 108TH AVE NE
SHOWING SERIES OF
PLANTING STRIPS

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-106968 LD, 20-101468-LP
Project Name: Bellevue 600 - Phase 2

Administrative Departure requested for LUC: 20.25A.130.D.3 – Mech Exhaust Equipment Location

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

This departure seeks permission to terminate the emergency generator exhaust pipe along NE 7th Street at a height of 10-feet above the adjacent grade (as allowed by IMC 501.3.1) versus 16-feet above grade (as required by Land Use Code 20.25A.130.D.3). NE 7th St. is not public sidewalk, but does include a pedestrian access easement to allow for public access.

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***

See section iii below for a detailed response of how this departure request would advance a number of Comprehensive Plan goals that would not be adequately accommodated by a strict application of the Land Use Code. The requested departure improves the visual appearance of the pedestrian environment as intended by UD-4 and Policy S-DT-3.

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

The building is deemed a "High Rise". The building code requires a High Rise building to have an emergency backup generator in order to provide power in the unlikely case of utility power failure. This emergency generator is connected to a cylindrical exhaust pipe, approximately 22-inches in diameter and extending 36" from the face of wall.

The design team reviewed options to locate the exhaust pipe at the face of the exterior podium where it would pose the least visual impact. Locations along 108th Ave NE, NE 6th Street, and NE 7th Street were examined. Both 108th Ave NE and NE 6th St are public sidewalks with significant pedestrian usage, whereas NE 7th St is the new access way that includes a pedestrian easement, which we expect to receive significantly less foot traffic than 108th Ave NE and NE 6th St. We also reviewed locating the generator exhaust pipe on the Level 6 occupied roof to the north side of the tower.

After analysis, the location with the least visual impact is along NE 7th Street, located in the exterior wall adjacent to the pedestrian access that slopes down to the parking entry at NE 7th Street. However, due to limited space for routing and structural constraints, the pipe can be located no higher than 10-feet above the level of the pedestrian access area, which will not be frequently used by pedestrians. The generator pipe is set below level 1 and would not be visible to the general public walking along the east-west pedestrian connection between 108th

Ave NE and 110th Ave NE. See Figures 1 – 3 below.

The location of the emergency generator exhaust pipe along NE 7th St has substantially less impact than if the pipe were located along:

108th Avenue NE which is a Class 2 pedestrian street with retail and daycare uses at street level; this sidewalk experiences greater foot traffic than NE 7th St is expected to see.

NE 6th Street which is a Class 1 street with retail spill-out spaces along the pedestrian corridor; this sidewalk experiences greater foot traffic than NE 7th St is expected to see.

Level 6 occupied roof, which would require a minimum 10-foot tall chimney adjacent to a daycare playground, and require extensive screening and landscaping around the generator exhaust pipe.

This departure request to locate the emergency generator exhaust vent at a height of 10-feet versus 16-feet above the adjacent sidewalk grade is consistent with intentions of the Land Use Code. It enables the realization of an engaging street level experience along 108th Ave NE and NE 6th Street by not permitting an unsightly generator exhaust to disrupt the façade of the building base. It is consistent with the purpose and intent of creating an activated and inviting pedestrian realm while not detracting from the visual appearance of the building podium. Importantly, the emergency generator exhaust would only be active during a power outage or during occasional off-hours code-required testing.

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

This departure request, which is the minimum necessary to accomplish the intended goals and to achieve the intent of the LUC and Comprehensive Plan objectives, meets the following Comprehensive Plan goal:

UD-4 Create a safe, engaging and attractive pedestrian environment throughout the City using appropriate urban design features.
The granting of this departure request will preserve the attractive visual appearance of the building podium when perceived at the street level along 108th Ave NE, NE 6th Street, and the east-west pedestrian connector on the north side of the building at level 1.

Policy S-DT-3 Develop Downtown as an aesthetically attractive area.
The building podium along 108th Avenue NE and NE 6th Street incorporates canopies, retail storefronts, and outdoor seating areas to enhance the street level experience. Locating the generator exhaust pipe along the street level façade would have a negative visual impact to the appearance of these two streets.

Meets the following Downtown Design Guideline:

B. On-Site Circulation
2. a. Site Circulation for Servicing and Parking
iii. Provide access to site servicing such as loading, servicing, utilities, vehicle parking either underground and within the building mass and away from the public realm and public view.

The location of the emergency generator pipe is along the wall adjacent to the sidewalk down to the garage entry along NE 7th Street. The generator pipe is not visible from the east -west pedestrian connector between 108th Ave NE and 110th Ave NE, and is not visible along 108th Avenue NE or NE 6th Street.

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).

This departure seeks to locate a generator exhaust pipe at a height below the land use code-required 16-feet above grade in the wall adjacent to the sidewalk down to the garage entry at NE 7th Street. Due to limited space for routing and structural constraints at this location, the bottom of the generator pipe must be set at 10-feet above the level of the sidewalk. See Figures 1 -3 below.

Granting this departure would not reduce pedestrian safety. It locates the generator pipe on the service side of the building near the entry and egress points to the garage and loading dock along NE 7th Street. This preserves the visual appearance of the building podium when perceived at the street level along NE 6th Street and 108th Avenue NE, which are Class 1 and Class 2 streets with attractive retail storefronts, overhead canopies, and retail spill out areas that encourage pedestrian activity in the downtown core.

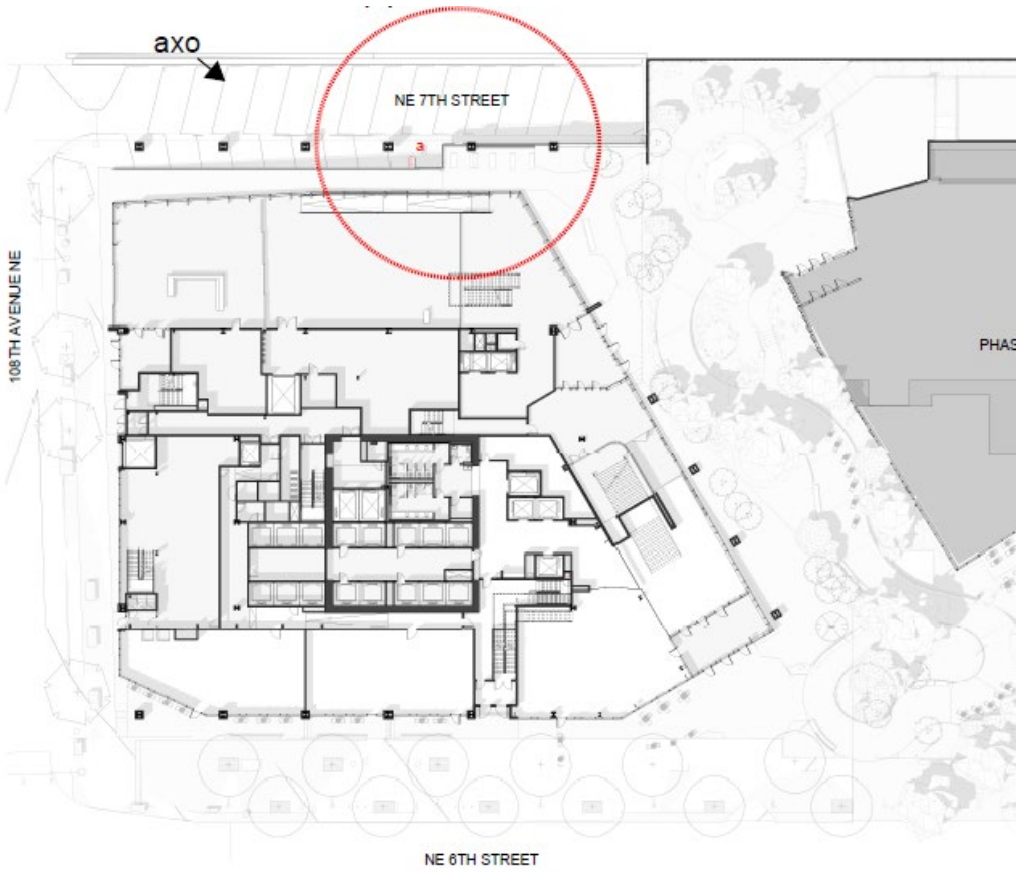


Figure 1: Proposed Location of Generator Exhaust Pipe along NE 7th Street

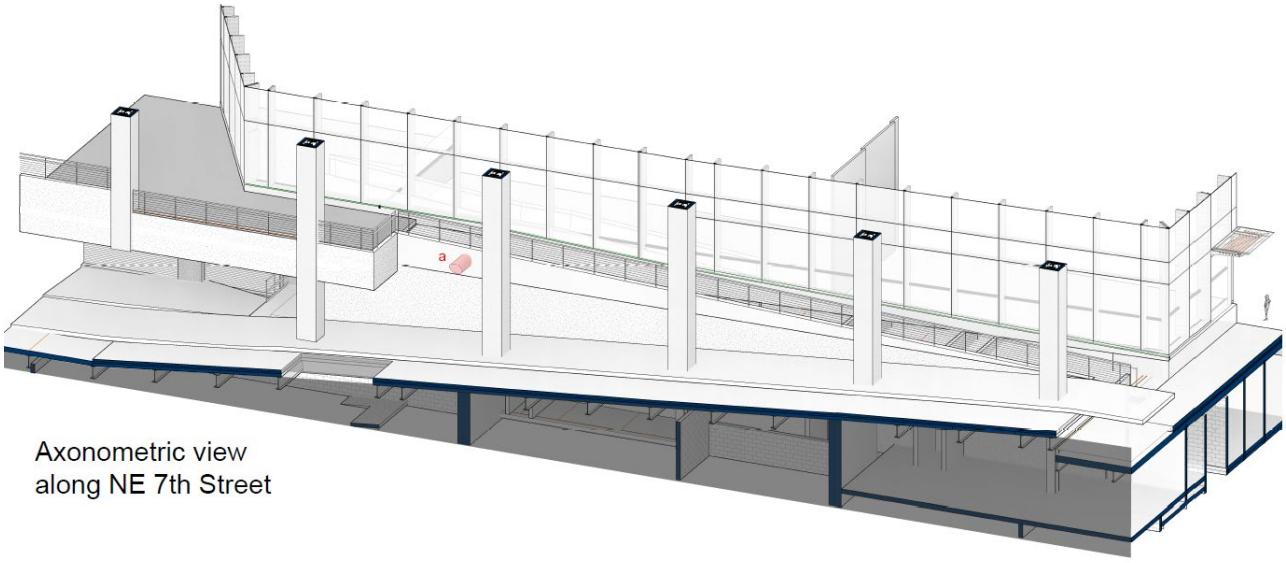


Figure 2: View of Proposed Location of Generator Pipe Looking south along NE 7th Street

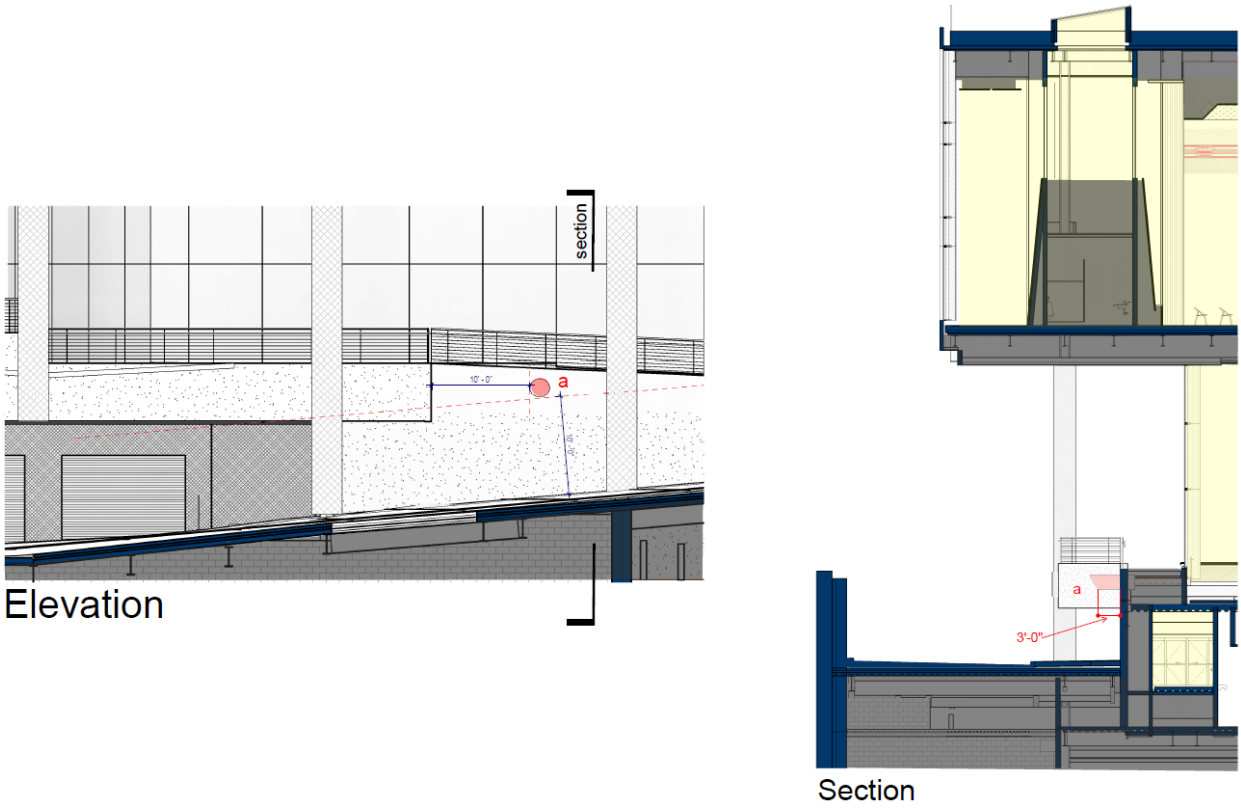


Figure 3: Elevation and Section Along NE 7th Street

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #: 21-106968 LD, 20-101468-LP
Project Name: Bellevue 600 - Phase 2

Administrative Departure requested for LUC: 20.25A.060.B.2.a Overhang into Build-to Line

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

This departure seeks permission to construct a portion of the building at the north end of 108th Ave NE to overhang 108th Ave NE beyond the build-to line in order to improve transit mobility and safety. Here is the specific request:

At the north end of the property adjacent to 108th Ave NE, we request a departure to allow the building to overhang up to 3'-4" beyond the build-to line at a height of 31'-6" above the street level for a N_S distance of 103'-4". See Figures 1-3.

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***

See section iii below for a detailed response of how this departure request would advance a number of Comprehensive Plan goals that would not be adequately accommodated by a strict application of the Land Use Code. In short, the resulting design improves the pedestrian realm and accessibility by enhancing transit mobility and supporting planned transit facilities as intended by UD-46. Strict application of the Land Use Code would prevent this improved design and resultant space.

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

The applicant is currently working with the City on granting the City's request for a wider sidewalk easement along 108th Ave NE. This easement would yield a significant public benefit by providing more ROW space on 108th Ave NE. It would allow the City to implement its plans for a new bus platform on the west side of 108th Ave NE, separated from the southbound bike lane, to improve transportation mobility and pedestrian and bike rider safety in downtown Bellevue. See Figure 4.

However, the easement also requires that the entire façade of the building be set back 8-feet from the prior build to line along 108th Ave NE.

Granting this departure for a portion of the façade to overhang up to 4-feet beyond the new build-to line would allow the project to still meet its required program size for the Meeting Center while allowing the owner's ability to grant the City's requested easement which would result in an overall enhancement of the public realm.

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

This departure request, which is the minimum necessary to accomplish the intended goals and to achieve the intent of the LUC and Comprehensive Plan objectives, meets the following Comprehensive Plan goal:

UD-46 Encourage site and building designs that support and connect with existing or planned transit facilities
The granting of this departure request will permit a much larger bus platform that is separated from the southbound bike lane. This will greatly improve pedestrian, commuter, and bike rider safety along the sidewalk on the west side of 108th Ave NE and will enhance bicycle safety and mobility in the downtown core.

Meets the following Downtown Design Guideline:

C. Relationship to Transportation Elements
2. a. Create logical connections to transit options, walking and biking trails, pedestrian routes and streets.
Along the west side of 108thAve NE, a planned new bus platform along the sidewalk and separated from the bike lane will provide a larger platform for transit riders to wait for the bus. This provides the public with better and safer connection to transit options, and will enhance mobility for transit, pedestrians, and bicycle riders.

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).

This departure enables the realization of a safer and more engaging street level experience, and will significantly improve transit mobility and safety for the public in downtown Bellevue. By allowing for the modest overhang beyond the build-to line along 108th Ave NE, it allows the Applicant to consider voluntarily granting the City a wider easement to allow for planned right of way improvements on 108th Ave NE, including a planned bus platform on the west side of the street and separated bike lanes.

The proposed design also results in visually interesting building modulation that creates a close connection between the ground-level pedestrian realm and the adjacent building program. Pedestrians would have no visual cues, at the ground-level, that the building was set back from the build to line, nor would they be aware that at a higher elevation above their heads, a portion of the facade would overhang the build-to line. The line of sight advantages along 108th Ave NE with a wider sidewalk would also be a benefit in this high pedestrian, bicycle, and vehicle corridor near this downtown transit and light rail hub.

The pedestrian realm would remain closely tied to and adjacent to the building, while a small overhang above the level of the canopies would allow for the building to subtly and gracefully extend over the build-to line. See Figures 1-3.

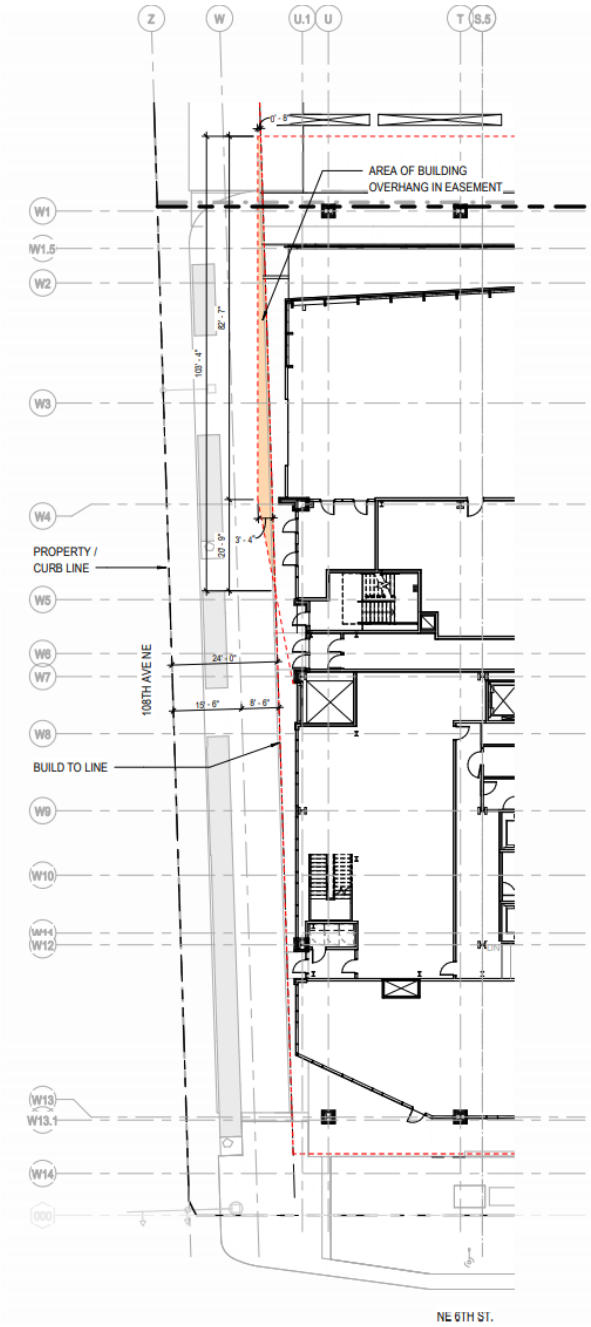


Figure 1: Extent of Building Overhang into Build to Line on 108th Ave NE

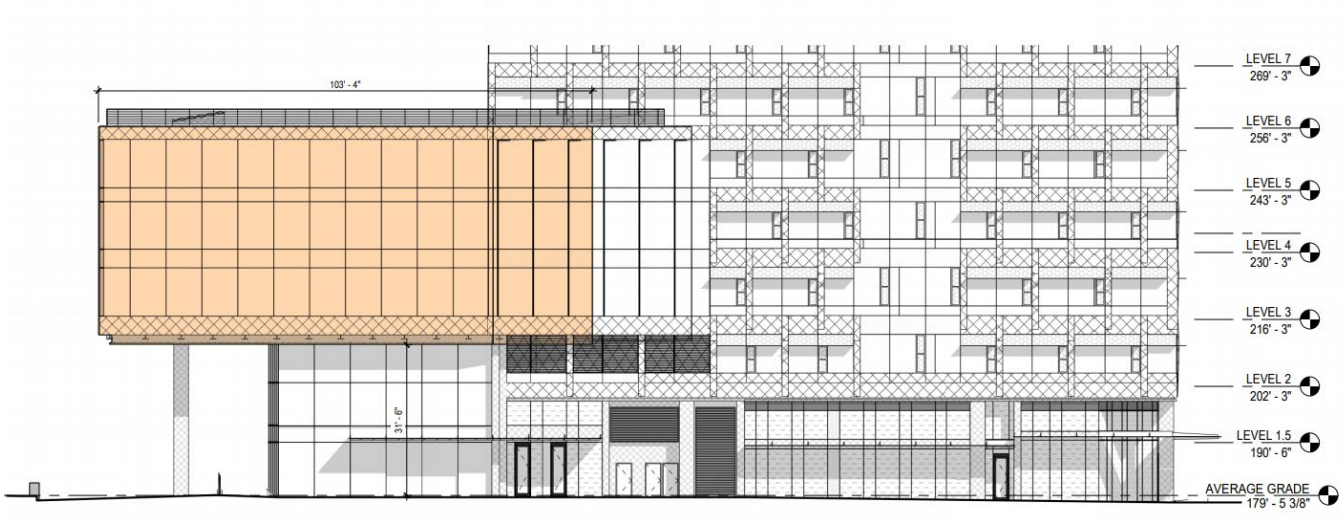


Figure 2: Elevation showing Building Overhang into Build to Line on 108th Ave NE

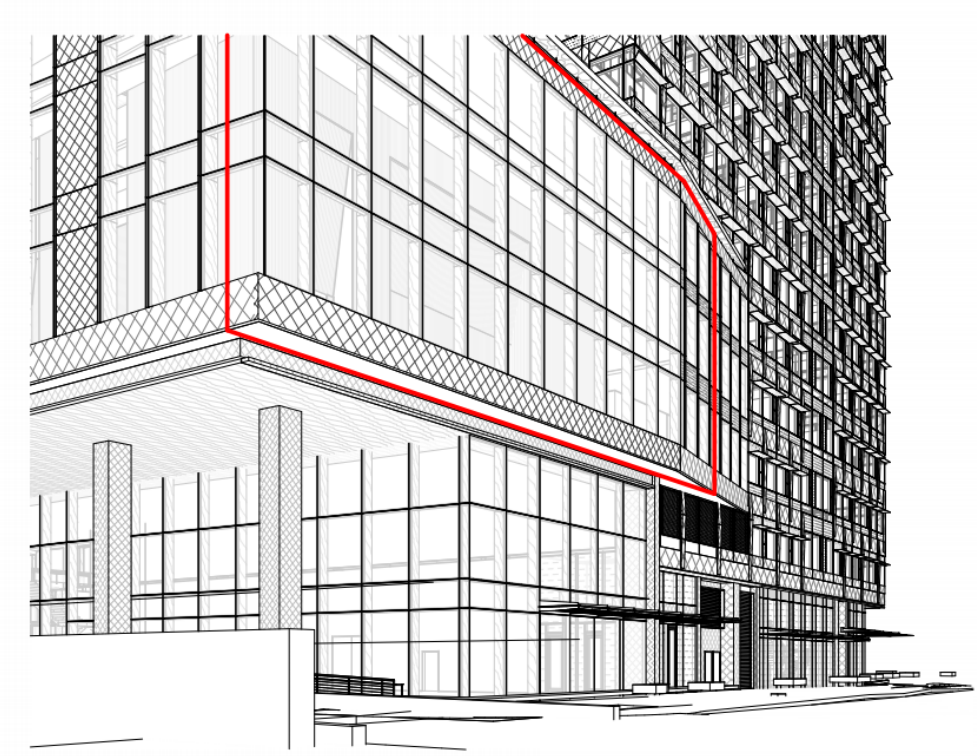


Figure 3: Building Façade along 108th Ave NE showing Extent of Building Overhang

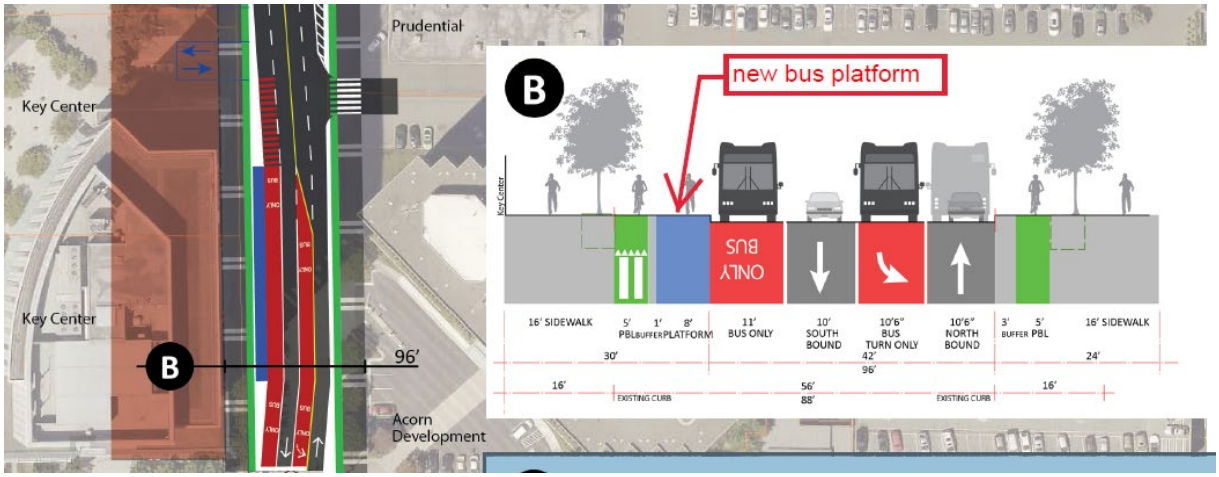


Figure 4: Proposed Street Section with new bus platform on west side of 108th Ave NE

Attachment B

ADMINISTRATIVE DEPARTURE REQUEST FORM

Permit #:21-106968 LD

Project Name: B600 Phase 2

Administrative Departure requested for LUC: LUC 20.25A.080.F.2 Compact Parking

Provide written responses using this form (in Word format) to
1) describe the Departure requested and
2) to provide written responses to the Departure Approval Criteria in LUC 20.25A.030.D.
Provide a *separate* Administrative Departure Request Form for each Departure requested.
Response sections below will expand to fit your answers as more space is needed.

Refer to Land Use Code for complete wording and requirements at:
https://bellevue.municipal.codes/LUC

Written Description of Departure Being Requested:

The project seeks a departure to provide up to 65% compact stalls in the garage to increase garage efficiency. The project is located in the heart of downtown, in the DT-01 zone directly across from the Downtown Transit Center. Currently in the project, there are 366 compact stalls in Phase 2 and the percentage of compact stalls is 50.97%. LUC 20.25A.080.F.2 allows the approval of up to 65% of parking spaces in accordance with the dimensions for "compact" stalls if approved through an administrative departure.

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***

The Comprehensive Plan recognizes that parking should be engineered to meet the expected demand. The Plan also recognizes that the City has an obligation to balance the environmental impacts of regulatory decisions on the City's commitment to provide for sufficient infrastructure. Reducing the number of "standard" parking stalls advances the Plan by right-sizing the parking to fit the anticipated needs of the project. Further, smaller parking stalls encourage smaller cars and promotes a more efficient garage floorplate, both of which promote a more efficient use of resources.

The design advances the following specific Comprehensive Plan policies:

- S-DT-151: Encourage the joint use of parking and permit the limitation of parking supply.
- EN-1: Balance the immediate and long-range environmental impacts of policy and regulatory decisions in the context of the city's commitment to provide for public safety, infrastructure, economic development, and other obligations.
- EN-6: Establish an achievable citywide target and take corrective actions to reduce greenhouse gas emissions such as reducing energy consumption and vehicle emissions, and enhancing land use patterns to reduce vehicle dependency.

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

LUC 20.20.590 states that property owners may design and construct up to 50% of the approved parking spaces in accordance with the dimensions for "compact" stalls rather than "standard" stalls. LUC 20.25A.080.F.2 supersedes that code section for downtown Bellevue projects and allows up to 65% of approved parking spaces in accordance with the dimensions for "compact" stalls if approved through an administrative departure.

The project is located in the Downtown O-1 zone, adjacent to the Bellevue Transit Center, and proposes to include up to 65% compact stalls.

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

The land use code allows up to 65% compact stalls with a departure, recognizing the need to right-sizeparking stalls within the limited extents of a project site and maximize efficiency. The project seeks a departure for and proposes to include up to 65% compact stalls. The project will work through its final garage design as the design advances to make sure it maximizes efficiency in its garage floorplates.
Currently in the project, there are 366 compact stalls in Phase 2 and the percentage of compact stalls is 50.97%.
The actual number and percentage of compact stalls project may vary slightly. The project will continue to develop its garage design and ensure its ultimate design includes the minimum necessary to right-size the parking within the below-grade garage floorplates.

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).

The departure criteria for compact stalls listed above have been met. There is no Development Agreement applicable to this site.

Attachment C

TENW
Transportation Engineering NorthWest

MEMORANDUM

DATE: August 6, 2021

TO: Laurie Tyler, Senior Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Parking Study for Daycare and Retail/Museum Uses
Bellevue 600 Phase 2 (21-106968 LD)
TENW Project No. 2020-186

This memorandum documents the parking study completed for the proposed daycare and retail/museum uses in the Bellevue 600 Phase 2 project.

Based on preliminary plans, Phase 2 of the Bellevue 600 development will include approximately 7,064 square feet of daycare use (net square feet or nsf) that will be open to the public. The proposed project will also include a Retail/Museum space totaling 7,844 square feet (nsf). The Retail/Museum Space is envisioned as an active and inviting space that combines retail at the street, such as a coffee bar, and a publicly accessible museum space that would feature evolving exhibits that may highlight Amazon's history, community engagement, local artists in residence, and new Amazon products.

Daycare and Museum are unspecified uses in the land use code with regard to parking ratios. Therefore, this study provides the Director with justification for a minimum parking ratios for the daycare and museum uses.

Parking Study for Daycare Use

Our proposed justification for a minimum parking ratio for daycare use is based on the peak parking demand ratio documented in the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition for Land Use Code (LUC) 565 (Day Care Center) with adjustments made due to its location within a large office building in a dense mixed-use urban setting.

Based on ITE, the weekday peak period parking demand ratio for a suburban Day Care Center is 2.45 vehicles per 1,000 square feet (GFA) (see Attachment A). This ratio is conservative and likely overestimates the parking demand for the proposed daycare use in this project. A reduction to this rate is justified for the following reasons:

1. 2.45 stalls per 1,000 sf is based on the ITE Parking Generation Manual, 5th Edition rate for a standalone daycare use in a suburban location with little or no transit. ITE does not publish a rate for a daycare in a dense mixed-use urban setting such as Downtown Bellevue. Because of this, the ratio does not account for:
    a. A daycare that is within a large office building, where some parents who work in the same building will park and not require the use of a separate drop-off/pick-up parking space.
    b. Some of the employees of the daycare will use transit, light rail, or other non-SOV modes similar to the office workers in the building.

2. The use of the unadjusted peak parking rate does not account for the principles of shared parking. Daycare and office peak parking demands do not coincide. When the office is at peak demand (10 AM), the daycare is only 60 percent of peak demand based on Urban Land Institute (ULI) data. When Daycare is at peak demand (4 PM), the office is at 80 percent of peak demand. Based on this concept alone, a 40 percent reduction of the daycare demand rate is justified.
3. A 25 percent larger sized daycare program recently opened in the re:Invent building in downtown Seattle. The applicant expects the future daycare in Bellevue 600 Phase 2 to have a similar profile and operating model. Block 20 has allocated 12 stalls for daycare parking at that location which has satisfied the needs of the daycare.

Based on the justification above, we propose to reduce the ITE suburban daycare parking ratio by 25 percent (from 2.45 to **1.84 stalls/1,000 NSF**). Assuming 7,064 square feet, the estimated peak period parking demand for the proposed daycare based on this ratio would be **13 vehicles**. This demand includes all vehicles generated by the daycare including both employees and parent parking demand.

To accommodate the peak parking demand from the daycare use, the applicant will provide a minimum of 13 parking stalls in the parking garage below the Phase 2 building for daycare use. A portion of the daycare parking supply will be signed "parent drop-off/pick-up only" and will be located close to the elevator core in order to provide safe and convenient access for parents and their children.

Parking Study for Retail/Museum Use

Our proposed justification for a minimum parking ratio for the Retail/Museum use is based on the peak parking demand ratio documented in the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition for Land Use Code (LUC) 580 (Museum).

Based on ITE, the weekday peak period parking demand ratio for a Museum is 0.76 vehicles per 1,000 square feet (GFA) (see **Attachment B**). Allocating 0.76 spaces per 1,000 sf of Retail/Museum space may be conservative since a portion of the space is support retail space (such as a coffee bar), which requires zero parking stalls based on City of Bellevue minimum code requirements (Retail in a Mixed Development in DT-O-1 District). In addition, the exhibit space is not intended to be a major destination; rather it is intended to provide a point of interest to passers by, visitors to the Bellevue 600 office buildings, and local residents and workers. Therefore, it is assumed those visitors to the Retail/Museum space who do not walk or take transit will already be parked in Downtown for other reasons, and will not require dedicated parking for the Retail/Museum space.

Based on a ratio of **0.76 spaces per 1,000 sf** and assuming 7,844 square feet, the estimated peak period parking demand for the proposed Retail/Museum use would be **6 vehicles**.

Proposed Bellevue 600 Phase 2 Parking Summary

An administrative departure to reduce the proposed office parking ratio in the Bellevue 600 development was approved as part of the MDP approval. The approved parking ratio for office was a minimum of 1.31 stalls per 1,000 sf. This ratio is applicable to the 532,210 square feet (nsf) in Phase 2. Phase 2 will also include 5,974 square feet of restaurant space. Per Bellevue Land Use Code, restaurants in the DT-O-1 District require a minimum of zero parking stalls.

The table below summarizes the minimum required parking stalls for all uses in Bellevue 600 Phase 2.

Bellevue 600 Phase 2 Minimum Parking Requirements

Use	Phase 2(NSF)	Phase 2 Required Stalls	Notes
Restaurant	5,974	0	No code required parking
Retail/Museum	7,844	6	Parking ratio at 0.76 stalls/1000 NSF
Daycare	7,064	13	Parking ratio at 1.84 stalls/1000 NSF
Office	532,210	697	Parking ratio at 1.31 stalls/1000 NSF
Total Phase 2	553,092	716	

As shown above, Bellevue 600 Phase 2 will require a minimum of 716 parking stalls. Based on current plans, the proposed Phase 2 parking garage will include 718 parking stalls, thus satisfying the anticipated demand.

If you have any questions regarding the information presented in this memo, please contact me at 206-498-5897 or email at forster@tenw.com.

cc: Ian Kell, Seneca Group
David Yuan, NBBJ

ATTACHMENT A

ITE Parking Generation Manual, 5th Edition

LUC 565 Day Care

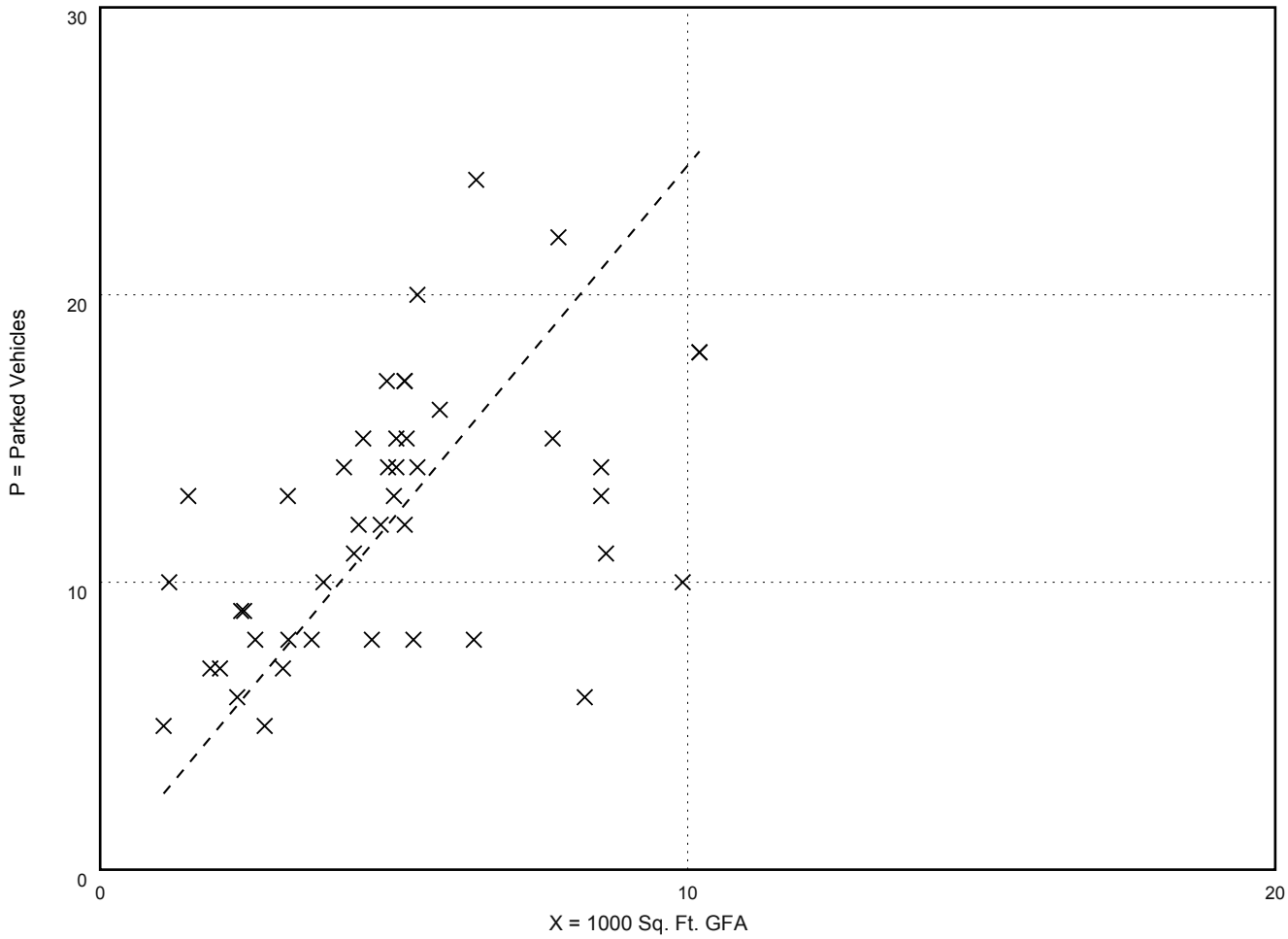
Day Care Center
(565)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 8:00 a.m. - 6:00 p.m.
Number of Studies: 45
Avg. 1000 Sq. Ft. GFA: 5.0

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.45	0.73 - 8.67	2.35 / 3.74	2.12 - 2.78	1.12 (46%)

Data Plot and Equation



Fitted Curve Equation: *

R^2= *

ATTACHMENT B

ITE Parking Generation Manual, 5th Edition

LUC 580 Museum

Museum
(580)

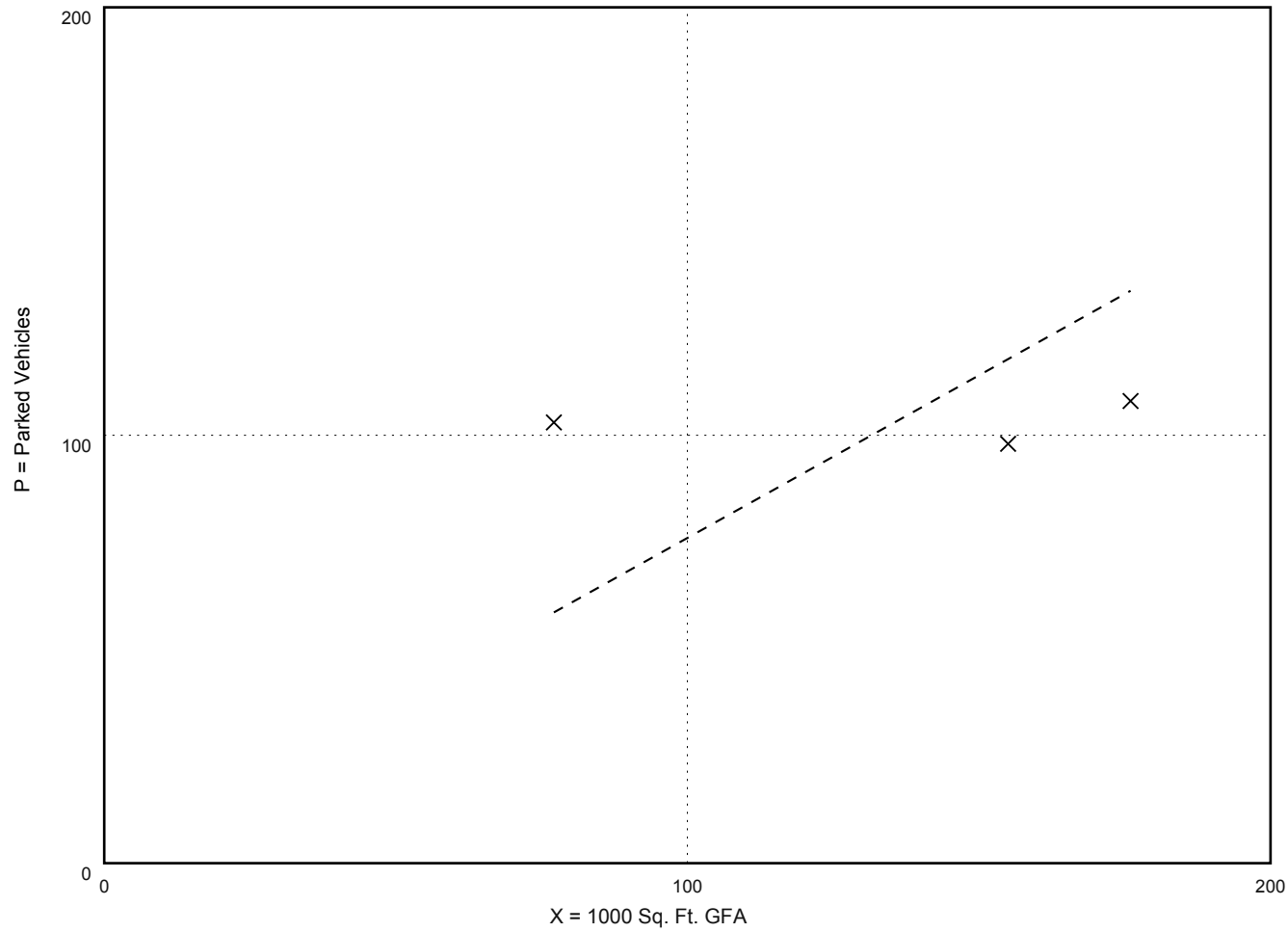
Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 10:00 a.m. - 2:00 p.m.
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 136

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.76	0.61 - 1.34	0.62 / 1.34	***	0.34 (45%)

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: ***

R^2= ***

Attachment C

TENW
Transportation Engineering NorthWest

MEMORANDUM

DATE: November 25, 2020

TO: Laurie Tyler, Senior Planner
City of Bellevue

FROM: Chris Forster, P.E.
TENW

SUBJECT: Updated Request for Parking Modification – Reduced Office Parking Ratio
Bellevue 600 Phase 1 ADR (19-131761 LD) and MDP (20-101468 LP)
TENW Project No. 5858

This memorandum documents our updated parking study and request for a parking modification for the proposed Bellevue 600 project. This is an update to our previous memo dated August 17, 2020 and includes updated project statistics. The conclusions of our updated study support a proposed target parking ratio of 1.31 stalls per 1,000 nsf for office.

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of 1.31 stalls per 1,000 nsf. Based on current project statistics for the Phase 1 Administrative Design Review (ADR) (744,747 nsf of office), the minimum code-required parking supply for office is 1,489 stalls (1,510 stalls including daycare), and the proposed minimum parking supply with this modification would be 976 stalls (992 stalls including daycare). Based on current project statistics for the overall Master Development Plan (MDP) (1,225,504 nsf of office including both Phases 1 and 2), the minimum code-required parking supply for office is 2,451 stalls (2,472 stalls including daycare), and the proposed minimum parking supply with this modification would be 1,606 stalls (1,622 stalls including daycare). The daycare parking ratio is documented in a separate parking memorandum.

Executive Summary

- City of Bellevue Land Use Code (LUC) Section 20.25A.080.B requires a minimum parking supply ratio of 2.0 parking stalls per 1,000 nsf of office (1,489 stalls for Phase 1 and 2,451 stalls for the overall MDP) and 0 stalls per 1,000 nsf of restaurant/retail use in the DT-O-1 District.
- LUC Section 20.25A.080.H allows the Director to approve an Administrative Departure for lower parking supply ratios if the proposed ratio is supported by a parking demand analysis.
- The applicant is proposing to provide a minimum parking ratio of 1.31 stalls per 1,000 nsf of proposed office (976 stalls for Phase 1 and 1,606 stalls including both Phases 1 and 2) which requires an Administrative Departure. The applicant is proposing to meet (or exceed) the City's minimum code requirements for retail and restaurant parking. A minimum of 16 parking stalls is required for the proposed public daycare use based on a daycare parking study (submitted separately).
- The applicant's proposed reduced parking ratio for office is supported by the following key parking demand analysis findings:
    - A parking demand study was conducted at four existing downtown Bellevue office buildings along 108th Ave NE in the vicinity of the proposed project site. Based on the data collected

in October/November 2018, the average peak parking demand at the four sites was calculated to be 1.46 vehicles/1,000 nsf. This calculation included all vehicles parked in the garages at these locations regardless of purpose, and the square footage used in the calculation only includes the office portion of the building. Therefore, this is a conservative view of existing office parking demand rates. It should also be noted that this parking ratio reflects the existing conditions in Downtown Bellevue where Light Rail Transit is not yet open (opening in 2023).

- The overall utilization of the parking garages at the four existing office buildings during the peak period averaged 77 percent occupancy. This equates to 580 empty parking stalls across the four buildings and demonstrates that office parking is currently oversupplied in Downtown Bellevue.
- The peak parking demand observed at the four existing office buildings in the study included all short-term and long-term parking stalls, including those designated for carpools, vanpools, visitors, guests, and specific non-office commercial uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking for office workers, resulting in elevated ratios. As a case study, the City Center building includes approximately 6 percent non-office space in the building (misc. retail/services, coffee shop, small restaurant, etc.) and approximately 10 percent of the parking supply is designated for visitors, bank, and delivery stalls. City Center had an observed peak parking demand ratio of 1.37 which accounts for parking for all of these commercial uses (office and non-office, short and long-term parking). For comparison, the proposed Bellevue 600 project will have around 3 percent non-office commercial space and a target parking ratio of 1.31. This demonstrates that all parking, including short and long-term parking for visitors, guests, and non-office commercial uses can be accommodated at an overall parking supply ratio that is well below the code minimum parking ratio.
- The Bellevue 600 site is and will be well served by transit and non-motorized facilities which reduce vehicle use and support a lower parking ratio for this project. The Bellevue Transit Center, the City's main transit hub, is located immediately adjacent to the site to the south. The opening of East Link Light Rail in 2023 (with a station just across 110th Ave NE) will continue to encourage non-SOV travel and will significantly increase transit capacity in Downtown Bellevue. New and/or improved pedestrian and bike facilities are being constructed with this project to add to the existing infrastructure in Downtown. In addition, the project will include extensive on-site bicycle amenities for workers including bike lockers, storage for bicycles, and shower facilities. The increased usage of rideshare also encourages non-SOV travel and reduces parking demand for office workers.
- With the Bellevue Transit Center located adjacent to the project site, the proposed project is effectively a Transit Oriented Development (TOD). Research completed at TODs finds that "The conventional parking policies likely produce excessive parking, undermining the expected community benefits of TOD." (*Getting the Parking Right for Transit-Oriented Development,* Zhang, 2012) In addition, the TOD research shows that "Parking requirements can typically be reduced around 20 and up to 50% in areas with good transit." (Zhang, 2012). The level of parking reduction from code requirements recommended for TOD projects is consistent with the applicant's proposed parking modification.

- The Bellevue 600 project includes a passenger load/unload zone along the mid-block access drive between 108th Ave NE and 110th Ave NE located on the north side of the site to accommodate vans, shuttles, taxi, and rideshare demand. The proposed drop-off/pick-up area in the Bellevue 600 project further supports the proposed parking reduction by accommodating temporary load/unload activities without requiring use of standard parking spaces. Most of the existing buildings included in our parking study did not have equivalent drop-off and pick-up amenities. An absence of these facilities places more of a burden on the parking supply to accommodate both short and long-term parking needs. With the rising popularity of rideshare services as well as the potential for private vans/shuttles/busses, the Bellevue 600 project with the proposed drop-off area will better accommodate these activities while at the same time reducing the demand for standard parking stalls.
- The most recent Commute Trip Reduction (CTR) survey mode split data for all of Downtown Bellevue showed an average Single Occupant Vehicle (SOV) mode share of approximately 50 percent. Based on vehicle occupancy assumptions, the current CTR mode-split data results in an estimated peak office parking demand rate of 1.89 vehicles per 1,000 nsf. Based on the four 108th Ave NE study sites included in our parking demand study and using the same vehicle occupancy assumptions, an observed peak parking demand rate of 1.46 vehicles per 1,000 nsf equates to an estimated existing SOV rate of 36 percent. A project-specific mode share and SOV rate goal of 33 percent for Bellevue 600 results in a minimum parking ratio of 1.31 vehicles per 1,000 nsf.
- The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand. Bellevue's TMP Implementation Guidelines require the owner of a building to establish an SOV mode share goal and implement certain baseline TMP measures to achieve that goal. To support the proposed target parking ratio for this development, the applicant has committed to adopt a more aggressive SOV mode share goal and implement additional TMP measures beyond the standard number of measures required by code. The specific TMP measures will be further refined in the TMP Implementation Agreement which is currently underway.
- For comparison, a review of minimum required office parking ratios in other local jurisdictions in downtown areas shows a range in required parking ratios between zero and 3.46 stalls per 1,000 nsf. All of the jurisdictions with the exception of Seattle would be considered less dense and more suburban than Downtown Bellevue with less access to transit. It is notable that Seattle and Renton have chosen to eliminate parking minimums from their code requirements for office uses in downtown zones, which is a growing trend around the nation.
- Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of **1.31 stalls per 1,000 nsf**. Based on current project statistics for the Phase 1 Administrative Design Review (ADR) (744,747 nsf of office), the minimum code-required parking supply for office is 1,489 stalls (1,510 stalls including daycare), and the proposed minimum parking supply with this modification would be 976 stalls (992 stalls including daycare). Based on current project statistics for the overall Master Development Plan (MDP) (1,225,504 nsf of office including both Phases 1 and 2), the minimum code-required parking supply for office is 2,451 stalls (2,472 stalls including daycare), and the proposed minimum parking supply with this modification would be 1,606 stalls (1,622 stalls including daycare). The daycare parking ratio is documented in a separate parking memorandum.

Project Description

The proposed Bellevue 600 project would be located on the north side of NE 6th Street (Transit Center) between 108th Ave NE and 110th Ave NE. The Bellevue 600 project is planned to be developed in two phases through the submittal of a Master Development Plan (MDP). In the near term, the applicant plans to submit an administrative design review (ADR) application for Phase 1 and an MDP application for the entire site (Phases 1 and 2). Based on current project statistics, the overall MDP includes 1,225,504 net square feet (nsf) of office space (744,747 nsf in Phase 1 and 480,757 nsf in Phase 2). The office space will be occupied by a single tenant (Amazon). Additional land uses include active use space (restaurant and/or retail), and a proposed public daycare (currently 8,569 nsf). All parking would be provided in a below-grade parking garage. Preliminary site plans for Phase 1 and for full buildout of the MDP (Phases 1 & 2) are included as **Attachments A1 and A2**, respectively.

City of Bellevue Code Requirements

City of Bellevue code-required parking was determined based on Bellevue Land Use Code (LUC) Section 20.25A.080. The Bellevue 600 site is located within the DT-O-1 Land Use District. The image below shows the minimum parking requirements for office and restaurant/retail uses in the DT-0-1 District.

Downtown Parking Requirements

Land Use	Unit of Measure	Downtown Land Use Districts			
		-O-1, -O-2		-R, -MU, -OB, -OLB	
		Min.	Max.	Min.	Max.
h. Office (Business Services/Professional Services/General Office) (3)	per 1,000 nsf	2.0	2.7	2.5	3.0
i. Office (Medical Dental/Health Related Services)	per 1,000 nsf	3.0	4.0	4.0	5.0
j. Personal Services:	per 1,000 nsf				
Without Fixed Stations	per station	2.0	2.0	2.0	3.0
With Fixed Stations		0.7	2.0	1.0	1.5
k. Residential (6)	per unit	0	2.0	1.0 (5)	2.0
l. Restaurant	per 1,000 nsf	0	15.0	10.0 (4)	20.0
m. Retail	per 1,000 nsf	3.3	5.0	4.0 (4)	5.0
n. Retail in a Mixed Development (except Hotel) (2)	per 1,000 nsf	0	3.3	2.0 (4)	4.0
o. Senior Housing:					
Nursing Home	per patient bed	0.4	0.8	0.4	0.8
Senior Citizen Dwelling or Congregate Care	per living unit	0	1.0	0.33	1.0

nsf = net square feet (see LUC 20.50.036)

As shown above, the DT-O-1 District requires a minimum parking supply ratio of 2.0 parking stalls per 1,000 nsf of office, 0 stalls per 1,000 nsf restaurant use, and 0 stalls per 1,000 nsf retail use (in a mixed development). Daycare is an unspecified use in the code; therefore, the daycare parking ratio is documented in a separate parking study memorandum.

It should be noted that the City of Bellevue parking calculations are based on net square feet (nsf) as defined per the land use code definition below.

> ***Net Square Feet.*** *The total number of square feet within the inside finished wall surface of the outer building walls of a structure, excluding major vertical penetrations of the floor (elevator and other mechanical shafts, stair wells), mechanical equipment, parking areas, common restrooms, common lobbies, and common hallways. Storage area is included in the net square feet calculation unless the property owner demonstrates that it cannot be converted to habitable space.*

For the purpose of this parking analysis, gross square feet (gsf) or gross floor area (gfa) needed to be converted to net square feet (nsf) to provide a consistent measurement of square footage. Based on TENW discussions with local architects, net square footage for traditional office buildings is typically expected to be approximately 80 to 85 percent of gross square footage. Therefore, a factor of 82.5% (0.825) was used to convert gsf to nsf where only gsf or gfa measurements were available.

City of Bellevue Municipal Code section 20.25A.080.H provides the Director the authority to modify the minimum parking ratios based on a parking demand analysis including but not limited to:

a. Documentation supplied by the applicant regarding actual parking demand for the proposed use; or
b. Evidence in available planning and technical studies relating to the proposed use; or
c. Required parking for the proposed use as determined by other compatible jurisdictions.

Proposed Parking Modification

The applicant is proposing to provide a minimum parking ratio of 1.31 stalls per 1,000 nsf of proposed office which requires an Administrative Departure. The applicant will meet (or exceed) the City's minimum code requirements for restaurant/retail parking (which is zero). The daycare parking ratio is documented in a separate parking memorandum.

As justification for a reduced office parking ratio for the proposed Bellevue 600 project, the following parking analysis includes:

- A parking demand study documenting a conservative estimate of the overall parking demand ratio at similar downtown office buildings, reflecting existing conditions where Light Rail Transit is not yet open
- A discussion of new and existing transit and non-motorized facilities that support non-SOV travel modes, including the adjacent Bellevue Transit Center, the city's main transit hub, as well as the Light Rail Transit station opening in 2023
- A summary of the findings of Transit Oriented Development (TOD) studies and the relationship of TOD to parking demand
- A discussion of how the applicant's proposed accommodations for passenger load/unload activity reduces parking demand
- An analysis of how existing and future mode splits affect parking demand
- Proposed Transportation Management Plan (TMP) measures that support the proposed parking ratio
- A comparison of required parking ratios for office uses in other local jurisdictions
- A discussion of adopted Comprehensive Plan policies that align with reduced parking requirements

Downtown Bellevue Office Parking Demand Study

A parking demand study was conducted at four downtown Bellevue office buildings along 108th Ave NE in the vicinity of the proposed project site. The office buildings included in the study are similar to the proposed Bellevue 600 project in that they all have similar access to transit (within 500 feet of the Bellevue Transit Center).

Analysis Approach

The following tasks were conducted for the parking study:

1. Based on Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) parking publications (ITE *Parking Generation* and ULI *Shared Parking*), the peak office parking demand is expected to occur before and after lunch on a typical weekday. To capture the peak office parking demand, the number of occupied parking stalls within the parking garages for each site were recorded between approximately 10 and 11 AM and between 2 and 3 PM.
2. Data was collected on two weekdays (Tuesday and Thursday).
3. A parking demand rate per 1,000 nsf of office space was derived separately for each building with conservative adjustments to account for building occupancy.

Parking Counts

Weekday parking counts were conducted on Tuesday 10/30/18 and Thursday 11/1/18 at the following four downtown Bellevue office buildings:

1. Concur/Key Center (601 108th Ave NE)
2. Symetra (777 108th Ave NE)
3. City Center (500 108th Ave NE)
4. One Bellevue Center (411 108th Ave NE)

Counts of parked vehicles were conducted by TENW staff during the morning and afternoon peaks. A summary of the counts of parked vehicles at the office buildings is included in Attachment B.

Counts at the four study sites conservatively included all vehicles parked within the parking garages, even though some vehicles were associated with non-office uses like on-site retail and restaurant uses. In addition, the counts at the Symetra building included 11 reserved parking stalls in the Barnes & Noble surface parking lot that are signed for Symetra carpool/vanpool parking.

Parking Supply & Demand Rates

Based on the counts at the office buildings, peak parking demand rates were calculated in terms of parked vehicles per 1,000 nsf of office (gross square feet of office per King County parcel data was factored to estimate net square feet). The square footage used in the calculation does not include on-site non-office uses such as retail, restaurants, and banks, even though parking associated with these uses was included in the demand analysis, resulting in a conservative approach. Demand rates were factored to account for building occupancy based on the amount of advertised office spaces for lease in each building at the time of the counts. By adjusting for occupancy, the peak parking demand ratios conservatively assume 100 percent occupancy. Table 1 summarizes the parking supply ratios and the observed peak parking demand rates for the four office buildings.

Table 1
Summary of Parking Supply & Demand Rates

Office Building	Address	Office Area (nsf)	Parking Supply Ratio (stalls per 1,000 nsf)	Observed Peak Parking Demand Rate (veh per 1,000 nsf)
One Bellevue Plaza	411 108th Ave NE	298,073	1.51	1.27
Concur/Key Center	601 108th Ave NE	384,866	2.12	1.45
Symetra [1]	777 108th Ave NE	362,034	1.57	1.73
City Center	500 108th Ave NE	389,002	1.84	1.37
			Average =	**1.46**

[1] The Symetra building shows a peak demand that exceeds the supply ratio. This is partially due to a valet program that allows demand to exceed the marked supply. In addition, because the demand ratio is factored to account for full occupancy of the building, the ratio is not constrained by supply.

As shown in Table 1, the average peak parking demand for the four sites was determined to be 1.46 vehicles per 1,000 nsf. This calculation included all vehicles parked in the garages at these locations regardless of purpose, and the square footage used in the calculation only includes the office portion of the building. Therefore, this is a conservative view of existing office parking demand rates. It should also be noted that this parking ratio reflects the existing conditions in Downtown Bellevue where Light Rail Transit is not yet open (opening in 2023). The detailed parking supply and demand calculations are included in Attachment C.

The following are additional observations from the parking counts:

1. The overall utilization of the parking garages during the peak period averaged 77 percent occupancy.
2. Across all 4 buildings, there were 580 empty parking stalls during the peak period. This is enough surplus parking to supply a 400,000 square foot (nsf) office building at a ratio of 1.46 stalls per 1,000 nsf.

This study demonstrates that office parking is currently oversupplied in Downtown Bellevue.

Non-Office, Visitor, and Guest Parking

The peak parking demand observed at the four existing office buildings in our study included all short-term and long-term parking stalls including those designated for carpools, vanpools, visitors, guests, and specific non-office uses (bank, retail, etc.). Therefore, the observed parking ratios at these buildings capture the parking demand from everyone, not just long-term parking for office workers, resulting in elevated ratios. As a case study, the City Center building includes approximately 6 percent non-office commercial space in the building (misc. retail/services, coffee shop, small restaurant, etc.) and approximately 10 percent of the parking supply is designated for visitors, bank, and delivery stalls. City Center had an observed peak parking demand ratio of 1.37 which accounts for parking for all of these uses (office and non-office, short and long-term parking). For comparison, the proposed Bellevue 600 project will have around 3 percent non-office commercial space and a target parking ratio of 1.31. This demonstrates that all parking, including short and long-term parking for visitors, guests, and non-office commercial uses can be accommodated at an overall parking supply ratio that is well below the code minimum parking ratio.

New and Existing Transit & Non-Motorized Facilities

The Bellevue 600 site is and will be well served by transit and non-motorized facilities which encourage reduced vehicle use and support a lower parking ratio for this project.

Transit service to and from the project vicinity is provided by King County Metro Transit and Sound Transit. The Bellevue Transit Center, the City's main transit hub, is located immediately adjacent to the site to the south and provides access to 20 local and regional routes. The East Link Light Rail Extension is expected to open in 2023 and will give riders a fast, frequent, and reliable connection from Downtown Bellevue to Redmond, Overlake, Downtown Seattle, Sea-Tac Airport, the University of Washington, and beyond. The future Bellevue Transit Center Light Rail Station will be a street-level station at NE 6th Street with an entrance on the east side of 110th Ave NE (less than 1 block from the site) and a second one on the west side of 112th Ave NE. Light rail will provide a significant increase in transit capacity in Downtown Bellevue which is necessary if the City is to reach their non-SOV mode share target of 65 percent (35 percent SOV).

The project will provide wider sidewalks on all street frontages as well as construct portions of through-block connections, both north-south and east-west, to allow pedestrians destined to the Bellevue Transit Center access across the site. Pedestrian improvements on the site will connect to existing sidewalks that are provided throughout Downtown Bellevue. A new mid-block pedestrian crossing is also planned across 110th Ave NE as part of this development.

Dedicated bike lanes are located on 108th Ave NE along the project frontage between Main Street and NE 12th Street. The project will maintain these existing bike lanes. In addition, the project will include extensive on-site bicycle amenities for employees including storage for bicycles within and around the building. Men's and women's locker rooms will also be provided including showers.

Relatively new travel options such as rideshare companies also make it easier for workers to leave their vehicles at home.

Parking Demand at Transit Oriented Development (TOD)

The Bellevue 600 project is effectively a Transit Oriented Development (TOD) given its proximity to the downtown Bellevue Transit Center. The Bellevue Transit Center is the main transit hub for the Eastside of King County and currently serves 12 King County Metro transit routes and 8 Sound Transit routes. Significant research has been completed regarding parking demand at TOD sites. Findings and conclusions from a review of TOD research papers including *Getting the Parking Right for Transit-Oriented Development, Zhang, 2012* include the following:

- "The conventional parking policies likely produce excessive parking, undermining the expected community benefits of TOD." (Zhang, 2012)
- "Parking requirements can typically be reduced around 20 and up to 50% in areas with good transit." (Zhang, 2012)
- "Offices near [transit] station[s] are most important for increasing transit trips for work. Therefore, offices should be located within 500-1,000 feet of the platform/station." (Zhang, 2012)

The level of parking reduction cited in the TOD research is consistent with the applicant's proposed parking modification for the Bellevue 600 development.

Passenger Load/Unload Accommodations

The Bellevue 600 project includes a passenger load/unload zone along the mid-block access drive between 108th Ave NE and 110th Ave NE located on the north side of the site to accommodate vans, shuttles, taxi, and rideshare demand. The proposed drop-off/pick-up area in the Bellevue 600 project further supports the proposed parking reduction by accommodating temporary load/unload activities without requiring use of standard parking spaces. Most of the existing buildings included in our parking study did not have equivalent drop-off and pick-up amenities, instead requiring vehicles to utilize standard parking stalls within the garage for drop-off and pick-up. An absence of these facilities places more of a burden on the parking supply to accommodate both short and long-term parking needs. With the rising popularity of rideshare services as well as the potential for private vans/shuttles/busses, the Bellevue 600 project with the proposed drop-off area will better accommodate these activities while at the same time reducing the demand for standard parking stalls.

Effects of Mode Split on Office Parking Demand

Mode split, in particular the drive-alone or SOV rate, has a direct relationship to parking demand. The following section provides a methodology to correlate parking demand rates to mode split and SOV rates. The SOV rate is the primary measurement of program effectiveness used by the City of Bellevue in their Transportation Management Programs (TMPs). Therefore, by correlating parking demand rates to SOV rates, we are effectively linking parking demand to the TMP program and guiding the establishment of a specific TMP mode share goal for this project.

There are two primary sets of mode split data that are available in Downtown Bellevue. Census data (American Community Survey 5-Year Estimates) and Washington State Commute Trip Reduction (CTR) Survey data. Washington State's Commute Trip Reduction (CTR) Law was passed by the Legislature in 1991 with goals to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to driving alone. Alternatives include riding the bus or train, carpooling, vanpooling, bicycling, walking, working a compressed work week, or teleworking. CTR law only applies to companies with at least 100 workers that arrive at a site between 6 and 9 AM. Although only a subset of downtown Bellevue workers, workers at CTR companies tend to be office workers which aligns well with the scope of this parking study. Therefore, the most recent Washington State CTR Survey Data (2017-2018) for Downtown workers was used (as provided by the City of Bellevue Transportation Department).

The most recent CTR survey mode split data for all of Downtown Bellevue showed an average SOV mode share of approximately 50 percent SOV. The survey data also provided percent bus, carpool, telework, walk, bike, etc. TENW used this information to develop a parking demand estimate for this specific CTR mode split using the following steps (see Attachment D for detailed calculations):

1. Using only travel modes that involve vehicles that require parking spaces (SOV, carpool, motorcycle, vanpool, etc.) simple average vehicle occupancy (AVO) assumptions were applied that convert persons to vehicular parking demand for each mode of travel. For example, the CTR data showed 7.4 percent carpools. If we assume an average AVO of 2 persons per carpool vehicle (most conservative assumption), then the number of vehicles estimated would be 3.7 vehicles (7.4 people @ 2 persons per vehicle).
2. The estimated parking demands from all vehicular travel modes were then added together, resulting in the total number of vehicles parked per 100 people. For example, using the CTR mode split, the total parking demand per 100 people was estimated to be 55.5 vehicles.

3. The ITE *Parking Generation Manual* (5th Edition, 2019) publishes peak parking demand rates observed at office buildings throughout the United States. The average peak parking utilization for sites located in a Dense Multi-Use Urban setting is 1.63 vehicles per 1,000 gsf. Based on the ITE peak parking rate per employee for the same use, 0.58 vehicles per employee is anticipated. Therefore, a peak parking demand rate of 1.63 vehicles per 1,000 gsf in ITE correlates to a peak parking demand rate of 58 vehicles per 100 people.
4. Applying the ratio of CTR parking demand to ITE parking demand per 100 people (55.5/58.0) to the ITE parking rate of 1.63, an ITE "mode-adjusted" parking rate of 1.56 vehicles per 1,000 gsf was calculated.
5. In order to compare the ITE mode-adjusted parking rate (based on gross square feet) to City of Bellevue parking ratios that are based on net square feet, the ratio was divided by 0.825 which results in an estimated parking demand rate of 1.89 vehicles per 1,000 nsf. This is the estimated peak parking demand ratio associated with the latest CTR Survey data.

The methodology described in the preceding steps can be performed in reverse if the parking demand ratio goal is given, and the objective is to determine a target SOV rate. This process was utilized to estimate the SOV rates associated with the existing parking demand observed at the 4 study sites on 108th Ave NE (1.46 vehicles per 1,000 nsf).

To determine the estimated parking demand for the Bellevue 600 project, project-specific mode share goals were used which result in a target SOV rate of 33 percent. This is the same SOV rate used in the Traffic Impact Analysis (TIA) for the project to derive trip generation rates. Mode split data was forecasted for this site based on observed mode splits (most recent CTR data) for Amazon in South Lake Union (Seattle), discussions with Amazon transportation planning staff, as well as consideration for local conditions in Downtown Bellevue. Our proposed mode split assumptions and justification for those assumptions are shown Attachment D. Also included are comparisons to three other sets of data including the average of Downtown Bellevue CTR sites (2017-18 CTR data), Amazon Seattle buildings North of Denny, and Amazon Seattle buildings South of Denny.

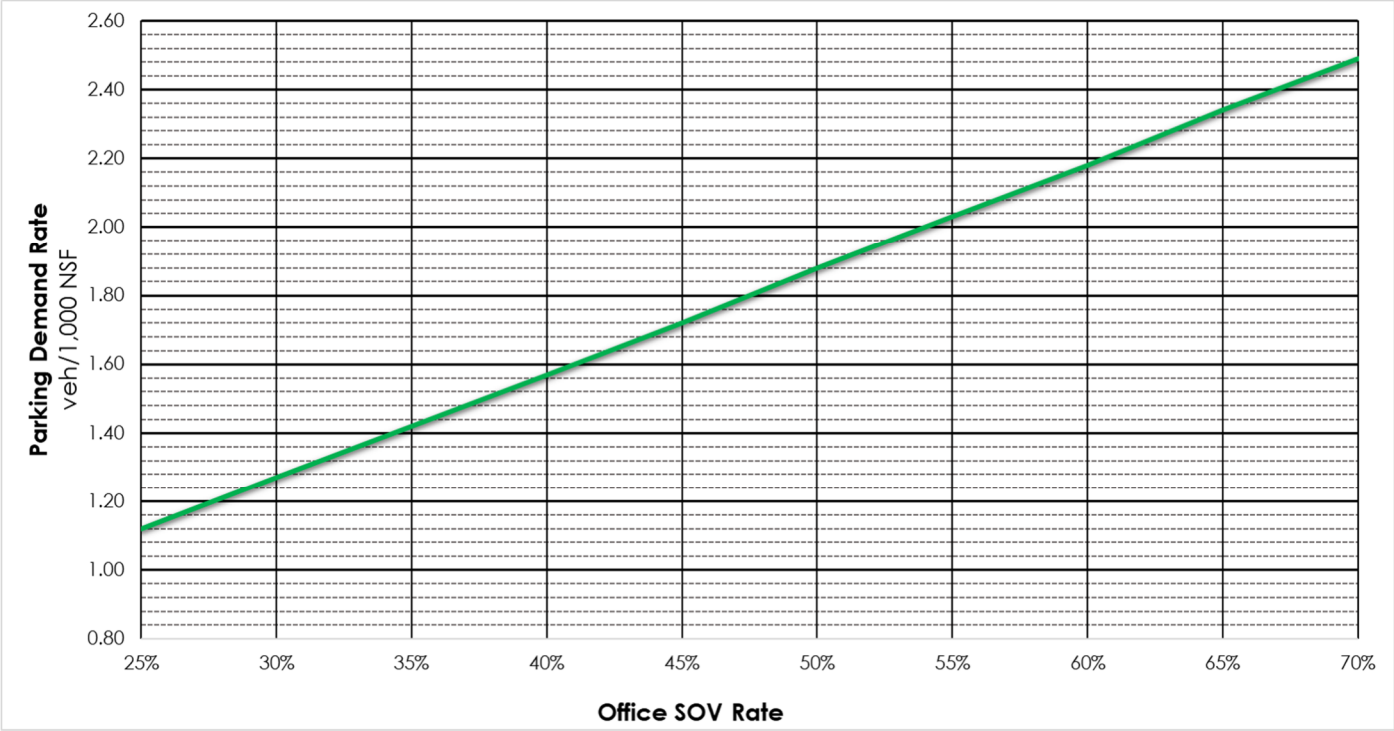
Amazon's project-specific mode share and SOV rate goal of 33 percent for Bellevue 600 correlates to a minimum parking ratio of 1.31 vehicles per 1,000 nsf.

A summary of estimated office parking demand rates associated with the SOV mode share assumptions for 3 scenarios are shown in Table 2. Detailed parking/mode split calculations for these 3 scenarios are included in Attachment D.

Table 2
Office Parking Demand Rates vs SOV Mode Shares

Scenario	SOV Mode-Split	Parking Demand Rate (veh per 1,000 nsf)
Existing CTR Data (2017-2018) – Downtown Bellevue Average	50%	1.89
Estimated SOV Mode Share at 4 Parking Study Sites on 108th	36%	1.46
Bellevue 600 Parking Ratio based on SOV Mode Share Goals	**33%**	**1.31**

A chart that illustrates the general relationship between parking demand rates and office SOV rates based on our methodology is included below.


Parking Demand Rate
veh/1,000 NSF
2.60
2.40
2.20
2.00
1.80
1.60
1.40
1.20
1.00
0.80
25%
30%
35%
40%
45%
50%
55%
60%
65%
70%
Office SOV Rate

Transportation Management Program

The applicant will be required to implement a Transportation Management Program (TMP) as required by Bellevue LUC 14.60.070. In general, the purpose of a TMP is to reduce travel demand, and in particular SOV travel demand. As demonstrated by our analysis of mode-split data and SOV rates, reducing SOV travel demand also reduces parking demand.

Bellevue's *TMP Implementation Guidelines* require the owner of a building to establish an SOV mode share goal. The goal can either be equal to the average CTR SOV mode share for Downtown Bellevue worksites (average of the most recent 3 measurement cycles, currently 51 percent SOV), or equal to the Comprehensive Plan Target Level (35 percent SOV maximum). The TMP for Bellevue 600 will target a composite drive alone goal for its office employees of 35 percent (33 percent SOV plus an assumed 2 percent who ride alone in rideshare vehicles), which aligns with the Comprehensive Plan goal. This SOV target corresponds to the proposed minimum parking ratio for office of 1.31 stalls per 1,000 nsf.

Bellevue's *TMP Implementation Guidelines* require certain elements be included in all TMPs. In addition to these baseline elements, the owner is required to choose additional elements from a list of Tier 1 and Tier 2 elements (Tier 1 = higher impact, Tier 2 = lower impact). For Office buildings 50,000 gross square feet (gsf) and larger, the owner must choose at least one Tier 1 element and at least two Tier 2 elements. Required baseline Elements, Tier 1 Element options, and Tier 2 Element options are shown on the next page. More detailed descriptions of the TMP elements are included in the City's TMP Implementation Guidelines in Attachment E.

To support the proposed target parking ratio for this development, the applicant has committed to adopt a more aggressive SOV mode share goal and implement additional TMP measures beyond the standard number of measures required by code. Some of the specific Tier 1 and Tier 2 elements currently being considered in the TMP include:

1. Providing transit, vanpool, and carpool incentives (Tier 1)
2. Providing flexible parking options (Tier 1)
3. Providing shuttle/sus service to augment or fill gaps in public transit service (Tier 1)
4. Providing guaranteed ride home (Tier 2)
5. Providing preferential parking for vanpools (Tier 2)
6. Providing secure, covered bicycle parking (Tier 2)
7. Providing shower facilities (Tier 2)

This list is preliminary; the specific TMP measures will be further refined in the TMP Implementation Agreement which is currently underway.

Required TMP Elements
(Source: City of Bellevue TMP Implementation Guidelines 7/1/20)

	Required Baseline Elements
1	Post information
2	Distribute information
3	Provide building transportation coordinator
4	Leases in which tenants are required to participate in periodic surveys
5	Identify parking cost as a separate line item in tenant leases
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.
7	Submit periodic report describing implementation of TMP provisions

	Tier 1 Element Options (higher-impact)
8	Provide financial incentive
9	Provide shuttle van/bus service
10	Provide flexible parking options
11	Daily Only Parking

	Tier 2 Element Options (lower-impact)
12	Provide guaranteed ride home
13	Provide preferential HOV parking
14	Conduct annual transportation options event
15	Provide secure, covered bicycle parking
16	Provide shower facilities
17	Provide off-street passenger loading area
18	Provide parking on-site for carshare vehicles
19	Annual TMP services contract with Transportation Management Association

Note: Offices Buildings 50,000 gsf and larger are required to implement all Baseline Elements, at least one Tier 1 Element, and at least two Tier 2 elements.

Office Parking Ratios in Other Jurisdictions

For comparison, a review of minimum required office parking ratios in other nearby jurisdictions in downtown areas was conducted. Table 3 summarizes our findings.

Table 3
Required Downtown Office Parking Ratios in Other Jurisdictions

	Minimum Parking Stalls Required	
Jurisdiction	Code Requirement	Stalls per 1,000 Net Sq. Ft.[5]
Redmond [1]	2 per 1,000 gsf	2.42 per 1,000 nsf
Kirkland [2]	1 per 350 gsf	3.46 per 1,000 nsf
Renton [3]	*None Required*	*None Required*
Seattle [4]	*None Required*	*None Required*

1. Per RZC 21.10 (Downtown Urban Center) and RZC 21.12 (Overlake Urban Center)
2. Per KZC Chapter 50 (Central Business District (CBD) Zones)
3. Per RMC 4-4-080(F)10.d (Center Downtown (CD) Zone)
4. Per SMC 23.49.019 (Downtown Zoning)
5. Stalls per 1,000 gross square feet (gsf) factored by 1/0.825

As shown in Table 3, the minimum required downtown office parking ratios in other nearby jurisdictions ranges from zero to 3.46 stalls per 1,000 nsf. All of these jurisdictions except Seattle are much more suburban than downtown Bellevue with significantly less access to transit. Although Redmond, Kirkland, and Renton contain "urban center" designations, none of them allow development to exceed 12 stories and height limits are more commonly 5 to 7 stories. The density allowed on the Bellevue 600 site in downtown Bellevue is more comparable to the urban density in downtown Seattle than the density in these other suburban jurisdictions. It is also notable that Seattle and Renton have chosen to eliminate parking minimums for office uses in their Downtown zones, which is a growing trend around the nation.

Comprehensive Plan Analysis

Several areas of the Comprehensive Plan support reduced parking ratios. The first area is the City's non-SOV Mode Share Target. The City has set a 65 percent non-SOV mode share goal for Downtown workers in 2035. Reducing the parking supply increases the cost of parking, which reduces the number of SOVs. A key strategy that will enable the City to reach its non-SOV mode share target is to reduce the parking supply. The Comprehensive Plan's Downtown goals and policies also support a reduced parking ratio, including Policy S-DT-151 which states "Encourage the joint use of parking and permit the limitation of parking supply."

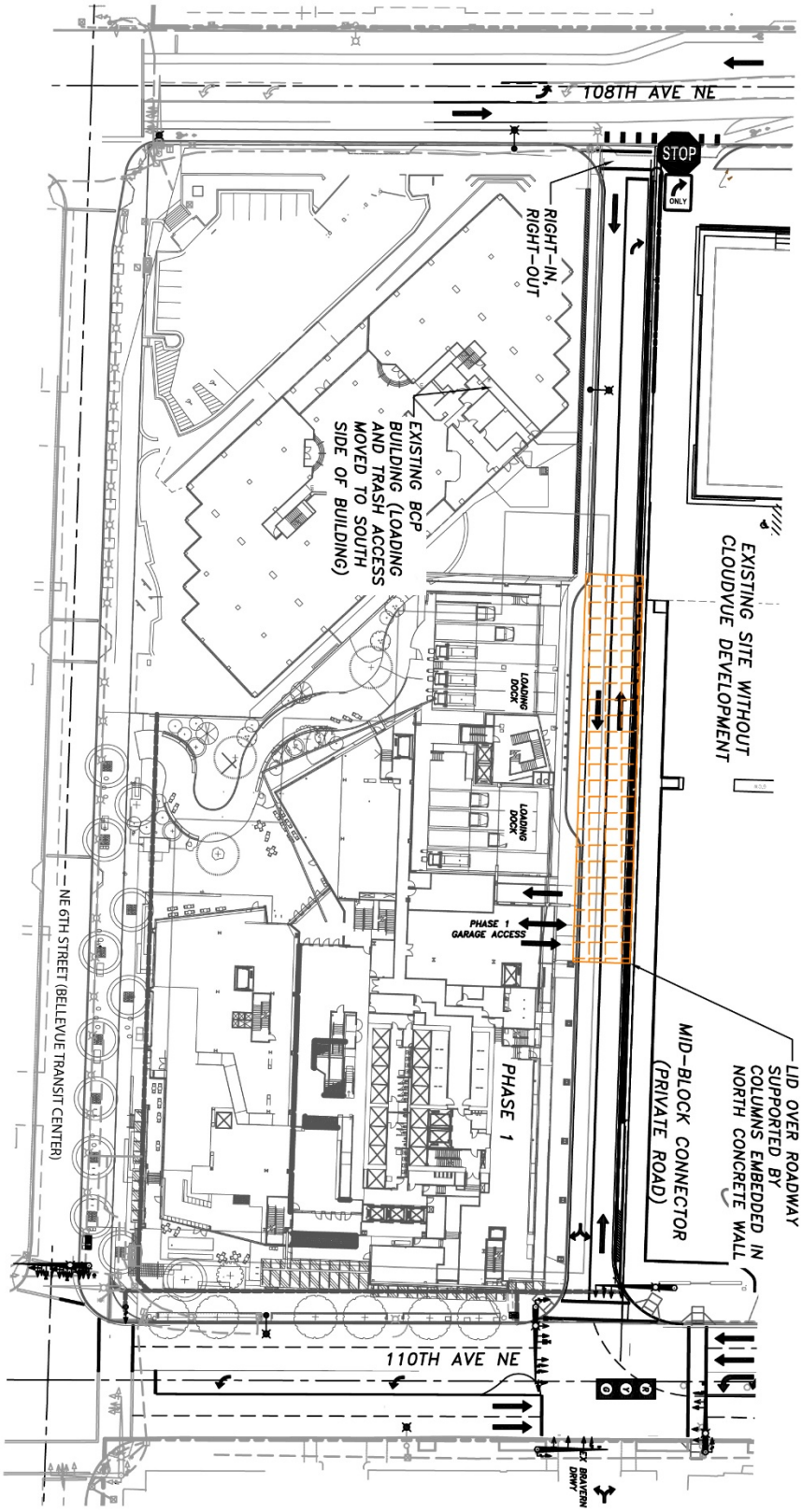
Request for Parking Modification

Based on the justification provided in this study, the applicant requests the Director approve an Administrative Departure to reduce the minimum parking ratio for the proposed office use from the code-required 2.0 stalls per 1,000 net square feet (nsf) to a minimum of 1.31 stalls per 1,000 nsf. Based on current project statistics for the Phase 1 Administrative Design Review (ADR) (744,747 nsf of office), the minimum code-required parking supply for office is 1,489 stalls (1,510 stalls including daycare), and the proposed minimum parking supply with this modification would be 976 stalls (992 stalls including daycare). Based on current project statistics for the overall Master Development Plan (MDP) (1,225,504 nsf of office including both Phases 1 and 2), the minimum code-required parking supply for office is 2,451 stalls (2,472 stalls including daycare),

and the proposed minimum parking supply with this modification would be 1,606 stalls (1,622 stalls including daycare). The daycare parking ratio is documented in a separate parking memorandum.

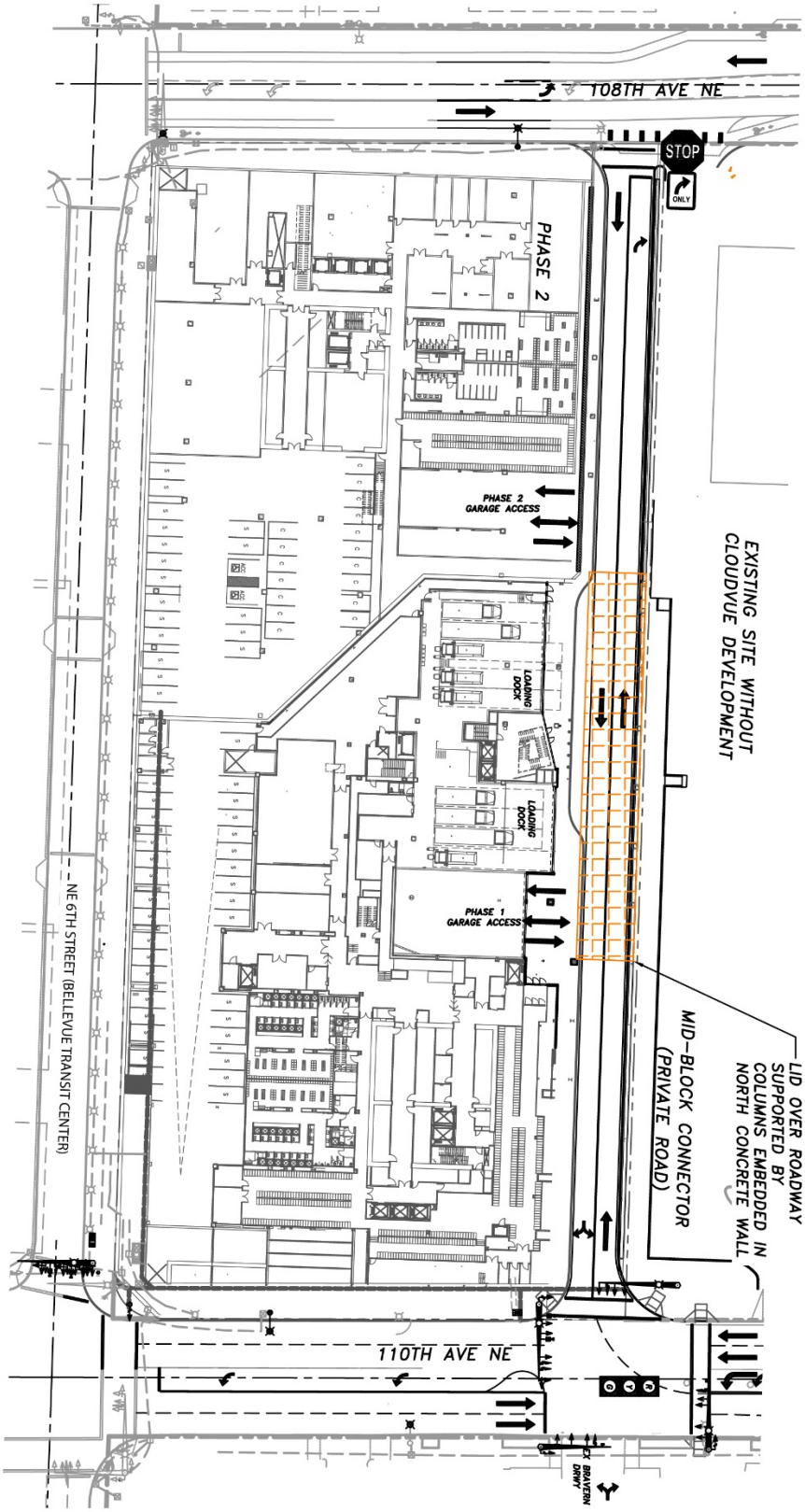
Please contact me at 206-498-5897 or forster@tenw.com with any questions.

cc: Ian Kell, Seneca Group
Tim Weyand, Amazon
David Yuan, NBBJ



Attachment A1: Phase 1 Preliminary Site Plan

N
NOT TO SCALE



Attachment A2: MDP Preliminary Site Plan

N
NOT TO SCALE

ATTACHMENT B

Local Parking Study Count Data – 108th Sites
October/November 2018

Parking Study Summary - Counts vs. Supply
11/20/2018

			Parked Vehicles Observed[1]									
			10:00 AM			2:00 PM						
Building	**Site Address**	**Stall Type**	**Tuesday**	**Thursday**	**2-Day Average**	**Tuesday**	**Thursday**	**2-Day Average**	**Peak Demand**	**Parking Supply**	**% Occupied**	**# of Empty Stalls**
Concur/Key Center	601 108TH AVE NE	General	505	515		523	505			787		
		Visitor	11	10		11	14			17		
		Bank	10	4		9	6			10		
		Delivery	1	2		3	1			2		
		Motorcycle	1	0		2	0			-		
		TOTAL	528	531	**530**	548	526	**537**	**537**	**816**	**66%**	**279**
Symetra	777 108TH AVE NE	General	416	405		387	383			422		
		Visitor	8	18		12	17			21		
	Barnes&Noble Site	Symetra Reserved	8	8		8	7			11		
		Delivery	2	3		2	1			3		
		Valet	108	132		95	108			111		
		Motorcycle	1	2		1	2			-		
		TOTAL	543	568	**556**	505	518	**512**	**556**	**568**	**98%**	**12**
City Center	500 108TH AVE NE	General	513	451		496	437			647		
		Visitor	25	25		21	23			59		
		Retail	2	2		3	3			3		
		Bank	0	0		1	0			4		
		Delivery	1	0		0	0			3		
		TOTAL	541	478	**510**	521	463	**492**	**510**	**716**	**71%**	**206**
One Bellevue Center	411 108TH AVE NE	General	266	351		292	335			329		
		Visitor	8	7		7	6			9		
		Bank	2	2		2	1			2		
		Monthly	95	-		86	-			110		
		Motorcycle	2	0		1	0			-		
		TOTAL	373	360	**367**	388	342	**365**	**367**	**450**	**82%**	**83**
All Sites		General	1,915	1,864	**1,890**	1,891	1,777	**1,834**		2,417		**2,417**
		Visitor/Delivery	56	65	**61**	56	62	**59**		114		**114**
		Retail/Bank	14	8	**11**	15	10	**13**		19		**19**
		TOTAL	1,985	1,937	**1,961**	1,962	1,849	**1,906**	**1,970**	**2,550**	**77%**	**580**

Notes:
1. Based on counts of parked vehicles conducted by TENW on Tuesday 10/30/18 and Thursday 11/1/18

ATTACHMENT C

Parking Supply and Demand Rate Calculations

Office Parking Supply Rates

3/8/2019

		A	B	C = A X B	D	E = D/C X 1,000
		Office Building Area				
Office Building	**Site Address**	**Gross SF [1]**	**Gross to Net SF Factor[2]**	**Net SF (estimated)**	**Parking Supply (stalls) [3]**	**Parking Supply Ratio (stalls per 1,000 Net SF)**
Concur/Key Center	601 108TH AVE NE	466,504	82.5%	384,866	816	2.12
Symetra[4]	777 108TH AVE NE	438,829	82.5%	362,034	568	1.57
City Center	500 108TH AVE NE	471,517	82.5%	389,002	716	1.84
One Bellevue Center	411 108TH AVE NE	361,301	82.5%	298,073	450	1.51
					Average =	**1.76**

Notes:

1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking supply as counted and confirmed by TENW
4. Parking supply and demand at Symetra includes 11 reserved stalls in the adjacent Barnes & Noble site surface lot

Office Parking Demand Rates

3/8/2019

		A	B	C = A X B	D	E	F = D/(C X E) X 1,000
		Office Building Area					
Office Building	**Site Address**	**Gross SF [1]**	**Gross to Net SF Factor[2]**	**Net SF (estimated)**	**Observed Peak Parking Demand (vehicles) [3]**	**Vacancy Factor[4]**	**Parking Demand Ratio[5] (vehicles per 1,000 Net SF)**
Concur/Key Center	601 108TH AVE NE	466,504	82.5%	384,866	537	96%	1.45
Symetra[6]	777 108TH AVE NE	438,829	82.5%	362,034	556	89%	1.73
City Center	500 108TH AVE NE	471,517	82.5%	389,002	510	96%	1.37
One Bellevue Center	411 108TH AVE NE	361,301	82.5%	298,073	367	97%	1.27
						Average =	**1.46**

Notes:

1. Per King County parcel data. Only includes the office portion of the building.
2. Factor to estimate Net SF. Ratios between 0.80 and 0.85 are expected based on discussions with NBBJ & Graphite Architects
3. Parking demand is the peak 2-day average of counts conducted at 10:00 AM and 2:00 PM in October/November 2018.
4. Vacancy factor based on vacant office spaces as advertised on Broker websites
5. Parking demand ratio assumes 100% occupancy
6. Parking supply and demand at Symetra includes 11 reserved stalls in the adjacent Barnes & Noble site surface lot

ATTACHMENT D

Office Parking Demand vs. Mode Split Calculations

PARKING RATIO BASED ON CURRENT CTR MODE SPLIT (50% SOV = 1.89 STALLS/1,000 NSF)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey
Drive alone (non-motorcycle)	**50.4%**
Bus	23.8%
Carpool	7.4%
Teleworked	7.9%
Walk	4.3%
Vanpool	2.4%
Bicycle	1.1%
Motorcycle (1 person)	0.5%
Train/light rail/streetcar	0.5%
Compressed work week day off	0.2%
Ferry as a walk-on passenger	0.2%
Ferry with a vehicle	0.1%
Motorcycle (2 or more people)	0.0%
Other	1.1%
TOTAL	99.9%

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	50.4	1	50.4
Carpool	7.4	2	3.7
Motorcycle (1 person)	0.5	1	0.5
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	2.4	3	0.8
Non-Vehicle and Transit	39.2	-	0.0
	100.0		55.5

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	55.5	1.56
GFA to Net SF Factor[3]			82.5%
Bellevue CBD Average CTR Rate per 1,000 Net SF[4]			**1.89**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

108TH PARKING STUDY SITES ESTIMATED SOV RATE (1.46 STALLS/1,000 NSF = 36% SOV)

Mode of Transportation	2017-2018 Downtown Bellevue CTR Survey	SOV Rate based on 1.46
Drive alone (non-motorcycle)	**50.4%**	**36.4%**
Bus	23.8%	30.5%
Carpool	7.4%	9.5%
Teleworked	7.9%	10.1%
Walk	4.3%	5.5%
Vanpool	2.4%	3.1%
Bicycle	1.1%	1.4%
Motorcycle (1 person)	0.5%	0.6%
Train/light rail/streetcar	0.5%	0.6%
Compressed work week day off	0.2%	0.3%
Ferry as a walk-on passenger	0.2%	0.3%
Ferry with a vehicle	0.1%	0.1%
Motorcycle (2 or more people)	0.0%	0.0%
Other	1.1%	1.4%
TOTAL	99.90%	99.90%

non-SOV numbers adjusted upward in proportion to the CTR survey

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	36.4	1	36.4
Carpool	9.5	2	4.7
Motorcycle (1 person)	0.6	1	0.6
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.1	1	0.1
Vanpool	3.1	3	1.0
Non-Vehicle and Transit	50.3	-	0.0
	100.0		42.8

Notes

[1] AVO is in persons per vehicle. Assumptions are conservative.

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	42.80	1.20
GFA to Net SF Factor[3]			82.5%
108th Parking Study Site Average Rate per 1,000 Net SF[4]			**1.46**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

BELLEVUE 600 MIN. PARKING RATIO SOV/MODE SPLIT GOAL (33% SOV = 1.31 STALLS/1,000 NSF)

Mode of Transportation	SOV Rate & Mode Split Goals
Drive alone (non-motorcycle)	**33%**
Bus	32%
Carpool	10%
Teleworked	3%
Walk	4%
Vanpool	5%
Bicycle	2%
Motorcycle (1 person)	0%
Train/light rail/streetcar	8%
Compressed work week day off	0%
Ferry as a walk-on passenger	0%
Ferry with a vehicle	0%
Motorcycle (2 or more people)	0%
Other (TNC Rideshare)	3%
TOTAL	100.0%

Mode-Split Calculation for Vehicle Parking Demand

Mode of Transportation	People	Average Vehicle Occupancy (AVO) Assumption[1]	Resulting Parking Demand per 100 people
SOV (Drive Alone)	33.0	1	33.0
Carpool	10.0	2.2	4.5
Motorcycle (1 person)	0.0	1	0.0
Motorcycle 2+	0.0	2	0.0
Ferry (with veh)	0.0	1	0.0
Vanpool	5.0	4.7	1.1
Non-Vehicle and Transit	52.0	-	0.0
	100.0		38.6

Notes

[1] AVO is in persons per vehicle. Carpool and Vanpool AVO based on Amazon CTR Data

Custom Parking Demand Rate Calculations

Scenario	People	Parking Demand per 100 people (stalls)	Parking Demand Rate (stalls per 1,000 SF)
ITE BASE RATES			
ITE Rate (Dense Multi-Use Urban) per 1,000 sf GFA[1]	100	58	1.63
BELLEVUE CBD CUSTOM RATES			
ITE Rate per 1,000 sf GFA Adj for Mode Split[2]	100	38.6	1.08
GFA to Net SF Factor[3]			82.5%
Bellevue 600 Target Parking Rate per 1,000 Net SF[4]			**1.31**

Notes

[1] Institute of Transportation Engineers (ITE) Parking Generation, 5th Edition for LUC 710 General Office Building
ITE parking demand rate per employee = 0.58 (or 58 per 100 employees), and per 1,000 sf = 1.63

[2] ITE adjusted rate per 1,000 sf is the Dense Multi-Use Urban rate factored by [mode-adjusted demand/ITE demand]

[3] 82.5% factor based on discussions with local Architects

[4] ITE rates are per 1,000 sf GFA. ITE rates were divided by factor of 82.5% to estimate rate per 1,000 Net SF

Bellevue 600 - Mode Split Goal

Mode of Transportation		Amazon Bellevue Goal	Justification for Amazon Forecast	*CTR Survey Statistics for Comparison* 2017-2018 Downtown Bellevue CTR Survey Average	Amazon Seattle North of Denny	Amazon Seattle South of Denny
Vehicle	Drive alone (SOV)	**33.0%**	-The City's 2035 SOV goal for Downtown workers is 35%. If 35% is the average for Downtown, 33% SOV is reasonable for a site this close to transit and light rail and supported by the other measures to reduce SOV as described below.	*51.0%*	*24.6%*	*23.1%*
	Carpool	**10.0%**	-Amazon ride matching service in their TMP has been successful -7 out of 31 (20%) of existing CTR sites in Bellevue already exceed 10%	*7.4%*	*11.0%*	*8.0%*
	Vanpool	**5.0%**	-With a relatively low walk mode share expected in Bellevue, vanpools are expected to fill the gap for employees who live too far to walk but may not have convenient transit access. Amazon plans to promote vanpools in Bellevue as they are highly versatile and reach locations where transit might be lacking. As evidence of their vanpool commitment, Amazon is currently in discussions with King County Metro to participate in their vanpool 'Empty Seats' pilot program.	*2.4%*	*5.1%*	*3.5%*
	Other (assume TNC rideshare)	**3.0%**	-Assumed similar usage of rideshare as Seattle.	*1.1%*	*3.3%*	*2.7%*
	Ferry with a vehicle	**0.0%**	-Use of this mode assumed to be minimal	*0.1%*	*0.5%*	*0.5%*
Transit	Bus (includes employer shuttle)	**32.0%**	-32% bus is achievable given adjacency to major transit center which is larger than Amazon Seattle locations, serves more routes, and is much closer to the site than any of the Amazon buildings in Seattle -Amazon may augment public transit service with employee shuttles to help make up for any gaps in transit service -Amazon subsidizes employee transit passes -6 out of 31 (19%) of existing CTR sites in Bellevue already exceed 35% transit mode share -I-405 BRT line to start service in 2024 with primary stop at BTC. -RapidRide K-Line to start service in 2025 which will use 110th Ave NE adjacent to the site.	*23.8%*	*23.2%*	*32.5%*
	Train/light rail/streetcar	**8.0%**	-Site will be adjacent to the Downtown Bellevue LRT station, closer to LRT than any Seattle location -As the LRT system continues to expand, origins/destinations increase which will increase mode share -Per COB Downtown Transportation Plan, Light Rail is expected to make up about 20% of all transit boardings (Bus+Rail) in 2030.	*0.5%*	*2.8%*	*4.1%*
Non-Vehicle	Bicycle	**2.0%**	-Currently 3 out of 31 (10%) of existing CTR sites in Bellevue achieve 4% bike trips -Bike network continues to improve and expand in Bellevue. Amazon builds large on-site storage and shower/locker facilities	*1.1%*	*3.1%*	*2.2%*
	Walk	**4.0%**	-This assumption acknowledges that walk mode share is likely to remain flat due to potential lack of availability of nearby housing. -For those employees who live close to work, Amazon has demonstrated a very high walk to work mode in Seattle.	*4.3%*	*23.1%*	*19.4%*
	Teleworked	**3.0%**	-This is the average of Amazon Seattle sites and is not assumed to be significantly different in Bellevue. May see increased teleworking in the future due to long term effects of recent Covid pandemic	*7.9%*	*2.4%*	*3.1%*
Misc.	Compressed work week day off	**0.0%**	-Use of this mode assumed to be minimal	*0.2%*	*0.1%*	*0.1%*
	Ferry as a walk-on	**0.0%**	-Use of this mode assumed to be minimal	*0.2%*	*0.9%*	*0.7%*
	TOTAL	**100.0%**		*100.0%*	*100.10%*	*99.90%*

ATTACHMENT E

Bellevue TMP Implementation Guidelines

City of Bellevue

Transportation Management Program Implementation Guidelines

Supporting Bellevue City Code section 14.60.070

Revised July 1, 2020

City of Bellevue

Transportation Management Program Implementation Guidelines

Supporting Bellevue City Code section 14.60.070

Revised July 1, 2020

City of Bellevue

Transportation Management Program Implementation Guidelines

Revised July 1, 2020

Supporting Bellevue City Code section 14.60.070

I. Purpose of these Guidelines

These *Transportation Management Program Implementation Guidelines* supplement the direction provided by city code for Transportation Management Programs (TMPs). The *TMP Implementation Guidelines* provide City of Bellevue ("city") staff, project developers, owners/managers of affected buildings, and other interested parties with information and resources to inform the development, implementation and monitoring of TMPs at buildings in Bellevue that have, as a condition of their development, a requirement to reduce ongoing travel demand. These *TMP Implementation Guidelines* may also be a resource for similar conditions that apply at certain buildings where, as a condition of development, there is a requirement to limit off-site impacts of parking demand generated by activities in the building.

II. Basis and Purpose of TMP Requirements

The Washington State Environmental Policy Act (SEPA, RCW 43.21C) sets a framework in which large development projects must be evaluated to identify impacts; where impacts are identified, mitigation measures must be considered. In transportation terms, large development projects typically involve impacts to peak period transportation system performance; sometimes there are also spillover parking impacts. Bellevue City Code section 14.60.070 provides a framework for mitigating such impacts though measures to reduce transportation demand associated with large development projects. These code provisions typically apply only to new development projects but may also apply to projects involving a substantial remodel (which, by city code definition includes an expansion of 20% or more in floor area, per Bellevue Land Use Code (LUC) Section 20.50.044). Establishing these mitigation measures in city code as TMP requirements makes the development review process more streamlined, creates more predictability for developers, and facilitates consistency in requirements for buildings (similar buildings have similar requirements). Because the impacts are ongoing, the TMP requirements continue for the life of the building.

III. Process and Responsibilities for TMP Development

A. Overview of steps for establishing a TMP

In conjunction with the review of a permit application for a proposed development project, the city will determine whether a proposed project requires establishment of a

Transportation Management Program (TMP). The TMP requirement, if applicable, will typically be noted during the pre-application meeting and will be listed as a condition of building permit approval specified in the Land Use staff report.

For projects that are determined to require a TMP, there are two parts to the process of establishing a TMP.

Step 1. Agreement to develop and implement a TMP.
Proponent must complete a Transportation Management Program Agreement stating that s/he will establish a Transportation Management Program, consistent with requirements of Bellevue City Code section 14.60.070. The city will provide a template for this agreement. The template must be completed, signed and notarized by the project proponent, approved by the city and recorded by the proponent at the King County Recorder's Office. This step must be completed prior to issuance by the city of a Building Permit.

Step 2: Development of TMP Implementation Agreement.
Proponent must submit a plan detailing the implementation measures to be undertaken at the building. Implementation measures may include installation and maintenance of certain features or facilities at the building as well as periodic or ongoing program activities to support and encourage reduction of drive-alone commuting by persons working in the building. The implementation measures must address the base requirements (specifically identified in BCC 14.60.070.E) as well as any additional activities necessary to comply with requirements. Section IV, subsection A below (TMP Program Elements table) identifies the requirements and available options to address them; Section IV, subsection B (TMP program elements description) provides further detail regarding the required activities and available options for compliance.

For buildings with a performance goal (typically, these are Office uses) the TMP Implementation Agreement must include sufficient elements to support progress toward meeting the performance goal. The city will evaluate the proposed TMP Implementation Agreement for the likelihood of the proposed program to support progress toward the performance goal, considering factors such as the number of employees that would be affected by proposed elements and their effectiveness when applied elsewhere in similar settings. Modification of a proposed TMP Implementation Agreement may be required for approval. Once occupied, buildings that fail to make progress toward their performance goal will be required to modify their TMP Implementation Agreement so as to provide more support and encouragement to use of non-drive-alone commute modes by workers in the building.

The city will provide a template for the TMP Implementation Agreement. The template must be completed and signed by the project proponent and approved by the city. This step must be completed prior to issuance by the city of any Certificate of Occupancy (prior to the first Temporary Certificate of Occupancy, if project involves multiple phases).

B. Determination of TMP Performance Goal (generally applies to Office uses only)
Supports city code section 14.60.070 (I). See also Attachment 1, TMP Site Goals by Zone.

For a building with a performance goal, the goal may be set at a level according to either of the following references:

a. at a level corresponding to the goal for drive-alone commute mode share specified in the Bellevue Comprehensive Plan for the zone in which the building is located, *or*

b. at a level corresponding to the areawide average of drive-alone commute trips to employers affected by Commute Trip Reduction program requirements for the zone in which the building is located.

Attachment 1 shows the zones and the associated target values for drive-alone commute mode share.

A more stringent goal may be required at a building seeking approval to supply parking at a level below the minimum specified in city code.

Once established, the performance goal remains in effect for the life of the building.

IV. TMP Composition

A. TMP Program Elements: Requirements, including options
Supports Code Section 14.60.070 (E).
See table on next page for Program Elements; see subsection B below for descriptions of Program Elements.

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	No requirements	Less than 50,000 gsf	Less than 150,000 gsf	Less than 50,000 gsf	Less than 80,000 gsf	Less than 150,000 gsf	Less than 200 units	(5)
	Required Baseline Elements							
1	Post information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
2	Distribute information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(5)
3	Provide building transportation coordinator	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(5)
4	Leases in which tenants are required to participate in periodic surveys	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
5	Identify parking cost as a separate line item in tenant leases	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
7	Submit periodic report describing implementation of TMP provisions	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
	Additional Elements Required (Choose from list below; Tier 1 = higher-impact; Tier 2 = lower-impact)	**# of activities required: Tier 1: 1 Tier 2: 2** Note: this is the minimum. Buildings not progressing toward performance goal may need to add activities, beyond the minimum; buildings meeting goal may reduce activities to minimum or below.	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 0 Tier 2: 1**	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	Tier 1 Element Options (higher-impact)							
8	Provide financial incentive							
9	Provide shuttle van/bus service							
10	Provide flexible parking options							
11	Daily Only Parking							
	Tier 2 Element Options (lower-impact**)**							
12	Provide guaranteed ride home							
13	Provide preferential HOV parking							
14	Conduct annual transportation options event							
15	Provide secure, covered bicycle parking							

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
16	Provide shower facilities							
17	Provide off-street passenger loading area							
18	Provide parking on-site for carshare vehicles							
19	Annual TMP services contract with Transportation Management Association							

"gsf" is gross square feet, as defined in LUC 20.50.020 (F)

Footnotes to Transportation Program Requirements Table:

(1) Specific actions that the owner of the property must take to mitigate traffic and/or parking impacts.

(2) Excluding medical clinics and other health care services.

(3) Excluding assisted living facilities and nursing homes.

(4) Other than mixed retail.

(5) Requirements for mixed uses will be determined on a project basis as described in BCC 14.60.070.G.

B. TMP Program Elements Descriptions

The descriptions below provide additional information regarding each of the activities listed in the chart above.

- Elements 1-7 are required at some or all TMP sites
- Elements 8-11 are activities considered "higher-impact" for trip reduction. Some TMP sites are required to pursue one of these activities.

Note: To be considered "higher-impact" for trip reduction, an activity must meet a 2-part test:

i. Does it save the commuter time and/or money?
ii. Does it plausibly offer the potential to affect 5% or more of commute trips (determined by observing effect at existing buildings in similar settings)

- Elements 12-19 are activities considered "lower-impact" for trip reduction. Most TMP sites are required to pursue two of these activities.

1. **Post Information**.

Implementation guidance: Post up-to-date commute options information in a visible central location. Following are two acceptable approaches:

- A commuter information center board, with posted information and printed material available for users to take. This is the traditional approach to posting information; currently, availability of printed materials from transit providers and public agencies is limited.
- An electronic display and/or kiosk; preferably this will include display of real-time transit and travel options information (e.g., TransitScreen).

With either option, the Commute Program Summary for the building should be made available either as a hard copy or an electronic display (see "Distribute Information" element below for detail regarding the Commute Program Summary).

- Commuter information centers, kiosks and building fliers should include contact information for the Building Transportation Coordinator (not required at residential sites).

The following are acceptable approaches at residential sites and may be useful at other TMP sites when used in conjunction with other approaches, identified above:

- Provision of relevant printed materials at the Project concierge desk or leasing office,
- Posting a sign in each building lobby directing residents to the concierge desk or leasing office for printed materials and/or identifying one or more websites with relevant information regarding transportation options.

Applicability: Required element for all TMP sites.

2. **Distribute Information**.

Implementation guidance: Distribute up-to-date commuter information tailored to the TMP site. This involves two elements:

1. Building must compile and produce a "Commute Program Summary" that includes relevant information for persons commuting to the site. This Commute Program Summary is typically a flier or brochure, which describes commute options, relevant building services and supporting activities offered by the building management and includes contact information for the building transportation coordinator.
2. Commute Program Summary must be distributed to all tenants and all employees at least once each year and to new tenants and new employees as they move in. A building internet or intranet page describing these elements may be distributed in lieu of a paper document.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals.

3. **Provide a Building Transportation Coordinator**.

Implementation guidance: The building transportation coordinator shall act as liaison to the city and shall perform tasks specified in the TMP agreement for the building, as they are described in the TMP agreement document and as they may be further described in the *TMP Implementation Guidelines*. The property owner must provide the transportation coordinator's name to the city. The coordinator must be available for meetings and training sessions conducted by the city or other agency approved by the city. The building transportation coordinator should be available to provide commute options information and assistance to workers in the building.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals, Retail/Mixed Retail/Shopping Centers.

4. **Leases in which tenants are required to participate in periodic surveys**.

Implementation guidance. Tenant leases must include language requiring tenant cooperation in surveying their employees in conjunction with periodic building-wide commute surveys (for building performance measurement). Recommend that leases include provision that each tenant have a designated Transportation Coordinator to facilitate the survey process. Attachment 2 provides sample lease language.

Applicability: Required at Office uses.

5. **Identify parking as a separate line item in tenant leases.**

   Implementation Guidance: Cost of parking must not be bundled with floor space rent. For buildings in Downtown, the minimum monthly rate per stall must be not less than the cost of a countywide transit pass ($117.00, as of July 2020). For buildings located outside Downtown, the per-stall rate must be not less than 50% of the cost in Downtown. (The Downtown zone is indicated in Attachment 1.) This requirement does not apply to tandem stalls, designated and marked electric vehicle stalls nor to designated and marked carpool stalls, provided the property owner has in place a means to regularly monitor and effectively enforce appropriate use of such stalls.

   This requirement does not dictate the terms on which property owners and tenants may choose to offer parking to the end user.

   Applicability: Required at Office uses.

6. **Conduct periodic surveys of workers in building, to determine TMP effectiveness.**

   Implementation guidance: Surveys are typically conducted every second year. The survey process is described in section V, subsection B, below.

   Applicability: Required at buildings with performance goal (typically, these are Office uses).

7. **Submit periodic report detailing compliance with TMP requirements**.

   Implementation guidance: Implementation reports are typically required every second year. The reporting process is described in section V, subsection A, below.

   Applicability: Required at all TMP sites.

8. **Provide financial incentive.**

   Implementation guidance: Provide a financial incentive to employees on site who customarily commute by transit, carpool or vanpool. The monthly level of incentive for each employee must be at least 25% of the cost of a one-month, countywide transit pass (pass cost is $117/month, as of July 2020). Incentives must be in the following forms:

   Option 1:

   - Monthly transit pass subsidy or credit to ORCA card, *and*

- Vanpool fare subsidy. In locations where an end-user parking charge prevails, a discount in the parking fee for the vanpool vehicle is an acceptable alternative.

In locations where an end-user parking charge prevails, the following additional element must be included:

- Discount in monthly parking charge for carpools

The minimum parking charge discount for vanpools and carpools must be calculated as a multiple of the vehicle occupancy, using default values of 5 persons per vanpool and 2 persons per carpool or alternative values as may be documented for a particular building.

Option 2, applicable only in locations where an end-user parking charge prevails:
Provide a minimum of two free park days each month to all employees who customarily commute by transit, carpool or vanpool. Preferably, users of these free park days will be allowed in/out privileges during the workday.

Option 3:
Any combination of the above elements that provides a financial incentive equivalent to 25% (or more) of the cost of a monthly countywide transit pass to all employees on site who customarily commute by transit, carpool or vanpool.

Discussion: Provision of two free park days each month accommodates the occasional need to drive alone to work. By not incurring a charge when parking occasionally, commuters are less likely to make the leap to purchasing a monthly pass (and thus become regular SOV commuters). The financial incentive elements may be provided to the end user (employee commuter) by the building manager or by the tenant (i.e., employer).

Applicability: Optional at all TMP sites. (Credited as a Tier 1, “higher-impact” activity.)

9. Provide shuttle van/bus service.

Implementation guidance: Offer custom van or bus service to the worksite. The service may be from the home origin area of employees or from a nearby transit hub. If this is a “last-mile” service connecting the TMP building to a transit hub, service must be provided free of charge to the end user. In the case of “last-mile” service, frequency must be at least every 30 minutes during the AM and the PM peak commute periods. Service provided at lesser frequency will considered a “Tier 2” level activity.

Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity.)

10. **Provide flexible parking options—high impact** (applies to locations where end-user parking charge prevails)

    Implementation guidance: Provide flexibility in parking access to commuters who do not purchase (or otherwise secure) a monthly parking pass. Offer *at least two* of the following features:

    - Daily parking with in/out privileges
    - Daily parking at cost not to exceed 1/15th of monthly pass cost
    - One or more free park days each month to those who customarily commute by non-SOV mode.
    - Reduced-rate, flex-use parking pass, providing fewer days than monthly parking pass.
    - Free or minimal cost weekend garage access for tenants without monthly pass.
    - Provide parking access on daily basis only (no monthly parking) for up to 70% of people working in the building; see item 11 below for applicable details.

    Discussion: The intent of this activity is to add no-cost or low-cost options for commuters with only an occasional need to drive. In locations where an end-user parking charge prevails, a commuter must choose whether to purchase (or otherwise secure) a monthly parking pass. Those without a monthly parking pass typically face barriers of cost (high daily rate, no in-out privileges) and, sometimes, of access (garage closed to non-cardholders on weekends). By adding flexibility to address the occasional need for parking access, commuters are better able to make non-drive-alone options pencil out as their usual daily commute choice.

    Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails. In locations where parking is generally available at no charge to the end user, no TMP program credit is provided; the baseline condition—free parking for all—accommodates the range of parking access needs and no price signal for the end user pertains.)

11. **Paid employee parking accessible on a daily basis only** (applies to locations where end-user parking charge prevails)

Implementation guidance: Provide parking access on a daily and hourly basis only (no monthly parking passes). Daily charge shall not exceed the greater of,

- 8% of the cost of a monthly, countywide transit pass, or
- 8% of the prevailing market rate for a monthly parking pass.

Parkers should be allowed in/out privileges during the day. Total cost per month may be capped, provided the cap is at a level not less than the cost of a monthly, countywide transit pass ($117, as of July 2020); for example, if after paying for 13 days parking in a month, a user reaches the monthly cap charge, additional days parking that month may be "free."

Discussion: Daily parking charges send a price signal each day to the end user (commuter) and encourage use of alternative travel modes on days when a vehicle may not be needed. Facilities/workplaces that have used this framework for parking access have experienced reduced demand (vehicle trips).

Applicability: Optional at all TMP sites. Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails AND the parking framework described in this element applies to at least 70% of people working in the building. At locations where parking is generally available at no charge to the end user, no TMP program credit is provided.

12. Provide Guaranteed Ride Home.

Implementation guidance: Provide a free ride home (e.g., via taxi, Uber, Lyft) to employees at the building who miss a carpool or transit ride owing to sickness, an unexpected requirement to work late or to leave early owing to a home emergency. Users must be eligible for at least 4 rides per year.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

13. Provide preferential parking.

Implementation guidance: Provide specially marked parking stalls in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate.

- In garage parking, characteristics of a preferential location include a parking deck level near the access and proximity to a building elevator.
- For surface parking, characteristics of a preferential location include proximity to the building entrance and covered parking when possible.

- The number of designated stalls must be scaled to meet the demand.
- Approved users of such stalls should be provided with permit tags, showing their eligibility.
- Spaces must be monitored regularly (at least 3x/week) to ensure correct usage.

Designation of preferred parking offers visible encouragement of HOV commuting, adds convenience for users and provides a visible, consistent location for users to meet their carpool/vanpool.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

14. Conduct annual transportation options event.

Implementation guidance: Promote and conduct a transportation options event at least once per year directed toward employees working in the building. The event should highlight the most relevant transportation options and/or any new programs or features as well as provide information about building commute program options and services. The event must be promoted to employees and held in a visible, common area of the building. The most effective events offer rewards (e.g., giveaway items, prize drawings) and/or food to encourage attendance and engagement.

Applicability: Optional at all TMP sites. (Credited as a Tier 2. "lower-impact" activity.)

15. Provide secure, covered bicycle parking.

Implementation guidance: Bicycle parking must meet all of the following conditions,

- provide protection from weather,
- be accessible to employees coming and going at all hours,
- be sufficiently secure to accommodate bicycles parked overnight,
- supply adequate to meet demand,
- be available free of charge to employees.

Wayfinding to bike parking should be provided from the garage entrance or other logical building access point.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

16. Provide shower facilities.

Implementation guidance: Provide shower facilities for use by workers on site who arrive by bicycle or walking. Shower facilities must be available at no charge to the employee. Additional features may include provision of towel service and/or gear/clothing storage lockers.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

17. Provide off-street passenger loading area.

Implementation guidance: Provide a loading area suitable for carpool/vanpool pickup/dropoff as well as for loading of taxi/transportation network company (on-demand ride-hailing) passengers. Loading area may also be useful for passengers accessing autonomous vehicles. Loading area may be on a building site or on street (public or private) immediately adjacent, provided it offers convenient access to a building entrance. Use of the loading area must be time limited (typically 15 minutes maximum) and monitored as needed to ensure proper use and turnover.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

18. Provide parking on-site for carshare vehicles.

Implementation guidance: Provide one or more designated parking stalls for carshare vehicles. Carshare vehicles are available for rent by the hour or the minute and must be accessible for use by workers in the building who choose to establish individual memberships with the service provider (workers may be responsible for their own membership and vehicle usage fees). Allow for public access to carshare vehicles, where possible.

Discussion: Zipcar is a carshare service currently operating in Bellevue. Two other services, Car2go and ReachNow operate in the region, but are not currently operating in Bellevue. The carshare service model is distinct from on-demand ride-hailing services, such at taxis, Uber and Lyft (which do not align with the purpose of this program element).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

19. Annual TMP services contract with TMA.

Implementation guidance: Engage with a Transportation Management Association (TMA) to provide a suite of services in support of compliance with TMP requirements.

Discussion: By engaging a TMA, buildings are able to tap into available expertise and supporting program elements for trip reduction as well as support the maintenance of trip reduction services capacity at the areawide or community level. For purposes of these Guidelines, a Transportation Management Association or "TMA" is a non-profit, member-controlled organization that provides transportation services in a particular area. It may be a public-private partnership, consisting primarily of area businesses with local government support. A TMA provides an institutional framework for supporting and/or providing transportation demand management programs and services. TransManage, a service of the Bellevue Downtown Association, is the only TMA currently active in Bellevue (services are offered citywide).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

20. Alternate program.

Required Baseline Elements, identified as Program Elements 1-7 in the Transportation Management Program Requirements table in Section IV, subsection A may not be removed. For other activities, a property owner may employ alternative or additional TMP program elements if the property owner and the city agree on the element's relevance and potential effectiveness. Property owners should submit a description of the proposed alternative TMP element to the City's TMP administrator, along with supporting information detailing why the proposed element is appropriate for the building and the reasons why it is expected to be effective in reducing trips. The City TMP administrator will evaluate the proposed alternative element and determine if is suitable as a substitute for an existing approved element in the building TMP Implementation Agreement or may receive credit as an additional element. Criteria for this evaluation will include those described in Section V, subsection C below. If approved by the city, the program element may be assigned to either the Tier 1 (higher-impact) or Tier 2 (lower-impact) category, using the 2-part test described above in the introduction to this subsection "B". The building TMP Implementation Agreement—described in Section III, subsection A of these TMP Implementation Guidelines—must be amended to reflect changes associated with the added or revised program elements.

Discussion: Each building has unique characteristics, and it may be that appropriate or effective TMP strategies are not included in this list. Property owners are encouraged to propose alternate program elements that they believe would be more relevant and/or effective than the options listed here.

Applicability: Optional at all TMP sites. (May be credited as a Tier 1, "higher-impact" or Tier 2, "lower-impact" activity.)

V. Monitoring and Evaluation of TMP Implementation

A. Periodic reporting on implementation activities

Managers of TMP buildings shall complete a TMP Implementation Report every second year, describing measures taken to comply with the TMP Implementation agreement for their building, The City will provide a reporting form. Currently, TMP Implementation Reports are solicited in the fall of every odd-numbered year. The city will evaluate the TMP Implementation Reports and determine if the implementation measures meet the requirements for the building. Managers of buildings at which implementation falls short may be contacted and provided information or direction on how their program activities may be brought into compliance. (See also subsection "C" below.)

Buildings that are not fully compliant with their implementation requirements or which are falling short of their performance goal may be required to submit TMP Implementation Reports more frequently.

B. Periodic surveying at sites with a TMP performance goal

In addition to completing and submitting a periodic TMP Implementation Report, managers of TMP buildings with a performance goal (generally, these are Office uses) shall undertake a commute survey every second year to determine performance. The city will provide a survey format and will process surveys. The survey shall be conducted in such a way as to target an overall response rate of not less than 70% of the employee population in the building and shall be representative of the overall employee population. A minimum response rate of 50% of the overall building population is expected; buildings that fall short of the 50% response rate may be required to redo their survey. Currently, surveys are conducted in the fall of every even-numbered year.

Drive-alone rate performance will be evaluated according to the following formula:

(NDA/NT)(100) = percent drive-alone mode use, where:

NDA = number of employees who commute to work by drive-alone mode

NT = total number of employees.

For purposes of this subsection, the term “employees” includes all on-site workers subject to the surveying requirements.

Where the performance requirement for a building is associated with Office use, only workers in the office component of the building should participate in the survey. Any employees in ancillary businesses, such as food service, sundry retail or child care should not be included in the survey.

For each new building affected by a TMP performance goal, an initial baseline survey is conducted. The baseline survey should take place once the building reaches 90% occupancy. The city and the building manager will consult to determine whether this baseline survey is conducted in conjunction with the regular, biennial survey process (the preferred option) or conducted at a separate time (if circumstances warrant and there is available means to conduct a survey outside of the usual cycle).

Any building tenants currently participating in the Commute Trip Reduction (CTR) program (BCC 14.40) and that have conducted or are scheduled conduct a workplace commute survey in conjunction with the CTR program should not participate in the building commute survey. The city will obtain the relevant CTR program survey results and determine overall building performance based on the combination of the building survey and the CTR tenant survey(s).

Any building in which CTR program surveys capture 90% or more of the building population need not conduct a separate survey of the remaining building population; building performance may be evaluated based on the available CTR survey results.

If a building meets or exceeds its performance goal for three consecutive survey cycles, the survey requirement may be waived for subsequent survey cycles, until the tenant composition changes.

C. Performance evaluation & adjustments to implementation activities

The city will evaluate the biennial TMP Implementation Reports to determine the level of compliance with activities identified in the corresponding TMP Implementation Agreement for each building. Buildings that fail to fully implement activities identified in their TMP Implementation Agreement may be sent notice by the city. A substantive response is expected within 30 days from the building manager, detailing proposed actions to more fully address the provisions of the building TMP Implementation Agreement.

Buildings with a performance goal are expected to make ongoing progress toward their goal. When a measurement shows a decline in performance, the city will send notice to the building manager, with a recommendation to consider ways to more effectively implement their existing TMP activities or enhance their TMP program elements. Buildings where a performance decline continues for a second measurement will be contacted by the city, with a request to provide information within 30 days regarding any change to circumstances that might account for the performance decline (e.g., change in tenant mix, change in parking cost or availability, reduction in transit service, etc.). The city will evaluate the building manager response, considering also overall conditions and performance at other TMP buildings.

If the city determines that adjustments to TMP activities must be made, it may begin the revision process described in BCC 14.60.070.L.1 and send notice directing the property owner to revise its TMP Implementation Agreement within 90 days. Managers of buildings where adjustments are required must respond by clearly stating the revisions to implementation activities the manager proposes to undertake to enhance TMP effectiveness. The city will evaluate the proposed revisions for the likelihood of the proposed program to support progress toward the performance goal, considering factors such as,

- the number of employees that would be affected by proposed elements
- the effectiveness of the proposed elements when applied elsewhere in similar settings
- the alternative activities that may be available to the building.

The city will provide notice of acceptance or rejection of the proposed changes to the TMP implementation program within 30 days. If necessary, the city may require the property owner to attend a conference with program review staff for the purpose of reaching a consensus on required TMP implementation activities. A final decision regarding the required TMP implementation activities will be issued in writing by the city within 30 days of the conference. A revised TMP Implementation Agreement refecting the changes to program activities must be signed by the property owner and the city.

VI. Enforcement of Transportation Management Program Conditions

A. <u>Good faith effort.</u>

1. Property owners implementing TMPs are expected to undertake good faith efforts to achieve the goals outlined in this section. Property owners are considered to be making a “Good Faith Effort” if the following conditions have been met:

- The property owner has completed an initial baseline measurement survey according to the specifications in the TMP Implementation Guidelines, if required;
- The property owner has met the minimum program and reporting requirements identified in city code and the TMP Implementation Guidelines, including accurate survey results (where applicable);
- The property owner has provided adequate information and documentation of implementation when requested by the city; and
- The property owner is working collaboratively with the city to continue its existing program or is developing and implementing program modifications according to the process described in 14.60.070 (L) and the TMP Implementation Guidelines.

2. An affected property owner with an approved transportation management program who has made a Good Faith Effort shall not be liable for civil penalties for failure to reach the applicable proportion of drive alone trip goal.

B. Violations and enforcement

Failure to comply with any provision of Chapter 14.60 BCC constitutes a civil violation as provided for in Chapter 1.18 BCC, for which a monetary penalty may be assessed and abatement may be required as provided therein. The city shall seek compliance through Chapter 1.18 BCC if compliance is not achieved through this code. BCC 14.60.022.

VII. Modification of TMP Agreements

A. Revisions to TMP agreements developed under current code

Owners of TMP-affected buildings may propose revisions to their TMP Implementation Agreement at any time. City staff will review the proposed change and provide notice of acceptance or rejection of the proposed change within 30 days. Considerations in evaluating proposed changes may include the following:

- the alignment of the proposed changes with the corresponding requirements for the building identified BCC 14.60.070 and in the TMP Program Requirements table (Section IV, above)
- the extent to which other buildings with similar conditions have succeeded in implementing the proposed activity or activities
- the number of employees that would be affected by proposed elements and their effectiveness when applied elsewhere in similar settings

- likelihood of the proposed program to support progress toward the performance goal (if applicable).

If any change is approved, a revised TMP Implementation Agreement refecting the change(s) to program activities must be signed by representatives of the property owner and the city.

B. Revisions to TMP agreements entered into under earlier City code frameworks or other conditions.

The formal process for revising a TMP depends on how the original TMP was established.

Buildings in which a TMP was required as a general condition of development, where no specific program elements or goal was identified in the Land Use Approval, may request a modification to an existing TMP agreement pursuant to LUC 20.30F.175. Any proposed revisions will be evaluated for consistency with the intent and anticipated performance of the original condition.

Some buildings have specific TMP program elements and/or goals included as a condition of their approval. The options and process for modifying TMP requirements at such buildings must be evaluated on a case by case basis.

For purposes of these Guidelines, Land Use Approval shall include, but not be limited to: Design Review, SEPA, Building Permit conditions and Land Use staff reports.

VIII. TMP Administrator

The city's TMP Administrator is the contact person identified on the TMP page of the city website. The current TMP Administrator is,

Michael Ingram, Senior Planner
Bellevue Transportation Department
P.O. Box 90012
Bellevue, WA 98009-9012
mingram@bellevuewa.gov
425-452-4166

IX. Guidelines Review and Update Schedule

These TMP Implementation Guidelines will be reviewed annually and updated on July1st of each year, when warranted.

Attachment 1: Transportation Management Program Zones and Performance Goals
Revised September 4, 2019 to incorporate 2017/2018 CTR survey results.

Note: The contents of this attachment supplement Section III.B Determination of Site Goal. Generally, goals apply only to Office uses.

There are currently two zones used for determination of the relevant goal for TMP sites. Zone limits are shown on the map on the next page.

Downtown zone TMP Goal Level Options

a. Comprehensive Plan target level: **35% maximum drive-alone mode share for commute trips**
   Source: Bellevue Comprehensive Plan Figure TR-3.

   or

b. Average performance at worksites in Downtown participating in the Commute Trip Reduction program (most recent three survey cycles): **51% of commute trips occur by drive-alone mode**.
   Source: CTR program survey results for Downtown worksites per 2013/2014, 2015/2016, 2017/2018 measurement cycles.

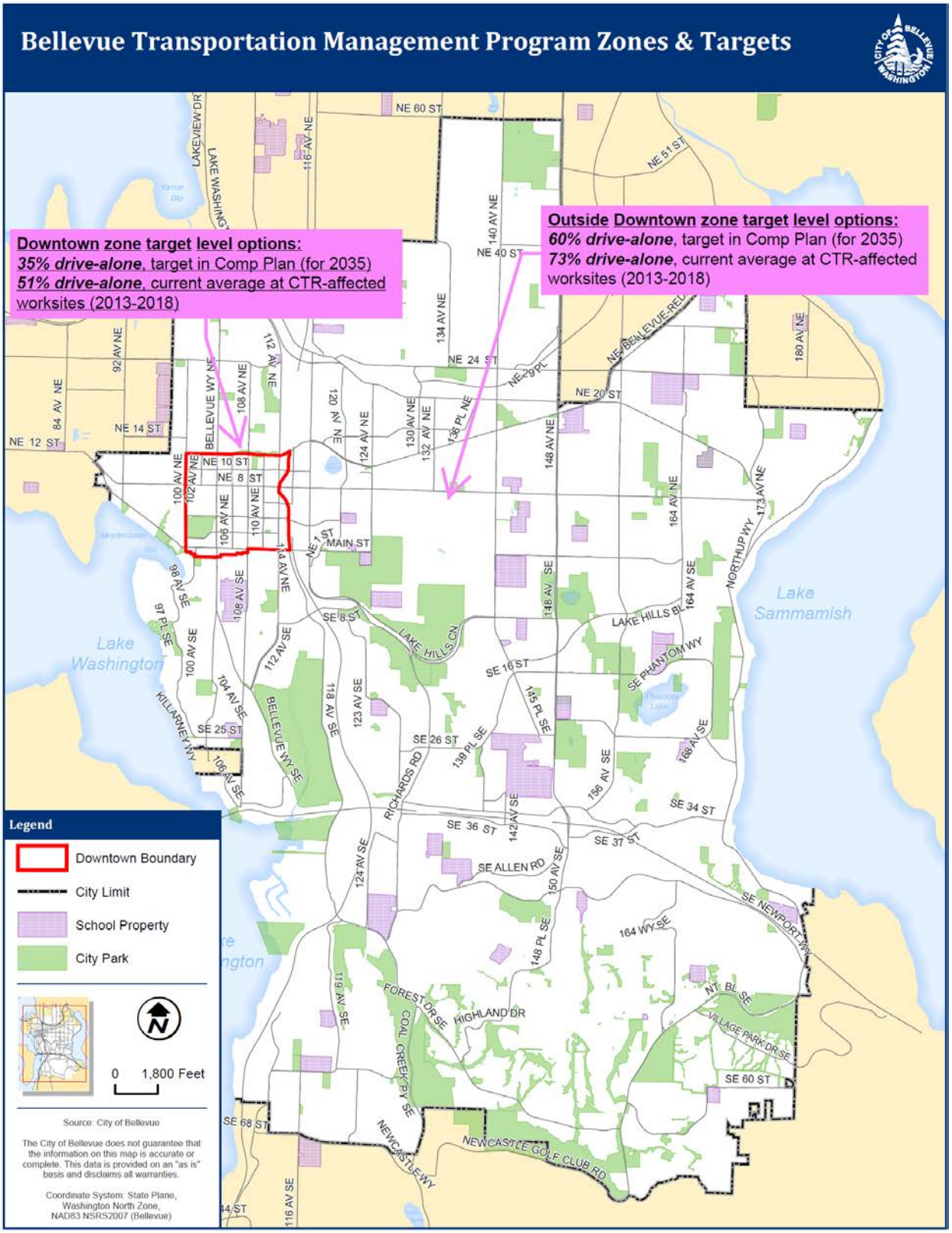
Outside Downtown zone TMP Goal Level Options

a. Comprehensive Plan target level: **60% maximum drive-alone mode share for commute trips**
   Source: Bellevue Comprehensive Plan Figure TR-3.

   or

b. Average drive-alone rate at worksites outside Downtown participating in the Commute Trip Reduction program (most recent three survey cycles): **73% of commute trips occur by drive-alone mode**
   Source: CTR program survey results for worksites outside Downtown per 2013/2014, 2015/2016, 2017/2018 measurement cycles.

Project proponents may select either of the values indicated above (corresponding to the zone in which the project is located) as the goal for their building or buildings. Typically, the higher drive-alone value is the logical, preferred choice. The value, once identified for a particular building, remains in effect for the life of the building (i.e., it does not change, even if there is subsequent change in the corresponding figure in the Comprehensive Plan or for CTR site performance).



Revised September 2019 to incorporate 2017/2018 CTR survey cycle results.

Attachment 2: Sample Lease Language

The following supports the survey participation requirement, described in Section IV, subsection B.4.

Periodic commute surveys of workers in office buildings are required as a means to evaluate building performance. Effective surveying of workers in the building requires cooperation and support from tenants of the office space. City code specifies that tenant leases shall include language requiring tenant cooperation in surveying their employees in conjunction with building-wide commute surveys (BCC 14.60.070.F.4). Following is language that may be adapted for use in such leases:

> Tenant acknowledges that Landlord is required to comply with the Transportation Management Program requirement imposed with respect to the building by the City of Bellevue, pursuant to Bellevue City Code (BCC) section 14.60.070. Tenant shall cooperate with the Landlord in conducting the required periodic commute mode survey, including designating an employee to serve as Landlord's contact for purposes of communicating, promoting and conducting the survey among Tenant's employees.

City of Bellevue

Transportation Management Program Implementation Guidelines

Revised July 1, 2020

Supporting Bellevue City Code section 14.60.070

I. Purpose of these Guidelines

These *Transportation Management Program Implementation Guidelines* supplement the direction provided by city code for Transportation Management Programs (TMPs). The *TMP Implementation Guidelines* provide City of Bellevue ("city") staff, project developers, owners/managers of affected buildings, and other interested parties with information and resources to inform the development, implementation and monitoring of TMPs at buildings in Bellevue that have, as a condition of their development, a requirement to reduce ongoing travel demand. These *TMP Implementation Guidelines* may also be a resource for similar conditions that apply at certain buildings where, as a condition of development, there is a requirement to limit off-site impacts of parking demand generated by activities in the building.

II. Basis and Purpose of TMP Requirements

The Washington State Environmental Policy Act (SEPA, RCW 43.21C) sets a framework in which large development projects must be evaluated to identify impacts; where impacts are identified, mitigation measures must be considered. In transportation terms, large development projects typically involve impacts to peak period transportation system performance; sometimes there are also spillover parking impacts. Bellevue City Code section 14.60.070 provides a framework for mitigating such impacts though measures to reduce transportation demand associated with large development projects. These code provisions typically apply only to new development projects but may also apply to projects involving a substantial remodel (which, by city code definition includes an expansion of 20% or more in floor area, per Bellevue Land Use Code (LUC) Section 20.50.044). Establishing these mitigation measures in city code as TMP requirements makes the development review process more streamlined, creates more predictability for developers, and facilitates consistency in requirements for buildings (similar buildings have similar requirements). Because the impacts are ongoing, the TMP requirements continue for the life of the building.

III. Process and Responsibilities for TMP Development

A. Overview of steps for establishing a TMP

In conjunction with the review of a permit application for a proposed development project, the city will determine whether a proposed project requires establishment of a

Transportation Management Program (TMP). The TMP requirement, if applicable, will typically be noted during the pre-application meeting and will be listed as a condition of building permit approval specified in the Land Use staff report.

For projects that are determined to require a TMP, there are two parts to the process of establishing a TMP.

Step 1. Agreement to develop and implement a TMP.
Proponent must complete a Transportation Management Program Agreement stating that s/he will establish a Transportation Management Program, consistent with requirements of Bellevue City Code section 14.60.070. The city will provide a template for this agreement. The template must be completed, signed and notarized by the project proponent, approved by the city and recorded by the proponent at the King County Recorder's Office. This step must be completed prior to issuance by the city of a Building Permit.

Step 2: Development of TMP Implementation Agreement.
Proponent must submit a plan detailing the implementation measures to be undertaken at the building. Implementation measures may include installation and maintenance of certain features or facilities at the building as well as periodic or ongoing program activities to support and encourage reduction of drive-alone commuting by persons working in the building. The implementation measures must address the base requirements (specifically identified in BCC 14.60.070.E) as well as any additional activities necessary to comply with requirements. Section IV, subsection A below (TMP Program Elements table) identifies the requirements and available options to address them; Section IV, subsection B (TMP program elements description) provides further detail regarding the required activities and available options for compliance.

For buildings with a performance goal (typically, these are Office uses) the TMP Implementation Agreement must include sufficient elements to support progress toward meeting the performance goal. The city will evaluate the proposed TMP Implementation Agreement for the likelihood of the proposed program to support progress toward the performance goal, considering factors such as the number of employees that would be affected by proposed elements and their effectiveness when applied elsewhere in similar settings. Modification of a proposed TMP Implementation Agreement may be required for approval. Once occupied, buildings that fail to make progress toward their performance goal will be required to modify their TMP Implementation Agreement so as to provide more support and encouragement to use of non-drive-alone commute modes by workers in the building.

The city will provide a template for the TMP Implementation Agreement. The template must be completed and signed by the project proponent and approved by the city. This step must be completed prior to issuance by the city of any Certificate of Occupancy (prior to the first Temporary Certificate of Occupancy, if project involves multiple phases).

B. Determination of TMP Performance Goal (generally applies to Office uses only)
Supports city code section 14.60.070 (I). See also Attachment 1, TMP Site Goals by Zone.

For a building with a performance goal, the goal may be set at a level according to either of the following references:

a. at a level corresponding to the goal for drive-alone commute mode share specified in the Bellevue Comprehensive Plan for the zone in which the building is located, *or*

b. at a level corresponding to the areawide average of drive-alone commute trips to employers affected by Commute Trip Reduction program requirements for the zone in which the building is located.

Attachment 1 shows the zones and the associated target values for drive-alone commute mode share.

A more stringent goal may be required at a building seeking approval to supply parking at a level below the minimum specified in city code.

Once established, the performance goal remains in effect for the life of the building.

IV. TMP Composition

A. TMP Program Elements: Requirements, including options
Supports Code Section 14.60.070 (E).
See table on next page for Program Elements; see subsection B below for descriptions of Program Elements.

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	No requirements	Less than 50,000 gsf	Less than 150,000 gsf	Less than 50,000 gsf	Less than 80,000 gsf	Less than 150,000 gsf	Less than 200 units	(5)
	Required Baseline Elements							
1	Post information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
2	Distribute information	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(5)
3	Provide building transportation coordinator	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(5)
4	Leases in which tenants are required to participate in periodic surveys	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
5	Identify parking cost as a separate line item in tenant leases	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
6	Conduct periodic surveys of workers in building, to determine TMP effectiveness.	50,000 gsf and over	N/A	N/A	N/A	N/A	N/A	(5)
7	Submit periodic report describing implementation of TMP provisions	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	200 units and over	(5)
	Additional Elements Required (Choose from list below; Tier 1 = higher-impact; Tier 2 = lower-impact)	**# of activities required: Tier 1: 1 Tier 2: 2** Note: this is the minimum. Buildings not progressing toward performance goal may need to add activities, beyond the minimum; buildings meeting goal may reduce activities to minimum or below.	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 1 Tier 2: 2**	**# of activities required: Tier 1: 0 Tier 2: 1**	N/A	(5)

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
	Tier 1 Element Options (higher-impact)							
8	Provide financial incentive							
9	Provide shuttle van/bus service							
10	Provide flexible parking options							
11	Daily Only Parking							
	Tier 2 Element Options (lower-impact**)**							
12	Provide guaranteed ride home							
13	Provide preferential HOV parking							
14	Conduct annual transportation options event							
15	Provide secure, covered bicycle parking							

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

	Programmatic Requirement (1)	Office (2)	Mftng/ Assembly	Professional Services/Medical Clinics & Other Health Care Services (3)	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (4)
16	Provide shower facilities							
17	Provide off-street passenger loading area							
18	Provide parking on-site for carshare vehicles							
19	Annual TMP services contract with Transportation Management Association							

"gsf" is gross square feet, as defined in LUC 20.50.020 (F)

Footnotes to Transportation Program Requirements Table:

(1) Specific actions that the owner of the property must take to mitigate traffic and/or parking impacts.

(2) Excluding medical clinics and other health care services.

(3) Excluding assisted living facilities and nursing homes.

(4) Other than mixed retail.

(5) Requirements for mixed uses will be determined on a project basis as described in BCC 14.60.070.G.

B. TMP Program Elements Descriptions

The descriptions below provide additional information regarding each of the activities listed in the chart above.

- Elements 1-7 are required at some or all TMP sites
- Elements 8-11 are activities considered "higher-impact" for trip reduction. Some TMP sites are required to pursue one of these activities.

Note: To be considered "higher-impact" for trip reduction, an activity must meet a 2-part test:

i. Does it save the commuter time and/or money?
ii. Does it plausibly offer the potential to affect 5% or more of commute trips (determined by observing effect at existing buildings in similar settings)

- Elements 12-19 are activities considered "lower-impact" for trip reduction. Most TMP sites are required to pursue two of these activities.

1. **Post Information**.

Implementation guidance: Post up-to-date commute options information in a visible central location. Following are two acceptable approaches:

- A commuter information center board, with posted information and printed material available for users to take. This is the traditional approach to posting information; currently, availability of printed materials from transit providers and public agencies is limited.
- An electronic display and/or kiosk; preferably this will include display of real-time transit and travel options information (e.g., TransitScreen).

With either option, the Commute Program Summary for the building should be made available either as a hard copy or an electronic display (see "Distribute Information" element below for detail regarding the Commute Program Summary).

- Commuter information centers, kiosks and building fliers should include contact information for the Building Transportation Coordinator (not required at residential sites).

The following are acceptable approaches at residential sites and may be useful at other TMP sites when used in conjunction with other approaches, identified above:

- Provision of relevant printed materials at the Project concierge desk or leasing office,
- Posting a sign in each building lobby directing residents to the concierge desk or leasing office for printed materials and/or identifying one or more websites with relevant information regarding transportation options.

Applicability: Required element for all TMP sites.

2. **Distribute Information**.

Implementation guidance: Distribute up-to-date commuter information tailored to the TMP site. This involves two elements:

1. Building must compile and produce a "Commute Program Summary" that includes relevant information for persons commuting to the site. This Commute Program Summary is typically a flier or brochure, which describes commute options, relevant building services and supporting activities offered by the building management and includes contact information for the building transportation coordinator.
2. Commute Program Summary must be distributed to all tenants and all employees at least once each year and to new tenants and new employees as they move in. A building internet or intranet page describing these elements may be distributed in lieu of a paper document.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals.

3. **Provide a Building Transportation Coordinator**.

Implementation guidance: The building transportation coordinator shall act as liaison to the city and shall perform tasks specified in the TMP agreement for the building, as they are described in the TMP agreement document and as they may be further described in the *TMP Implementation Guidelines*. The property owner must provide the transportation coordinator's name to the city. The coordinator must be available for meetings and training sessions conducted by the city or other agency approved by the city. The building transportation coordinator should be available to provide commute options information and assistance to workers in the building.

Applicability: Required at Office, Manufacturing/Assembly, Professional Services/Medical Clinics & Other Health Care Services, Hospitals, Retail/Mixed Retail/Shopping Centers.

4. **Leases in which tenants are required to participate in periodic surveys**.

Implementation guidance. Tenant leases must include language requiring tenant cooperation in surveying their employees in conjunction with periodic building-wide commute surveys (for building performance measurement). Recommend that leases include provision that each tenant have a designated Transportation Coordinator to facilitate the survey process. Attachment 2 provides sample lease language.

Applicability: Required at Office uses.

5. **Identify parking as a separate line item in tenant leases.**

   Implementation Guidance: Cost of parking must not be bundled with floor space rent. For buildings in Downtown, the minimum monthly rate per stall must be not less than the cost of a countywide transit pass ($117.00, as of July 2020). For buildings located outside Downtown, the per-stall rate must be not less than 50% of the cost in Downtown. (The Downtown zone is indicated in Attachment 1.) This requirement does not apply to tandem stalls, designated and marked electric vehicle stalls nor to designated and marked carpool stalls, provided the property owner has in place a means to regularly monitor and effectively enforce appropriate use of such stalls.

   This requirement does not dictate the terms on which property owners and tenants may choose to offer parking to the end user.

   Applicability: Required at Office uses.

6. **Conduct periodic surveys of workers in building, to determine TMP effectiveness.**

   Implementation guidance: Surveys are typically conducted every second year. The survey process is described in section V, subsection B, below.

   Applicability: Required at buildings with performance goal (typically, these are Office uses).

7. **Submit periodic report detailing compliance with TMP requirements**.

   Implementation guidance: Implementation reports are typically required every second year. The reporting process is described in section V, subsection A, below.

   Applicability: Required at all TMP sites.

8. **Provide financial incentive.**

   Implementation guidance: Provide a financial incentive to employees on site who customarily commute by transit, carpool or vanpool. The monthly level of incentive for each employee must be at least 25% of the cost of a one-month, countywide transit pass (pass cost is $117/month, as of July 2020). Incentives must be in the following forms:

   Option 1:

   - Monthly transit pass subsidy or credit to ORCA card, *and*

- Vanpool fare subsidy. In locations where an end-user parking charge prevails, a discount in the parking fee for the vanpool vehicle is an acceptable alternative.

In locations where an end-user parking charge prevails, the following additional element must be included:

- Discount in monthly parking charge for carpools

The minimum parking charge discount for vanpools and carpools must be calculated as a multiple of the vehicle occupancy, using default values of 5 persons per vanpool and 2 persons per carpool or alternative values as may be documented for a particular building.

Option 2, applicable only in locations where an end-user parking charge prevails:
Provide a minimum of two free park days each month to all employees who customarily commute by transit, carpool or vanpool. Preferably, users of these free park days will be allowed in/out privileges during the workday.

Option 3:
Any combination of the above elements that provides a financial incentive equivalent to 25% (or more) of the cost of a monthly countywide transit pass to all employees on site who customarily commute by transit, carpool or vanpool.

Discussion: Provision of two free park days each month accommodates the occasional need to drive alone to work. By not incurring a charge when parking occasionally, commuters are less likely to make the leap to purchasing a monthly pass (and thus become regular SOV commuters). The financial incentive elements may be provided to the end user (employee commuter) by the building manager or by the tenant (i.e., employer).

Applicability: Optional at all TMP sites. (Credited as a Tier 1, “higher-impact” activity.)

9. Provide shuttle van/bus service.

Implementation guidance: Offer custom van or bus service to the worksite. The service may be from the home origin area of employees or from a nearby transit hub. If this is a “last-mile” service connecting the TMP building to a transit hub, service must be provided free of charge to the end user. In the case of “last-mile” service, frequency must be at least every 30 minutes during the AM and the PM peak commute periods. Service provided at lesser frequency will considered a “Tier 2” level activity.

Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity.)

10. **Provide flexible parking options—high impact** (applies to locations where end-user parking charge prevails)

    Implementation guidance: Provide flexibility in parking access to commuters who do not purchase (or otherwise secure) a monthly parking pass. Offer *at least two* of the following features:

    - Daily parking with in/out privileges
    - Daily parking at cost not to exceed 1/15th of monthly pass cost
    - One or more free park days each month to those who customarily commute by non-SOV mode.
    - Reduced-rate, flex-use parking pass, providing fewer days than monthly parking pass.
    - Free or minimal cost weekend garage access for tenants without monthly pass.
    - Provide parking access on daily basis only (no monthly parking) for up to 70% of people working in the building; see item 11 below for applicable details.

    Discussion: The intent of this activity is to add no-cost or low-cost options for commuters with only an occasional need to drive. In locations where an end-user parking charge prevails, a commuter must choose whether to purchase (or otherwise secure) a monthly parking pass. Those without a monthly parking pass typically face barriers of cost (high daily rate, no in-out privileges) and, sometimes, of access (garage closed to non-cardholders on weekends). By adding flexibility to address the occasional need for parking access, commuters are better able to make non-drive-alone options pencil out as their usual daily commute choice.

    Applicability: Optional at all TMP sites. (Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails. In locations where parking is generally available at no charge to the end user, no TMP program credit is provided; the baseline condition—free parking for all—accommodates the range of parking access needs and no price signal for the end user pertains.)

11. **Paid employee parking accessible on a daily basis only** (applies to locations where end-user parking charge prevails)

Implementation guidance: Provide parking access on a daily and hourly basis only (no monthly parking passes). Daily charge shall not exceed the greater of,

- 8% of the cost of a monthly, countywide transit pass, or
- 8% of the prevailing market rate for a monthly parking pass.

Parkers should be allowed in/out privileges during the day. Total cost per month may be capped, provided the cap is at a level not less than the cost of a monthly, countywide transit pass ($117, as of July 2020); for example, if after paying for 13 days parking in a month, a user reaches the monthly cap charge, additional days parking that month may be "free."

Discussion: Daily parking charges send a price signal each day to the end user (commuter) and encourage use of alternative travel modes on days when a vehicle may not be needed. Facilities/workplaces that have used this framework for parking access have experienced reduced demand (vehicle trips).

Applicability: Optional at all TMP sites. Credited as a Tier 1, "higher-impact" activity in locations where an end-user parking charge prevails AND the parking framework described in this element applies to at least 70% of people working in the building. At locations where parking is generally available at no charge to the end user, no TMP program credit is provided.

12. Provide Guaranteed Ride Home.

Implementation guidance: Provide a free ride home (e.g., via taxi, Uber, Lyft) to employees at the building who miss a carpool or transit ride owing to sickness, an unexpected requirement to work late or to leave early owing to a home emergency. Users must be eligible for at least 4 rides per year.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

13. Provide preferential parking.

Implementation guidance: Provide specially marked parking stalls in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate.

- In garage parking, characteristics of a preferential location include a parking deck level near the access and proximity to a building elevator.
- For surface parking, characteristics of a preferential location include proximity to the building entrance and covered parking when possible.

- The number of designated stalls must be scaled to meet the demand.
- Approved users of such stalls should be provided with permit tags, showing their eligibility.
- Spaces must be monitored regularly (at least 3x/week) to ensure correct usage.

Designation of preferred parking offers visible encouragement of HOV commuting, adds convenience for users and provides a visible, consistent location for users to meet their carpool/vanpool.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

14. Conduct annual transportation options event.

Implementation guidance: Promote and conduct a transportation options event at least once per year directed toward employees working in the building. The event should highlight the most relevant transportation options and/or any new programs or features as well as provide information about building commute program options and services. The event must be promoted to employees and held in a visible, common area of the building. The most effective events offer rewards (e.g., giveaway items, prize drawings) and/or food to encourage attendance and engagement.

Applicability: Optional at all TMP sites. (Credited as a Tier 2. "lower-impact" activity.)

15. Provide secure, covered bicycle parking.

Implementation guidance: Bicycle parking must meet all of the following conditions,

- provide protection from weather,
- be accessible to employees coming and going at all hours,
- be sufficiently secure to accommodate bicycles parked overnight,
- supply adequate to meet demand,
- be available free of charge to employees.

Wayfinding to bike parking should be provided from the garage entrance or other logical building access point.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

16. Provide shower facilities.

Implementation guidance: Provide shower facilities for use by workers on site who arrive by bicycle or walking. Shower facilities must be available at no charge to the employee. Additional features may include provision of towel service and/or gear/clothing storage lockers.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

17. Provide off-street passenger loading area.

Implementation guidance: Provide a loading area suitable for carpool/vanpool pickup/dropoff as well as for loading of taxi/transportation network company (on-demand ride-hailing) passengers. Loading area may also be useful for passengers accessing autonomous vehicles. Loading area may be on a building site or on street (public or private) immediately adjacent, provided it offers convenient access to a building entrance. Use of the loading area must be time limited (typically 15 minutes maximum) and monitored as needed to ensure proper use and turnover.

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

18. Provide parking on-site for carshare vehicles.

Implementation guidance: Provide one or more designated parking stalls for carshare vehicles. Carshare vehicles are available for rent by the hour or the minute and must be accessible for use by workers in the building who choose to establish individual memberships with the service provider (workers may be responsible for their own membership and vehicle usage fees). Allow for public access to carshare vehicles, where possible.

Discussion: Zipcar is a carshare service currently operating in Bellevue. Two other services, Car2go and ReachNow operate in the region, but are not currently operating in Bellevue. The carshare service model is distinct from on-demand ride-hailing services, such at taxis, Uber and Lyft (which do not align with the purpose of this program element).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

19. Annual TMP services contract with TMA.

Implementation guidance: Engage with a Transportation Management Association (TMA) to provide a suite of services in support of compliance with TMP requirements.

Discussion: By engaging a TMA, buildings are able to tap into available expertise and supporting program elements for trip reduction as well as support the maintenance of trip reduction services capacity at the areawide or community level. For purposes of these Guidelines, a Transportation Management Association or "TMA" is a non-profit, member-controlled organization that provides transportation services in a particular area. It may be a public-private partnership, consisting primarily of area businesses with local government support. A TMA provides an institutional framework for supporting and/or providing transportation demand management programs and services. TransManage, a service of the Bellevue Downtown Association, is the only TMA currently active in Bellevue (services are offered citywide).

Applicability: Optional at all TMP sites. (Credited as a Tier 2, "lower-impact" activity.)

20. Alternate program.

Required Baseline Elements, identified as Program Elements 1-7 in the Transportation Management Program Requirements table in Section IV, subsection A may not be removed. For other activities, a property owner may employ alternative or additional TMP program elements if the property owner and the city agree on the element's relevance and potential effectiveness. Property owners should submit a description of the proposed alternative TMP element to the City's TMP administrator, along with supporting information detailing why the proposed element is appropriate for the building and the reasons why it is expected to be effective in reducing trips. The City TMP administrator will evaluate the proposed alternative element and determine if is suitable as a substitute for an existing approved element in the building TMP Implementation Agreement or may receive credit as an additional element. Criteria for this evaluation will include those described in Section V, subsection C below. If approved by the city, the program element may be assigned to either the Tier 1 (higher-impact) or Tier 2 (lower-impact) category, using the 2-part test described above in the introduction to this subsection "B". The building TMP Implementation Agreement—described in Section III, subsection A of these TMP Implementation Guidelines—must be amended to reflect changes associated with the added or revised program elements.

Discussion: Each building has unique characteristics, and it may be that appropriate or effective TMP strategies are not included in this list. Property owners are encouraged to propose alternate program elements that they believe would be more relevant and/or effective than the options listed here.

Applicability: Optional at all TMP sites. (May be credited as a Tier 1, "higher-impact" or Tier 2, "lower-impact" activity.)

V. Monitoring and Evaluation of TMP Implementation

A. Periodic reporting on implementation activities

Managers of TMP buildings shall complete a TMP Implementation Report every second year, describing measures taken to comply with the TMP Implementation agreement for their building, The City will provide a reporting form. Currently, TMP Implementation Reports are solicited in the fall of every odd-numbered year. The city will evaluate the TMP Implementation Reports and determine if the implementation measures meet the requirements for the building. Managers of buildings at which implementation falls short may be contacted and provided information or direction on how their program activities may be brought into compliance. (See also subsection "C" below.)

Buildings that are not fully compliant with their implementation requirements or which are falling short of their performance goal may be required to submit TMP Implementation Reports more frequently.

B. Periodic surveying at sites with a TMP performance goal

In addition to completing and submitting a periodic TMP Implementation Report, managers of TMP buildings with a performance goal (generally, these are Office uses) shall undertake a commute survey every second year to determine performance. The city will provide a survey format and will process surveys. The survey shall be conducted in such a way as to target an overall response rate of not less than 70% of the employee population in the building and shall be representative of the overall employee population. A minimum response rate of 50% of the overall building population is expected; buildings that fall short of the 50% response rate may be required to redo their survey. Currently, surveys are conducted in the fall of every even-numbered year.

Drive-alone rate performance will be evaluated according to the following formula:

(NDA/NT)(100) = percent drive-alone mode use, where:

NDA = number of employees who commute to work by drive-alone mode

NT = total number of employees.

For purposes of this subsection, the term “employees” includes all on-site workers subject to the surveying requirements.

Where the performance requirement for a building is associated with Office use, only workers in the office component of the building should participate in the survey. Any employees in ancillary businesses, such as food service, sundry retail or child care should not be included in the survey.

For each new building affected by a TMP performance goal, an initial baseline survey is conducted. The baseline survey should take place once the building reaches 90% occupancy. The city and the building manager will consult to determine whether this baseline survey is conducted in conjunction with the regular, biennial survey process (the preferred option) or conducted at a separate time (if circumstances warrant and there is available means to conduct a survey outside of the usual cycle).

Any building tenants currently participating in the Commute Trip Reduction (CTR) program (BCC 14.40) and that have conducted or are scheduled conduct a workplace commute survey in conjunction with the CTR program should not participate in the building commute survey. The city will obtain the relevant CTR program survey results and determine overall building performance based on the combination of the building survey and the CTR tenant survey(s).

Any building in which CTR program surveys capture 90% or more of the building population need not conduct a separate survey of the remaining building population; building performance may be evaluated based on the available CTR survey results.

If a building meets or exceeds its performance goal for three consecutive survey cycles, the survey requirement may be waived for subsequent survey cycles, until the tenant composition changes.

C. Performance evaluation & adjustments to implementation activities

The city will evaluate the biennial TMP Implementation Reports to determine the level of compliance with activities identified in the corresponding TMP Implementation Agreement for each building. Buildings that fail to fully implement activities identified in their TMP Implementation Agreement may be sent notice by the city. A substantive response is expected within 30 days from the building manager, detailing proposed actions to more fully address the provisions of the building TMP Implementation Agreement.

Buildings with a performance goal are expected to make ongoing progress toward their goal. When a measurement shows a decline in performance, the city will send notice to the building manager, with a recommendation to consider ways to more effectively implement their existing TMP activities or enhance their TMP program elements. Buildings where a performance decline continues for a second measurement will be contacted by the city, with a request to provide information within 30 days regarding any change to circumstances that might account for the performance decline (e.g., change in tenant mix, change in parking cost or availability, reduction in transit service, etc.). The city will evaluate the building manager response, considering also overall conditions and performance at other TMP buildings.

If the city determines that adjustments to TMP activities must be made, it may begin the revision process described in BCC 14.60.070.L.1 and send notice directing the property owner to revise its TMP Implementation Agreement within 90 days. Managers of buildings where adjustments are required must respond by clearly stating the revisions to implementation activities the manager proposes to undertake to enhance TMP effectiveness. The city will evaluate the proposed revisions for the likelihood of the proposed program to support progress toward the performance goal, considering factors such as,

- the number of employees that would be affected by proposed elements
- the effectiveness of the proposed elements when applied elsewhere in similar settings
- the alternative activities that may be available to the building.

The city will provide notice of acceptance or rejection of the proposed changes to the TMP implementation program within 30 days. If necessary, the city may require the property owner to attend a conference with program review staff for the purpose of reaching a consensus on required TMP implementation activities. A final decision regarding the required TMP implementation activities will be issued in writing by the city within 30 days of the conference. A revised TMP Implementation Agreement refecting the changes to program activities must be signed by the property owner and the city.

VI. Enforcement of Transportation Management Program Conditions

A. <u>Good faith effort.</u>

1. Property owners implementing TMPs are expected to undertake good faith efforts to achieve the goals outlined in this section. Property owners are considered to be making a “Good Faith Effort” if the following conditions have been met:

- The property owner has completed an initial baseline measurement survey according to the specifications in the TMP Implementation Guidelines, if required;
- The property owner has met the minimum program and reporting requirements identified in city code and the TMP Implementation Guidelines, including accurate survey results (where applicable);
- The property owner has provided adequate information and documentation of implementation when requested by the city; and
- The property owner is working collaboratively with the city to continue its existing program or is developing and implementing program modifications according to the process described in 14.60.070 (L) and the TMP Implementation Guidelines.

2. An affected property owner with an approved transportation management program who has made a Good Faith Effort shall not be liable for civil penalties for failure to reach the applicable proportion of drive alone trip goal.

B. Violations and enforcement

Failure to comply with any provision of Chapter 14.60 BCC constitutes a civil violation as provided for in Chapter 1.18 BCC, for which a monetary penalty may be assessed and abatement may be required as provided therein. The city shall seek compliance through Chapter 1.18 BCC if compliance is not achieved through this code. BCC 14.60.022.

VII. Modification of TMP Agreements

A. Revisions to TMP agreements developed under current code

Owners of TMP-affected buildings may propose revisions to their TMP Implementation Agreement at any time. City staff will review the proposed change and provide notice of acceptance or rejection of the proposed change within 30 days. Considerations in evaluating proposed changes may include the following:

- the alignment of the proposed changes with the corresponding requirements for the building identified BCC 14.60.070 and in the TMP Program Requirements table (Section IV, above)
- the extent to which other buildings with similar conditions have succeeded in implementing the proposed activity or activities
- the number of employees that would be affected by proposed elements and their effectiveness when applied elsewhere in similar settings

- likelihood of the proposed program to support progress toward the performance goal (if applicable).

If any change is approved, a revised TMP Implementation Agreement refecting the change(s) to program activities must be signed by representatives of the property owner and the city.

B. Revisions to TMP agreements entered into under earlier City code frameworks or other conditions.

The formal process for revising a TMP depends on how the original TMP was established.

Buildings in which a TMP was required as a general condition of development, where no specific program elements or goal was identified in the Land Use Approval, may request a modification to an existing TMP agreement pursuant to LUC 20.30F.175. Any proposed revisions will be evaluated for consistency with the intent and anticipated performance of the original condition.

Some buildings have specific TMP program elements and/or goals included as a condition of their approval. The options and process for modifying TMP requirements at such buildings must be evaluated on a case by case basis.

For purposes of these Guidelines, Land Use Approval shall include, but not be limited to: Design Review, SEPA, Building Permit conditions and Land Use staff reports.

VIII. TMP Administrator

The city's TMP Administrator is the contact person identified on the TMP page of the city website. The current TMP Administrator is,

Michael Ingram, Senior Planner
Bellevue Transportation Department
P.O. Box 90012
Bellevue, WA 98009-9012
mingram@bellevuewa.gov
425-452-4166

IX. Guidelines Review and Update Schedule

These TMP Implementation Guidelines will be reviewed annually and updated on July1st of each year, when warranted.

Attachment 1: Transportation Management Program Zones and Performance Goals
Revised September 4, 2019 to incorporate 2017/2018 CTR survey results.

Note: The contents of this attachment supplement Section III.B Determination of Site Goal. Generally, goals apply only to Office uses.

There are currently two zones used for determination of the relevant goal for TMP sites. Zone limits are shown on the map on the next page.

Downtown zone TMP Goal Level Options

a. Comprehensive Plan target level: **35% maximum drive-alone mode share for commute trips**
   Source: Bellevue Comprehensive Plan Figure TR-3.

   or

b. Average performance at worksites in Downtown participating in the Commute Trip Reduction program (most recent three survey cycles): **51% of commute trips occur by drive-alone mode**.
   Source: CTR program survey results for Downtown worksites per 2013/2014, 2015/2016, 2017/2018 measurement cycles.

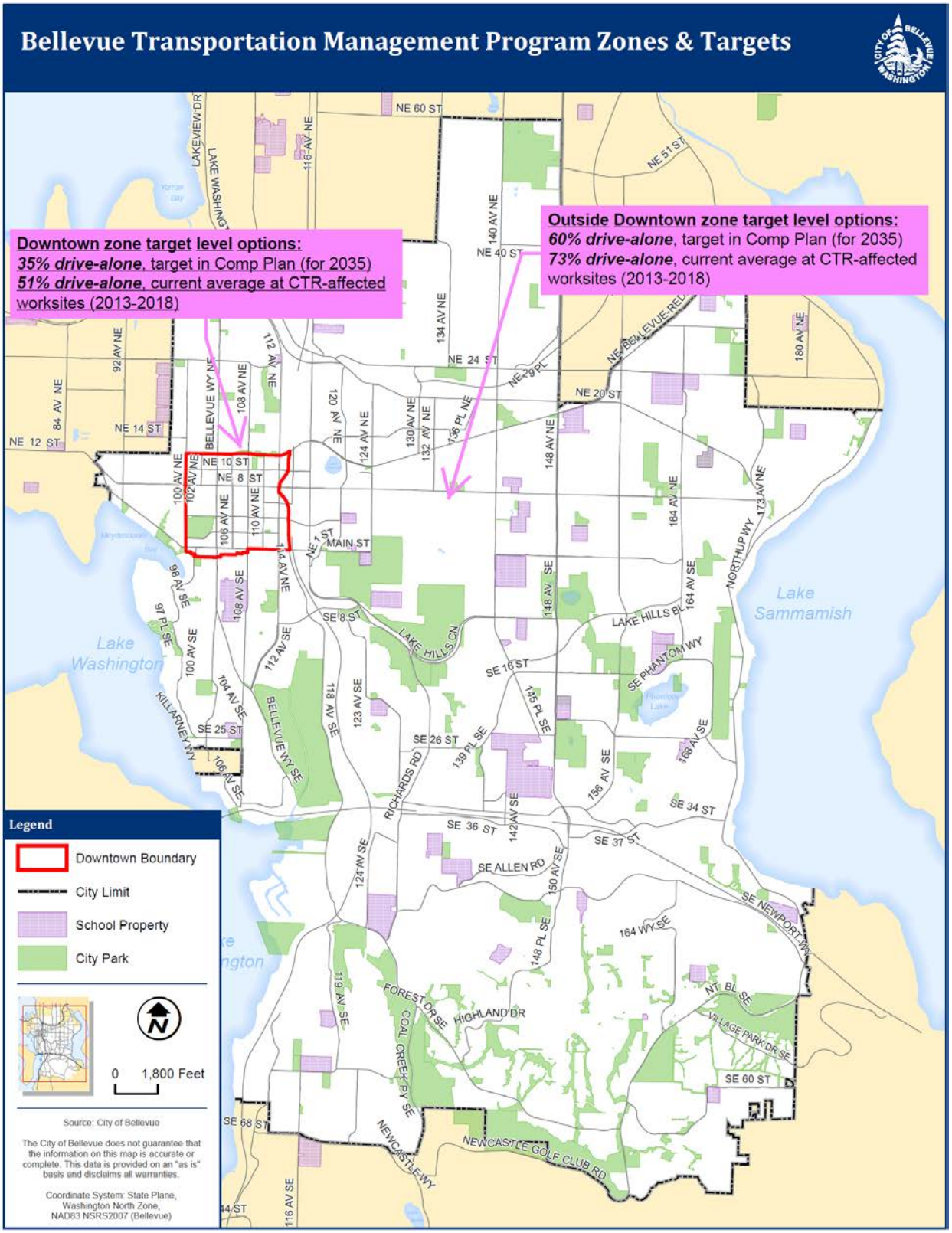
Outside Downtown zone TMP Goal Level Options

a. Comprehensive Plan target level: **60% maximum drive-alone mode share for commute trips**
   Source: Bellevue Comprehensive Plan Figure TR-3.

   or

b. Average drive-alone rate at worksites outside Downtown participating in the Commute Trip Reduction program (most recent three survey cycles): **73% of commute trips occur by drive-alone mode**
   Source: CTR program survey results for worksites outside Downtown per 2013/2014, 2015/2016, 2017/2018 measurement cycles.

Project proponents may select either of the values indicated above (corresponding to the zone in which the project is located) as the goal for their building or buildings. Typically, the higher drive-alone value is the logical, preferred choice. The value, once identified for a particular building, remains in effect for the life of the building (i.e., it does not change, even if there is subsequent change in the corresponding figure in the Comprehensive Plan or for CTR site performance).



Revised September 2019 to incorporate 2017/2018 CTR survey cycle results.

Attachment 2: Sample Lease Language

The following supports the survey participation requirement, described in Section IV, subsection B.4.

Periodic commute surveys of workers in office buildings are required as a means to evaluate building performance. Effective surveying of workers in the building requires cooperation and support from tenants of the office space. City code specifies that tenant leases shall include language requiring tenant cooperation in surveying their employees in conjunction with building-wide commute surveys (BCC 14.60.070.F.4). Following is language that may be adapted for use in such leases:

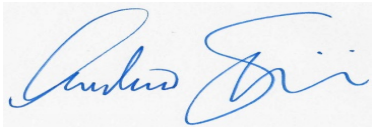
> Tenant acknowledges that Landlord is required to comply with the Transportation Management Program requirement imposed with respect to the building by the City of Bellevue, pursuant to Bellevue City Code (BCC) section 14.60.070. Tenant shall cooperate with the Landlord in conducting the required periodic commute mode survey, including designating an employee to serve as Landlord's contact for purposes of communicating, promoting and conducting the survey among Tenant's employees.

Attachment D

CERTIFICATE OF CONCURRENCY

Bellevue 600 Phase 2 Development

This certificate documents the Transportation Department Director's decision that the development project at 600 108th Avenue NE (File No. 21-106968 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 429 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



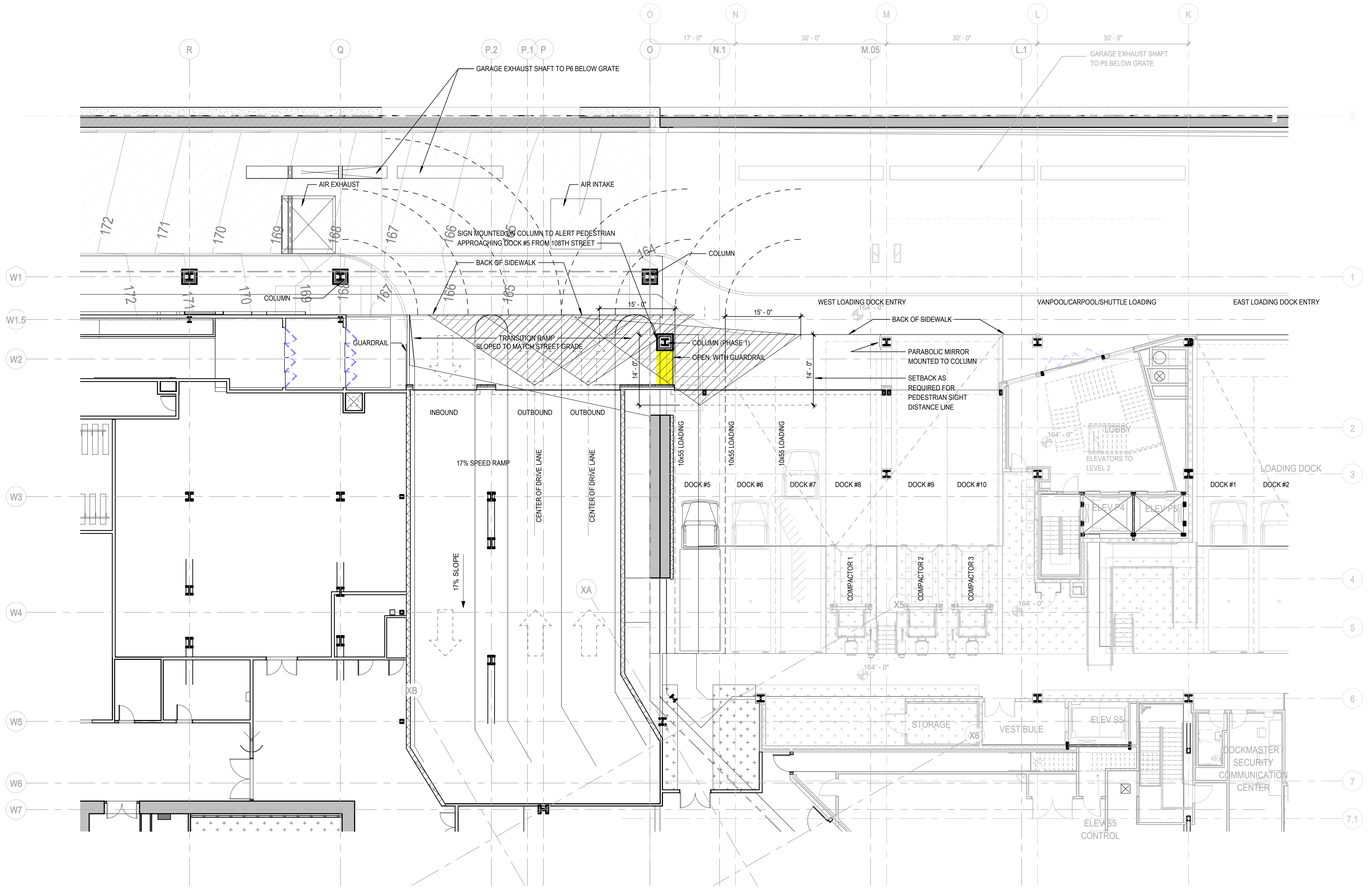
Director, Transportation Department

12/30/2021

Date

Certificate No. 147

Attachment E



1 LEVEL P1 FLOOR PLAN - PEDESTRIAN SIGHT DISTANCE

PHASE 2 APPROVAL LETTER

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

To: Whitney Forward, **Associate | Designer**
c/o NBBJ
140 Broadway 29th Floor
New York, NY 10005

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 **June 14, 2021** for the property known as: **Bellevue 600 Phase 2 at 600 108th Avenue NE, Bellevue WA** and proposed development at that location, 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 with acknowledgement that if there are future material changes, further review may be required.

- Minimum ceiling clearance is 16 feet directly above compactor and truck in the attached documents is fully encompassing of all potential over height obstructions such as fire sprinkler systems or piping and ducting.
- Compacting unit is on a reinforced concrete pad that is 30" in height to allow for lower overall ceiling clearance.

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,

John Gelzer
Republic Services
Operations Supervisor

In partnership with the City of Bellevue
Development Services

JGelzer@republicservices.com

REPUBLIC SERVICES

CITY OF BELLEVUE WASHINGTON

[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.

PHASE 1 APPROVAL LETTER

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

To: Robert S. Lane, AIA, LEED AP Senior Associate | Architect
c/o NBBJ
223 Yale Avenue North
Seattle, WA. 98109

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 **May 26, 2020** for the property known as: **Bellevue 600 permit #19 131761 LD at 601 110th Avenue NE, Bellevue WA** and proposed development at that location, 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 with acknowledgement that if there are future material changes, further review may be required.

- Minimum ceiling clearance is 16 feet directly above compactor and truck in the attached documents is fully encompassing of all potential over height obstructions such as fire sprinkler systems or piping and ducting.
- Compacting unit is on a reinforced concrete pad that is 30" in height to allow for lower overall ceiling clearance.

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,

John Gelzer
Republic Services
Operations Supervisor
JGelzer@republicservices.com

In partnership with the City of Bellevue
Development Services

REPUBLIC SERVICES

CITY OF BELLEVUE WASHINGTON

[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.

nbbj
223 YALE AVENUE NORTH
SEATTLE, WASHINGTON 98109
PHONE 206 223 5555
www.nbbj.com

ADMINISTRATIVE DESIGN REVIEW
10 / 22 / 2021

Bellevue 600
Phase 2
600 108TH AVENUE NE,
BELLEVUE, WA 98004

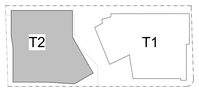
REVISIONS

MARK	DATE	DESCRIPTION
2	10/22/2021	ADR Revision 2
1	08/06/2021	ADR Revision 1

SCALE	3/32" = 1'-0"
PROJECT ARCHITECT	CGE
PROJECT NUMBER	102584.00
DATE	04/02/2021

SHEET NAME
LAND USE CODE - LOADING DOCK DIAGRAM

KEYPLAN



SHEET NUMBER
GI012-PH2

8/4/2021 4:53:17 PM
BIM 360://102334.00 - Seneca 600 R19/ARCH-PHASE2-CORE_T2.rvt

Attachment F

Laurie Tyler, Land Use Planner

DEVELOPMENT SERVICES DEPARTMENT
450 110TH AVENUE NE
BELLEVUE, WA 98009-9012

Refer to SEPA section in staff report for additional information.

SEPA Environmental Checklist

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit the Land Use Desk in the Permit Center between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4) or call or email the Land Use Division at 425-452-4188 or landusereview@bellevuewa.gov. Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

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

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

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.

PLEASE REMEMBER TO SIGN THE CHECKLIST. Electronic signatures are also acceptable.

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A. Background [help]

1. Name of proposed project, if applicable: [help]

   Bellevue 600 – Phase 2

2. Name of applicant: [help]

   Acorn Development LLC

3. Address and phone number of applicant and contact person: [help]

   Ben Spicer
   Associate/Designer
   NBBJ
   206-223-5555

4. Date checklist prepared: [help]
   April 2, 2021 *Revised 8.9.21*

5. Agency requesting checklist: [help]

   City of Bellevue Development Services Department

6. Proposed timing or schedule (including phasing, if applicable): [help]

   The Bellevue 600 project was planned to be developed in two phases through the submittal of a Master Development Plan (MDP). Phase 1, which has been approved and is currently under construction, is redeveloping the east portion of the site and Phase 2 would redevelop the west portion of the site. An MDP application has been submitted for the entire site, as well as separate Administrative Design Review applications (ADRs) for Phase 1 and Phase 2 of the project. Construction of Phase 2 is anticipated to begin in 2022, with building occupancy by 2025.

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

   No plans for future additions or expansions are known or anticipated. Please see Appendix A for a complete list of anticipated permits.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

   - Master Development Plan (MDP)/Administrative Design Review (ADR) Geotechnical Engineering Services, Geoengineers, 2019;
   - Phase 2 Administrative Design Review Geotechnical Engineering

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Services, Geoengineers, 2021
- Phase I Environmental Site Assessment, Aspect, March 2019;
- Trip Generation Summary/Request for Traffic Modeling Bellevue 600 Phase 2, TENW
- GHG Emissions Worksheets for Phase 2, EA, 2021
- Arborist's Report, Tree Solutions, December 2019.

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

   There are no known applications pending for approval that would directly affect property associated with the proposed action.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

    Please see Appendix A for a complete list of anticipated permits.

11. Give 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.) [help]

    The Bellevue 600 project is a new office and retail development located in downtown Bellevue, directly north of and adjacent to the Bellevue Transit Center. The proposed project is planned to be developed in two phases: Phase 1 is currently under construction on the east portion of the project site, and Phase 2 would redevelop the west portion of the site. Phase 2 will include demolition of the existing 600-108th Avenue NE building (Bellevue Corporate Plaza) and replacing it with a 31-story office tower. Additionally, Phase 2 will tie into the below grade structure completed during Phase 1. The project site is located in the Eastside Center District in Downtown Bellevue.

    Phase 2 of the project features a new office tower and retail uses at the northeast corner of 108th Avenue NE and NE 6th Street. The development site is approximately 57,822 SF of the total site area of 155,906 SF (including Phase 1)and will also provide pedestrian connections to the north and west. Similar to Phase 1, the new Phase 2 building steps back from the Grand Connection along NE 6th Street, and the streetscape along both 108th Avenue NE and the NE 6th Street Pedestrian Corridor will be enlivened by retail and other active uses.

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A 6-level below-grade parking garage will contain approximately 1,718 stalls – of which 718 stalls will be provided during Phase 2. Parking for approximately 470 bicycles in Phase 2 would also be provided. Vehicle access for parking, loading, and service is consolidated on the north side of the site via a private access roadway connecting 110th Avenue NE to 108th Avenue NE.

The proposed project is seeking an administrative departure from LUC: 20.25A.020.A.DT-Overhang into Build-to Line. The applicant is considering voluntarily granting the City's request for a wider sidewalk easement along 108th Ave NE. This easement would provide a significant public benefit by more ROW space on 108th Ave NE, including City plans for a new bus platform on the west side of 108th Ave NE separated from the southbound bike lane, to improve transportation mobility and pedestrian and bike rider in downtown Bellevue. However, the easement also requires that the entire façade of the building must be set back 8-feet from the prior build-to line along 108th Ave NE. Granting this departure would allow an overhang up to 4-feet beyond the new build-to line so that the project can still meet the required program size for the Meeting Center while providing an enhancement of the public realm and granting the City's requested easement.

The proposed project is also seeking an administrative departure from LUC 20.25A.090: Active Use at Street Level. This departure seeks to reduce the Active Use requirement along NE 6th Street (Class A Street) from 100% to 87%. This would permit the Phase 2 main building entry to be located along the Pedestrian Corridor, allowing both Phase 1 and Phase 2 entries to be perceived as part of a unified landscaped open space at the southern end of the outdoor plaza and the north/south pedestrian connector. It also enables the main Phase 2 entry to be across the street from the Bellevue Transit Center and near the new light rail station to the east, permitting office employees easy access to public transportation.

The proposed project is also seeking an administrative departure from LUC: 20.25A.170.A 2 b -Canopy Height. This departure request is to allow a portion of the canopy, at the corner of 108th Ave NE and NE 6th Street, to be set at a height of up to 13'-6" above the level of the adjacent sidewalk, which is 18" above the code permitted height of 12 feet. Granting this departure will enhance the street level pedestrian experience by allowing a single continuous glass and steel canopy to extend across the southern portion of 108th, wrap the corner and continue as a single plane along the Pedestrian corridor. The canopy will not be built as a series of steps to follow the adjacent grade. Instead, it will appear as a strong and

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continuous horizontal element to visually reinforce the base of the building at a prominent urban intersection.

The proposed project is also seeking an administrative departure from LUC 20.25A.090 Plate A.1, which requires tree pits on 108th Ave NE between NE 4th St and NE 8th St. This departure seeks to replace the individual 5'-0" tree pits on the east side of 108th Ave NE between NE 6th St and NE 7th St. The tree pits will be replaced with a series of 5' wide landscaped planting strips with street located east of the northbound bike lane in the 24' sidewalk ROW. Granting this departure request increases pedestrian and bike rider safety by reducing opportunities for pedestrians from crossing the 5' wide planting strips directly into on-coming traffic in the northbound bike lane.

Additionally, the proposed project has submitted a departure request to include up to 65% compact stalls in the garage. The land use code states that property owners may design and construct up to 50% of the approved parking spaces in accordance with the dimensions for compact stalls rather than standard stalls. Per LUC 20.25A.080 F.2, the code also allows up to 65% of approved parking spaces in accordance with the dimensions of compact stalls if approved by the Director through an administrative departure.

And lastly, the proposed project is also seeking an administrative departure from LUC: 20.25A.020.A.DT-Build-to Line. This departure requests to set the building façade at street level back from the build-to line along 108th Ave NE and NE 6th St. Granting this departure will enhance the pedestrian experience by providing a wider sidewalk on 108th Ave NE, allow for a triangular building setback at the intersection of 108th and NE 6th and highlighting the importance of the Phase 2 main entry on the Pedestrian Corridor.

Total gross square footage (per City of Bellevue LUC Chapter 20.50 code definition) for the project is approximately 1,958,760 gross square feet, with a chargeable FAR of 1,509,732 square feet. Gross square footage associated with Phase 2 equals approximately 820,585 gross sq. ft. with approximately 633,127 sq. ft. of chargeable FAR.

See Figures 1-5 in Appendix A.

12. 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 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

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are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The Bellevue 600 Development would be located on the south portion of a block that is bound by NE 8th Street to the north, 110th Avenue NE to the east, NE 6th Street to the south and 108th Avenue NE to the west. Please refer to the plans on file with the City of Bellevue for a legal description of the project site. Please see Figures 1-5 in Appendix A for a vicinity map and site plan for the project.

B. Environmental Elements [help]

1. Earth [help]

a. General description of the site: [help] (select one): ☒Flat, ☐rolling, ☐hilly, ☐steep slopes, ☐mountainous, other: *Refer to 1.b below for qualification of flat.*

b. What is the steepest slope on the site (approximate percent slope)? [help]

Site grades generally slope down from northwest to southeast from approximately Elevation 179 feet along the western project boundary (Phase 2) to Elevation 167 feet in the southeast corner of the project site (Phase 1).

The steepest slope in the ROW is approximately 5%. There are slopes on site up to 33% with a maximum vertical drop of 5 feet.

c. 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. [help]

Refer to Geotech Report in project file for detailed analysis.

A Geotechnical Engineering Services Report (Geoengineers, 2021) completed for this project, which is on file with the City of Bellevue, identified on-site soil conditions by conducting soil borings at various locations onsite.

Asphalt pavement and crushed rock base course were encountered at the ground surface in each of the borings. The asphalt thickness ranged from 1 to 4 inches. The base course thickness ranged from 1 to 4 inches.

The soils encountered at the site consist of fill or weathered native soils overlying competent glacially consolidated soils. Fill, where present, is interpreted to be associated with construction of existing improvements at the site. The fill generally consists of very loose to medium dense sand with

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variable silt and gravel content. The weathered native soils generally consist of loose to medium dense silty sand with variable gravel. The fill/weathered native soil layer thickness is anticipated to be less than 5 to 10 feet across the project site.

Glacially consolidated soils were encountered below the fill and weathered native soils, where present. Three glacially consolidated units were encountered in the explorations: till-like deposits, cohesionless sand and gravel, and cohesive silt and clay.

- *Till-like deposits were encountered below the fill and weathered native soils, where present, and generally consist of dense to very dense silty sand with gravel and very stiff to hard silt with variable sand and gravel content. The thickness of the till-like deposits ranges up to approximately 40 feet thick.*
- *A layer of cohesive silt and clay was encountered locally below the till-like deposits and generally consists of very stiff to hard silt and clay with variable sand content, with several interbedded layers/lenses of sand with variable silt content. This layer of cohesive silt and clay was observed to be approximately 5 feet thick in the northeastern portion of the site and range up to approximately 20 feet thick in the southwestern portion of the site.*

- *Cohesionless sand and gravel was encountered below the till-like deposits and the cohesive silt and clay deposits, where present, and generally consists of dense to very dense sand and gravel with variable silt and cobble content. The cohesionless sand and gravel unit ranges up to approximately 45 feet thick.*
- *Cohesive silt and clay was encountered below the cohesionless sand and gravel and generally consists of very stiff to hard silt and clay with variable sand content, with several interbedded layers/lenses of sand with variable silt and gravel content.*

While not encountered in the borings, boulders are frequently encountered in glacially consolidated soils and may be present at the site.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

No. Groundwater levels at the site are generally within the

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dense/very stiff to very dense/hard glacially consolidated soils, which indicates a low risk of liquefying because of the density and gradation of these soils.

There are no known mapped faults beneath the site; therefore, the potential for surface rupture at the site is considered low. As well, due to the location of the site and the site's topography the risk of seismically induced slope instability, differential settlement, surface displacement due to faulting, or lateral spreading is considered to be low.

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

Approximately 256,000 bank cubic yards of excavation would be required for Phase 2 of the project. Minimal fill would be necessary, and would be expected to be sourced locally, if needed.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

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 building is operational, no erosion would be anticipated.

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

Approximately 95 percent of the Phase 2 project site is covered with impervous surfaces under existing conditions. Following construction, roughly 91 percent of the Phase 2 project site would be covered with impervious surfaces.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

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 plan set.

2. Air [help]

a. 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. [help]

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Construction dust mitigation measures per Clear & Grade Code BCC 23.76

Phase 2 of the proposed project could result in localized increases in air quality emissions (primarily carbon monoxide) due to construction vehicles, equipment and activities. Dust would also result during construction activities. Emissions, however, would not result in exceedance of ambient air quality standards.

Phase 2 of the project has been designed to conform to applicable regulations and standards of agencies regulating air quality in Bellevue. These include the Environmental Protection Agency (EPA), Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency (PSCAA).

Phase 2 of the proposed project is not expected to result in violations of ambient air quality during construction or operation.

In order to evaluate the climate change impacts of Phase 2, 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). The emissions estimates are based on the combined emissions from the following sources:

- Embodied Emissions – extraction, processing, transportation construction and disposal of materials and landscape disturbance;

- Energy-related Emissions – energy demands created by the development after it is completed; and,
- Transportation-related Emissions – transportation demands created by the development after it is completed.

The worksheet estimates are based on building use and size. In total, the estimated lifespan emissions estimate for Phase 2 of the Bellevue 600 project is approximately 1,101,654 MTCO2e.

The worksheet used to estimate Phase 2 project emissions is contained in Appendix B of this Checklist. This emissions estimate does not take into account any sustainability measures that would be incorporated into the project – please see Section 6.c. of this Envirnmental Checklist for more information.

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

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There are no offsite sources of air quality emissions or odors that may affect the proposed project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

No significant adverse emissions or air quality-related impacts are anticipated during construction or operation of the proposed project.

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 tools in place of gas powered small tools, wherever feasible.
-Trucking building materials to and from the project site would be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.
-Demolition dust would be handled in accordance with PSCAA regulations and sprinkling during demolition.

Please see Section 6.c. of this Envirnmental Checklist for more information on project design elements that address sustainability for the proposed project.

3. Water [help]

a. Surface Water:

1) 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. [help]

The nearest surface water bodies are Lake Bellevue, which is located approximately 0.5 miles northeast of the project site and Lake Washington, which is located approximately 0.75 mile west of the site.

2) 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. [help]

No. The project will not require any work over, in, or adjacent (within 200 feet) to any water body.

3) 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 fill material. [help]

No fill or dredge material would be placed in or removed from any surface water body as a result of the proposed project.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

No. The proposed project would not require any surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

No. The proposed project does not lie within a 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

No. There would be no discharge of waste materials to surface waters.

b. Ground Water:

1) 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. [help]

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

A Geotechnical Engineering Services Report (Geoengineers, 2021) completed for this project, which is on file with the City of Bellevue, identified groundwater conditions on site. Groundwater was measured at depths ranging from 96 to 121 feet bgs in monitoring wells at the project site.

No groundwater would be withdrawn from a well and no water would be discharged to groundwater.

The lowest finished floor elevation is anticipated to be located above the regional groundwater table in the site vicinity. However, perched groundwater seepage was observed in the borings and should be anticipated at the site. Temporary dewatering by means of local sumps and pumps within the excavation is anticipated to be sufficient to remove perched groundwater seepage during excavation and construction of the building foundations and underground parking garages. Dewatering of groundwater would be

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discharged to the stormwater or sanitary sewer systems in accordance with local and state regulations.

2) 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. [help]

Waste material will not be discharged into the ground from septic tanks or other sources. The proposed buildings would connect to the City's sewer system and would discharge directly to that sewer system.

c. Water runoff (including stormwater):

1) 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. [help]

Existing and new impervious surfaces constructed on the site are and would continue to be the source of runoff from the proposed project.

Overall, stormwater will be collected using catch basins and closed pipes and routed to a flow control facility before being discharged to the public storm system. The runoff that touches pollution-generating surfaces (roads and parking) will be treated for water quality before being routed to flow control.

The Bellevue 600 Phase 2 project will discharge into two separate basins. The western portion of the site from back of sidewalk and approximately the northern third of the building roof will discharge west into the Meydenbauer Creek basin, allowing the same area to discharge to the basin as current flows there today. The remainder of the project site will be routed to the stormwater detention vault installed in Phase 1. Pollution generating impervious surfaces will require stormwater quality treatment, so treatment units will be installed along 108th Ave NE. The Phase 2 portion of the new NE 7th Street roadway will be routed to a water quality unit within the below grade parking garage installed during Phase 1. The project will implement green roof and soil cells on site to provide natural flow attenuation and water quality treatment, and promote evapotranspiration.

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

No. The proposed stormwater collection system and the TESC and BMPs implemented during construction would prevent waste materials from entering ground or surface waters.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. [help]

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. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: [help]

No significant adverse surface, ground, runoff water or drainage pattern impacts are anticipated.

Stormwater from new impervious surfaces would be managed per the 2017 City of Bellevue Storm and Surface Water Engineering Standards.
-Flow control will be provided to minimize the impact of impervious surfaces;
-Water quality treatment will be provided to minimize pollutants entering surface and ground water;
-Low impact development will be evaluated and implemented to the maximum extent feasible to simulate predeveloped conditions.

4. Plants [help]

a. Check the types of vegetation found on the site: [help]
☒deciduous tree: alder, maple, aspen, other: *other*
☒evergreen tree: fir, cedar, pine, other: *other*
☒shrubs
☐grass
☐pasture
☐crop or grain
☐Orchards, vineyards or other permanent crops.
☐wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other: *Click here to enter text.*
☐water plants: water lily, eelgrass, milfoil, other: *Click here to enter text.*
☐other types of vegetation: *Click here to enter text.*

b. What kind and amount of vegetation will be removed or altered? [help]

An arborist's report (Tree Solutions, 2019) has been prepared for this project to identify and evaluate existing on-site trees, as well as those adjacent to the project site (see Appendix C).

The existing landscape contains primarily trees. Along the western property line on the Phase 2 site and planted within tree grates in the sidewalk are Japanese zelkova. There are also several trees in a central courtyard, which include Douglas-fir, Japanese maple, and western hemlock.

Directly to the south of the property, within the adjacent ROW and pedestrian corridor, are littleleaf linden trees, which are also planted in tree grates in the sidewalk.

Existing street trees, as well as existing on-site trees and vegetation would be removed as a result of construction activities associated with the proposed project, however, there will be significantly more trees planted on site as part of the project's landscaping design than will be removed.

c. List threatened and endangered species known to be on or near the site. [help]

No known threatened or endangered species are located on or proximate to the project site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

Phase 2 of the proposed project would plant 18 street trees, as well as native and drought-tolerant shrubs and groundcovers on the project site. Approximately 5,680 sf of street level open space would be provided for the Phase 2 portion of the outdoor plaza.

The proposed landscape for these areas is designed to maximize the site's potential for native habitat for insects and pollinators as well as slow and filter water. Using the native plants that are most adapted to these roles will support the ecological health of the site and its down-stream impacts while also helping downtown residents with less typical plants in an urban setting. The design will continue to refine species to fit appropriate solar access, soil makeup, and water. The design also acknowledges the evolution of the site overtime and looks to build up healthy soil and connection among species to ensure benefit throughout the year over time.

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The proposed street trees that will be planted will conform to the City of Bellevue's tree plan; species options include sweetgum, Japanese zelkova, katsura tree, and ginkgo.

e. List all noxious weeds and invasive species known to be on or near the site. [help]

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.

5. Animals [help]

a. 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. [help]

Examples include:

birds: ☐hawk, ☐heron, ☐eagle, ☒songbirds, other: *seagulls, pigeons*
mammals: ☐deer, ☐bear, ☐elk, ☐beaver, other: *squirrels*
fish: ☐bass, ☐salmon, ☐trout, ☐herring, ☐shellfish, other: *None*

b. List any threatened and endangered species known to be on or near the site. [help]

The project site is located in an urban, developed area and no threatened or endangered species are known to be on or near the site.

c. Is the site part of a migration route? If so, explain. [help]

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 travelling to overwintering sites.

d. Proposed measures to preserve or enhance wildlife, if any: [help]

The proposed project would provide on-site landscaping, which could provide limited habitat for urban wildlife. Additionally, the project is evaluating adoption of Salmon Safe Standards that focus on minimizing the impacts of development on sensitive aquatic and upland resources and enhancing salmon habitat. These standards emphasize landscape-level conservation and protection of biological diversity.

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e. List any invasive animal species known to be on or near the site. [help]

Invasive species known to be located in King County include European starling, house sparrow and eastern gray squirrel.

6. Energy and Natural Resources [help]

a. 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. [help]

Electricity is the primary source of energy that would serve the proposed development. During operation, electricity would be used for project heating, cooling, hot water, cooking and lighting.

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

While some shadow impacts to nearby private properties are anticipated to result from construction of the tower on the project site, impacts are not expected to be significant.

c. 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: [help]

The proposed project will achieve a LEED Gold rating or better, and all building systems would conform to or exceed the current Bellevue Energy Code.

Additionally, the following project design elements are proposed to reduce energy use, increase sustainable building design, and reduce GHG emissions. Key measures that are proposed include:

-The project will provide alternative commuting opportunities, including parking provisions for bicycles, and showers and locker rooms for bike commuters.
-High performance glazing to be installed on the office tower will include double low-E coatings, reducing both heat gain and loss throughout the year.
-Reflective roof surface treatment to reduce the 'heat island effect.'
-Drought resistant and tolerant plants could be planted in landscaped areas to minimize irrigation requirements.
-Maximize use of outside air for heating, ventilating, and air conditioning.
-Efficient light fixtures will be on occupancy and daylight

sensors as well as nighttime sweep controls.

-Low flow plumbing fixtures could result in a 30% reduction of water consumption.

-Low VOC emitting materials could be used for finishes, adhesives primers and sealants.

-Recycled content and rapidly renewable materials used would include concrete, steel and fibrous materials (bamboo, straw, jute, etc).

-Construction waste management will include salvaging demolished material and construction waste for recycling.

-The project will be all-electric (no natural gas) to help reduce carbon emissions that contribute to climate change.

-The garage structure will be steel to reduce the amount of embedded carbon.

-The project will achieve enhanced water savings by using a greywater system.

7. Environmental Health [help]

a. 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. [help]

The completed project would have no known environmental health hazards that could occur as a result of this proposal.

1) Describe any known or possible contamination at the site from present or past uses. [help]

A Phase I Environmental Site Assessment (ESA) Report (Aspect Consulting, 2019) was completed for this project, see Appendix E to this SEPA checklist, and is now on file with the City of Bellevue. The Phase I ESA reviewed and considered the potential for impact from contaminants that have been identified at nearby sites that are listed on the Washington State Department of Ecology (Ecology) Confirmed and Suspected Contaminated Sites List, including the five sites noted in the Ecology SEPA comment letter dated 5.27.21. The Phase I ESA report identified one recognized environmental condition (REC), per the ASTM International Standard for the Bellevue 600 project site:

- *The historical BB Cleaners site, which is located approximately 160 feet to the southwest of the project site. No releases or violations were identified for this former dry-cleaning site; however, because this site is located within 200 feet of the project site, soil gas under the Bellevue 600*

project site was evaluated to assess the potential for vapor intrusion from this former dry cleaners site.

- *Results from this evaluation of the potential for vapor intrusion impacts from this former dry-cleaning site indicated that no further soil and/or groundwater sampling was warranted related to environmental due diligence and occupancy of the existing buildings.*

Focused soil and groundwater sampling and laboratory analysis was conducted at the Bellevue 600 project site as part of preconstruction planning. The sampling and analysis were focused to provide analytical data for the characterization of soil and water to guide the handling and disposal of soil and water generated during excavation for project construction and assess the need, as warranted, for cleanup in accordance with the Ecology Model Toxics Control Act (MTCA). The results of the sampling and analysis found no evidence of property-wide contamination requiring cleanup. However, the shallow fill soil historically placed at the property for development contained heavy oil-range petroleum hydrocarbons at concentrations less than the Ecology MTCA Method A cleanup level for unrestricted land use at several locations and two fill soil samples collected in the Phase 2 portion of the project site contained total carcinogenic polycyclic aromatic hydrocarbons (cPAHs) at concentrations greater than the Ecology MTCA Method A cleanup level. For reference, the soil sample locations and the analytical data collected to date are shown on the site plan (see Appendix F to this SEPA Checklist). The results of the soil sampling and analysis indicate that localized areas of the shallow fill soil placed over native soil at the property as part of previous construction activities contain concentrations of petroleum hydrocarbon-related chemicals, which is consistent with fill soil placed in urban areas throughout the Puget Sound region. The applicant will ensure that any contaminated material encountered or disturbed during construction is handled appropriately following Ecology guidance and according to a soil and water management plan that will be prepared for the construction contractor's use during construction. Following construction, the applicant will document the management and disposal of soil and water generated during construction. and provide notification to Ecology, as required.

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2) 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. [help]

None are known.

3) 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. [help]

No toxic or hazardous chemicals are anticipated to be stored, used, or produced during the project's development, construction, or operation.

4) Describe special emergency services that might be required. [help]

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.

5) Proposed measures to reduce or control environmental health hazards, if any: [help]

A soil and water management plan will guide the handling and disposal of soil and water generated during construction excavation activities, in accordance with applicable regulations. The plan will also provide recommendations to guide the response and associated documentation and reporting for any undocumented environmental conditions of potential concern discovered during project construction.

b. Noise [help]

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

Traffic noise associated with adjacent streets and the Bellevue Transit Center is relatively high at certain times of day. Traffic noise is not expected to adversely affect the proposed project.

2) 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)? Indi-cate what hours noise would come from the site. [help]

Construction-related noise would occur as a result of on-site construction activities associated with the project.

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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.

3) Proposed measures to reduce or control noise impacts, if any: [help]

As noted, the project would comply with provisions of the City's Noise Controls or would obtain a noise variance.

8. Land and Shoreline Use [help]

a. 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. [help]

The Phase 2 project site currently contains the 10-story Bellevue Corporate Plaza office building with associated surface parking.

Surrounding adjacent land uses include several mid- to high-rise office and residential buildings with retail uses at street level, the Bellevue Transit Center, which is located directly south of the Pedestrian Corridor, and the Meydenbauer Center located across 110th Avenue NE to the east. Directly to the south of the site is the Bellevue Pedestrian Corridor, and to the north are several surface parking lots.

Phase 2 of the proposed project would result in an increase in on-site population associated with the proposed office and retail uses, which would result in increased activity levels on-site and within the immediate surrounding neighborhood.

b. 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 nonfarm or nonforest use? [help]

No. There is no evidence that the site has been used for agriculture in the past 50 years.

1) 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: [help]

No. The proposal will not affect or be affected by working farm or forest land.

c. Describe any structures on the site. [help]

The Phase 2 project site currently contains the 10-story Bellevue Corporate Plaza office building with associated surface parking, which is planned to be removed as part of redevelopment of the proposed project. See Figure 2 in Appendix A for more information.

d. Will any structures be demolished? If so, what? [help]

All existing structures on the site – the Bellevue Corporate Plaza building and associated surface parking are proposed to be demolished prior to excavation for Phase 2.

e. What is the current zoning classification of the site? [help]

The overall project site is zoned Downtown Office – 1 (DT-O1).

f. What is the current comprehensive plan designation of the site? [help]

The overall project site is located within the Downtown Neighborhood Area (subarea).

g. If applicable, what is the current shoreline master program designation of the site? [help]

The project site is not located within the City's designated shoreline boundary.

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

No part of the site has been classified as a critical area by the City of Bellevue or King County.

i. Approximately how many people would reside or work in the completed project? [help]

Employee estimates are based on the 2014 King County Buildable Lands Report, which assumes approximately 300 to 400 sq. ft. per employee in the Bellevue Urban Center.

Overall, Phase 2 of the proposed project could employ approximately 2,039 to 2,719 people in the office/retail buildings, although the occupancy allowed by the building code is higher.

j. Approximately how many people would the completed project displace? [help]

The completed project would not displace any people. No impacts would occur as existing tenant leases in the Bellevue

Corporate Plaza building will have expired by start of construction of Phase 2.

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

No impacts would occur and no measures are proposed. Phase 2 will only commence after existing leases terminate or occupants are relocated.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

No measures are proposed because the project is compatible with existing and projected land uses and plans.

The project site is located within the Downtown Subarea, one of 14 distinctive subareas within the City of Bellevue. The Downtown Subarea is intended to be a dense, mixed-use urban center and to serve as the continued location of cultural, commercial, entertainment, residential and regional uses. More specifically, the site is located within the Downtown Subarea's Eastside Center District, one of nine districts within Downtown, with each district consisting of a distinct, mixed-use neighborhood with a unique identity.

The Eastside Center District is comprised of three smaller districts: Bellevue Square, City Center, and the Civic/ Convention District. Each district is intended to be a distinct, mixed-use neighborhood with a unique identity. The Eastside Center District is within walking distance to all of Downtown's key features and ties the Downtown together from east to west along the NE 6th Street portion of the Grand Connection. The main goal of the district is to have it become the symbolic and functional heart of the Eastside Region.

The proposed project would be consistent with the City's Downtown Subarea and the Eastside Center District goals by providing increased mixed-use density (office and retail) on a site that is underutilized from a density perspective. The project would provide employment-generating uses onsite in a creative, compact, mixed use pattern that would be supportive of transit, would provide uses that would activate the Pedestrian Corridor, and would incorporate design components that ensure accessibility to the public. This is also consistent with regional goals to focus growth within urban centers. The proposed development would be consistent with the type and scale of existing and planned uses surrounding

the site within the Downtown Subarea, and is consistent with the City's Land Use Code.

Please see Appendix D for more information on the project's consistency with the City's Comprehensive Plan, as well as various design guidelines.

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

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.

9. Housing [help]

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

The proposed project consists of office and commercial/retail space.

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

No housing exists on the site currently, and none would be eliminated.

c. Proposed measures to reduce or control housing impacts, if any: [help]

No housing impacts would occur and no measures are proposed.

10. Aesthetics [help]

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

The approximate height of the office tower for Phase 2 would be roughly 446 feet above the average finished grade.

Principal building materials for the Phase 2 office tower are anticipated to be vision and spandrel glass, metal panel, concrete, and wood. Please see the ADR plans on file with the City of Bellevue for more detailed information.

b. What views in the immediate vicinity would be altered or obstructed? [help]

See Appendix A for a detailed response to this question.

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

No significant adverse aesthetic impacts are anticipated and no measures are proposed.

The proposed project is complying with applicable design guidelines, the application of which are evaluated through the ADR approval.

11. Light and Glare [help]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

Project subject to Light and Glare requirements of LUC 20.20.522

Principal sources of light and glare produced by Phase 2 of the proposed project would include both stationary sources of light(e.g. interior lighting, pedestrian-level lighting, illuminated signage) and mobile sources, principally from vehicles maneuvering and operating within the site to access the parking garage. Lighting from the proposed project could be visible from locations proximate to the project site, and would mainly be visible at nighttime. Specific information relative to stationary sources, such as exterior building light fixtures, signage, façade materials (in terms of specular or reflective characteristics) and glazing would be provided as part of the construction-level plans associated with the City's Building Permit process.

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

No. Light and glare associated with the proposed project is not expected to cause a safety hazard nor interfere with views.

c. What existing off-site sources of light or glare may affect your proposal? [help]

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

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

No significant adverse light or glare-related impacts are anticipated and no mitigation measures are proposed. The proposed project would comply with the City's guidelines on glare and lighting.

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12. Recreation [help]

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

Directly to the south of the project site is the Bellevue Pedestrian Corridor, which serves as the main spine for the City of Bellevue's proposed 'Grand Connection' – a proposition to connect Meydenbauer Bay to the Eastside Rail Corridor with a non-motorized pathway. Phase 2 is also adjacent to the existing bike lanes along 108th Avenue NE.

There are also two parks in the immediate vicinity of the project site (i.e. within a half mile or less), including:

- Downtown Park, located approximately 4 blocks to the southwest; and
- Bellevue Library Open Space, located approximately 2 blocks to the north.

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

No, the proposed project would not displace any existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

No significant adverse recreational impacts would occur, therefore, no measures are proposed.

The new building in Phase 2 of the proposed development steps back from the Grand Connection/Pedestrian Corridor along NE 6th Street and would enliven the open spaces and streetscapes and bike lanes along both 108th Avenue NE and the Pedestrian Corridor by providing retail spaces, pathway improvements for pedestrians, landscaping and hardscape improvements, site furnishings, and other amenities. As well, a significant outdoor plaza in the middle of the block will create a landscaped pedestrian connection to the north and a place of respite for residents, commuters, and downtown workers. The project would be landscaped with the intention to enrich and enliven the pedestrian experience.

13. Historic and cultural preservation [help]

a. 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. [help]

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There are no buildings, structures, or sites located on or near the site that are listed in or eligible for listing in national, state or local preservation registers.

b. 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. [help]

There are no visible landmarks, features, or other evidence of Indian or historic use or occupation on the site.

c. 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. [help]

Potential impacts to cultural and 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).

d. 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. [help]

No significant adverse impacts are anticipated and no mitigation measures are proposed.

14. Transportation [help]

a. 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. [help]

Refer to Transportation Analysis section of Staff Report for updated information.

A updated Trip Generation Memo (TENW, 2021) was completed for Phase 2 of this project and is available in the City's project file.

The project site is located in downtown Bellevue on the east side of 108th Ave NE north of the Grand Connection (NE 6th Street) directly north of the Bellevue Transit Center. Vehicle access for parking, loading, and service is consolidated on the north side of the site via a private access drive connecting 110th Avenue NE to 108th Avenue NE.

b. 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? [help]

Yes, the site is currently served by public transit. The

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nearest transit stops are located at the Bellevue Transit Center, which is located directly south of the project site. The transit center provides access to many Sound Transit and King County Metro routes. Additionally, there are busstops along adjacent city streets including 108th Avenue NE.

The new LINK Light Rail Station is currently under construction on the southeast corner of 110th Avenue NE and NE 6th Street and will provide transit access from Redmond to Seattle starting in 2023.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

The completed project will contain approximately 1,718 parking stalls – 718 of which will be provided during Phase 2.

Phase 2 of the project would eliminate approximately 24 stalls in the surface parking area on the project site.

d. 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). [help]

Frontage improvements contained in Phase 2 include sidewalks, ADA routes, and planting that will be provided on both public and private property along the frontage of the project site . The extent of improvements will be determined in ADR permitting.

Frontage improvements will be in accordance with City requirements.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]
No, the project will not occur in the immediate vicinity of water or air transportation. The new LINK Light Rail Station is located one block to the southeast of the project site across 110th Avenue NE.

f. 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 nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

Full buildout of the Bellevue 600 project is estimated to generate 1,248 net new weekday PM peak hour trips (344 entering, 904 exiting).

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-Phase 2 is estimated to generate 430 net new weekday PM peak hour trips (135 entering, 295 exiting).

Peak volumes are expected to occur between 7-9 AM and 4-6 PM. Less than 3% truck traffic is assumed.

These estimates were based on the methodology in the ITE Trip Generation Manual, 10th Edition and the City of Bellevue Impact Fee Program.

g. 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. [help]

No, the proposal would not affect or be affected by the movement of agricultural or forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

The payment of transportation impact fees will be required at building permit issuance, which will help fund the City of Bellevue planned transportation improvements throughout the City. Office buildings 50,000 sq. ft. or greater are also required to implement a Transportation Management Program (TMP) consistent with City code requirements to encourage use of non-SOV modes of transportation. The goal for this TMP should be set to reduce single-occupant vehicle trips during the peak commute period to a maximum of 33% of all trips.

15. Public Services [help]

a. 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. [help]

It is anticipated that the proposed project would generate an incremental need for increased public services due to the addition of office and retail employees and visitors associated with the site. To the extent that emergency service providers have planned for gradual increases in service demands, no significant impacts are anticipated.

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

While the increase in employees and visitors 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.

16. Utilities [help]

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

All utilities are currently available at the site.

The existing utilities within 108th Avenue NE will be protected during construction and will provide connections to the proposed buildings.

c. 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. [help]

- *Water – New, multiple domestic water connections, onsite and ROW irrigation, and fire service connections (Bellevue Utilities);*
- *Stormwater – New, multiple storm drain connections (Bellevue Utilities);*
- *Sewer – New, multiple side sewer connections to combined sewer System (Bellevue Utilities);*
- *Electrical – New electrical feed (Puget Sound Energy); and*
- *Communication – New communication service connections (Centurylink, Comcast, other TBD).*

C. Signature [help]

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: Michele Sarlitto

Name of signee: *Michele Sarlitto*
Position and Agency/Organization: *Senior Environmental Planner – EA Engineering, Science, and Technology, Inc., PBC*
Date Submitted: *April 2, 2020* *Revised 8.9.21*

Attachments to the SEPA checklist can be found in the project file.

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