



DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL COORDINATOR  
11511 MAIN ST., P.O. BOX 90012  
BELLEVUE, WA 98009-9012

## DETERMINATION OF NON-SIGNIFICANCE

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**PROPONENT:** 600 Bellevue - Master Development Plan

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**LOCATION OF PROPOSAL:** 600 108th Avenue NE

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**DESCRIPTION OF PROPOSAL:**

Approval of a Master Development Plan (MDP) that will include an existing 10-story office building and two (2) new towers over a 40-foot tall retail podium. One tower will be an office building and the other will be a hotel. The project may be phased or built-out as one project. The existing parking garage and transit building will be demolished. The project is vested to the current Land Use Code for a period of 10 years.

**FILE NUMBERS:** 16-122461-LP

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.

- ☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on \_\_\_\_\_.
- ☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on April 20, 2017.
- ☐ 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 \_\_\_\_\_. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, 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.

Carey M. Holland  
Environmental Coordinator

4/6/2017  
Date

**OTHERS TO RECEIVE THIS DOCUMENT:**

State Department of Ecology,  
Attorney General  
Muckleshoot Indian Tribe



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

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Proposal Name: 600 Bellevue

Proposal Address: 600 108<sup>th</sup> Avenue NE

Proposal Description: Approval of a Master Development Plan (MDP) that will include an existing 10-story office building and two (2) new towers over a 40-foot tall retail podium. One tower will be an office building and the other will be a hotel. The project may be phased or built-out as one project. The existing parking garage and transit building will be demolished. The project is vested to the current Land Use Code for a period of 10 years.

File Number: 16-122461-LP

Applicant: John Thomas, NBBJ Architects

Decisions Included: Process II, Combined MDP Review and SEPA Threshold Determination

Planner: Sally Nichols

State Environmental Policy Act Threshold Determination: **Determination of Non-Significance**

*Carol V. Helland*  
\_\_\_\_\_  
Carol V. Helland, Environmental Coordinator  
Development Services Department

Director's Decision: **Approval with Conditions**  
Michael A. Brennan, Director  
Development Services Department

By: *Carol V. Helland*  
\_\_\_\_\_  
Carol V. Helland, Land Use Director

Application Date: January 19, 2016  
Notice of Application Date: February 25, 2016  
Notice of Decision Date: April 6, 2017  
Appeal Deadline: April 20, 2017

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For information on how to appeal a proposal, visit the Development Services Center at City Hall or call (425) 452-6864. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision.

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## ATTACHED:

- A. Project Plans & Drawings
- B. SEPA Checklist
- C. Vehicular Mid-Block Connector Agreement
- D. Certificate of Concurrency

## **I. REQUEST/PROPOSAL DESCRIPTION & REVIEW PROCESS**

### **A. Request**

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Master Development Plan (MDP) approval for a three building, mixed use development. The project limit for the MDP includes the existing ten-story Bellevue Corporate Plaza (BCP) building that occupies the eastern half of the property. The new development component will be comprised of two towers over a retail podium, including an approximately 794,000 gross square feet (gsf), 450 foot tall commercial office building and an approximately 491,000 gsf, 435 foot tall business hotel. For the purposes of this report, the eastern office tower will be referred to as Tower 1 and the western hotel tower will be referred to as Tower 2. Both towers will rest on a 40 foot tall podium that will include an above ground parking garage, retail uses, and building lobbies along the entirety of the street frontages facing 110<sup>th</sup> Avenue NE and NE 6<sup>th</sup> Street/Transit Center. The above ground parking garage will have approximately 370 parking spaces and an additional 1,590 parking spaces will be placed in below-grade parking under the podium. This parking will serve not only the new development but also the existing BCP office building.

While the existing BCP building will remain, the developer may choose to phase the construction of the newer buildings as shown in the two scenarios illustrated in this report; building one or both towers as a completed development. Refer to Section III.A of this report for additional phasing information. The developer may also choose to downsize either tower in response to market conditions and reduce the parking component accordingly. Note that any revisions to this MDP, including changes to the phasing scenarios, will require administrative review prior to application for any Design Review. Changes will be reviewed as either a new MDP or as a Land Use Exemption to the MDP. If changes require a new MDP, the applicant would be vested to the Land Use Code in effect at the time of the new MDP application submittal. In addition, project specific review of any development proposed in this MDP will be required via the Design Review process before the issuance of any construction permits. **Refer to Condition of Approval regarding modification to an approved master development plan and design review in Section X of this report.**

### **B. Process**

The applicant has requested a review of an MDP application. The MDP is the City's mechanism to ensure the following elements are consistent with the Downtown Subarea policies and regulations:

- Site development, including structure placement
- Vehicular and pedestrian mobility
- Required amenities
- Phasing to conform to the terms of the Land Use Code (LUC)

The MDP application also may include a request to extend vesting to the Land Use Code. The applicant is requesting vesting for the 600 Bellevue proposal for 10 years to the Land Use Code in effect at the time of this approval, as allowed subject to the approval of a MDP pursuant to LUC 20.30V.190. Note that the MDP does not vest the applicant to any other construction codes, including but not limited to the Building Code and Stormwater Code. **Refer to Conditions of Approval regarding the vested status of an MDP and recording of the MDP in Section X of this report.**

The MDP approval is a Process II Administrative Decision, pursuant to LUC 20.35.200. The Environmental Coordinator issues the SEPA Threshold Determination and the Director of Development Services issues the MDP decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

## II. SITE CONTEXT AND ZONING

### A. Context and Description:

The proposed site takes up one-half of a super block within the Downtown Core. The western and eastern sides of the site are on 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE respectively. 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE are minor arterial streets that run in a north-south direction through the Downtown.

#### VICINITY MAP



The southern property line runs along NE 6<sup>th</sup> Street. Because NE 6<sup>th</sup> Street is also the Bellevue Transit Center, the roadway is closed to vehicular traffic and is open for bus transit only. There is also a Metro Transit Commuter Services building mid-block that will be relocated to accommodate this proposal.

The northern property line is shared with multiple parcels making up one development site that is under a single ownership. Proposed development for construction of two residential towers, referred to as the ELEV8 project, is under review by the City. Currently, an existing mid-block pedestrian sidewalk runs along the shared property line between these two potential projects; connecting 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE.

The project site is currently developed with the BCP office building on the western half of the site, an existing two-story parking garage on the eastern half of the site, and a small Sound Transit Commuter Services building facing the Transit Center. Parking for the BCP office building is currently accommodated within the parking garage and in a small surface lot in front of the building. Currently, the Sound Transit Commuter Services building is on a separate parcel. Per existing agreement, this parcel will be turned back to the property owners and the facility use will be relocated. A boundary line adjustment will be required to memorialize this action and create one project limit. The BCP building will remain but the parking garage and Sound Transit Commuter Services buildings will be demolished with this proposal. **Refer to Condition of Approval regarding a boundary line adjustment in Section X of this report.**

Other prominent building developments within a two block radius of the proposal site include the Symetra Building on 108<sup>th</sup> Avenue NE to the west, The Bravern and Meydenbauer Center to the east, and City Center I, City Center II, and Bellevue City Hall to the south. In the near future, the new light rail station will be built in front of City Hall, directly diagonal to this site on the southeast corner of the NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE intersection.

## **A. Zoning**

The proposal site lies in the northeast quadrant of the Downtown Core Design District in the DNTN-O-1 (Downtown Office 1) land use district. This site, along with all of Downtown, was rezoned in 1981 through Ordinance No. 3013 to implement the 1979 Downtown Subarea Plan Map. The proposed uses of office, residential, and retail are permitted outright. The Core allows higher, more intensively developed buildings than in any other part of the Downtown.

Adjacent properties are as follows:

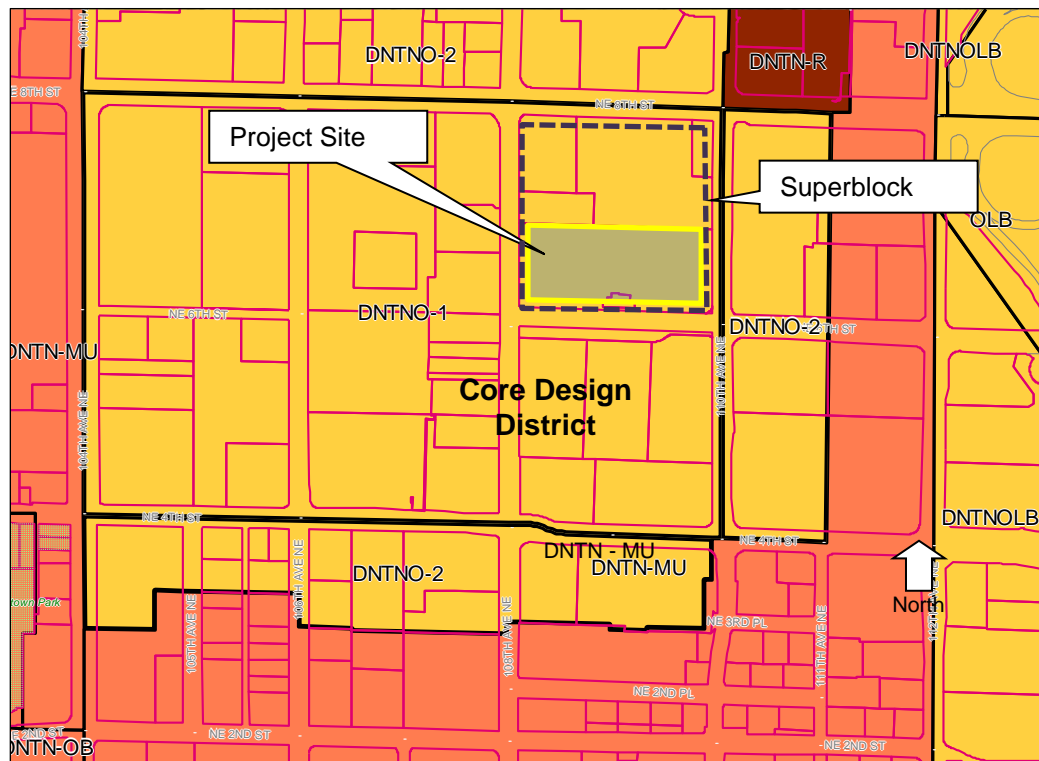
**East:** DNTN-O2 - Across 110<sup>th</sup> Avenue NE is The Bravern, which includes two office towers, two residential towers and a retail podium.

**West:** DNTN-01 – Key Bank Center; an office building with a retail podium.

**South:** DNTN-01 – Bellevue Transit Center and City Center II office building.

**North:** DNTN-O2 – Proposed ELEV8 project which will eventually include 4 towers and retail podium. Currently the site is occupied by a surface parking lot, small office building, and buildings that formerly housed the Bellevue First Congregational Church and are now being used as offices.

### ZONING MAP



## III. SITE AND BUILDING DESIGN

### A. Phasing

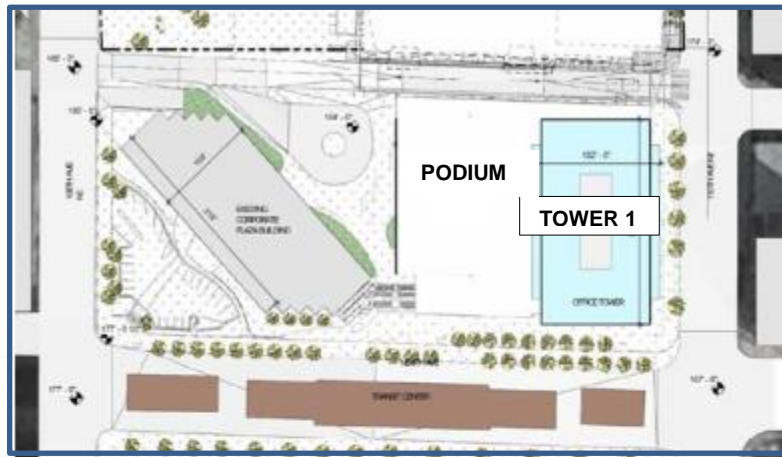
The applicant has requested approval of a phased MDP in order to respond to ever-changing economic and market conditions. Most likely, only one tower will be built at a time. In all cases, the entire podium would be built out, along with all required streetscape, open space, and circulation improvements for the entire site.

The applicant has proposed two scenarios to illustrate this phasing plan. The only significant difference between the two is that in Scenario A, the office tower - Tower 2, would be built first and the hotel tower - Tower 1, would be built at a later date. In Scenario B, the hotel tower - Tower 1, would be built first with the office - Tower 1, built second. Each phase will be required to receive its own separate Design Review approval. **Refer to Conditions of Approval regarding phasing and phasing plan for building permits in Section X of this report.**

The two scenarios and what is included in each are illustrated below.

**Scenario A (Office and Podium constructed first):**

**Phase 1**



**Phase 2**



**Phase 1:**

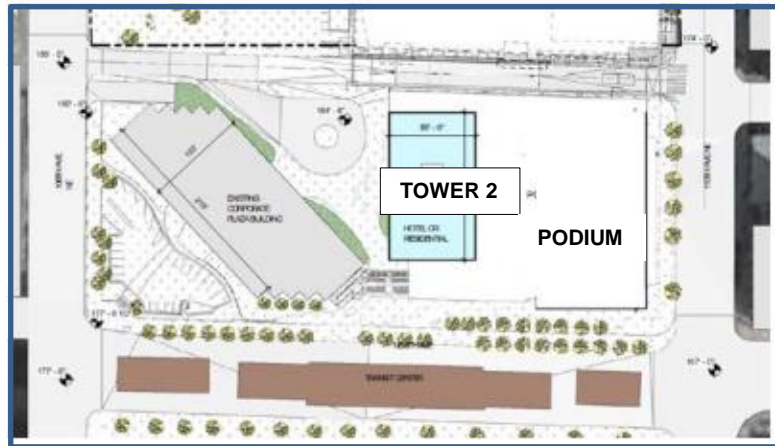
- All underground parking, providing parking for a full build-out of the site
- Complete podium, including retail spaces and above-ground parking
- All street frontage and open space improvements, including upgrades to the Transit Center frontage, minor publicly accessible open space, and pedestrian connections
- Provision of the Major Public Open Space (MPOS) at the intersection of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE
- Construction of the office tower – Tower 1 – above the podium

**Phase 2:**

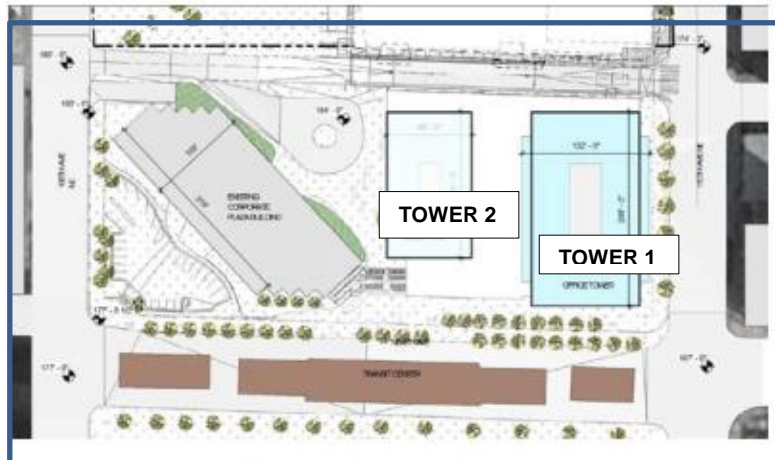
- Construction of the hotel tower – Tower 2 – above the existing podium

**Scenario B (Hotel and Podium constructed first):**

**Phase 1**



**Phase 2**



**Phase 1:**

- All underground parking, providing parking for a full build-out of the site
- Complete podium, including retail spaces and above-ground parking
- All street frontage and open space improvements, including upgrades to the Transit Center frontage, minor publicly accessible open space, and pedestrian connections
- Provision of the Major Public Open Space (MPOS) at the intersection of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE
- Construction of the hotel tower – Tower 2 – above the podium

**Phase 2:**

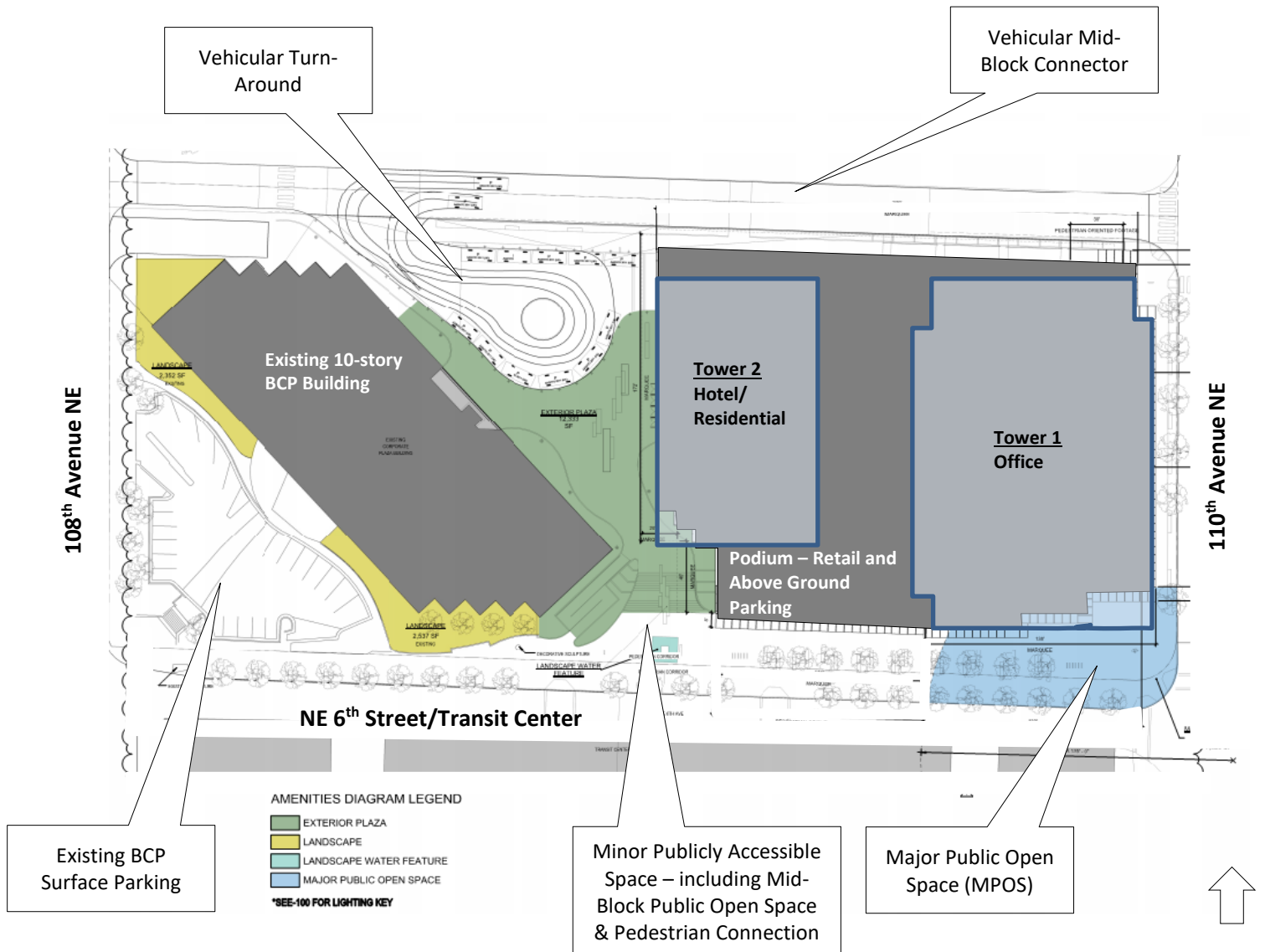
- Construction of the residential office tower – Tower 1 – above the existing podium

## B. Site Design

### 1. Site Plan:

The project site lies along NE 6<sup>th</sup> Street, between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. Full build-out of the proposed development will include a 40 foot tall podium structure with two new towers in the eastern half of the proposal site and the existing BCP office building in the western half of the site. The site itself is approximately 3.65 acres. Both phasing scenarios will require full development of the project site, including but not limited to provision of required open space including the Major Public Open Space, minor public open space, and all pedestrian and vehicular circulation as described below.

**Plan for Full Project Building-Out  
 Building Footprints & Amenities**



2. Vehicular Access:

The above-ground and below-ground parking for all three buildings on the site will be contained within the footprint of the podium for Towers 1 and 2. Vehicular access to all of the parking will be off the new Vehicular Mid-Block Connector that runs along the northern property line of the site and will connect 108<sup>th</sup> and 110<sup>th</sup> Avenues NE. The northern property line will effectively be the centerline of the new Connector roadway profile and the northern half of the roadway will be on the property to the north – the ELEV8 site - per a signed agreement between the owner of this proposal site, CW Nom LLC and the owner of the property to the north, 10833 NE Eight Street Associated LLC. Refer to Attachment C to this report. In the event that the Elev8 project is not constructed, 600 Bellevue will be required to build the full width of the Vehicular Mid-Block Connector from 108<sup>th</sup> Avenue NE to 110<sup>th</sup> Avenue NE to provide full access to the proposed buildings. In addition to parking access, a new at-grade drop-off and turn-around for Tower 2 will be accessed off this Vehicular Mid-Block Connector. **Refer to Condition of Approval regarding the Vehicular Mid-Block Connector in Section X of this report.**

The main pedestrian entry to Tower 1 will be facing 110<sup>th</sup> Avenue NE. Because the entrance to Tower 1 faces 110<sup>th</sup> Avenue NE where there are no viable drop-off locations close to the 'front door', the applicant will be required to provide a pull-out/loading zone along the 110<sup>th</sup> Avenue NE frontage to facilitate these drop-off/pick-up functions for Tower 1. This pull out will also benefit the retail uses on the both street frontages, particularly those on NE 6<sup>th</sup> Street because they are facing a roadway that is restricted to bus use only. Where a pull out is provided, a full sidewalk will need to be provided and the building must be set back from the back of curb at least 11 feet. **Refer to Condition of Approval regarding the 110<sup>th</sup> Avenue loading zone pull-out in Section X of this report.**

3. Pedestrian Access:

a. 110<sup>th</sup> Avenue NE:

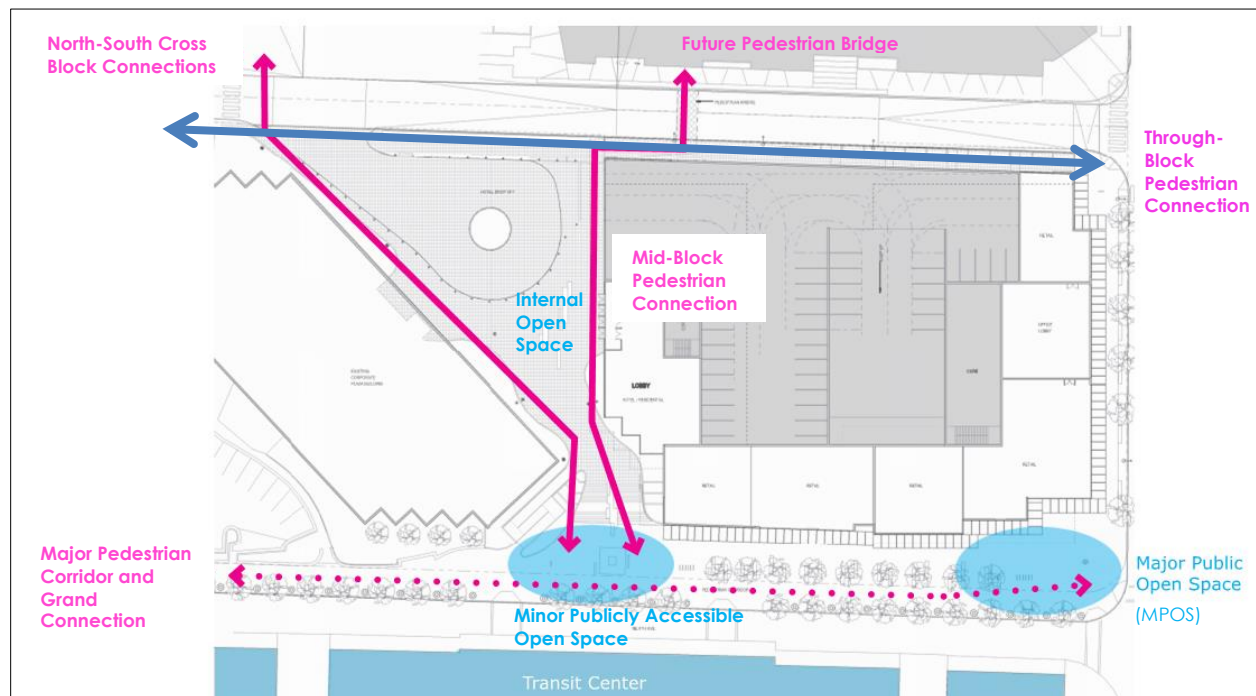
Pedestrian walkways/sidewalks will be provided around all four sides of the proposal site. The street frontages on 110<sup>th</sup> Avenue NE will be required to provide a minimum 5-foot wide planter strip and 11-foot wide sidewalk, as measured from back of curb.

The streetscape on 110<sup>th</sup> Avenue NE will also be required to meet the Building/Sidewalk Relationships Design Guidelines for a Type D streetscape. However, during Design Review the applicant will be urged to design a streetscape that conforms as closely as possible to a Type B street due to the heightened pedestrian activity anticipated along this frontage due to the construction of the light rail station, the ELEV8 project to the north, and this proposal.

b. Through-Block Pedestrian Connection:

The applicant will also be required to construct an ADA-compliant Through-Block Pedestrian Connection walkway along the southern side of the new Vehicular Mid-Block Connector. This walkway shall be designed to accommodate pedestrians and bicyclists and will be a minimum of 8'-6" wide to match the

### Pedestrian Connections and Open Space



Through-Block Pedestrian connection required on the parcel to the north (ELEV8 site). It will connect 110<sup>th</sup> Avenue NE with 108<sup>th</sup> Avenue NE. Refer to Transportation Department Comments in Section V of this report for additional information regarding this pedestrian connection.

- c. Mid-Block Pedestrian Connection between BCP and Proposed New Towers:  
 The applicant will be required to provide an accessible north-south pedestrian connection between the BCP building and the proposed new development as depicted in the diagram above. This walkway must also connect up with the Through-Block Pedestrian Connection on the proposal site and the applicant will be required to create a direct connection across the Vehicular Mid-Block Connector to the adjacent property to the north – either at grade or via a bridge.  
**Refer to Condition of Approval regarding the pedestrian amenities in Section X of this report.**
- d. NE 6<sup>th</sup> Street (Bellevue Transit Center) Frontage:  
 At the time of this writing, the City has prepared a 30% design for the City-owned right-of-way along the northern side of NE 6<sup>th</sup> Street. It is unclear when or if this project will be funded and go forward. In addition, this section of NE 6<sup>th</sup> Street is also an important segment of the Grand Connection; a city initiative to provide a pedestrian connection between the Wilburton Subarea and Meydenbauer Park. During Design Review, the applicant shall coordinate the NE 6<sup>th</sup> Street streetscape and building façade design with any pending City improvements to ensure a unified and pedestrian-oriented streetscape design that also meets the goals of any City CIP projects and the Grand Connection. **Refer to Condition of Approval regarding the NE 6<sup>th</sup> Street streetscape, building façade, and the Grand Connection in Section X of this report.**

4. Public Open Space:

Public open space will be provided in multiple locations and all of the required open space described below must be provided with the first phase of development.

a. Major Public Open Space:

A Major Public Open Space (MPOS) is required on the southeast corner of the site, diagonal to the new light rail station in front of City Hall. A conceptual design for the MPOS has been provided on the submitted site plan and a rendering of the design is below. However, due to its location on the Major Pedestrian Corridor and Grand Connection, the design submitted is a placeholder and the actual design of the space will need to be refined and enhanced during Design Review. **Refer to Conditions of Approval regarding the NE 6<sup>th</sup> Street frontage, building façade, and the Grand Connection, and public open space in Section X of this report.**



**Major Public Open Space –  
conceptual design  
Corner of NE 6<sup>th</sup> Street and  
110<sup>th</sup> Avenue NE**

b. Minor Publicly Accessible Space/Mid-Block Public Open Space:

In addition, the proposal will create a required minor publicly accessible open space where the Transit Center street frontage and the southern end of the mid-block pedestrian connection between the BCP building and the proposed development intersect. This space will provide a point of interest for pedestrians as well as a gathering space for pedestrians traveling along NE 6<sup>th</sup> Street and through the Bellevue Transit Center. **Refer to Condition of Approval regarding public open space in Section X of this report.**



**Conceptual Minor Publicly  
Accessible Open Space  
Design - mid-block on NE 6<sup>th</sup>  
Street**

c. Internal Open Space:

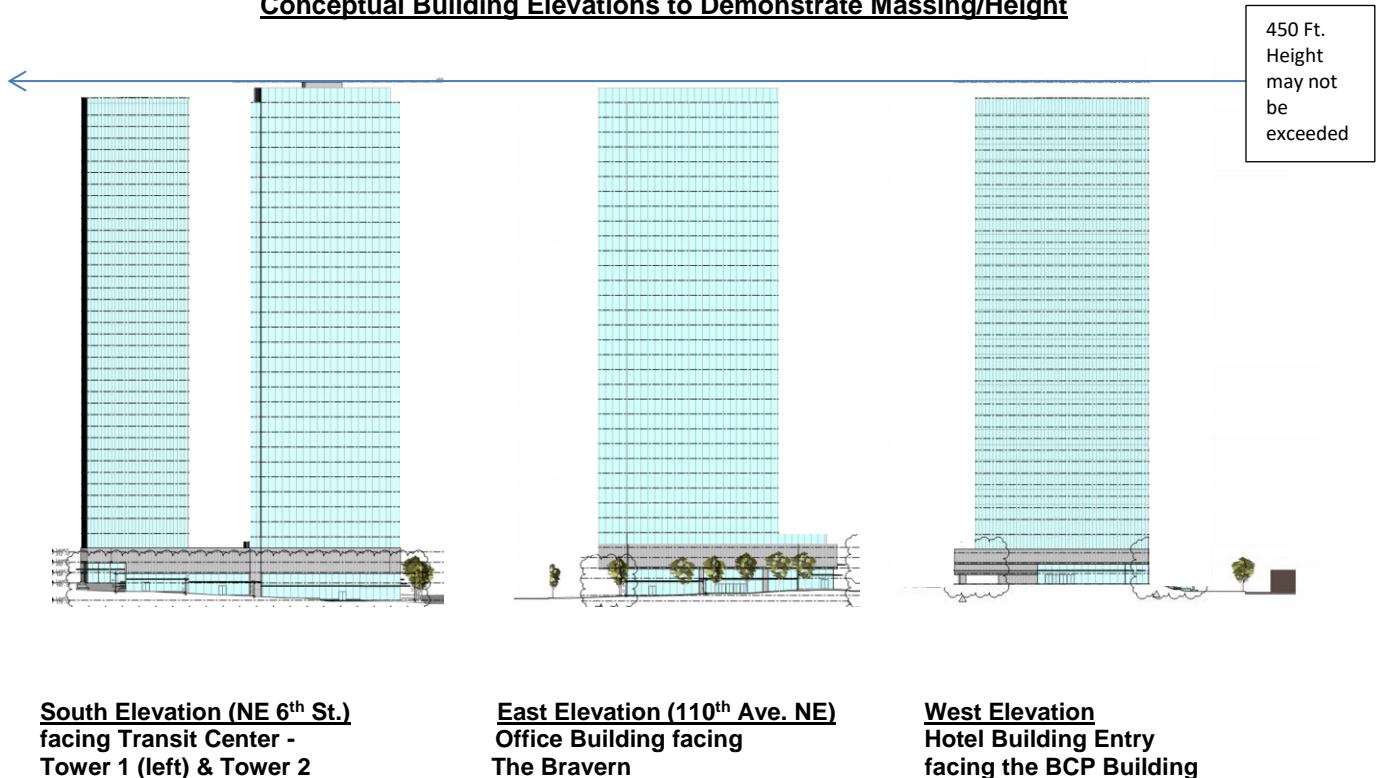
The proposal will also be required to provide additional public open space on the interior of the site, concentrated around the vehicular drop off and the mid-block pedestrian connection linking NE 6<sup>th</sup> Street with the ELEV8 proposal to the north.

**C. Building Design**

The proposed project includes a two-building mixed-use development that will work in concert with the existing ten-story BCP building on site and replace an existing above-ground parking garage. Review of the specific design of each of the new building units (towers and podium) will occur during the Design Review for each phase of the project. Review under this MDP is for the conceptual design and massing only.

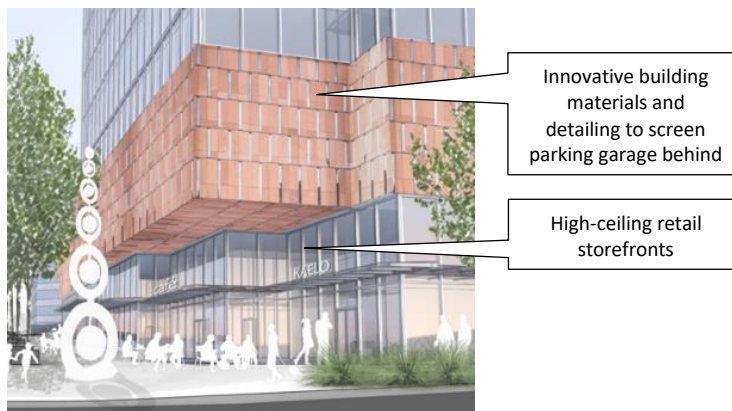
The two towers are envisioned as narrow, modern, urban residential and office structures that reflect the scale, materials and character of this vibrant Downtown context. The upper levels of the tower most likely will be composed of full-height glass curtain walls and metal panels.

**Conceptual Building Elevations to Demonstrate Massing/Height**



As shown, each of the two towers will be built to the maximum height of 450 feet. No part of the building, including mechanical equipment, may extend above this 450 foot level and all mechanical equipment shall be fully screened. The building may, if needed, be reduced in height due to market conditions. Review of building design, including height, will occur during formal Design Review.

Retail shops and building entrances are required along the entirety of both street frontages (110<sup>th</sup> Avenue NE and NE 6<sup>th</sup> Street). On the ground level, these retail spaces will 'screen' the above-ground parking garage behind. The upper levels of the parking garage will be screened with architectural materials and detailing to provide visual interest and reduce the visual impact of a parking garage. Refinement of this design of the parking garage screening will occur during Design Review.



Conceptual signage was not addressed in this submittal. However, prior to any Design Review approval for any phase of this project, the applicant will need to a sign master plan for City review and approval. This sign master plan shall be submitted as a revision submittal document in the each Design Review submittal package for this site. **Refer to Condition of Approval regarding the sign master plan in Section X of this report.**

#### IV. 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 20.10.400 (Use Charts), LUC 20.25A (Downtown Office-1 land use district) and LUC 20.25A.100 (Downtown Core). The office, residential (hotel) and retail uses proposed for this project are permitted with MDP approval.

###### 2. Dimensional Requirements

As conditioned, all applicable dimensional requirements for an MDP of the Land Use Code must be met and compliance will be reviewed under formal Design Review. **This MDP will be vested to the Land Use Code in place at the date of the MDP approval.** The conceptual design has been reviewed for general compliance with the code requirements. The major code requirements are listed below as reference and to aid in development of the proposal prior to any Design Review submittal.

**TABLE 1: DIMENSIONAL REQUIREMENTS**

Item	Permitted/ Required	Comments/Conditions
<b>Project Limit</b>	No minimum	159,129 SF ( includes the Sound Transit Building parcel)
<b>Lot Coverage</b>	100%	LUC 20.25A.020.A.2
<b>Building Height</b>	<p>450 FT maximum for residential.</p> <p>300 FT Maximum non-residential*</p> <p>*Additional 150 FT may be allowed through the transfer of FAR bonus floor area resulting from the construction of the Major Pedestrian Corridor or Major Public Open Spaces.</p> <p>LUC 20.25A.030.E and LUC 20.25A.100.E.4.d.vi</p>	<p>Both Towers are proposed to be 450 FT. No portion of the building, including mechanical equipment, may exceed 450 FT</p> <p>Documentation regarding the points to be used from construction of the Pedestrian Corridor and/or Major Public Open Space must be provided in the Design Review submittal. <b><u>Refer to Condition of Approval regarding documentation of FAR points transferred from construction of the Pedestrian Corridor in Section X of this report.</u></b></p> <p>LUC 20.25A.020 &amp; 030.E  “Heights in Core Design District” map</p> <p>LUC 20.25A.030.E and LUC 20.25A.100.E.4.d.vi</p>
<b>Floor Area Ratio (FAR) - Residential</b>	<p>Residential: 5 BASIC/Unlimited Max.</p> <p>Non-Residential: 5.0 BASIC/8.0 Max.</p>	<p><b>Refer to discussion in Section IV.B</b></p> <p>LUC 20.25A.020 and Footnote (14)</p>
<b>Setbacks/ Front(s) Side &amp; Rear</b>	<p>Front: 0’</p> <p>Side: 0’/20’ 20’ for floors above 40’</p> <p>Rear: 0’/20’ for floors above 40’</p>	<p>As proposed:  Front: 0 FT/Back of required sidewalk  Side: Approx. 75 FT above 40’ podium  Rear: Approx. 28 FT above 40’ podium</p> <p>LUC 20.25A.020 including Footnote (25)</p>
<b>Floor Area per Floor Above 40 Feet</b>	<p>Non-Residential 24,000 GSF*</p> <p>*Note that for the purposes of floor area per floor, hotels are considered non-residential. - LUC 20.25A.020 Footnote (18)</p>	<p>Tower 1 (office): 24,000 GSF  Tower 2 (hotel/res): Approx. 12,000 GSF</p> <p>Per LUC 20.25A.020, the floorplate sizes on Tower 2 may be increased by 1) averaging floorplates; or 2) using diminishing floorplates. Neither technique has been demonstrated but can be incorporated in the building design during Design Review.</p> <p>LUC 20.25A.020 Footnotes (5), (18), and (24)</p>

Item	Permitted/ Required	Comments/Conditions
<b>Floor Area per Floor Above 80 Feet</b>	<p>Towers 1 and 2: 24,000 GSF Non-Residential*</p> <p>*Note that for the purposes of floor area, hotels are considered non-residential.</p> <p>LUC 20.25A.020 Footnote (18)</p>	<p>Tower 1 (office): 24,000 GSF Tower 2 (hotel/res): Approx. 12,000 GSF</p> <p>Per LUC 20.25A.020, the floorplate sizes on Tower 2 may be increased by 1) averaging floorplates; or 2) using diminishing floorplates. Neither technique has been demonstrated and will need to be incorporated in the building design during Design Review.</p> <p>LUC 20.25A.020 Footnotes (5), (18), and (24)</p>
<b>Sidewalk Width</b>	<p><u>NE 6<sup>th</sup> Street:</u> Min. 12' of sidewalk measured from the edge of the right of way that lies within the sidewalk on north side of Transit Center</p> <p><u>110<sup>th</sup> Avenue NE:</u> 16'-6" (11 FT sidewalk + 5 FT planting strip + 6" curb</p>	<p>During Design Review, the applicant will be required to coordinate design with the City's Transportation Department and Department of Planning and Community Development regarding Transportation upgrades to the sidewalk in the right of way and requirements resulting from the Grand Connection Initiative respectively.</p> <p><b><u>Refer to Condition of Approval regarding future coordination of the NE 6<sup>th</sup> Street streetscape, building façade, and the Grand Connection in Section X of this report.</u></b></p> <p>LUC 20.25A.060.A</p>
<b>Through-Block Pedestrian Connections</b>	<p>Provide pedestrian connection in each superblock.</p>	<p>A continuous Through-Block Pedestrian Connection running east-west as shown on approved plans. Minimum width is 8'-6". Connection is ADA accessible and may be used by bicycles.</p> <p>LUC 20.25A.060.C</p> <p><b><u>Refer to Condition of Approval regarding pedestrian amenities, the pedestrian and utilities easements, and ADA requirements for Through-Block Pedestrian Connection in Section X of this report.</u></b></p>
<b>Overhead Weather Protection</b>	<p>NE 6<sup>h</sup> Street: 75% of the street frontage (minimum)</p> <p>110<sup>th</sup> Avenue NE: 50% of the street frontage (minimum)</p>	<p>LUC 20.25A.060.B</p>

Item	Permitted/Required	Comments/Conditions
<b>Parking</b>	<u>Retail in Mixed Use (22,000 nsf):</u> Min.: 0 stalls Max.: 3.3/1,000 nsf  <u>Office (672,553 nsf):</u> Min.: 2.0/1000 nsf = 1345 stalls Max.: 2.7/1000 nsf = 1816 stalls  <u>Hotel</u> 500 rooms Unspecified Use**	<u>Proposed:</u>  Total of 1,959 stalls <ul style="list-style-type: none"> <li>• 1,588 in underground parking</li> <li>• 371 in above-grade parking within podium</li> </ul> Based on the conceptual square footage numbers provided under this MDP, the proposal will be able to meet the City's parking requirements.  ** Because the applicant has yet to determine exactly how many rooms will be in the hotel, the exact parking amounts and adherence to all parking requirements in the LUC in place at the time of this decision will be reviewed for compliance under the Design Review. A parking study will be required for this 'non-specified use' to determine the exact number of stalls required for the hotel.  LUC 20.25A.050 LUC 20.25A.050.F  <u><b>Refer to Condition of Approval regarding parking and interim parking for BCP during construction of any development/phase in Section X of this report.</b></u>
<b>Recycling &amp; Solid Waste</b>	There shall be at least one solid waste collection area per development and recycling collection area shall be at least:  <u>Residential:</u> 1 ½ SF per residential unit <u>Retail:</u> 5 SF per 1,000 GSF <u>Office:</u> 2 SF per 1,000 GSF	Compliance will be verified as part of the Design Review for any phase of the development.  LUC 20.20.725  <u><b>Refer to Condition of Approval regarding recycling and solid waste collection in Section X of this report.</b></u>

## B. Special District Requirements

### 1. FAR Amenity System Requirements

#### a. Basic FAR:

Subject to LUC 20.25A.020.C.2, the amount of bonus floor area in square feet generated by the amenities provided to meet the Basic Floor Area Ratio (FAR) requirement must at a minimum be equal to 20% of the Project Limit area times the Basic FAR permitted for a non-residential building in the land use district. For this site, the FAR will be based on the sum of the gross floor area for all buildings

– including any new building(s) AND the existing BCP office building. Additionally, each phase will be required to meet the FAR at the time of Design Review and one phase cannot rely of FAR points to be earned in subsequent phases.

The Basic FAR required in square feet is calculated by multiplying 0.20 x the Project Limit area x the Basic Non-Residential FAR (0.20 X 159,129 SF X 5.0) and for this project equals 159,129 square feet. The amount of “Basic” FAR Amenity to earn is 159,129 square feet. The applicant has demonstrated during this MDP application that they will be able to provide enough BASIC FAR amenities to meet this requirement. The identification and actual FAR points for each of the specific amenities provided with be reviewed and approved under Design Review.

b. Non-BASIC FAR

The applicant has demonstrated that the Basic and Non-BASIC FAR can be met on this site. A summary of the proposed FAR is below:

**FAR Summary**

Lot Area = 159,129 SF		Total Max. FAR Proposed for Each Use (Office and Hotel/Residential)
Office: Basic FAR = 5.0 Max. FAR = 8.0	795,645 1,273,032	893,637 GFA = <b>5.6 FAR</b>
Residential: Basic FAR = 5.0 Max. FAR = Unlimited	795,645 Unlimited	420,957 GFA = <b>2.6 FAR</b>
Total Max. FAR (assumes total build-out) for Office and Hotel = <b>8.2 FAR</b>		

**SCENARIO A – Office Tower to be Built First**

	<b>Existing: BCP Office Building</b>	<b>Phase 1: Podium &amp; Office Tower</b>	<b>Phase 2: Hotel Tower only</b>	<b>Full Build-Out</b>
Allowed per LUC		Max. Office FAR: <b>8.0</b>	Max. Residential FAR: <b>Unlimited</b>	
New Office Tower		677,637 GFA		677,637 GFA
New Hotel Tower			412,920 GFA	412,920 GFA
Existing BCP Building	216,000 GFA	216,000 GFA		412,920 GFA
GFA for FAR	<b>216,000 GFA</b>	<b>893,637 GFA</b>	<b>412,920 GFA</b>	<b>1,306,557 GFA</b>
		677,637 GFA + <u>216,000 GFA</u>		893,637 GFA + 412,920 GFA
Cumulative FAR	<b>1.4 FAR</b>	<b>5.6 FAR</b>	<b>2.6</b>	<b>8.2</b>

**SCENARIO B – Hotel to be Built First**

	<b><u>Existing:</u> BCP Office Building</b>	<b><u>Phase 1:</u> Podium &amp; <u>Hotel</u> Tower</b>	<b><u>Phase 2:</u> Office Tower only</b>	<b><u>Full Build-Out</u></b>
Allowed per LUC		Max. Residential FAR: <b>Unlimited</b>	Max. Office FAR: <b>8.0</b>	
New Office Tower				677,637 GFA
New Hotel Tower		420,957 GFA	669,600 GFA	412,920 GFA
Existing BCP Building GFA for FAR	216,000 GFA <b>216,000 GFA</b>	216,000 GFA <b>636,957 GFA</b>  420,957 GFA + 216,000 GFA	<b>669,600 GFA</b>	412,920 GFA <b>1,306,557 GFA</b>  669,600 GFA + 420,957 GFA
Cumulative FAR	<b>1.4</b>	<b>2.6 (Residential) 1.4 (Office)</b>	<b>4.2</b>	<b>8.2</b>

c. Bonus Amenities

The specific amenities shown in this MDP application demonstrate that this development would be able to meet the FAR requirements for the full building out of this site as shown; two new 450 foot tall towers, a 40 foot tall podium and the existing BCP office building.

The specific FAR bonus amenities and the amount of each amenity to be provided will be determined during Design Review. Changes to the amenities provided in this MDP will be allowed as long as the project still meets the FAR requirements for this site. Significant changes will required either a Land Use Exemption to this MDP approval or a new MDP approval. **Refer to Conditions of Approval regarding modification to the Master Development Plan (MDP) in Section X of this report.**

Per the conceptual master plan, amenities that are most likely used to fulfill the FAR requirements include the following:

- Pedestrian-Oriented Frontage (BASIC Amenity)
- Marquees (BASIC Amenity)
- Water Feature (BASIC Amenity)
- Sculpture (BASIC Amenity)
- Residential Uses
- Underground Parking
- Landscape Areas

In addition, the proposal will receive FAR amenity points for provision of the required Major Public Open Space (MPOS) at the corner of the intersection of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE.

## **2. DNTN Core Design District**

The applicable guidelines for this site within the Downtown Core Design District are found in LUC 20.25A.100.E.3 – Pedestrian Connections. Under these guidelines, the Through-Block Pedestrian Connection shall be provided and designed to respond to the Design Guidelines in LUC 20.25A.060.C.3. The Through-Block Pedestrian Connection will provide a continuous, fully accessible route of travel for pedestrians and bicycles. It will run in the east-west direction from 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE along the northern edge of the site. The final design of the Through-Block Pedestrian Connection on the proposal site must incorporate weather protection in multiple locations along its length, and it shall be further delineated with points of interest, including but not limited to special paving, art, and landscaping. **Refer to Condition of Approval regarding pedestrian amenities in Section X of this report.**

## **C. Design Review Criteria and Design Guidelines**

Subject to LUC 20.25A, including but not limited to LUC 20.25A.110 (Downtown Core Design District), 20.25A.110 (Design Review Criteria) and 20.25A.115 (Downtown Design Guidelines), all requirements of the Downtown section of the LUC must be reviewed and met during Design Review for any development outlined in this MDP. **Refer to Condition of Approval regarding compliance with the Design Review guidelines, standards, and dimensional requirements of LUC 20.25A and MDP Conditions of Approval in Section X of this report.**

## **V. PUBLIC NOTICE AND COMMENT**

Application Date: January 19, 2016  
Completeness Date: February 11, 2016  
Notice of Application: February 25, 2016  
Public Notice Sign: February 25, 2016  
Minimum Comment Period: March 10, 2016  
Public Meeting: March 10, 2016 at City Hall

Although the minimum required public comment period ended on March 10, 2016, comments were accepted up to the date of this decision. One written comment was received that requested that in our review, the City consider minimizing parking, creating improvements to NE 6<sup>th</sup> Street/Pedestrian Corridor environment, and creating synergy with the ELEV8 site. These issues have been discussed in detail in Sections II and III of this report. In addition, a Public Meeting was held at City Hall on March 10, 2016 at 5:00 PM at City Hall. There were five attendees at the public meeting.

## **VI. TECHNICAL REVIEW**

### **A. Utilities**

The Utilities Department has looked at the proposal on a conceptual basis only. It has been determined that the water and sanitary sewer systems have adequate capacity for the proposed use. **Refer to Section VI.C below for a discussion of storm water and Condition of Approval regarding standards and the Utility Developer Extension Agreement in Section X of this report.**

## **B. Clearing & Grading**

A Clearing and Grading Permit is not required for a Master Development Plan. However, a Clearing and Grading Permit will be required as an ancillary permit to any Design Review for any phase of this project. **Refer to Condition of Approval regarding the Clearing and Grading Permit in Section X of this report.**

## **C. Transportation Department**

### **Site Access**

The primary vehicular access to the proposed development will occur at 110<sup>th</sup> Avenue NE via a 26-foot wide two-way private road (Vehicular Mid-Block Connector) running along the site's north property line. It is anticipated that the Vehicular Mid-Block Connector will also reach 108<sup>th</sup> Avenue NE as part of ELEV8 (the adjacent development proposal to the north). Full vehicular access will be provided at the 108<sup>th</sup> Avenue NE access point. Inbound and outbound vehicular left turn movements will be prohibited at the 110<sup>th</sup> Avenue NE access point. Larger trucks will also use the Vehicular Mid-Block Connector to reach the internal loading area and drop-off area within the site. Note that the backing of trucks within any street right of way or across any public sidewalk easement is prohibited. **Refer to Condition of Approval regarding vehicular access restrictions in Section X of this report.**

### **Loading Zone Pullout**

A parallel parking pullout for vehicles adjacent to the City's 110<sup>th</sup> Avenue NE right-of-way (the length to be determined) shall be provided. The applicant will be responsible for its operation and maintenance. This 10-foot wide dark colored concrete pullout will be used for short term loading activity. **Refer to Condition of Approval regarding the 110<sup>th</sup> Avenue NE loading zone pullout and the 110<sup>th</sup> Avenue NE loading zone pullout agreement in Section X of this report.**

### **Street Frontage Improvements**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements including street widening along 110<sup>th</sup> Avenue NE is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act (ADA) and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual. **Refer to Condition of Approval regarding street frontage improvements in Section X of this report.**

The City's adopted 2016-2027 Transportation Facilities Plan (TFP) includes project TFP-110, which calls for widening 110<sup>th</sup> Avenue NE between NE 6<sup>th</sup> Street and NE 8<sup>th</sup> Street to five-lane roadway section with sidewalks (project implementation will be coordinated with approved and potential future private development in the immediate vicinity). Hence, this will require street widening on the applicant's entire frontage. Frontage improvements will be required along 110<sup>th</sup> Avenue NE and shall include: pavement widening on 110<sup>th</sup> Avenue NE, traffic signal installation and modification, curb return radius installation to 25 feet at the intersection of NE 6<sup>th</sup> Street/ 110<sup>th</sup> Avenue NE, storm

drainage, Type "A" curb and gutter 16-foot wide sidewalks with planter strips for street trees, and street lighting.

At the intersection of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE, revision of the curb alignment or ADA ramps will require revision of the traffic signal and pedestrian push button systems. A detailed plan and specifications for any such revisions must be prepared by an engineer familiar with City standards, and approved by the city with approval of the clearing and grading permit. It is advisable for any traffic signal design work to be done by the same firm that will do the streetlight design.

Street light and traffic signal modifications must be completed at developer expense prior to temporary certificate of occupancy.

1. New street lights on street frontage must be provided and a combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans for their installation. 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 DT-100-1). The final engineering plans must include a streetlight plan and specifications prepared by a qualified engineer familiar with street lighting and with Bellevue's streetlight requirements. All necessary engineering details, including standard drawings, for any new or relocated streetlight and associated equipment must be included in the final civil engineering plans for the Clearing and Grading Permit.
2. ADA requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings SW-200-1 through SW-260-1.

3. The curb, gutter, and sidewalk on 110<sup>th</sup> Avenue NE fronting the site shall be completely removed and reconstructed with a sidewalk width of at least 16 feet on 110<sup>th</sup> Avenue NE, not including the curb. The planter strips are included in the 16-foot adjacent to the curb. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling shall be used. Such method must be acceptable to the Transportation Department.
4. To meet the requirement of the Through-Block Pedestrian Connection along the north edge of the property, the applicant will provide at least 8.5 feet wide sidewalk with public pedestrian access easement along the south side of the Vehicular Mid-Block Connector that starts from 110<sup>th</sup> Avenue NE and continues west to 108<sup>th</sup> Avenue NE.
5. The overall design and appearance of the sidewalk and landscaping on 110<sup>th</sup> Avenue NE shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings SW-110-1 and DT-100-1. 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. Alternative paving samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features.

The applicant may install pavers and different materials with different score pattern between the back of the curb and the building façade along the 110<sup>th</sup> Avenue NE Street frontage. The exact location and installation details of these enhancements must be provided on the appropriate civil, architectural and landscaping plans. The applicant is required to provide an indemnity agreement to the Transportation Department Right of Way Section as relates to the installation and maintenance of these pavers and any other materials.

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.

Future work within the alternative material area by City, franchise, or other workers as a result of either emergency, normal maintenance, or new installation may result in replacement of the surface by standard materials. In such a circumstance, should the property owner wish to replace or repair the surface with the alternative material, a Right of Way Use Permit may be required. Adequate storage of non-standard materials must be provided on site. **Refer to Condition of Approval regarding alternative paving materials in Section X of this report.**

6. Landscaping within the planting strip on either adjacent city street shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.
7. The applicant will be responsible for installing all street channelization and signage that is necessitated by their street frontage improvements on 110<sup>th</sup> Avenue NE. The installation of two enhanced crosswalks (14-foot wide) across 110<sup>th</sup> Avenue NE/ NE 6<sup>th</sup> Street intersection will be required. Ramps and pedestrian pushbuttons shall be ADA compliant. A channelization and signage plan must be included as part of clear and grading construction plans.
8. The Vehicular Mid-Block Connector two-way travel section (face of curb to face of curb) along the entire northern property line and to be constructed with the first phase frontage of the development will be 26 feet wide with curb return radiuses of 25 feet at 110th Avenue NE. The applicant will be responsible for installing all pavement markings and signage.
9. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement with at least 8 feet minimum clearance below the sidewalk. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city. **Refer to Condition of Approval regarding soil nailing and shoring in Section IX of this report.**
10. 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.
11. All existing above-grade utility lines and cabinets on any city street fronting the site must be undergrounded. No new above grade lines will be permitted along or across any street or sidewalk easement.
12. Any awning, marquee, balcony, etc. over a public sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement) and must have at least three feet horizontal clearance from any streetlight or traffic signal pole. No supports for such features shall be installed in the public sidewalk. No structure will be allowed above a city right of way without a long-term lease of airspace.
13. 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 DT-100-1. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.
14. Fire standpipes and similar equipment must be outside the public sidewalk, if feasible. If the sidewalk cannot be avoided, then such equipment must meet the requirements for fixed objects and must not be within the pedestrian travel zone.

15. Street furnishings not required by the Transportation Department, such as benches or raised planters, will be allowed with an indemnification agreement making the adjacent property owner responsible for such furnishings. The appearance, style, and location of such features must be acceptable to both the Transportation and Development Services Departments.
16. Per IBC section 3201.4, drains from the building or roof shall not discharge onto a public sidewalk. In addition, treatment of storm water from the site flowing to any city street or public sidewalk shall meet the standards of the Utilities Department.
17. Doors shall not swing out into the public sidewalk area.
18. Vehicle and pedestrian sight triangles shall be achieved per BCC 14.60.240 and 14.60.241, and Design Standards RL-100-1 and RL-120-1 including consideration of all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
19. As much as feasible, any new manhole lids and other metal covers shall be located outside the tire paths of through lanes on any city street.

**Refer to Condition of Approval regarding civil engineering plans for Transportation and building and site plans for transportation in Section IX of this report.**

### **Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any sidewalks located outside the city right of way fronting this site. There are utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.

The applicant shall provide public ingress and egress on and over the Vehicular Mid-Block Connector as (public access easement).

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 on the 110<sup>th</sup> Avenue NE, Vehicular Mid-Block Connector frontage and the Pedestrian Corridor/ Bellevue Transit Center. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. **Refer to Conditions of Approval regarding existing easements, easements for the traffic signal, street light boxes and vaults, pedestrian and utilities easements, and public vehicular access easement in Section X of this report.**

### **Right of Way Dedication**

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way. This

requirement applies to 110<sup>th</sup> Avenue NE and NE 6<sup>th</sup> Street and the ultimate curb return at 110<sup>th</sup> Avenue NE/ NE 6<sup>th</sup> Street intersection due to street widening on 110<sup>th</sup> Avenue NE.

**Refer to Condition of Approval regarding dedication of the right-of-way in Section X of this report.**

**Holiday Construction & Traffic Restrictions**

From November 15<sup>th</sup> to January 5<sup>th</sup>, 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, which is issued directly by the Transportation Department. **Refer to Condition of Approval regarding holiday construction and traffic restrictions in Section IX of this report.**

**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 Condition of Approval regarding right-of-way use permit in Section X of this report.**

**Pavement Restoration**

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. Near this project, 110<sup>th</sup> Avenue NE is classified as "Standard Trench Restoration" street. Details of any trench restoration must be shown on the engineering plans. **Refer to Condition of Approval regarding pavement restoration in Section X of this report.**

**Transportation Management Program**

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

#### **D. Fire Department**

The Fire Department has reviewed this MDP application. The proposal generally conforms to the Fire Code requirements for site circulation and access. Final review and approval will occur through any required Design Review of the proposal and subsequent associated building permits.

### **VII. STATE ENVIRONMENTAL POLICY ACT**

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal (see annotated Environmental Checklist attached to this staff report). Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements with the incorporation by reference of the 2016-2027 Transportation Facilities Plan Environmental Impact Statement (TFP EIS) Addendum. Specifically regarding the 2016-2027 TFP, it was determined that a new Addendum to the 2013-2024 TFP EIS would adequately address the required review under SEPA. The Addendum for the 2016-2027 TFP Update was published on October 8, 2015. These documents analyze the transportation and air quality impacts of the City's Transportation Commission recommendations to meet the Comprehensive Plan, Transportation Element, and Mobility Management goals. The Transportation Facilities Plan was subsequently adopted December 7, 2015 via Resolution 9032. All referenced documents above are available in the Records Office at City Hall.

This section of the staff report is an addendum to the adopted EIS referenced above and the environmental checklist - Attachment B to this report. Adverse impacts which are less than significant are usually subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts is noted below together with specific conditions of approval. These impacts will be mitigated through exercise of Code authority as well as through project-specific conditions of approval, contained in Section X of this report. Note that this is a non-project SEPA review for the MDP. Detailed SEPA review will occur for each phase of development will be performed concurrently with any formal Design Review. **Refer to Condition of Approval regarding project level environmental (SEPA) review in Section X of this report.**

#### **A. Earth**

There are no Critical Areas on the site and no environmental issues associated with this Downtown site. An issuance of a DNS for this non-project MDP is the appropriate threshold determination under the SEPA requirements.

#### **B. Surface Water**

##### **Water:**

The site appears to drain to the Sturtevant Creek Drainage Basin however, a survey and onsite inspection is required and site will need to be evaluated to determine

which portions of the site drain to their respective drainage basins, either Sturtevant Creek Drainage Basin or Meydenbauer Creek and can be completed with the Design Review application.

The existing storm runoff control system will need to be replaced with the same release rates. The existing storage volume is 9,500 cubic feet. The release rates will need to be determined by the developer's civil engineer.

Water quality treatment is required if the pollution generating surface is  $\geq 5,000$  sq. ft.

The Storm and Surface Water Engineering Standards provide adequate mitigation for this development.

## **C. Transportation**

### **Long Term Impacts and Mitigation**

The long-term impacts of development projected to occur in the City by 2027 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2027 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. 600 Bellevue master plan site lies within MMA # 3, which has a 2027 total growth projection of 4,086,043 Gross Square Feet (GSF) of office, 1,595,183 GSF of retail and 696,200 GSF of uses that includes institutional, industrial and hotel uses. This development proposes approximately 794,000 gsf of office, 15,000 GSF of retail and a 500-room hotel. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

Traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan, and is considered to be adequate mitigation of long-term traffic impacts. Fee payment is required at the time of building permit issuance. **Refer to Condition of Approval regarding the transportation impact fee in Section X of this report.**

### **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.

This development will generate approximately 1,004 new p.m. peak hour trips. 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. In this project analysis, 37 system intersections received 20 or more p.m. peak hour 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. See Attachment D for this certificate.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated July 21, 2011. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the master development plan land use decision date (BCC 14.10.040.F). Each phase of the development will require its own concurrency test at the time of Design Review.

### **Short Term Operational Impacts and Mitigation**

City staff directed the applicant's traffic consultant, Transportation Engineering Northwest (TENW), to analyze the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. Issues that were analyzed in the Traffic Impact Analysis, dated September 9, 2016, included Level-of-Service (LOS) analysis at nearby intersections, LOS and vehicle queues at the site driveways, site vehicular and pedestrian circulation, delivery truck circulation/operations, transit availability, and accident history analysis for the past three years. An updated traffic study will also be required with the application for design review to this proposal.

The 600 Bellevue traffic impact analysis shows that under the current development application, the proposal will increase demand on the westbound left-turns at 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street intersection. This is primarily due to the relatively limited access options available for traffic coming from the east, with the primary entrance being a private road (mid-block connector) which can only be accessed via southbound 110<sup>th</sup> Avenue NE. Although the proposal will increase the westbound left-turn queues at 110<sup>th</sup> Ave NE/NE 8<sup>th</sup> Street intersection, these conditions are anticipated to improve when ELEV8 development completes certain transportation facilities improvements.

With phase two of ELEV8 development (timing currently unknown), the Vehicular Mid-Block Connector will be completed as a two-way facility for its entire length between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE, with a full access driveway on 108<sup>th</sup> Avenue NE. This will provide additional point of entry into the entire 600 Bellevue site, and therefore, allow traffic from the east to use 108<sup>th</sup> Avenue NE to enter the site (i.e., westbound to southbound left-turn at 108<sup>th</sup> Avenue NE/NE 8<sup>th</sup> Street intersection). The ELEV8 development will also provide a westbound to eastbound U-turn to be allowed at 108<sup>th</sup> Avenue NE/NE 8<sup>th</sup> Street intersection.

Should the ELEV8 proposal (Phases 1 and 2) not proceed, full build out of the Vehicular Mid-Block Connector shall be approved and constructed to provide access for the development from 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE. **Refer to Condition of Approval regarding the Vehicular Mid-Block Connector in Section X of this report.**

#### **VIII. MASTER DEVELOPMENT PLAN DECISION CRITERIA**

***The Director may approve, or approve with modifications, an application for A Master Development Plan if:***

**1. The Master Development Plan is consistent with the Comprehensive Plan.**

A list of Comprehensive Plan policies that are applicable to, and provide support for, this project are the following:

**Urban Design & the Arts Policies**

***UD-1. Enhance the appearance, image and design character to make Bellevue an inspiring place to be.***

**Finding:** Through application of the Land Use Code and Design Guidelines, the proposed buildings will create an attractive, high-quality project. Review of the specific design of the site and towers against all codes and guidelines will take place during the required Design Review for this site.

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

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

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

***UD-27. Integrate high quality and inviting public and semi-public open spaces into major development.***

***UD-35. Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.***

**Finding:** The site design will provide numerous pedestrian connections through the site and the streetscapes along the public streets will be enhanced to promote pedestrian activity. Pedestrian routes will also connect public open spaces that will provide gathering and resting spaces.

***UD-31. Encourage public and private development to incorporate access to sunlight.***

***UD-34. Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.***

***UD-31. Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.***

**Finding:** The two towers have been located to allow as much natural sunlight as possible into the interior of the site and into the adjacent property to the north. Weather protection will be provided along the street frontages. Public open

spaces, including a Major Public Open Space at the southeast corner of the site and the minor publicly accessible open space located mid-block on NE 6<sup>th</sup> Street, will be created in conjunction with multiple pedestrian connections to all surrounding street frontages and throughout the site.

**UD-74.** Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1).

**Finding:** The corner treatment at the intersection at NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE will be enhanced with a required Major Public Open Space (MPOS).

### **Downtown Subarea 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.*

**Finding:** The retail spaces, Major Public Open Space (MPOS), enhanced streetscape, and pedestrian connections will provide additional activities for area residents, workers, shoppers, and visitors.

***Policy S-DT-5:*** *Organize Downtown to provide complementary functional relationships between various land uses.*

**Finding:** This proposal will complement the surrounding office, residential and retail developments in the Downtown Core and will provide pedestrian connection through the superblock.

***Policy S-DT-40:*** *Enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.*

**Finding:** This project will be required to provide a variety of streetscape enhancements per the Building/Sidewalk Relationship Design Guidelines and Downtown Core Design District Guidelines. Detailed design of these spaces will be reviewed as part of the required Design Review for any development on this site.

***Policy S-DT-57:*** *Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown.*

**Finding:** The project will provide an accessible Through-Block Pedestrian Connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE along the northern edge of the site and additional pedestrian connections through the site in multiple directions, providing access for pedestrians from both NE 6<sup>th</sup> Street, 108<sup>th</sup> Avenue NE, 110<sup>th</sup> Avenue NE, and the Through-Block Pedestrian Connection.

***Policy S-DT-70:*** *Encourage uses that will bring additional pedestrian activity to the area.*

**Finding:** The provision of retail, commercial, and residential uses within the

buildings and the creation of public pedestrian-oriented open spaces and pedestrian connections around and through the site will provide a variety of opportunities for pedestrian activity.

***Policy S-DT-103:*** Encourage developers to provide open space amenities accessible to the public. Such amenities must be clearly identified and maintained for public use.

***Finding:*** The proposal will be required to provide a Major Public Open Space (MPOS) at the corner of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. This open space will be important due to its proximity to the future light rail station in front of City Hall and the Transit Center. Smaller open spaces, including a required minor publicly accessible open space, will be provided in the interior of the site and along the NE 6<sup>th</sup> Street frontage.

***Policy S-DT-144:*** Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock.

***Finding:*** This proposal will provide a portion of the east-west Vehicular Mid-Block Connector that also will provide access to the parking and service entries below the building podium. Additionally, an accessible Through-Block Pedestrian Connection will be placed at grade along the southern side of the Vehicular Connector to provide pedestrian connectivity between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE.

***Policy S-DT-162:*** Provide pedestrian linkages through superblocks that help create a finer-grained pedestrian network.

***Finding:*** The proposal will provide a Through-Block Pedestrian Connection along the northern property line and an enhanced NE 6<sup>th</sup> Street streetscape that will create pedestrian linkages between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. There will be additional pedestrian connections through the site and along the public streets to provide pedestrians with a direct connection between the Transit Center and the adjacent property to the north.

**2. The Master Development Plan complies with the applicable requirements the Bellevue City Code; and**

***Finding:*** As conditioned, the applicant has demonstrated that the proposal will be able to address and comply with all applicable requirements of the Land Use Code. Refer to Section IV.A of this report for how the general provisions of the Land Use Code have been met. Refinement of the proposal and compliance with the requirements of the code will be reviewed in detail during Design Review and the subsequent review of all necessary construction permits.

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

**Finding:** As conditioned, the applicant has demonstrated that the proposal will be able to address and comply with all applicable design guidelines, standards, and criteria of this Code. Refer to Section IV of this report for discussion relating to how the applicable standards, criteria, and guidelines have been met.

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

**Finding:** The project will take advantage of its urban site by placing the proposed podium such that it will front on both NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. By pulling the towers closer to NE 6<sup>th</sup> Street to the south and 110<sup>th</sup> Street to the east, the proposal will provide as much light and air as possible between the proposed new buildings and the existing BCP building – and also to the ELEV8 site to the north. The upgraded streetscapes and development along the public right-of-way and intersection corner at NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE with the development of the MPOS will reinforce the importance of this location with its proximity to the Transit Center, Meydenbauer Center, City Hall, and the new light rail station. The enhancement of the public ground level realm in conjunction with the required retail uses will also help to energize the pedestrian experience on NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE.

The towers will reach approximately the allowed height of 450 feet. Although taller than some of the surrounding development, they will fit contextually due to their location, massing, and site design. Detailed review of the architectural design of the towers will occur during Design Review.

Enhanced streetscapes and numerous pedestrian and vehicular connections, including but not limited to the Vehicular Mid-Block Connector and the Through-Block Pedestrian Connection, will be provided to add additional connectivity throughout the superblock and with the surrounding development and public transit facilities.

**IX. DECISION**

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency, SEPA and City Code & Standard compliance reviews, the Director does hereby **APPROVE WITH CONDITIONS** the subject 600 Bellevue MDP proposal.

**X. CONDITIONS OF APPROVAL:**

**COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES**

The applicant shall comply with all applicable Bellevue City Codes, Standards, and Ordinances including, but not limited to:

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

Applicable Codes, Standards and Ordinances	Contact Person
Clearing & Grading Code – BCC 23.76	Savina Uzunow, 425-452-7860
Construction Codes – BCC Title 23	Bldg. Division, 425-452-6864
Fire Code – BCC 23.11	Travis Ripley, 425-452-6042
Land Use Code – BCC Title 20	Sally Nichols, 425-452-2727
Environmental Procedures Code – BCC Title 22.02	Sally Nichols, 425-452-2727
Noise Control – BCC 9.18	Sally Nichols, 425-452-2727
Sign Code – BCC Title 22	Sally Nichols, 425-452-2727
Transportation Code – BCC 14.60	Abdy Farid, 425-452-7698
Transportation R.O.W. – BCC 11.70, 14.30, 14.60	Tim Stever, 425-452-4294
Utility Code – BCC Title 24	Don Rust, 425-452-4856

**1. Holiday Construction & Traffic Restrictions**

Construction activities such as hauling and lane closures between November 15<sup>th</sup> and January 5<sup>th</sup> 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/Transportation

**2. Vested Status of Master Development Plan (MDP)**

The vested status of this MDP approval shall be for a period of 10 years from the date of this final decision, as defined in LUC 20.25.045. Development as outlined in this MDP will be vested to the Land Use Code in effect at the time of issuance of this approval and report. Within this 10 year period, the applicant must either:

- a) Receive a Design Review approval for development; **or**
- b) Submit a complete Design Review application **and** submit a complete building permit application. Note that in the case of both a Design Review application and a Building Permit application, the City has 28 days to deem each application complete. Determination of completeness must occur with the 10 year vesting period.

While the MDP is vested to the Land Use Code regulations for a period of up to 10 years from the date of issuance of this decision, the vested status of other required reviews, including but not limited to SEPA, Traffic Standards Code, Transportation Development Code, and building or other technical code review, is not controlled by extended MDP vesting.

AUTHORITY: LUC 20.30V.190, 20.40.500  
REVIEWER: Sally Nichols, Land Use

**3. Recording of Master Development Plan**

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

AUTHORITY: LUC 20.25.045  
REVIEWER: Sally Nichols, Land Use

**4. Modification to the Master Development Plan (MDP)**

Any modification to this approval shall be documented either as a Land Use Exemption to the Master Development Plan in this approval OR as a **new** MDP.

For a Land Use Exemption approval, the applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report if the modification occurs within 10 years from the date of this approval. Any modification of the MDP must be reviewed for consistency with the conceptual site and building design as stated in this report. Conditions of Approval run for the life of the project. Any subsequent modifications, once approved by either of the processes stated above, shall be recorded with the King County Recorder's Office or its successor agency.

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

AUTHORITY: LUC 20.30V.160, 180 and 190  
REVIEWER: Sally Nichols, Land Use

**5. Project Level Environmental (SEPA) Review**

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

AUTHORITY: LUC 20.25A.010  
REVIEWER: Sally Nichols, Land Use

**6. Phasing**

The phasing of the proposal shall be as provided in the MDP Phasing Plan via Scenario A, B or a full build-out in one phase. Modifications to this phasing may occur as a modification to the MDP; either through a new MDP or as a Land Use Exemption.

In either Scenario, the entire podium must be built out.

No phase of the development shall rely on the provision of improvements and/or amenities in subsequent phases as a means of meeting all City guidelines, standards, and requirements.

AUTHORITY: LUC 20.25A, 20.20.010, 20.30F, 20.30.V.160  
REVIEWER: Sally Nichols, Land Use

**B. PRIOR TO DESIGN REVIEW APPROVAL FOR A BUILDING OR PHASE**

**7. Design Review**

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

Each Design Review will review the submitted proposal as part of the entire site and will include the existing BCP building. If Design Review approval occurs within 10 years of the date of this MDP approval, the proposal shall be designed to the Land Use Code in place at the date of this MDP approval.

AUTHORITY: LUC 20.30.F  
REVIEWER: Sally Nichols, Land Use

**8. Compliance with the Design Review Guidelines, Standards and Dimensional Requirements of 20.25A & MDP Conditions of Approval**

Each phase of development shall demonstrate full compliance with the Land Use Code in effect at the date of this MDP approval, including but not limited to the Design Review Guidelines, requirements and standards in LUC 20.25A – Downtown and all conditions approval as noted in this MDP approval.

AUTHORITY: LUC 20.25A and 20.30V  
REVIEWER: Sally Nichols, Land Use

**9. Parking**

Any Design Review application that includes a hotel will require a Parking Study performed by a licensed Transportation engineer to determine how much parking shall be provided for this use.

All parking requirements of the LUC must be met in any phase and no phase may depend on a subsequent phase to provide the required parking.

During construction of any Phase, the applicant will be required to provide parking at the rate of 2.0 stalls per nsf (net square feet) of office in the existing BCP building (minimum of 432 spaces).

AUTHORITY: LUC 20.25A.050  
REVIEWER: Sally Nichols, Land Use

**10. Interim Parking for Bellevue Corporate Plaza (BCP) during Construction of Any Development/Phase**

Prior to issuance of any Design Review approval for any phase or development that results in the elimination of the existing parking garage, the applicant shall demonstrate how parking shall be provided for the existing BCP office building during construction.

Any off-site parking agreements shall be executed prior to Clearing and Grading Permit approval and recorded with the King County Recorder's Office or its successor.

AUTHORITY: LUC 20.25A.040  
REVIEWER: Sally Nichols, Land Use

**11. NE 6<sup>th</sup> Street Streetscape, Building Façade, and Grand Connection**

Through the Design Review process, the applicant shall work with the City to coordinate the design of the NE 6<sup>th</sup> Street streetscape and building façade to ensure compliance with the City's requirements, guidelines for the Pedestrian

Corridor, building/sidewalk relationships design guidelines, and any City-initiated planning efforts.

The applicant shall work with the City to design a streetscape that addresses not only the needs of the development site but the function and design of the Transit Center. The applicant shall also coordinate with the City's Transportation Department regarding any CIP projects proposed for this location in the City right-of-way.

The entire NE 6<sup>th</sup> Street development must also be aligned with and help promote the City's vision for Grand Connection; a section of which includes the entire NE 6<sup>th</sup> Street frontage.

AUTHORITY: LUC 20.25A.115, Pedestrian Corridor & Major Public Open  
Space Design Guidelines  
REVIEWER: Sally Nichols, Land Use

## **12. Public Open Space**

- a) Major Public Open Space (MPOS):  
Review of the design of the MPOS at the corner of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE shall be conducted under Design Review approval, with input by the City of Bellevue into the design of this MPOS. The MPOS design shall conform to the Design Guidelines in the Land Use Code in effect at the time of issuance of this report.
- b) Minor Publicly Accessible Space/Mid-Block Public Open Space  
The applicant will be required to create a minor publicly accessible open space on the NE 6<sup>th</sup> Street frontage at the southern end of the required mid-block pedestrian connection that will run between the BCP building and proposed new building development. The design shall conform all applicable requirements, standards, and guidelines in the Land Use Code and shall also promote the City's vision for the Grand Connection.

AUTHORITY: LUC 20.25A.100, LUC 20.25A.110.E.4 and E.5, LUC  
20.25A.115, Pedestrian Corridor & Major Public Open  
Space Design Guidelines  
REVIEWER: Sally Nichols, Land Use

## **13. Pedestrian Amenities**

The application for Design Review approval for any phase or building shall provide a detailed pedestrian circulation. All pedestrian amenities must be provided with the first phase of any development.

- a) Through-Block Pedestrian Connection:  
A Through-Block Pedestrian Connection shall be constructed along the entire northern property line to provide an ADA accessible route of travel for pedestrians and bicyclist from 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE. The walkway shall be a minimum of 8'-6" wide and provide numerous points of interest and weather protection along the building facades. If the proposal is to be phased, the Through-Block Pedestrian Connection shall be provided with the first phase of development.

The proposed Through-Block Pedestrian Connection must be designed such that the connection is barrier free and meets construction code handicapped requirements.

b) Mid-Block Pedestrian Walkway:

An ADA accessible mid-block pedestrian walkway between the existing BCP building and the podium for the two proposed towers shall be provided to connect the NE 6<sup>th</sup> Street (Transit Center) streetscape with the Through-Block Pedestrian Connection. Additionally, the applicant shall provide a designated, direct connection across the Vehicular Mid-Block Connector to the adjacent property to the north – either at grade or via a pedestrian bridge. The Through-Block Pedestrian Connection shall be provided with the first phase of development.

AUTHORITY: LUC 20.25A.060  
REVIEWER: Sally Nichols, Land Use

**14. Documentation of FAR Points Transferred from Construction of the Pedestrian Corridor**

Prior to Design Review approval, the applicant will be required to provide documentation regarding the transfer of approximately 192,000 FAR bonus points from the construction of the Pedestrian Corridor by another development. These points will be necessary for any non-residential building to increase the height over 300 feet.

AUTHORITY: LUC 20.25A.030.E  
REVIEWER: Sally Nichols, Land Use

**15. Sign Master Plan**

The applicant shall submit a sign master plan for each Design Review application required for development on this site. Proposed signs for individual buildings, uses, and/or retail spaces will require separate sign permits and the design of all signage will be reviewed for consistency with the approved sign master plan.

The sign master plan design package shall include the conceptual design of all building signage, including directional and informational signage. The signs shall be consistent with the Bellevue Sign Code and their designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

AUTHORITY: LUC 20.25A.110.B.7, Bellevue Sign Code 22B.10  
REVIEWER: Sally Nichols, Land Use

**16. Recycling and Solid Waste Collection**

With each Design Review application, the applicant shall document how recycling and solid waste will be collected. The applicant shall also provide a written document demonstrating that Republic Services, or any successor in interest to the Bellevue Waste Hauling franchise, has been contacted and has approved the proposed sizing of and access to the recycling and solid waste

collection area(s) for this building using current standards. In addition, all rights of way and public easement shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.725  
REVIEWER: Sally Nichols, Land Use

**17. Vehicular Mid-Block Connector**

Vehicular access to the proposed underground and above-grade parking garages, and to the vehicular drop-off for Tower 2 (hotel) shall be from the Vehicular Mid-Block Connector, per agreements signed between this property owner, CW Nom LLC, and the owner of the property to the north, 10833 NE Eight Street Associated LLC. Should the property owner to the north be unable to develop their property before development on the 600 Bellevue Site, 600 Bellevue will be required to complete the Vehicular Mid-Block Connector (full width, two directions) to construct the proposed buildings as represented in this MDP. Review would include a revision to the MDP and approval under the Design Review.

AUTHORITY: LUC 20.25A.050, BCC 14.60.060  
REVIEWER: Sally Nichols, Land Use  
Abdy Farid, Transportation

**18. Vehicular Access Restrictions**

Inbound and outbound vehicular left turn movements at the proposed Vehicular Mid-Block Connector access point (110<sup>th</sup> Avenue NE) will be restricted. The City may restrict future left turns at 108<sup>th</sup> Avenue NE driveway if maneuvers are found by the city to be hazardous.

AUTHORITY: BCC 14.60.150  
REVIEWER: Abdy Farid, Transportation

**19. Provisions for Loading**

The property owner shall provide an off-street loading space which can access a public street. The number and size of loading spaces must be equal to the maximum number and size of vehicles which would be simultaneously loaded or unloaded in connection with this proposal. No on-street garbage pickup will be allowed. The backing of trucks in any street or across any public sidewalk in order to access this site is prohibited.

AUTHORITY: LUC 20.20.590.K.4, BCC 14.60.150  
REVIEWER: Abdy Farid, Transportation

**20. Standards and the Utility Extension Agreement**

The water, sanitary sewer and storm drainage systems shall be designed per the Utility codes BCC 24.02, 24.04 and 24.06, and the Utility Engineering Standards. The water, sewer and storm drainage system engineering review, approvals, and inspection shall occur through the Utility Developer Extension process.

AUTHORITY: BCC 24.02, 04, and 06  
REVIEWER: Don Rust, Utilities

**21. 110<sup>th</sup> Avenue Loading Zone Pullout**

The applicant shall provide a loading zone pullout along the front entry to Tower 1 on 110<sup>th</sup> Avenue NE. Detailed review of the pullout design, including the exact location, width, and materials, will occur during the Design Review.

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

**22. Boundary Line Adjustment**

Prior to the issuance of any construction permits, the applicant will be required to apply for and receive approval of a Boundary Line Adjustment to eliminate the property line on the existing Sound Transit parcel to create one project site and project limit as shown in this MDP.

AUTHORITY: LUC 20.45B.260  
REVIEWER: Sally Nichols, Land Use

**C. PRIOR TO ISSUANCE OF ANY CLEARING AND GRADING PERMIT**

**23. Clearing and Grading Permit**

A Clearing and Grading Permit is required for each phase of the development per BCC 23. 76.035. Permit applications must be in accordance with the Clearing and Grading Code, as outlined in the submittal requirements and the Clearing and Grading Development Standards, which are available on the City of Bellevue website at:

<http://www.bellevuewa.gov/clearing-grading-standards.htm>

AUTHORITY: BCC 23,76  
REVIEWER: Savina Uzunow, Clearing and Grading

**24. 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 prevents 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, Transportation/Right-of-Way

## **25. Civil Engineering Plans – Transportation**

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of ADA, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs, markings, c-curb, and other features required to control traffic movements.
- b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
- c) All engineering details for ADA ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) All engineering details for installation or relocation of streetlights and related equipment, as well as the location of street trees.
- e) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- f) Location of fixed objects in the sidewalk or near the driveway approach.
- g) Trench restoration within any right of way or access easement.
- h) Transformers and utility vaults to serve the development shall be placed inside the building or below grade, and not in the main walking path of sidewalks to the extent feasible.
- i) Any damage to the site's frontage during the construction must be repaired or replaced as directed by the Transportation Department Construction Inspector.
- j) The private road (Vehicular Mid-Block Connector) will be 26-foot wide and built to public street standards with 25 feet radius curb returns on 110<sup>th</sup> Avenue NE.
- k) Landings on sloping approaches are not to exceed a 10% slope for a distance of 30 feet approaching the back edge of sidewalks. Private road grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- l) Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241. 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.

Specific requirements are detailed below.

- a) In conjunction with frontage improvements on 110<sup>th</sup> Avenue NE that includes pavement widening and a curb return of 25 feet at 110<sup>th</sup> NE/ NE 6<sup>th</sup> Street, final engineering plans such as a road plan with detailed roadway cross-sections, street lighting and street channelization markings and signage are required.
- b) A final traffic signal plan and specifications must be included as part of the clear and grading plan.
- c) In conjunction with frontage improvements along Bellevue Transit Center/ Pedestrian Corridor, modification of the existing conditions is required. Appropriate civil engineering, architectural and landscaping plans, details and specifications are needed.
- d) ADA curb ramp landings at the 110<sup>th</sup> Avenue NE / NE 6<sup>th</sup> Street intersection must comply with city standards. In addition, the crosswalk width for 110<sup>th</sup> Avenue NE must be 14-foot wide.
- e) ADA curb ramp landings for the Vehicular Mid-Block Connector curb returns and mid-block pedestrian crosswalk must comply with city standards.
- f) Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

AUTHORITY: BCC 14.60; Transportation Department Design Manual  
REVIEWER: Abdy Farid, Transportation

#### **26. ADA Requirements for Through-Block Pedestrian Connection**

The proposed Through-Block Pedestrian Connection along the entire southern side of the podium buildings along the northern edge of the site must be designed such that the connection is barrier free and meets construction code handicapped requirements. Some amount of weather protection and points of interest shall be provided along the Connection.

AUTHORITY: LUC 20.25A.060.C  
REVIEWER: Sally Nichols, Land Use

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

#### **27. Transportation Impact Fee**

Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance for the above ground building permit will apply. The applicant is entitled to receive credit against the assessed impact fee, up to the amount of the fee related to the cost of frontage improvement construction and the fair market value of the dedication of land as related to the street widening along 110<sup>th</sup> Avenue NE and at the intersection of 110<sup>th</sup> Avenue NE/ NE 6<sup>th</sup> Street, where TFP-110 is on the city's traffic impact fee project list.

AUTHORITY: BCC 22.16  
REVIEWER: Abdy Farid, Transportation

**28. Building and Site Plans – Transportation**

For each phase, 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 traffic signs, markings, hardware, sidewalk design, and driveway approach design as specified in the civil engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as required by city code and as shown on the engineering plans.

AUTHORITY: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241  
REVIEWER: Abdy Farid, Transportation

**29. Existing Easements**

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

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

**30. Easements for Traffic Signal, Street Light Boxes and Vaults**

The applicant shall provide easements to the City for location of traffic 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: Abdy Farid, Transportation

**31. Pedestrian and Utilities Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any public sidewalks located outside the city rights of way fronting this site (including the Through-Block Pedestrian Connection adjacent to/south of the Vehicular Mid-Block Connector). Documents granting such easements shall be signed by the property owner.

AUTHORITY: BCC 14.60.100, LUC 20.25A.060.C  
REVIEWER: Abdy Farid, Transportation  
Sally Nichols, Land Use

**32. Public Vehicular Access Easement**

The applicant shall provide public access easement to the City as relates to the required private road (Vehicular Mid-Block Connector) as needed to encompass the required width of 26-foot road cross-section located along the site's south property and including the neighboring property to the south.

Documents granting such easement shall be signed by both property owners.

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

**33. Dedication of Right of Way**

The applicant shall dedicate right of way to the City along the property frontage such that street improvements to and including the back of curb are located within the public right of way. This may include the curb return area at 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street intersection.

AUTHORITY: BCC 14.60.090  
REVIEWER: Abdy Farid, Transportation

**34. Soil Nailing and Shoring**

Soil nailing will be allowed under a street right of way, sidewalk/utility easement, or vehicular easement only if an indemnification agreement that protects the city is completed prior to issuance of the shoring permit. Temporary shoring walls will be allowed under a sidewalk easement (*but not under right of way*) if the shoring wall and pilings will not interfere with existing or planned utilities, and if pilings under the sidewalk are cut off at least eight feet below grade.

AUTHORITY: BCC 14.30  
REVIEWER: Tim Stever, Transportation/Right-of-Way

**35. 110<sup>th</sup> Avenue NE Loading Zone Pullout Agreement**

The applicant will be required to sign and record an agreement acknowledging that the applicant is responsible for operation and maintenance of the dark colored concrete pullout on 110<sup>th</sup> Avenue NE. In addition, the agreement will provide for utilities easements under the area of the pullout.

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

**36. Alternative Paving Materials**

The applicant shall sign and record an indemnification agreement that acknowledge that the applicant is fully responsible for all future maintenance and replacement of the alternative paving materials along the site's frontage.

AUTHORITY: BCC 14.60.110  
REVIEWER: Tim Stever, Transportation/Right-of-Way

**37. Transportation Management Program**

The owner of the property being developed shall sign and record with the King County Recorder's Office or its successor an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080.

AUTHORITY: BCC 14.60.070, 14.60.080  
REVIEWER: Abdy Farid, Transportation

### **38. Phasing Plan for Building Permits**

No phase of the development shall rely on improvements or the future construction of amenities occurring in subsequent phases as a means for not providing a compliant built development.

Prior to building permit issuance, the applicant must submit a Construction Phasing Plan which identifies how the submitted phase of construction will be compliant with all City guidelines, standards, and requirements.

AUTHORITY: LUC 20.25A, 20.20.010, 20.30F

REVIEWER: Sally Nichols, Land Use

### **E. PRIOR TO ANY CERTIFICATE OF OCCUPANCY: The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with prior to issuance of the Temporary Certificate of Occupancy (TCO):**

#### **39. Street Frontage Improvements**

All street frontage improvements and other required transportation elements, including street light and traffic signal revisions, must be constructed by the applicant and accepted by the Transportation Department Inspector. All existing street light and traffic signal apparatus affected by this development, including traffic controllers, pedestrian signal poles, traffic signal poles, and power sources, must be relocated as necessary. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the city requires a delay. Specific requirements include but are not limited to the following:

- a) Driveway and roadway widths and approaches must be constructed in accordance with the approved civil engineering plans.
- b) Landings on sloping approaches are not to exceed a grade of 10% for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- c) Streetlights shall be located per the approved streetlight plan and street trees shall have the required spacing from the streetlights in order to achieve the required on-street lighting levels.
- d) Traffic signal poles, signs and equipment shall be located per the approved traffic signal plan.
- e) Fixed objects shall be at least ten feet from any driveway edge, as defined by Point A in standard drawing DT-100-1, and at least three feet behind the face of curb, unless the Transportation Department approves less space.
- f) Public sidewalks, ramps, crosswalks and pedestrian pushbuttons shall be ADA compliant.

- g) Street and sidewalk improvements shall have an acceptable cross slope and shall have adequate provisions for drainage.
- h) Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
- i) Required traffic signs, markings, c-curb and other traffic controls shall be installed.
- j) Vehicle and pedestrian sight distance shall be provided per BCC 14.60.240 and 14.60.241. Vertical as well as horizontal line of sight and all fixed objects, structures, and mature landscaping must be considered when checking for sight distance.

AUTHORITY: BCC 14.60.090, 110, 120, 150, 181, 190, 200, 210, 240, 241; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings.

REVIEWER: Abdy Farid, Transportation

#### **40. Pavement Restoration**

Pavement restoration associated with street frontage improvements, utility installation, or to repair damaged street surfaces shall be provided as follows. On 110<sup>th</sup> Avenue NE any trenching or construction-related street damage may require half street or full street grind and overlay. The exact extent of the pavement restoration will be determined in the Right of Way Use Permit for the development.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #23

REVIEWER: Tim Stever, Transportation/Right-of-Way

#### **41. Implement the Transportation Management Program**

A Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080 and specified in the required TMP agreement (see Condition of Approval above) must be implemented and accepted by the Transportation Department.

AUTHORITY: BCC 14.60.070, 14.60.080

REVIEWER: Abdy Farid, Transportation

#### **Attachments:**

- A. Design Review Submittal Drawings
- B. SEPA Checklist
- C. Vehicular Through-Block Connector Agreement
- D. Certificate of Concurrence

## ATTACHMENT A – PROJECT DRAWINGS

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

[illegible]

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designe</b>
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PROJ. NO.: **101436.00**

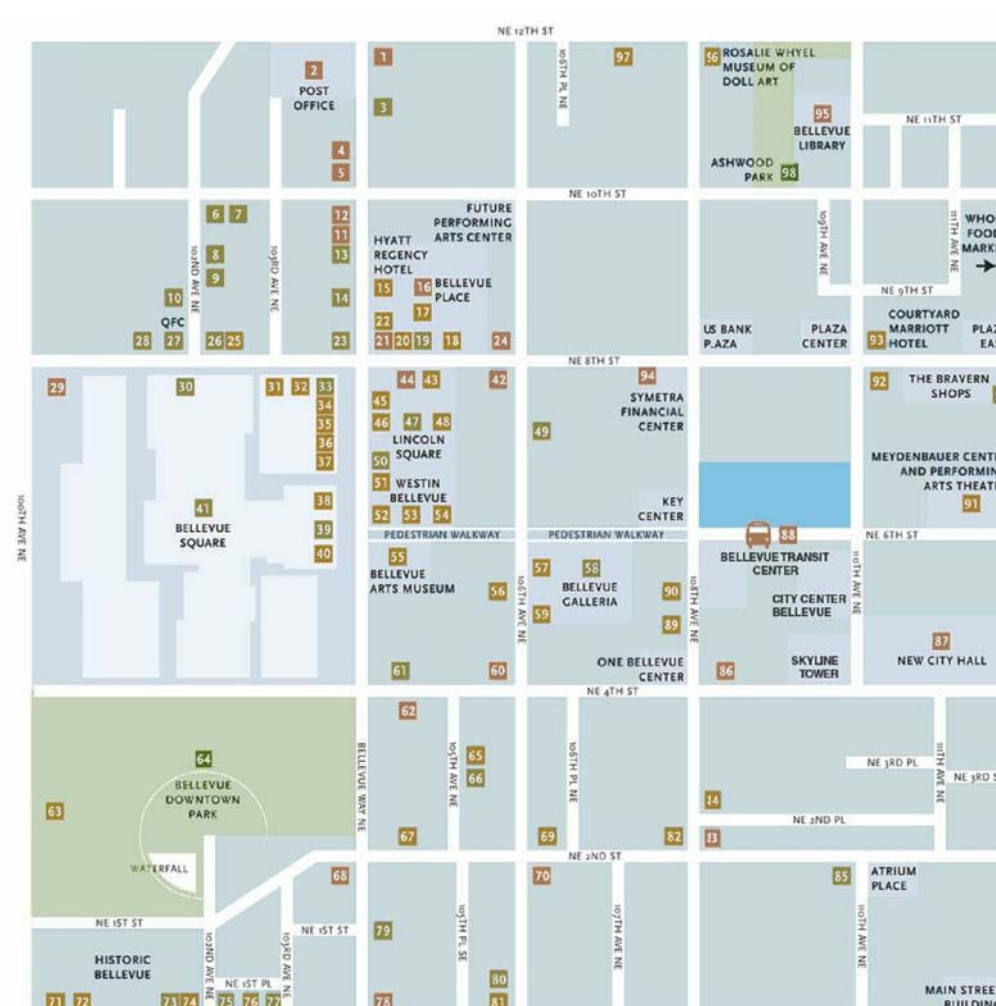
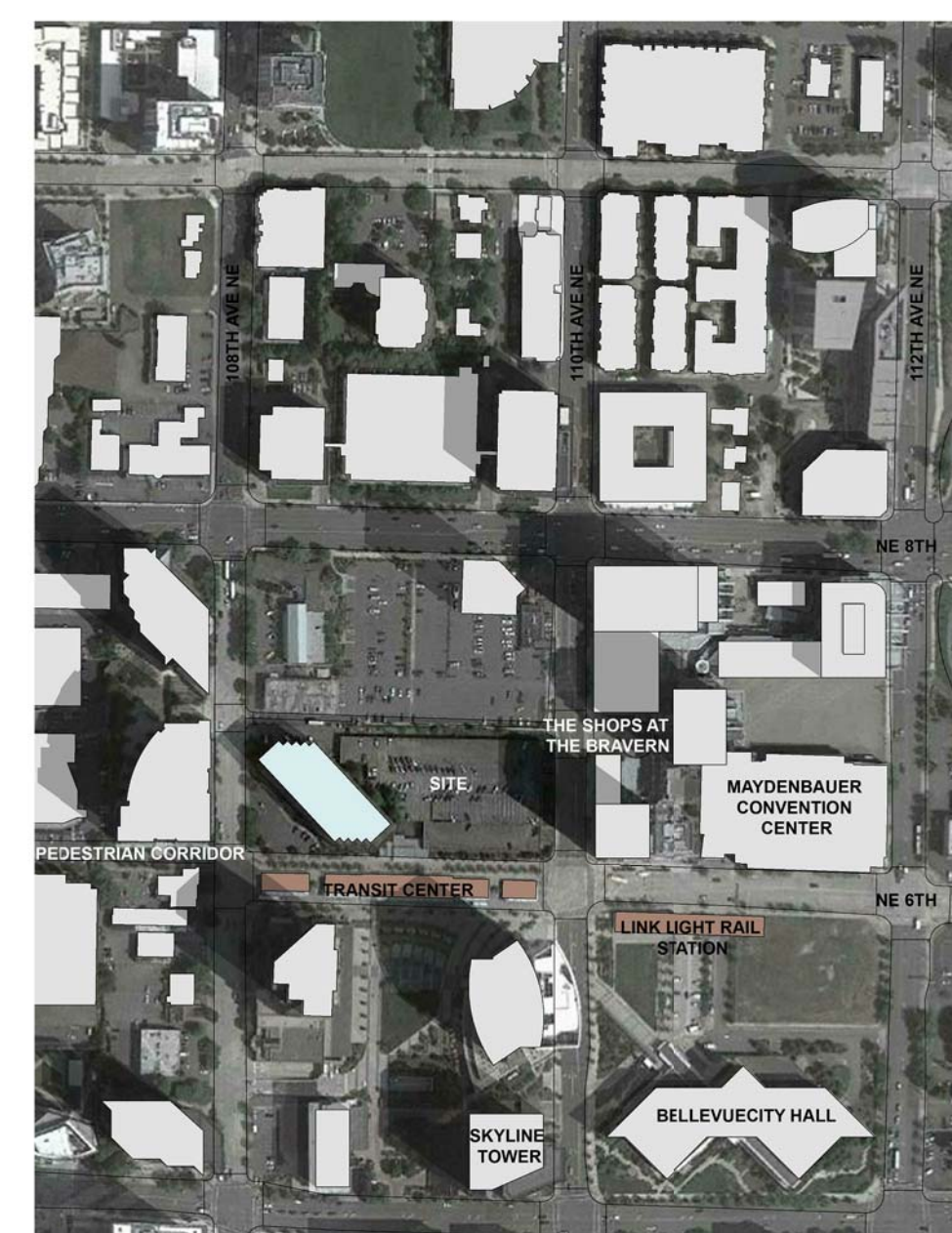
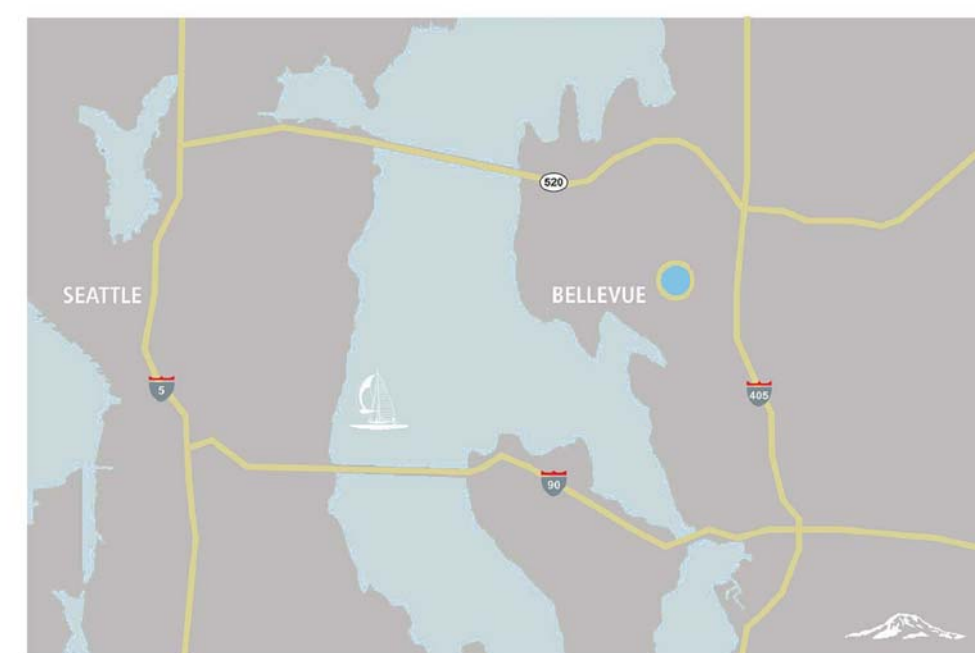
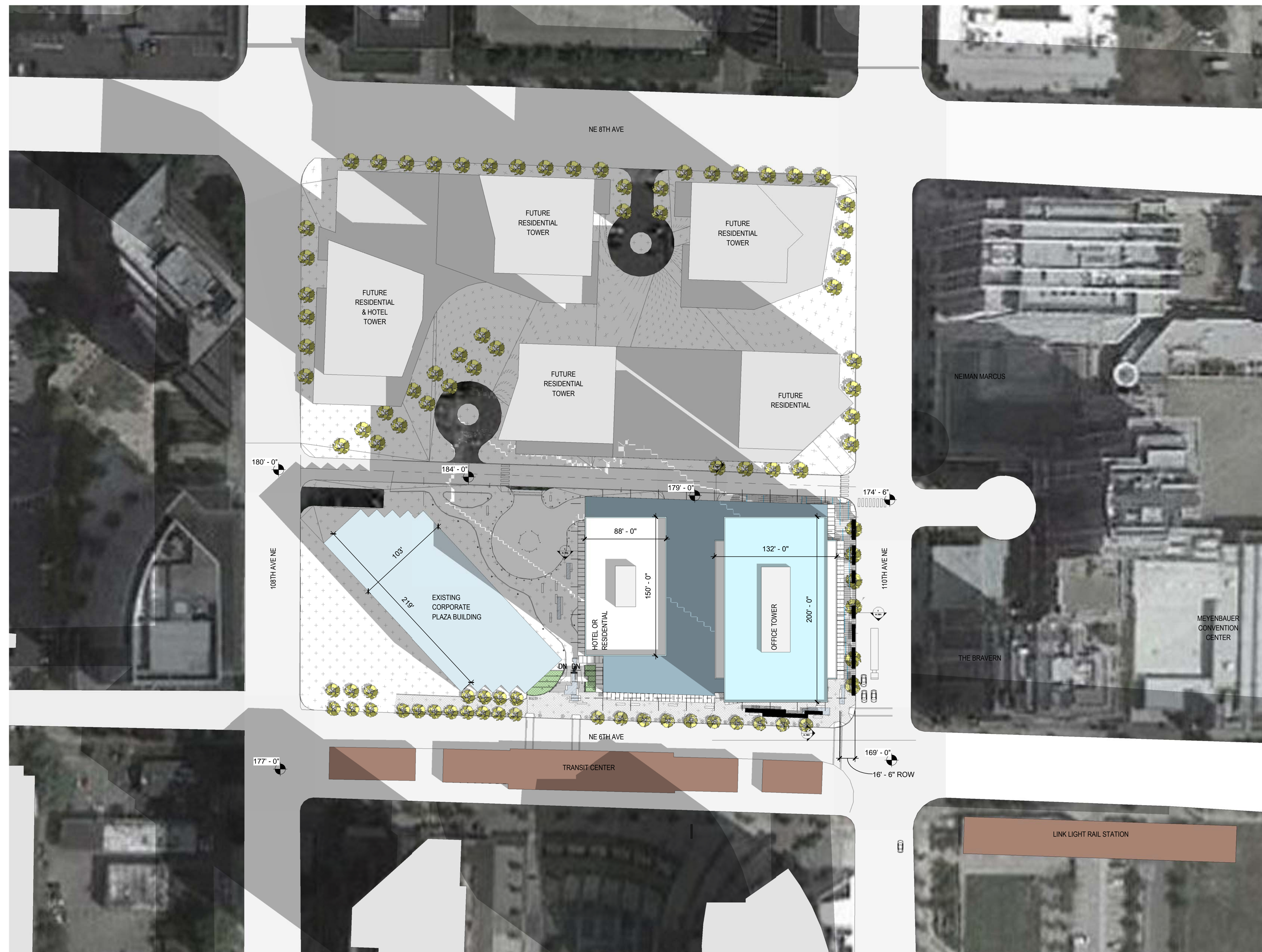
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DWG

## ARCHITECTURAL SITE PLAN

DWG.

AS-101

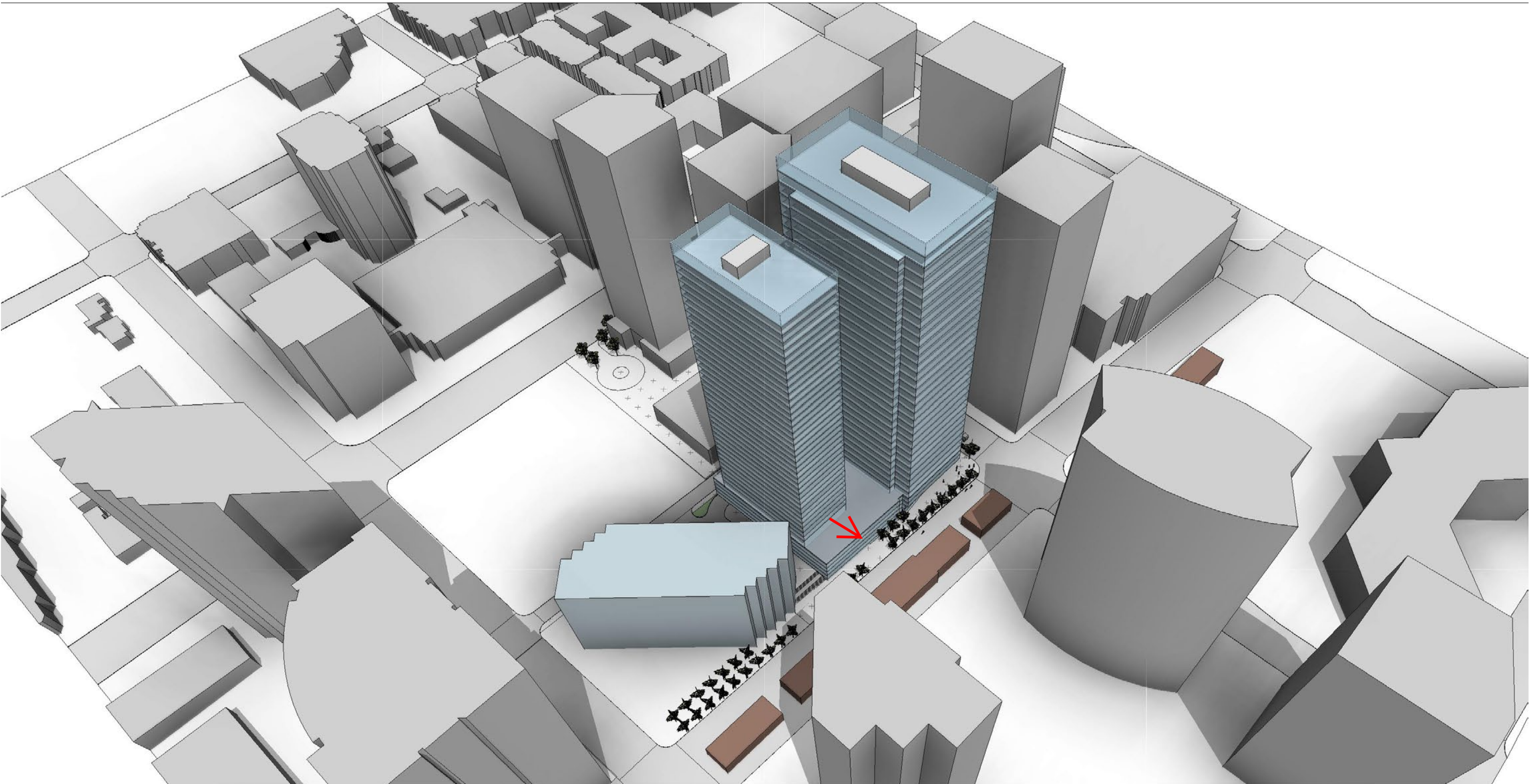
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## VICINITY MAP

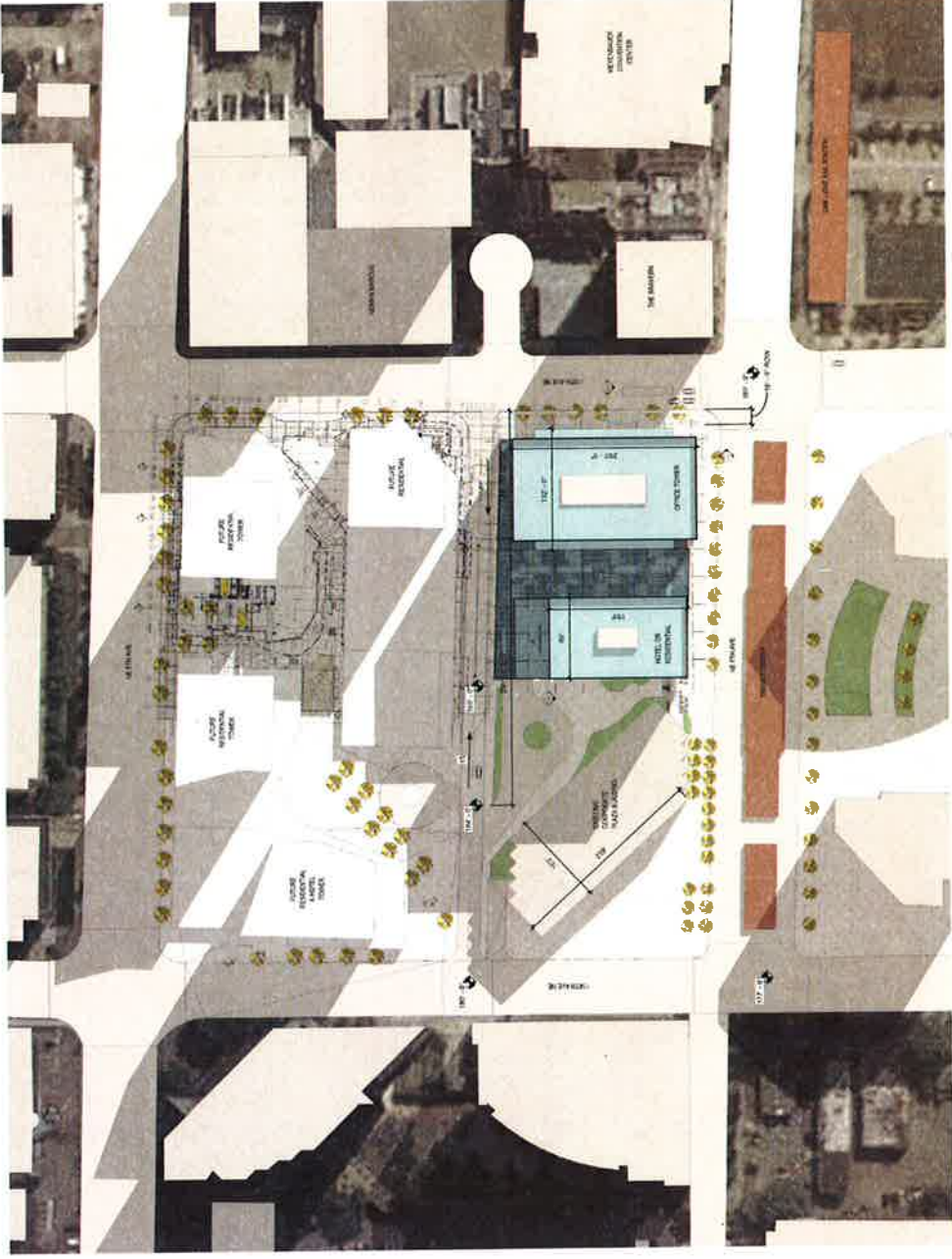
① ARCHITECTURAL SITE PLAN  
1" = 60'-0"

# BELLEVUE 600

AERIAL PERSPECTIVE WITH INTERNATIONAL PLAZA PHASE 1 SHOWING







SUMMER SOLSTICE 11 AM





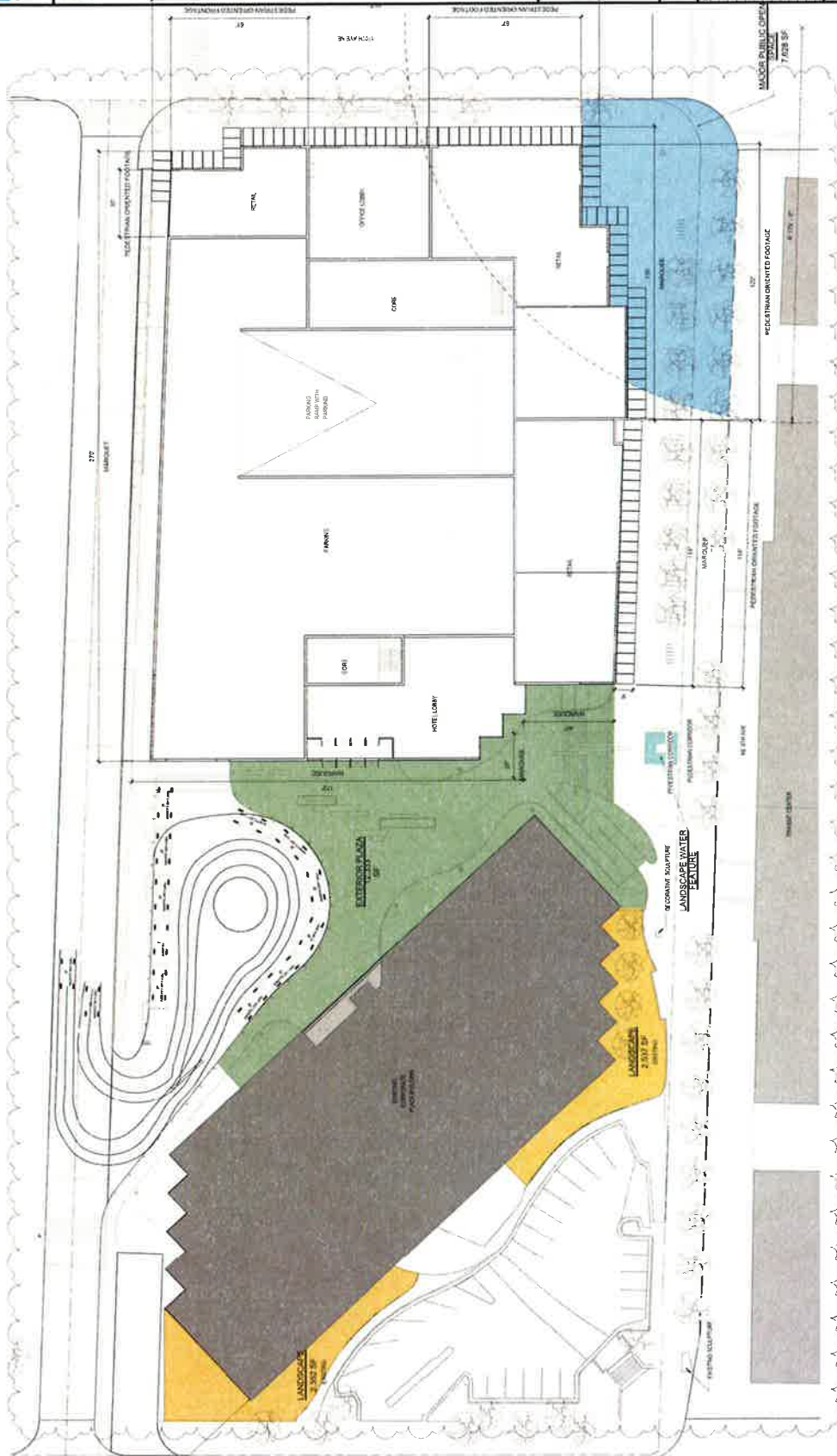
WINTER SOLSTICE 11 AM

[illegible]

2	3/6/2014	Received 1
Designs by	Author	Designer
INCL NO	101436.00	
DATE	12/20/15	

### AMENITIES DIAGRAM

A-001



### AMENITIES DIAGRAM LEGEND

- EXTERIOR PLAZA  
LANDSCAPE  
LANDSCAPE WATER FEATURE  
MAJOR PUBLIC OPEN SPACE

\*SEE-100 FOR LIGHTING KEY



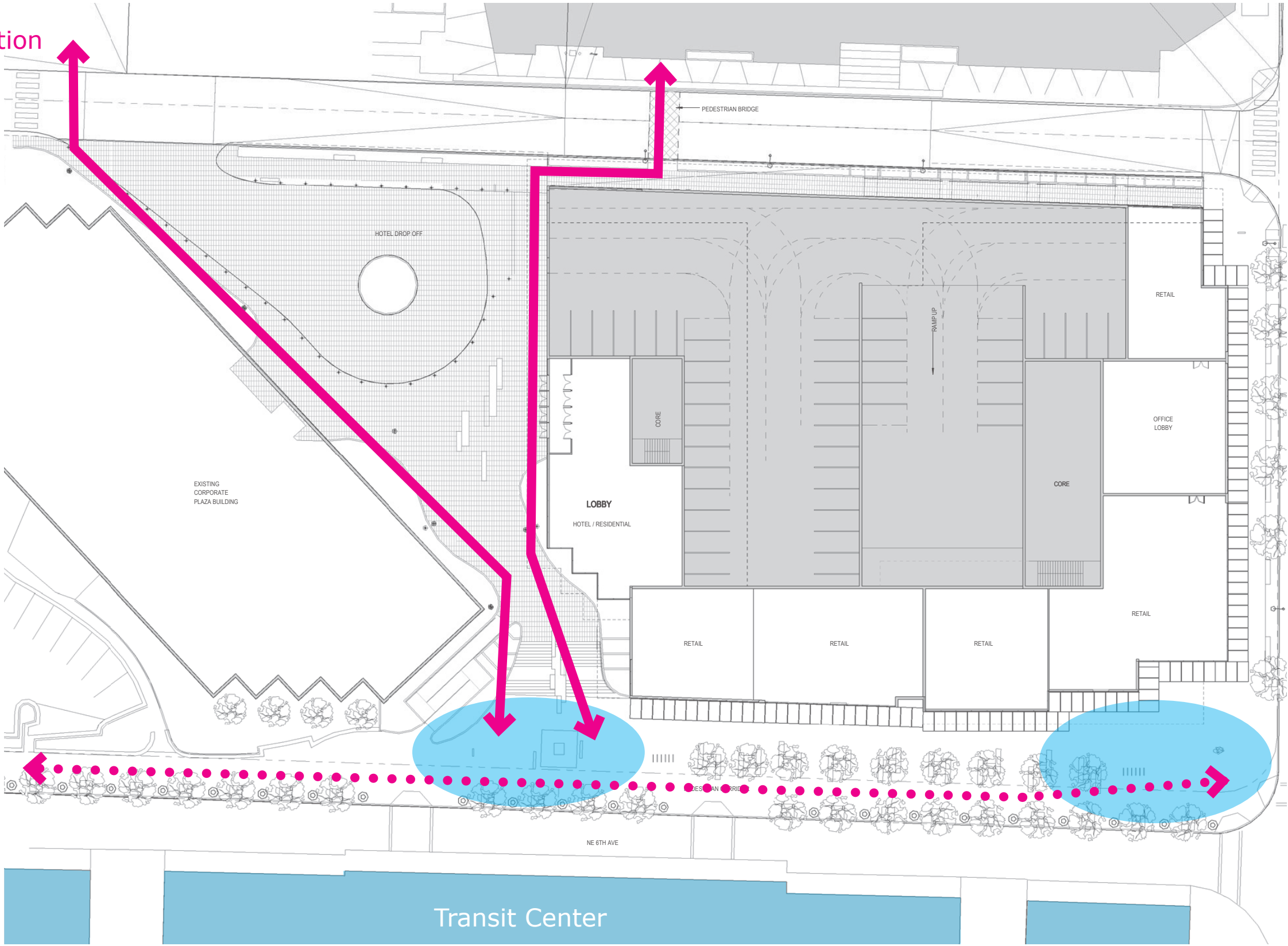




Cross Block Connection

Pedestrian Corridor

Major Public Open Space



Site Circulation Diagram



View From South West

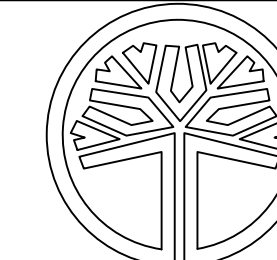


View From South

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

Master  
Development  
Plan



STATE OF  
WASHINGTON  
REGISTERED  
LANDSCAPE ARCHITECT  
*Mark Tilbe*  
MARK TILBE  
CERTIFICATE NO. 960  
EXPIRES MARCH 2, 2010

December 2015

[illegible]

DRAWN BY:	PROJ. ARCH.:
<b>Author</b>	<b>Designer</b>

PROJ. NO.:	101436.00
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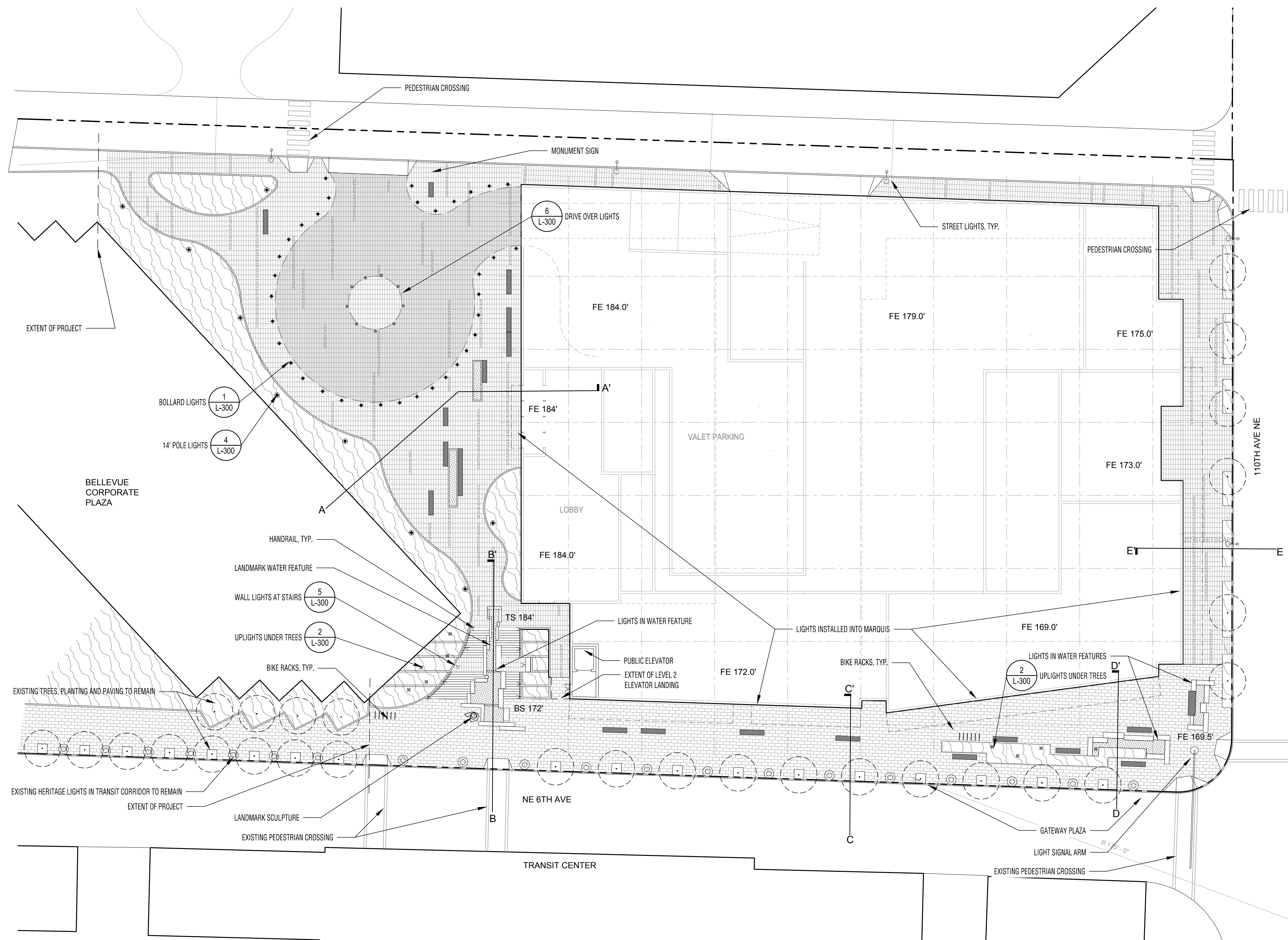
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DWG

## LANDSCAPE PLAN

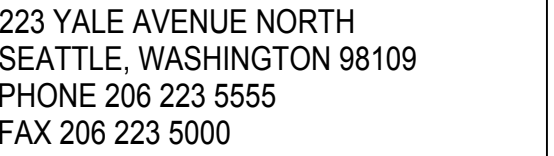
DWG.

**L-100**



① LANDSCAPE PLAN  
1" = 20'-0"





**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:



# Bellevue 600

500 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan



December 2015

[illegible]

DRAWN BY:	PROJ. ARCH.:
<b>MGS</b>	<b>MT</b>

PROJ. NO.: **101436.00**

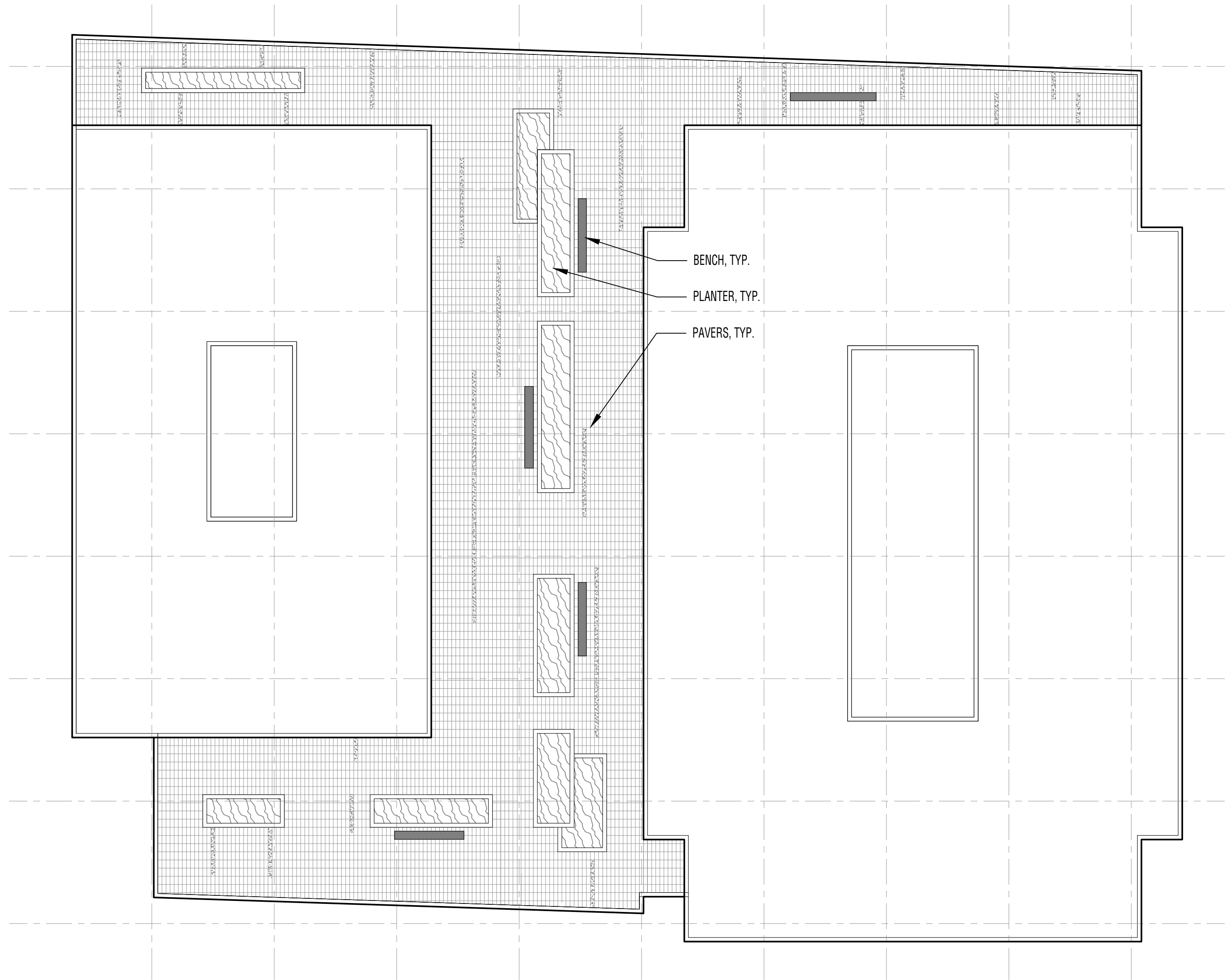
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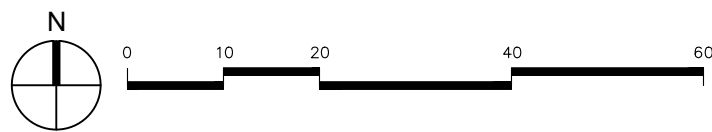
## LANDSCAPE PLAN-LEVEL 5

DWG.

## L-101



① LANDSCAPE PLAN- LEVEL 5  
1" = 20'-0"



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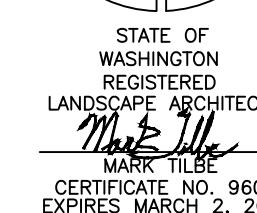
LANDSCAPE ARCHITECT:



## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

Master  
Development  
Plan



December 2015

[illegible]

1	09/09/16	REVISION 1
DRAWN BY: <b>MGS</b>		PROJ. ARCH.: <b>MT</b>

PROJ. NO.:	101436.00
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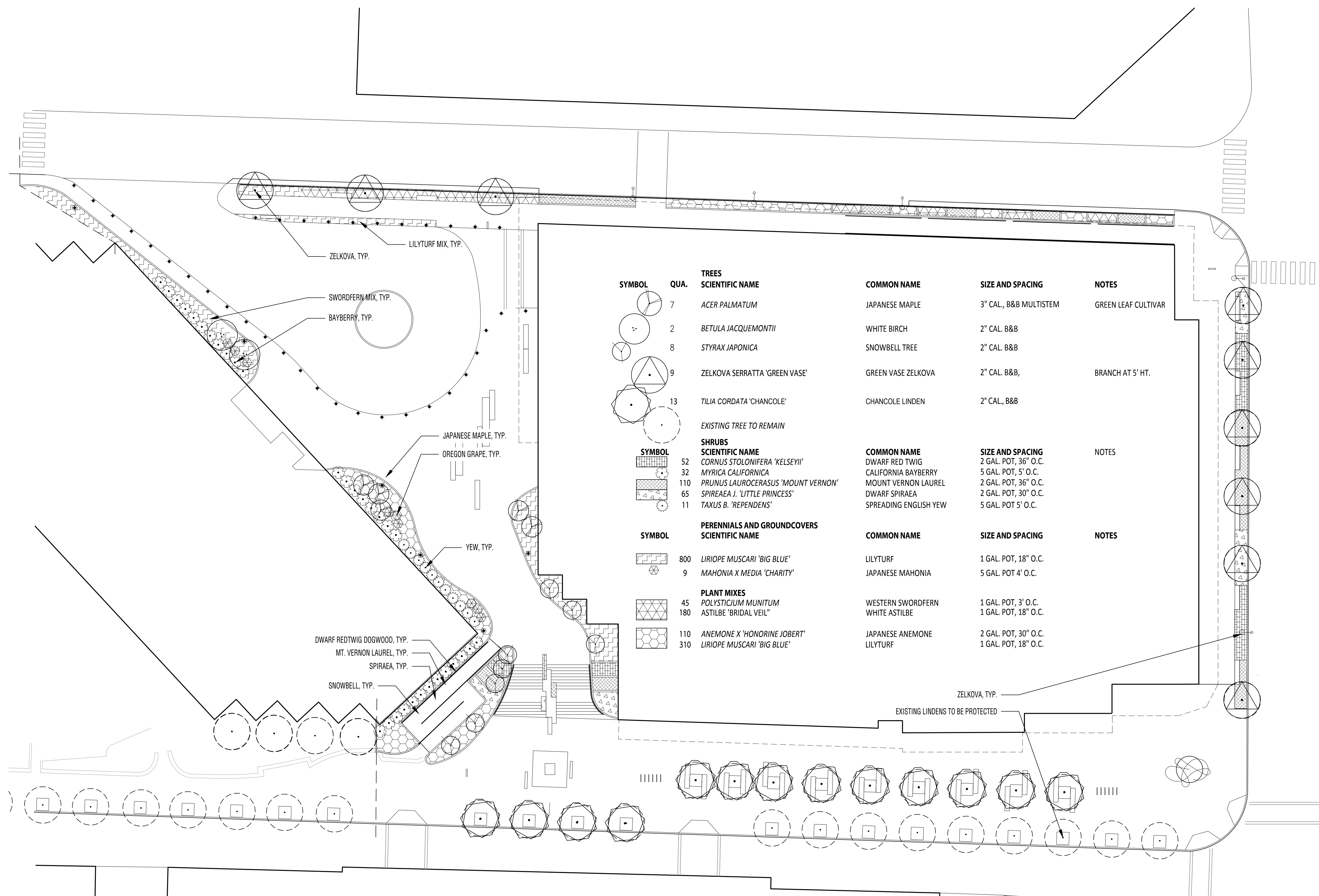
DATE: 11/17/15

DWG

## PLANTING PLAN

DWG

**L-200**



① PLANTING PLAN  
1" = 20'-0"

223 YALE AVENUE NORTH  
SEATTLE, WASHINGTON 98109  
PHONE 206 223 5555  
FAX 206 223 5000

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:



600 108TH AVE NE  
BELLEVUE, WA

STATE OF  
WASHINGTON  
REGISTERED  
LANDSCAPE ARCHITECT  
*Mark Tilbe*  
MARK TILBE  
CERTIFICATE NO. 960  
EXPIRES MARCH 2, 2017

December 2015

[illegible]

DRAWN BY: <b>MGS</b>	PROJ. ARCH.: <b>MT</b>
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PROJ. NO.: **101436.00**

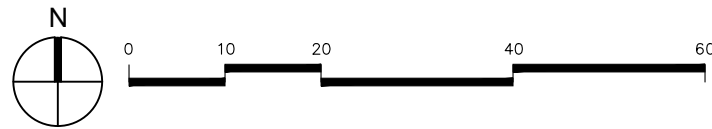
DATE: **11/17/15**

DWG.

# PLANTING PLAN- LEVEL 5

DWG.

# L-201



① PLANTING PLAN- LEVEL 5  
1" = 20'-0"

## 1

2

Lamp		A	B	C
2380 LED	ADA 12W LED	11.3%	4%	3%

⑤ WALL LIGHT

## 3



Single 60° port						
	Lamp		A	B	C	D
<b>8671 LED</b>	1.1 W LED	24 V DC	4 3/4"	3 1/2"	3 3/4"	1 1/8"

Remote driver required

⑥ DRIVE-OVER LIGHT

## 3

Foodlights with mounting canopy

	Lamp	P	Lumen	A	B	C	D	
7505	1 35W T4 GY6.95 12V 35°	600	23%	57%	93%	23%		246 115 116 117 200 213

③ SIGN LIGHT

## LE

Symmetrical				
	Lamp	A	B	C
<b>9401 LED</b>	21.8W LED	11%	3%	16

④ POLE LIGHT

○

	Lamp	Lumen	A	B	Accessories
<b>8137 P</b>	1 13 W CF quad-4p	900	5/8"	21 1/4"	Kit

① BOLLARD LIGHT



## ② TREE UPLIGHTS



600 108TH AVE N  
BELLEVUE, WA

STATE OF  
WASHINGTON  
REGISTERED  
LANDSCAPE ARCHITECT  
*Mark Tilbe*  
MARK TILBE  
CERTIFICATE NO. 960  
EXPIRES MARCH 2, 201

December 2015

[illegible]

1	08/12/16	REVISION 1
DRAWN BY: <b>MGS</b>		PROJ. ARCH.: <b>MT</b>

PROJ. NO.:	101436.00
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DATE: 11/17/15

DWG.

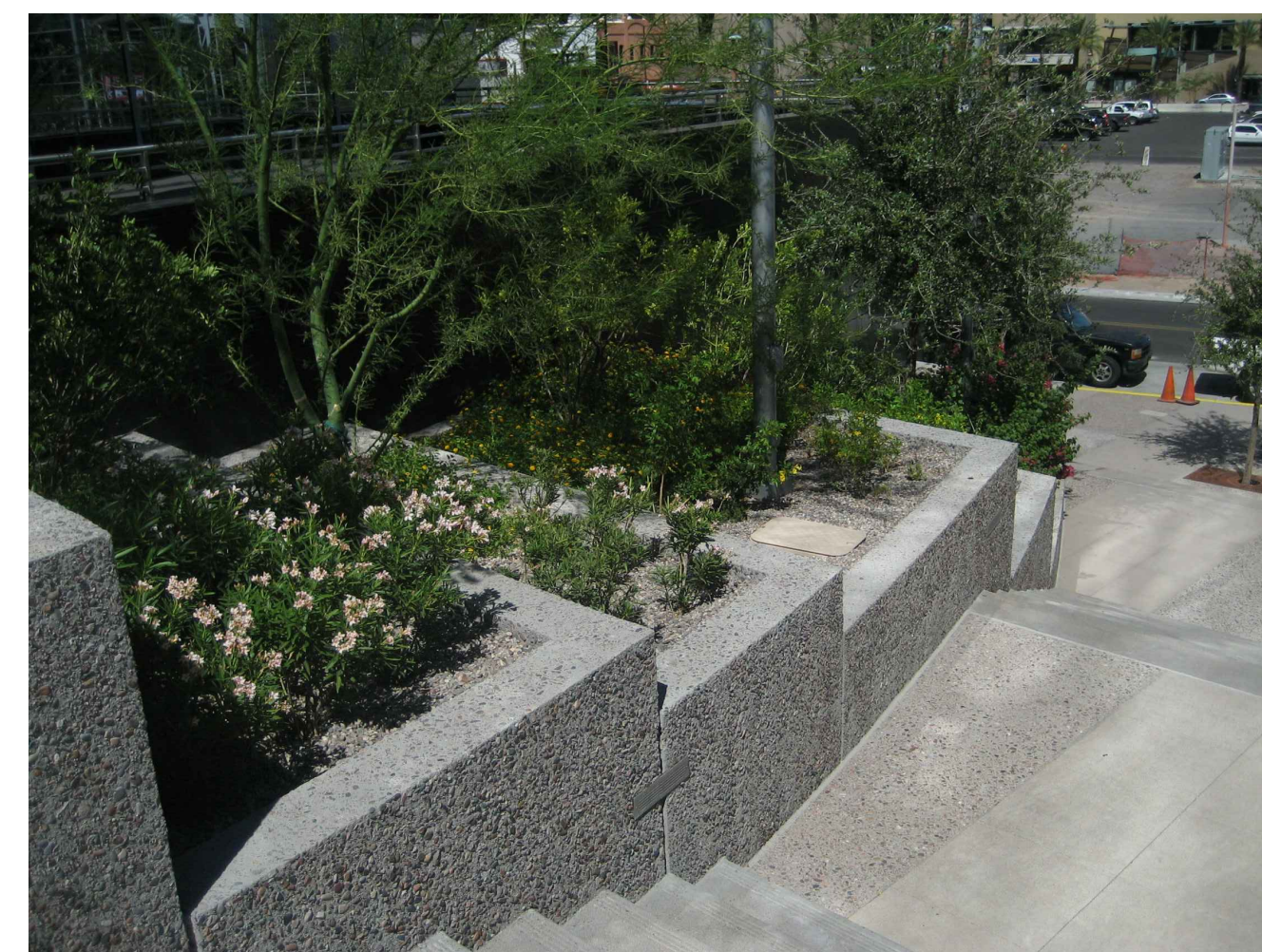
## LANDSCAPE SECTIONS

DWG.

**L-400**



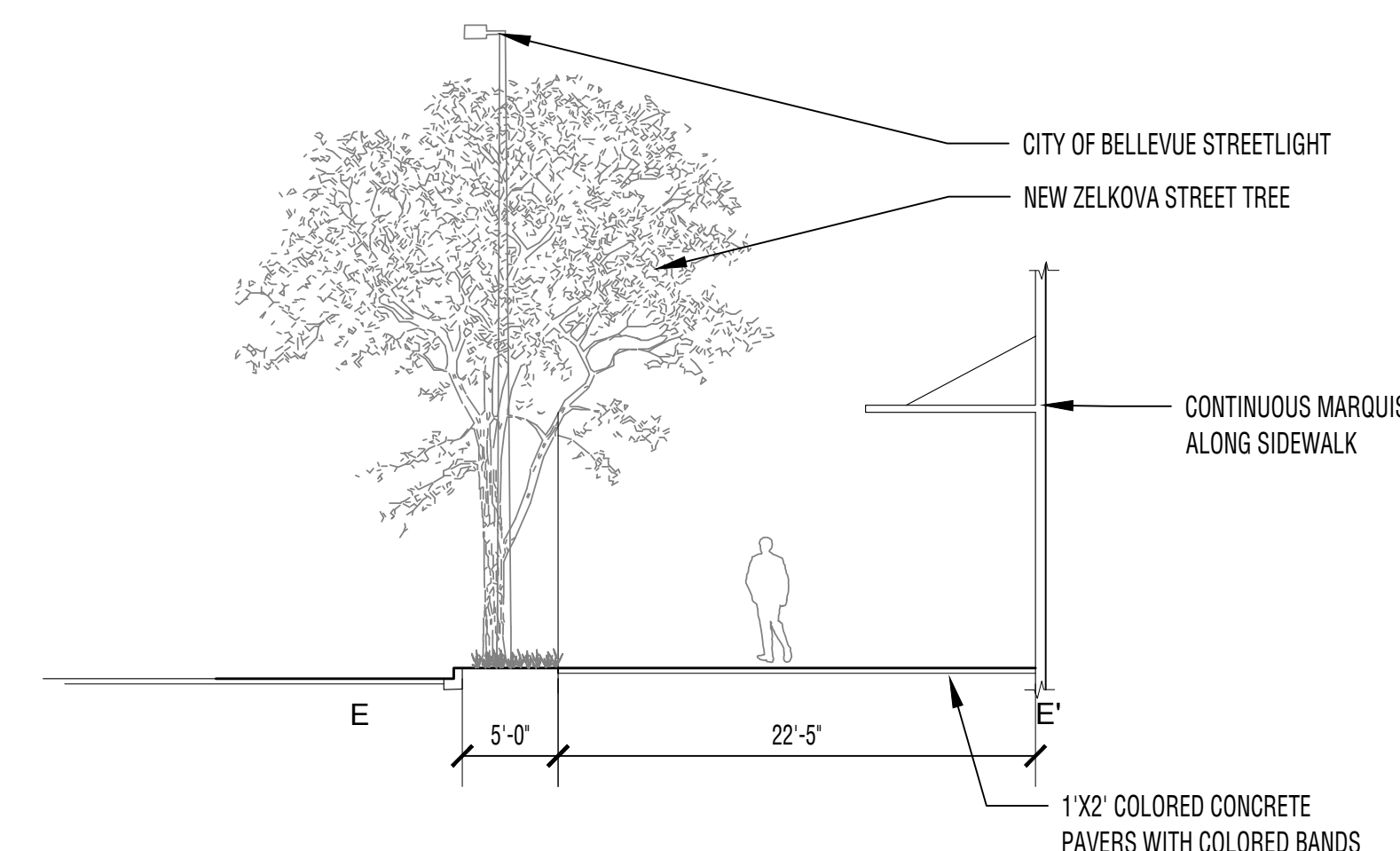
LANDMARK SCULPTURE CHARACTER IMAGE



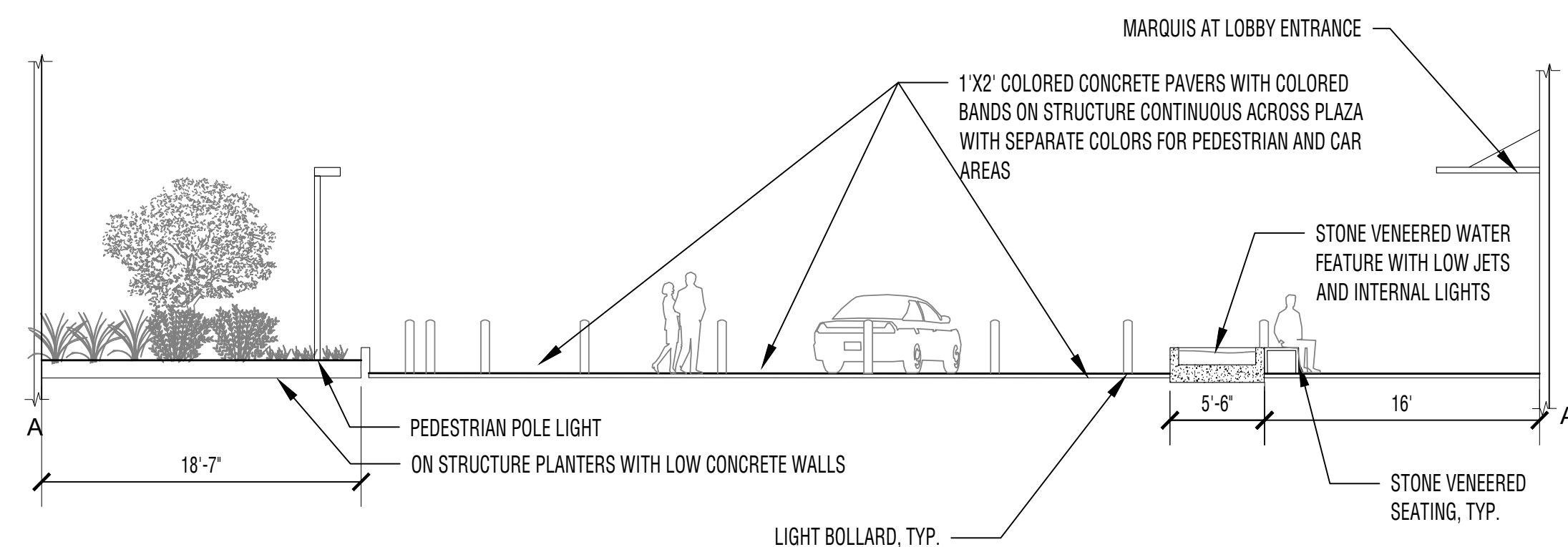
STEPPED PLANTER CHARACTER IMAGE



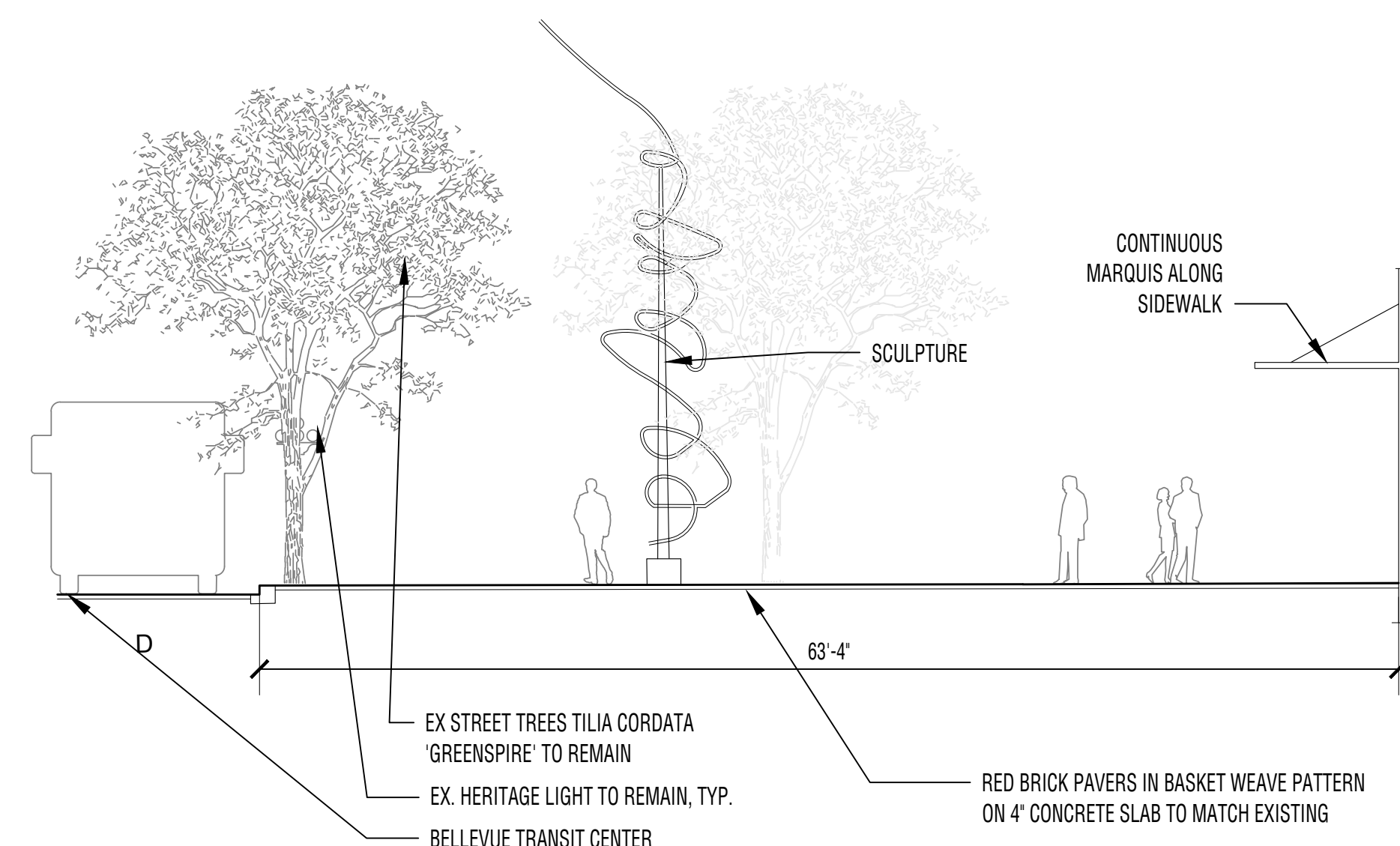
### STONE SEATING CHARACTER IMAGE



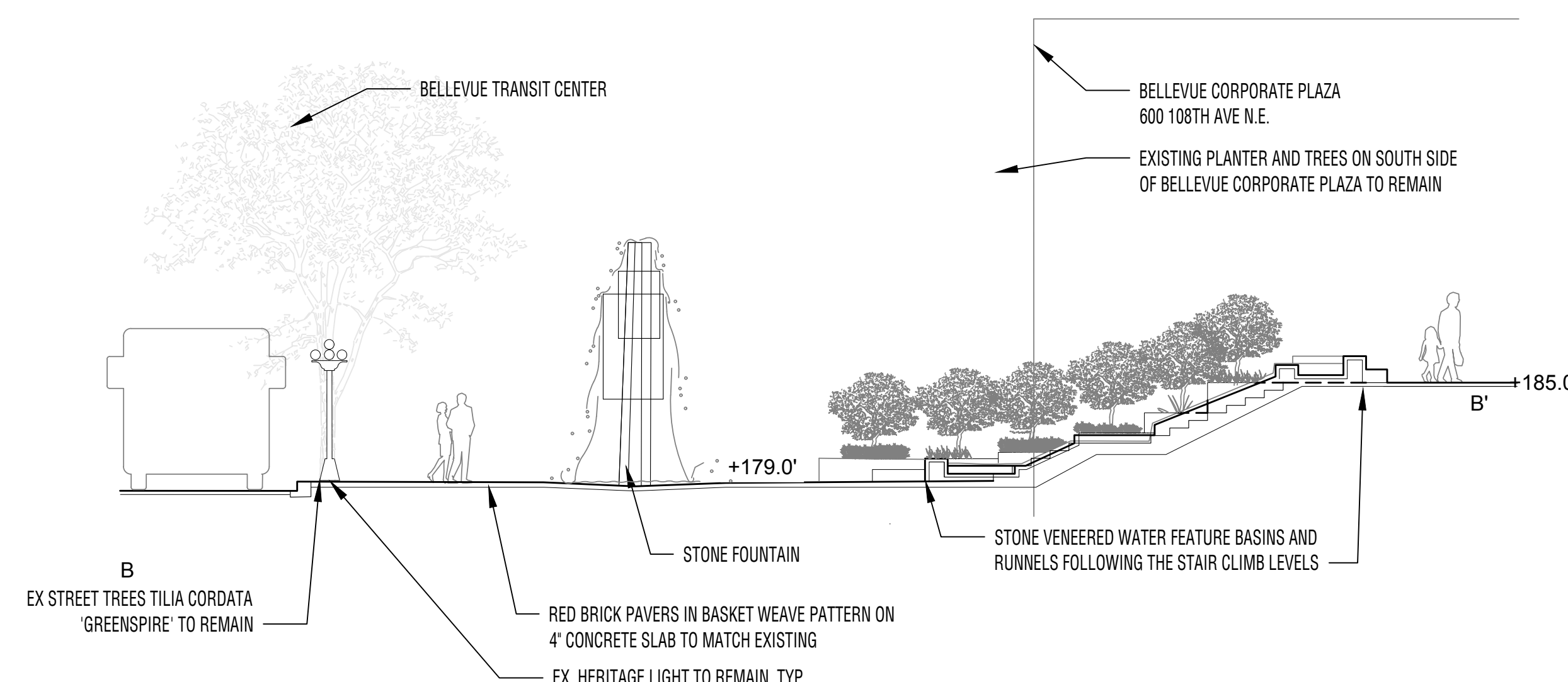
110TH SIDEWALK SECTION  
1/8"=1'-0"



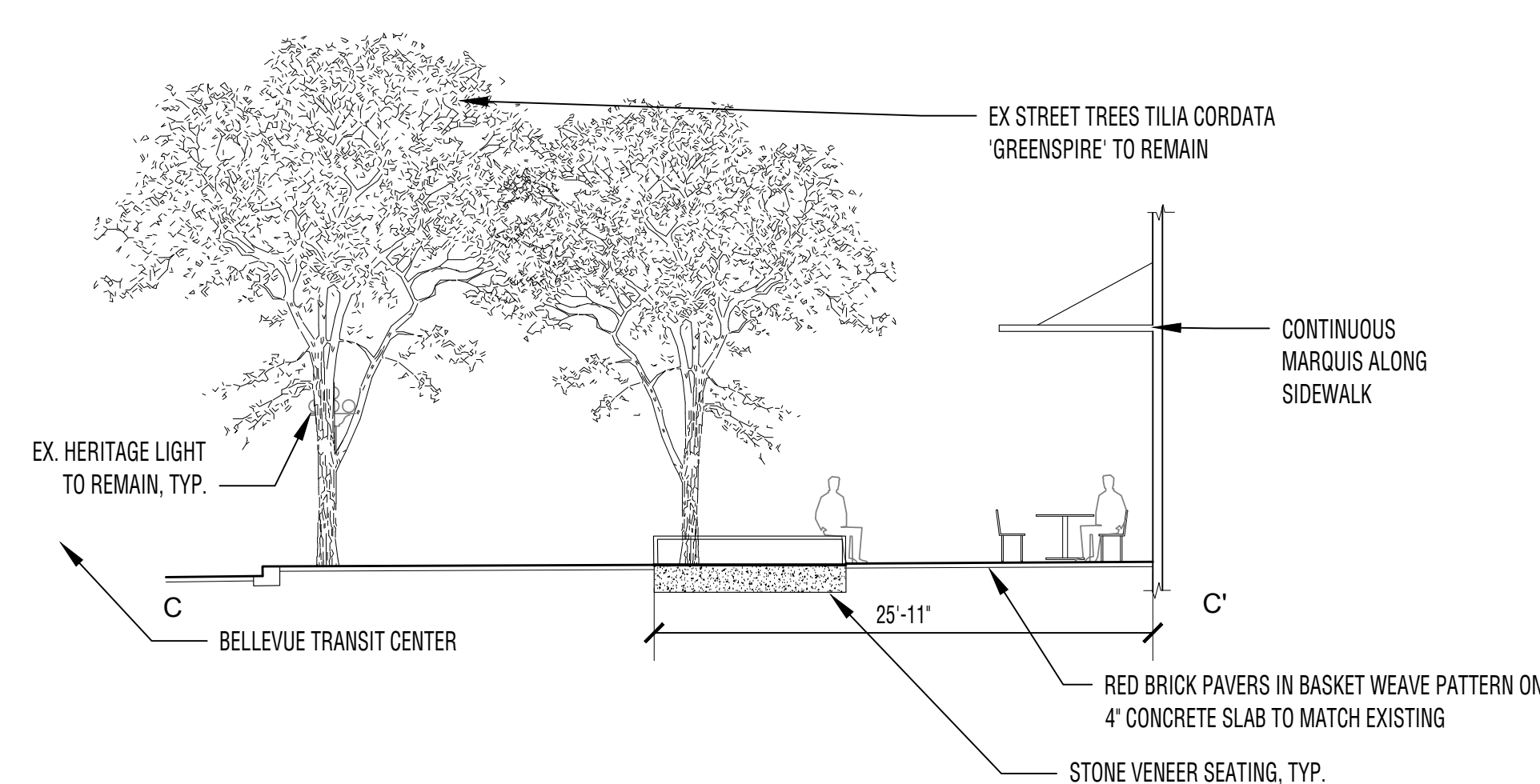
(A) HOTEL PLAZA SECTION  
1/8"=1'-0"



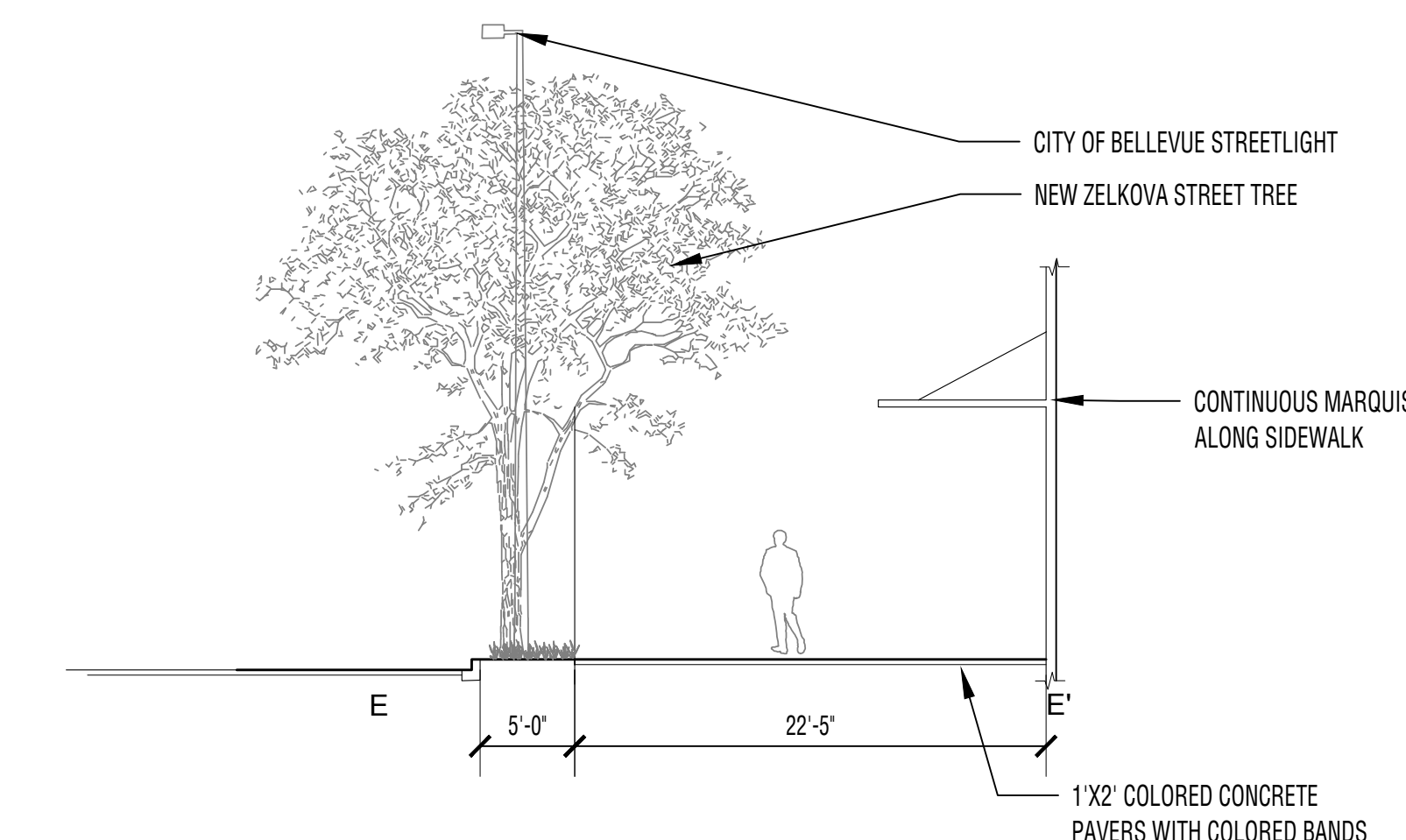
④ GATEWAY PLAZA SECTION  
1/8"=1'-0"



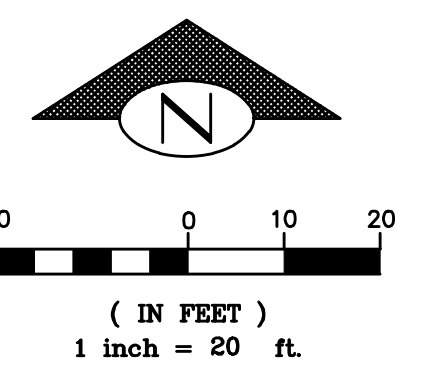
Ⓑ STAIR WATER FEATURE SECTION  
1/8"=1'-0"



© 6TH AVE SIDEWALK SECTION  
1/8"=1'-0"



110TH SIDEWALK SECTION  
1/8"=1'-0"



# LEGEND

BIRD	ASPHALT (ASPH)
BOLLARD	BOLLARD
BRICK SURFACE	BRICK SURFACE
BUILDING LINE	BUILDING LINE
BUILDING CORNER	BUILDING CORNER
BUR	BURR HOLE
CATCH BASIN (CB)	CANOPY
CONCRETE SURFACE	CONCRETE SURFACE
CONCRETE/BRICK WALK	CONCRETE/BRICK WALK
CONCRETE/RETAINING WALL	CONCRETE/RETAINING WALL
CONCRETE/EXTRUDED CURB	CONCRETE/EXTRUDED CURB
CONCRETE/IRON PIPE	CONCRETE/IRON PIPE
CHAIN LINK FENCE (CLF)	CHAIN LINK FENCE (CLF)
COLUMN	COLUMN
CENTERLINE/MONUMENT LINE	CENTERLINE/MONUMENT LINE
CONCRETE/WOOD STAIRS	CONCRETE/WOOD STAIRS
H/C PARKING SPACE	H/C PARKING SPACE
CONCRETE/TOP DRIVEWAY	CONCRETE/TOP DRIVEWAY
DEODOROUS TRUNT	DEODOROUS TRUNT
DRIVEWAY	DRIVEWAY
ELECTRICAL CONDUIT	ELECTRICAL CONDUIT
ELECTRICAL DUCT	ELECTRICAL DUCT
ELECTRICAL HANDLE	ELECTRICAL HANDLE
ELECTRICAL MANHOLE	ELECTRICAL MANHOLE
ELECTRICAL METER	ELECTRICAL METER
ELECTRICAL VALVE/TRANSFORMER	ELECTRICAL VALVE/TRANSFORMER
FOUND SURVEY MONUMENT (AS NOTED)	FOUND SURVEY MONUMENT (AS NOTED)
FIRE HYDRANT	FIRE HYDRANT
FIBER OPTIC CABLE	FIBER OPTIC CABLE
FIBER OPTIC MANHOLE	FIBER OPTIC MANHOLE
FINISH FLOOR ELEVATION	FINISH FLOOR ELEVATION
GRADE BRACK	GRADE BRACK
GAS MAIN	GAS MAIN
GAS METER	GAS METER
GAS VALVE	GAS VALVE
GAS VAULT	GAS VAULT
HANDRAIL	HANDRAIL
IRRIGATION CONTROL BOX	IRRIGATION CONTROL BOX
IRRIGATION VALVE	IRRIGATION VALVE
INVERT ELEVATION	INVERT ELEVATION
LIGHT POLE (WOOD)	LIGHT POLE (WOOD)
LIGHT POLE (DECORATIVE)	LIGHT POLE (DECORATIVE)
LANDSCAPE PLANTER	LANDSCAPE PLANTER
MANHOLE	MANHOLE
MONITOR WELL	MONITOR WELL
OVERHEAD POWER/TELEPHONE	OVERHEAD POWER/TELEPHONE
OVERHEAD CABLE/RAIL (TROLLEY)	OVERHEAD CABLE/RAIL (TROLLEY)
PARKING SPACE(S)	PARKING SPACE(S)
PROPERTY LINE (S)	PROPERTY LINE (S)
PAINTED UTILITY LOCATION	PAINTED UTILITY LOCATION
PARKING PAY STATION	PARKING PAY STATION
COMBINED SANITARY SEWER	COMBINED SANITARY SEWER
STORM DRAIN	STORM DRAIN
PRIVATE CATCH BASIN	PRIVATE CATCH BASIN
PEDESTRIAN PUSH BUTTON (PPB)	PEDESTRIAN PUSH BUTTON (PPB)
RECORD DATA	RECORD DATA
ROOF ELEVATION	ROOF ELEVATION
SIDEWALK CITY LIGHT STAND	SIDEWALK CITY LIGHT STAND
SEWER DRAIN (HOLE)	SEWER DRAIN (HOLE)
CLEANOUT	CLEANOUT
STEAM LINE/VAULT	STEAM LINE/VAULT
SANITARY SIDE SEWER (RECORD)	SANITARY SIDE SEWER (RECORD)
SOFT-SURFACE NAME SIGN	SOFT-SURFACE NAME SIGN
TRAFFIC CONTROL/STREET LIGHT HANDLAGE	TRAFFIC CONTROL/STREET LIGHT HANDLAGE
TRAFFIC CONTROL/CABINET (TRSCC)	TRAFFIC CONTROL/CABINET (TRSCC)
TELEPHONE DUCT	TELEPHONE DUCT
TELEPHONE VAULT	TELEPHONE VAULT
TELEPHONE MANHOLE	TELEPHONE MANHOLE
TELEPHONE SIGN	TELEPHONE SIGN
TRAFFIC FLOW DIRECTION	TRAFFIC FLOW DIRECTION
TRAFFIC DETECTOR LOOP (BURIED)	TRAFFIC DETECTOR LOOP (BURIED)
TRANSFORMER ON POLE	TRANSFORMER ON POLE
UTILITY POLE (WOOD)	UTILITY POLE (WOOD)
WATER VAULT	WATER VAULT
WATER MAIN	WATER MAIN
WATER METER	WATER METER
WATER VALVE	WATER VALVE
WATER GATE VALVE/CHAMBER	WATER GATE VALVE/CHAMBER
YARD LIGHT	YARD LIGHT

PARCEL A, BELLEVUE PLANT CENTER RECTOR SERVICES BUILDING BINDING SITE. PAGES 25 THROUGH 29, INCLOSURE, IN KING COUNTY, WASHINGTON.

THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN, FURNISHED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. 73-7730-WA DATED JANUARY 19, 2016. THIS EASEMENTS SHOWN, HAD NO BEARING RELATE TO THIS COMMITMENT.

NOTE: EASEMENTS CROSED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR IDENTIFIED.

ITEM: REPORT SCHEDULED B EXCEPTIONS:  
ITEMS CIRCLED ARE SHOWN ON MAP.

1) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: JUNE 8, 1964 UNDER RECORDING NO. 5746131  
IN FAVOR OF:  
PACIFIC NORTHWEST BELL TELEPHONE COMPANY  
FOR: TO CONSTRUCT, RECONSTRUCT, OPERATE, INSPECT, MAINTAIN OR REMOVE LINES OF TELEPHONE AND TELEGRAPH, OR OTHER SIGNAL OR COMMUNICATION CIRCUITS, CONSISTING OF SUCH UNDERGROUND CONDUITS, CABLES, MANHOLES, AND OTHER MARKERS, FIXTURES AND APPURTENANCES  
AS DESCRIBED THEREIN.

2) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: JUNE 8, 1964 UNDER RECORDING NO. 5746132  
IN FAVOR OF:  
PACIFIC NORTHWEST BELL TELEPHONE COMPANY  
FOR: TO CONSTRUCT, RECONSTRUCT, OPERATE, INSPECT, MAINTAIN OR REMOVE LINES OF TELEPHONE AND TELEGRAPH, OR OTHER SIGNAL OR COMMUNICATION CIRCUITS, CONSISTING OF SUCH UNDERGROUND CONDUITS, CABLES, MANHOLES, AND OTHER MARKERS, FIXTURES AND APPURTENANCES  
AS DESCRIBED THEREIN.

3) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: JUNE 8, 1964 UNDER RECORDING NO. 5746133  
IN FAVOR OF:  
PACIFIC NORTHWEST BELL TELEPHONE COMPANY  
FOR: TO CONSTRUCT, RECONSTRUCT, OPERATE, INSPECT, MAINTAIN OR REMOVE LINES OF TELEPHONE AND TELEGRAPH, OR OTHER SIGNAL OR COMMUNICATION CIRCUITS, CONSISTING OF SUCH UNDERGROUND CONDUITS, CABLES, MANHOLES, AND OTHER MARKERS, FIXTURES AND APPURTENANCES  
AS DESCRIBED THEREIN.

4) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: FEBRUARY 9, 1965 UNDER RECORDING NO. 5842300  
IN FAVOR OF:  
PUGET SOUND POWER & LIGHT COMPANY  
FOR: TO CONSTRUCT, RECONSTRUCT, OPERATE, INSPECT, MAINTAIN OR REMOVE ELECTRIC LINES, INCLUDING UNDERGROUND CONDUITS, CABLES, MANHOLES, VAULTS AND SEMI-BURIED OR GROUNDED ELECTRICAL FACILITIES SUCH AS CONCRETE PADS, TRANSFORMERS AND OTHER NECESSARY OR CONVEY FACILITIES AND EQUIPMENT  
AS DESCRIBED THEREIN.

(8) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: OCTOBER 10, 1989 UNDER RECORDING NO. 6754508  
IN FAVOR OF: PUGET SOUND POWER & LIGHT COMPANY, A WASHINGTON CORPORATION  
AN UNDERGROUND ELECTRIC DISTRIBUTION SYSTEM  
AS DESCRIBED THEREIN.

(10) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: OCTOBER 10, 1989 UNDER RECORDING NO. 6754508  
IN FAVOR OF: PUGET SOUND POWER & LIGHT COMPANY, A WASHINGTON CORPORATION  
AN UNDERGROUND ELECTRIC DISTRIBUTION SYSTEM  
AS DESCRIBED THEREIN.

(11) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: JANUARY 18, 1979 UNDER RECORDING NO. 79011809  
IN FAVOR OF: PACIFIC NORTHWEST BELL TELEPHONE COMPANY  
FOR: TO PLACE, CONSTRUCT, OPERATE AND MAINTAIN, INSPECT, RECONSTRUCT, REPAIR, REPLACE AND KEEP CLEAR UNDERGROUND COMMUNICATION LINES, CONDUITS AND MANHOLES  
AS DESCRIBED THEREIN.

(12) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: JANUARY 18, 1979 UNDER RECORDING NO. 79011809  
IN FAVOR OF: PACIFIC NORTHWEST BELL TELEPHONE COMPANY  
TO PLACE, CONSTRUCT, OPERATE AND MAINTAIN, INSPECT, RECONSTRUCT, REPAIR, REPLACE AND KEEP CLEAR UNDERGROUND COMMUNICATION LINES CONDUITS  
AS DESCRIBED THEREIN.

SAD EASEMENT WAS PARTIALLY RELEASED AS TO THE WEST 5 FEET OF THE 10' FOOT EASEMENT OF THE SUD PREMISES BY INSTRUMENT RECORDED FEBRUARY 24, 1991 UNDER RECORDING NO. 880224008B.

(13) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: NOVEMBER 28, 1979 UNDER RECORDING NO. 7911281  
IN FAVOR OF: PUGET SOUND POWER & LIGHT COMPANY, A WASHINGTON CORPORATION  
AN UNDERGROUND ELECTRIC DISTRIBUTION SYSTEM  
AS DESCRIBED THEREIN.

(14) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:  
RECORDING INFORMATION: DECEMBER 10, 1979 UNDER RECORDING NO. 7912100  
IN FAVOR OF: THE CITY OF BELLEVUE  
FOR: STREET LIGHT AND TRAFFIC CONTROL EQUIPMENT AT THEIR NECESSARY APPOINTANCES  
AS DESCRIBED THEREIN.

AFFECTS:

RECORDING INFORMATION: JANUARY 31, 1986 UNDER RECORDING NO. 060131085  
IN FAVOR OF: CITY OF BELLEVUE METROPOLITAN MUNICIPAL CORPORATION

FOR: ANY INTRUSION OF NOISE, PEDESTRIAN TRAFFIC, DUST,  
LITTER, COOKING FLAMES, OR OTHER OBSTACLES AND AGGROSS  
THE PROPERTY.

AFFECTS: AS DESCRIBED THEREIN.

SURVEYORS NOTE: THIS ITEM IS BLANKET IN NATURE AND NOT PLATABLE

(16) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: OCTOBER 14, 1992 UNDER RECORDING NO. 921014107  
IN FAVOR OF: CITY OF BELLEVUE

FOR: PUBLIC SIDEWALK AND PEDESTRIAN PASSAGES; FOR THE  
CONSTRUCTION, RECONSTRUCTING, INSTALLING, RECONSTRUCTING  
REPAIRING, MAINTAINING AND OPERATING UTILITIES AND LIGHTING  
AND ALL NECESSARY CONNECTIONS AND APPLIANCES THERE TO, AND FOR PURPOSES OF  
INSTALLING, MAINTAINING AND REPLACING STREET LANDSCAPING  
AS DESCRIBED THEREIN.

AFFECTS: AS DESCRIBED THEREIN.

(17) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: OCTOBER 14, 1992 UNDER RECORDING NO. 921014107  
IN FAVOR OF: CITY OF BELLEVUE

FOR: SLOPE

AFFECTS: AS DESCRIBED THEREIN.

18. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT  
ENTITLED "PARKING SPACE AGREEMENT" RECORDED NOVEMBER 12, 1997 AS  
RECORDED NO. 971120219 OF KING COUNTY RECORDS.

SURVEYORS NOTE: THIS ITEM IS BLANKET IN NATURE AND NOT PLATABLE

(19) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: JUNE 26, 2001 UNDER RECORDING NO. 20010626005  
IN FAVOR OF: CENTRAL PUISET SOUND REGIONAL TRANSIT AUTHORITY

FOR: CONSTRUCTION, INSTALLATION, REPAIR AND MAINTENANCE OF  
THE PUISET SOUND ENERGY UNDERGROUND ELECTRICAL  
SYSTEMS AND ASSOCIATED APPARATUS, EQUIPMENT AND ACCESSORIES  
AND THE SIGNALIZATION CONDUITS, WIRING, CONTROL CABINET AND ASSOCIATED APPARATUS  
AS DESCRIBED THEREIN.

AFFECTS: AS DESCRIBED THEREIN.

A DOCUMENT RECORDED FEBRUARY 10, 2010 AS RECORDING NO. 2010021000150  
OF OFFICIAL RECORDS PROVIDES THAT THE INTEREST OF THE EASEMOR HOLDER  
HEREIN HAS BEEN TRANSFERRED TO THE STATE OF WASHINGTON CORPORAION OF THE  
STATE OF WASHINGTON AND PUISET SOUND ENERGY, INC., A WASHINGTON  
CORPORATION.

(20) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: DECEMBER 14, 2001 UNDER RECORDING NO.  
200114003151

IN FAVOR OF: CENTRAL PUISET SOUND REGIONAL TRANSIT AUTHORITY, A  
REGIONAL TRANSIT AUTHORITY

FOR: STREET LIGHTING, LANDSCAPING, AND FOR THE  
CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR, AND  
REPLACEMENT OF A TRANSIT SHELTER, UTILITY AND FRANCHISE UTILITY LINES, AND APPLIANCES THERETO

RECORDING INFORMATION: DECEMBER 14, 2001 UNDER RECORDING NO. 20011214003512.

IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY  
FOR: THE CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR, AND REPLACEMENT OF UTILITY AND FRANCHISE UTILITY LINES, AND APPURTENANCES THERETO

AFFECTS: AS DESCRIBED THEREIN.

(22) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: DECEMBER 14, 2001 UNDER RECORDING NO. 20011214003513

IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY  
FOR: THE CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR, AND REPLACEMENT OF UTILITY SHELTER, UTILITY AND FRANCHISE UTILITY LINES, AND APPURTENANCES THERETO

AFFECTS: AS DESCRIBED THEREIN.

(23) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: DECEMBER 14, 2001 UNDER RECORDING NO. 20011214003515

IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY  
FOR: THE CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR, AND REPLACEMENT OF UTILITY SHELTER, UTILITY AND FRANCHISE UTILITY LINES, AND APPURTENANCES THERETO

AFFECTS: AS DESCRIBED THEREIN.

(24) THE TERMS, PROVISIONS AND EASEMENTS) CONTAINED IN THE DOCUMENT DATED 01/28/2001, "CHANGANT" RECORDING NO. 20010128000135 OF OFFICIAL RECORDS.

SURVEYORS NOTE: THIS ITEM IS NOT SURVEY RELATED

(25) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN, AND PROVISIONS, IF ANY, AS CONTAINED AND/OR DELINEATED ON THE FACE OF THE BELLEVUE TRANSIT CENTER RIDER SERVICES BUILDING BUILDING IN PLAT RECORDED JANUARY 28, 2005 AS RECORDING NO. 20050128000135, IN KING COUNTY, WASHINGTON.

(27) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: MARCH 28, 2005 UNDER RECORDING NO. 20050328000252

IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY  
FOR: THE PLACEMENT, INSTALLATION, CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT OF EQUIPMENT ASSOCIATED WITH HVAC AND COOLING SYSTEMS, TOGETHER WITH THE RIGHT OF ACCESS

AFFECTS: AS DESCRIBED THEREIN.

(28) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: MARCH 28, 2005 UNDER RECORDING NO. 20050328000253

IN FAVOR OF: CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY  
FOR: THE PLACEMENT, INSTALLATION, CONSTRUCTION, OPERATION, MAINTENANCE, REPAIR AND REPLACEMENT, TOGETHER WITH THE RIGHT OF ACCESS.

C.O.B. CONTROL POINT  
STA. #2780

A DOCUMENT RECORDED FEBRUARY 10, 2010 AS RECORDING NO. 201005030802634 OF OFFICIAL RECORDS PROVES THAT THE INTEREST OF THE EASMENT WAS TRANSFERRED TO CITY OF BELLEVUE, A MUNICIPAL CORPORATION OF THE STATE OF WASHINGTON.

(29) EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:

RECORDING INFORMATION: APRIL 10, 2008 AS RECORDING NO. 200805030802634 IN FAVOR OF: CENTRAL PUEBLO SOUND REGIONAL TRANSIT AUTHORITY, A PUBLIC BODY, FOR: SIDEWALK AND PUBLIC ACCESS, UTILITIES, LIGHT, WATER, SEWER, DRAINAGE, TRAFFIC, AIRWAYS OR ROOF OVERHANGS, PLACEMENT, OPERATION, MAINTENANCE, REPAIR, AND REPLACEMENT OF THE RIGHT OF ACCESS AS DESCRIBED THEREIN.

AFFECTS: SAID EASEMENT SUPERSEDES AND REPLACES EASEMENT RECORDED AS 2005 UNDER RECORDING NO. 2005030802634.

A DOCUMENT RECORDED SEPTEMBER 17, 2008 AS RECORDING NO. 200805030802634 OF OFFICIAL RECORDS PROVES THAT THE INTEREST OF THE EASMENT WAS TRANSFERRED TO CITY OF BELLEVUE, A MUNICIPAL CORPORATION OF THE STATE OF WASHINGTON.

CERTIFICATION:

SURVEY IDENTIFICATION NO.: 2016014.00  
REGISTERED LAND SURVEYOR NO.: 37546  
SURVEYOR'S ADDRESS & COMPANY: BUSH, ROED & HITHINGS, INC.  
2009 MIAMI AVENUE EAST  
SEATTLE, WA 98102-3513

TELEPHONE: (206) 323-4444

TO HRP NO. LLC, A WASHINGTON LIMITED LIABILITY COMPANY, SUCCESSOR INTEREST TO HALLMOOD 85, L.P., A DISSOLVED LIMITED PARTNERSHIP, SUCCESSOR INTEREST BY MERGER TO CALTEX REALTY, INC., A CALIFORNIA GENERAL PARTNERSHIP, AND FIRST AMERICAN TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD REQUIREMENTS FOR A PROFESSIONAL LAND SURVEY, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6B, 7A, 7B, 7C, 11A, 13, 14, 16, 17, 18, 20A, 21, 22, 23 OF THE TABLE A THEROF. WORK WAS COMPLETED ON FEBRUARY 17, 2016.

DATE OF PLAT OR MAP: FEBRUARY 29, 2016

DARIN A. BELL, P.L.S. NO. 37546

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ALTA/ACSM LAND TITLE SURVEY  
 TOUCHSTONE  
 600 108TH AVE NE  
 KING COUNTY  
 BELLEVUE


drawn by	HDC	checked by	DAB
scale	1"=20'	date	02/16
job no.	2016014.00		

**BRH**

**BUSH, ROED & HITCHINGS, INC.**  
**LAND SURVEYORS & CIVIL ENGINEERS**

2009 MINOR AVE. EAST  
SEATTLE, Washington  
98107-3231

(206) 323-4144  
1-800-935-0508  
FAX# (206) 323-7135



WASHINGTON

WASHINGTON

IVY

STONE  
AVE NE  
JUNTY

ACSM LAND  
TOUCHS  
600 108TH  
KING CO

ALTA/H

BELLEVUE

drawn by	checked by
HDC	DAB
scale	date
1"=20'	02/16

job no.	2016014.00
---------	------------

[illegible]

DRAWN BY: <div style="text-align: center;"><b>Author</b></div>	PROJ. ARCH.: <div style="text-align: center;"><b>Designer</b></div>
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PROJ. NO.:	101436.00
------------	-----------

DATE: 11/17/15

223 YALE AVENUE NORTH  
SEATTLE, WASHINGTON 98109  
PHONE 206 223 5555  
FAX 206 223 5000

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

[illegible]

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designer</b>
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PROJ. NO.: **101436.00**

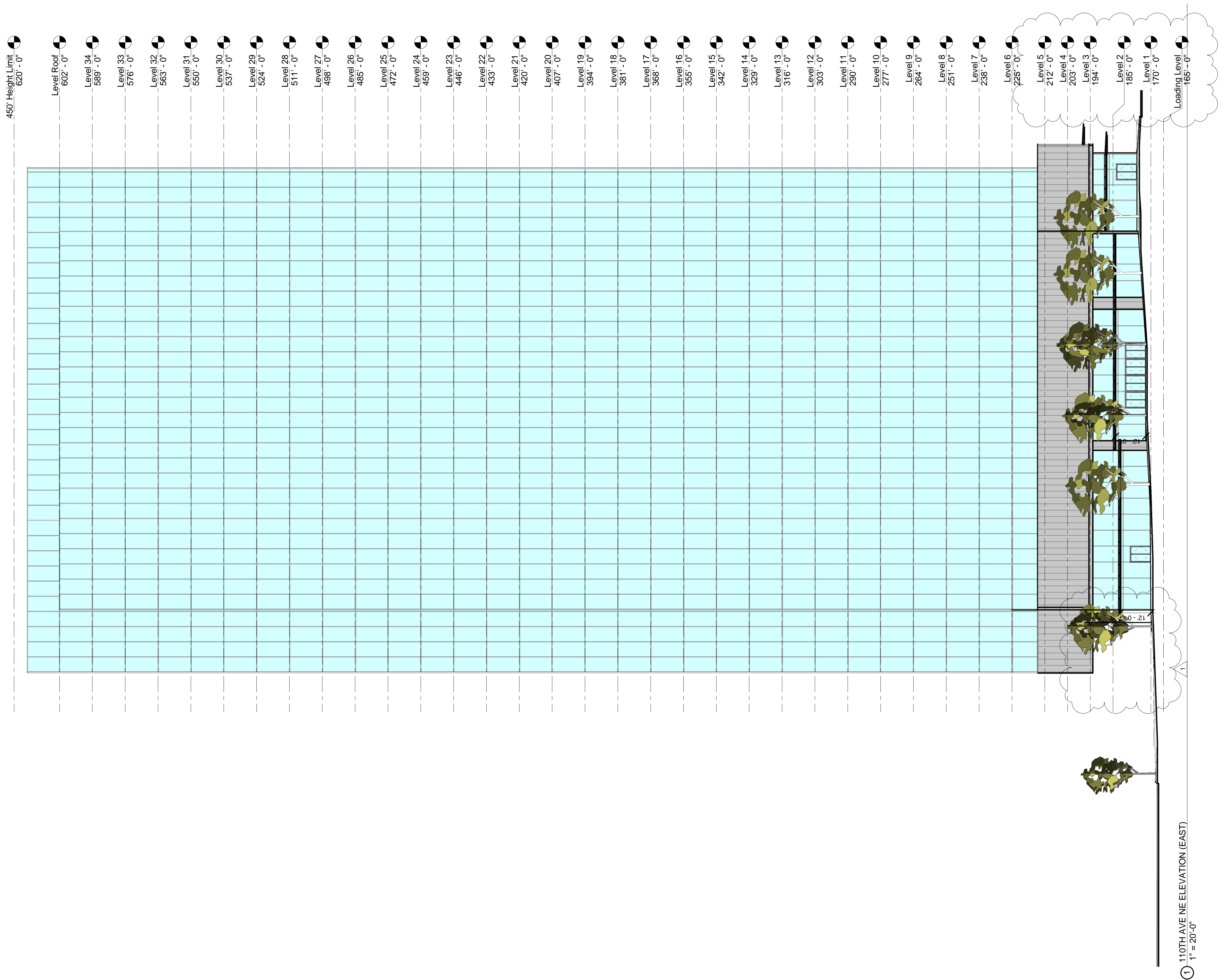
DATE: **11/19/15**

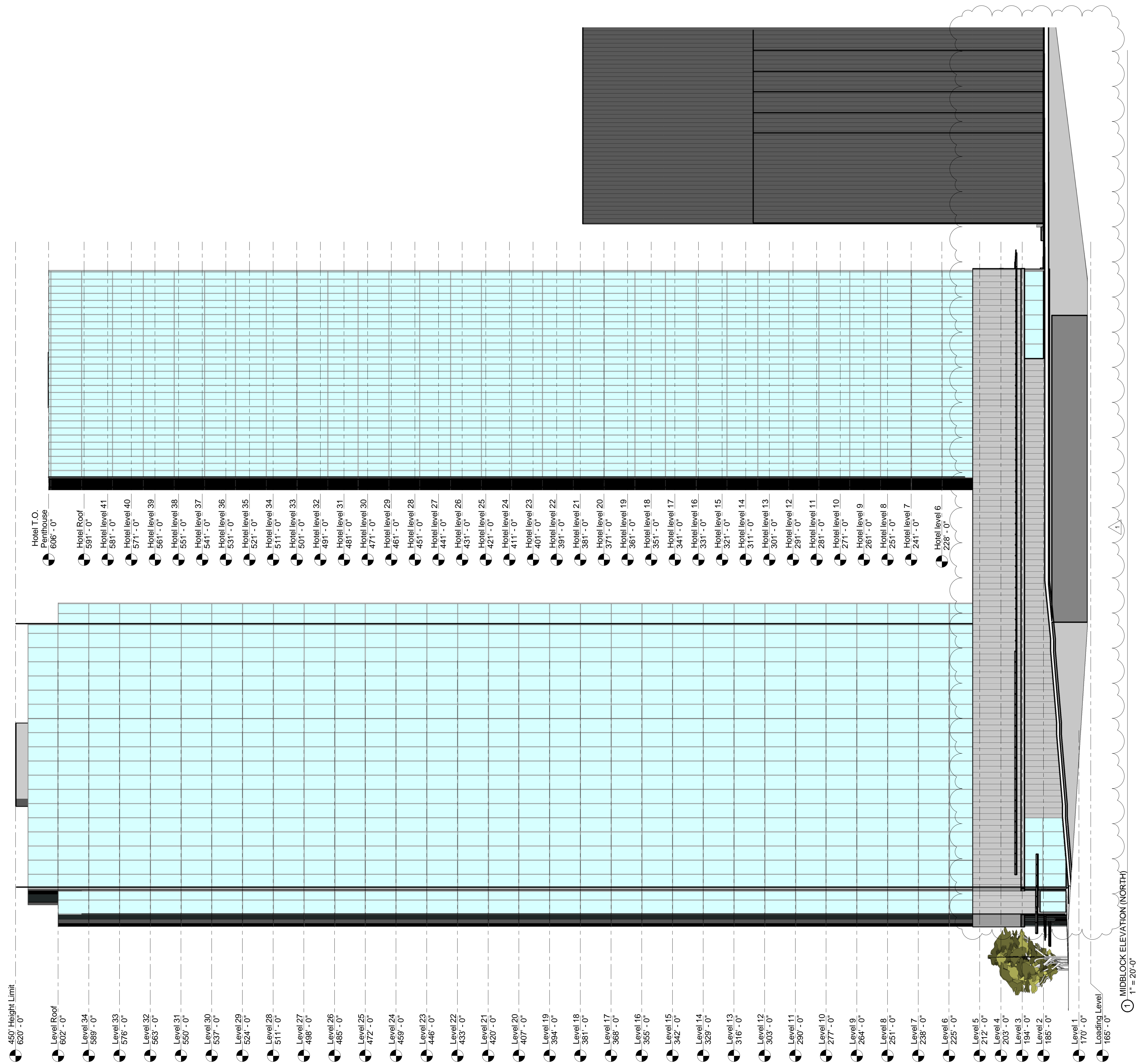
WG.

## EXTERIOR ELEVATIONS

WG.

**A-202**

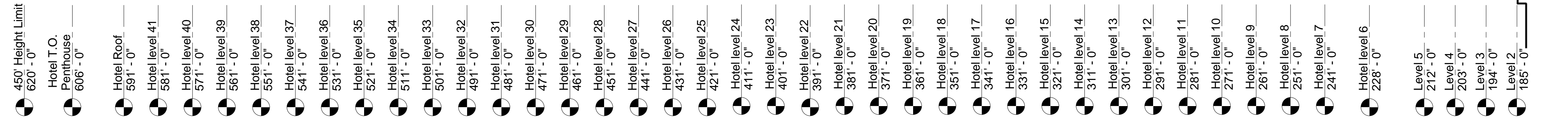


[illegible]

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designer</b>
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PROJ. NO.:	101436.00
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DATE: 11/19/15



① MIDBLOCK PEDESTRIAN WAY ELEVATION (WEST)  
1" = 20'-0"

Two North Riverside Plaza, Suite 600  
Chicago, IL 60606

**nbbj**

223 YALE AVENUE NORTH  
SEATTLE, WASHINGTON 98109  
PHONE 206 223 5555  
FAX 206 223 5000

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

Master  
Development  
Plan

December 2015

[illegible]

DRAWN BY:	PROJ. ARCH.:
<b>Author</b>	<b>Designer</b>

PROJ. NO.:	101436.00
------------	-----------

DATE: 11/19/15

DWG.

## EXTERIOR ELEVATIONS

DWG.

A-204

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

[illegible]

DRAWN BY:	PROJ. ARCH.:
<b>Author</b>	<b>Designer</b>

PROJ. NO.: **101436.00**

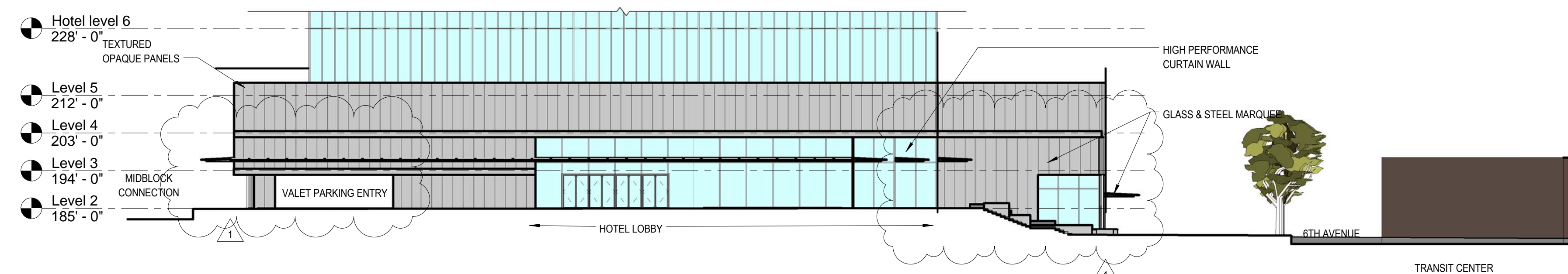
DATE: 12/16/15

DWG

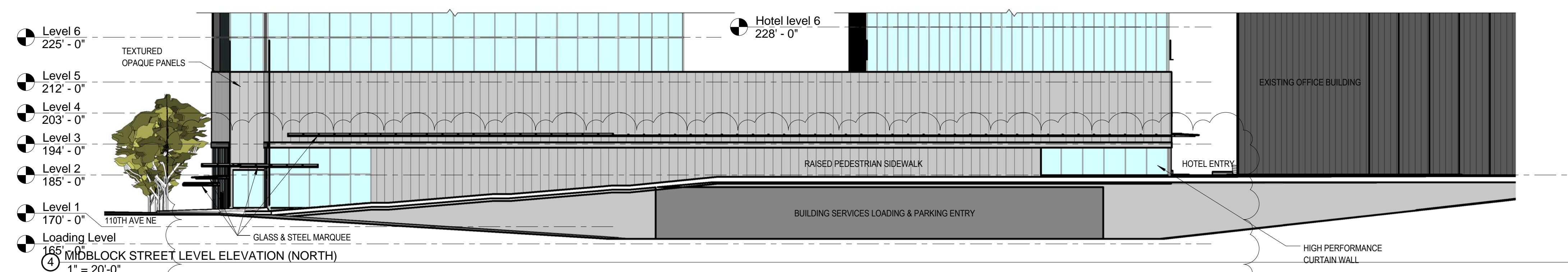
## PODIUM ELEVATIONS

DWG.

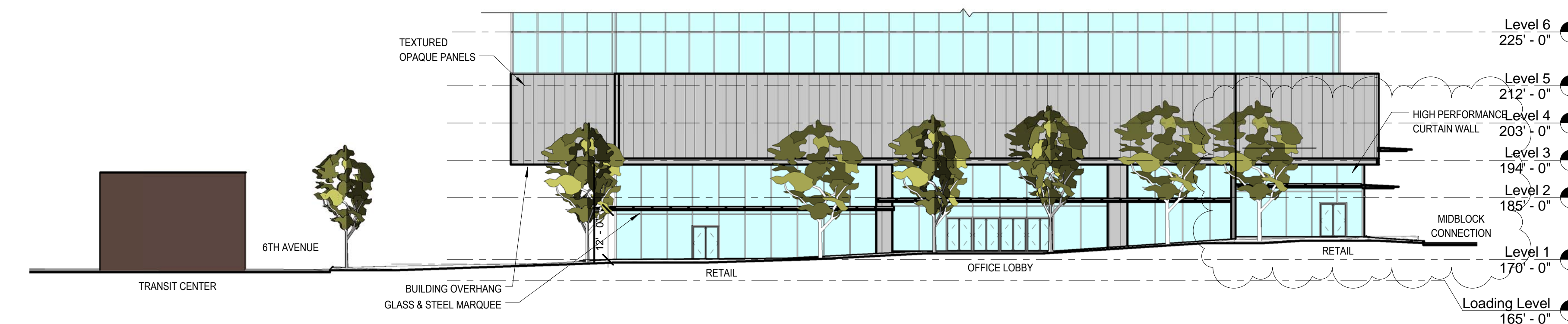
A-205



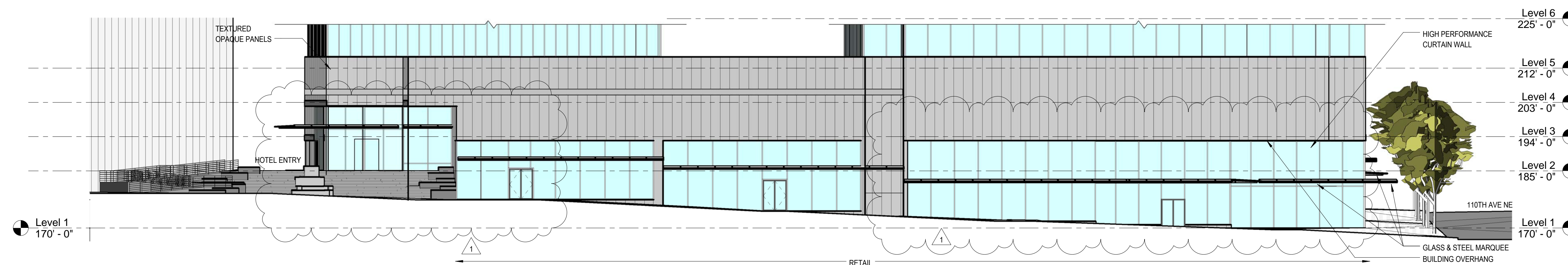
② MIDBLOCK PEDESTRIAN WAY STREET LEVEL ELEVATION (WEST)  
1" = 20'-0"



165' 0" MIDBLOCK STREET LEVEL ELEVATION (NORTH)  
1" = 20'-0"



③ 110TH AVE NE STREET LEVEL ELEVATION (EAST)  
1" = 20'-0"



① NE 6TH AVE STREET LEVEL ELEVATION (SOUTH)  
1/16" = 1'-0"

223 YALE AVENUE NORTH  
SEATTLE, WASHINGTON 98109  
PHONE 206 223 5555  
FAX 206 223 5000

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

MARK	DATE	DESCRIPTION
1	9/09/2016	Revision 1

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designe</b>
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PROJ. NO.: **101436.00**

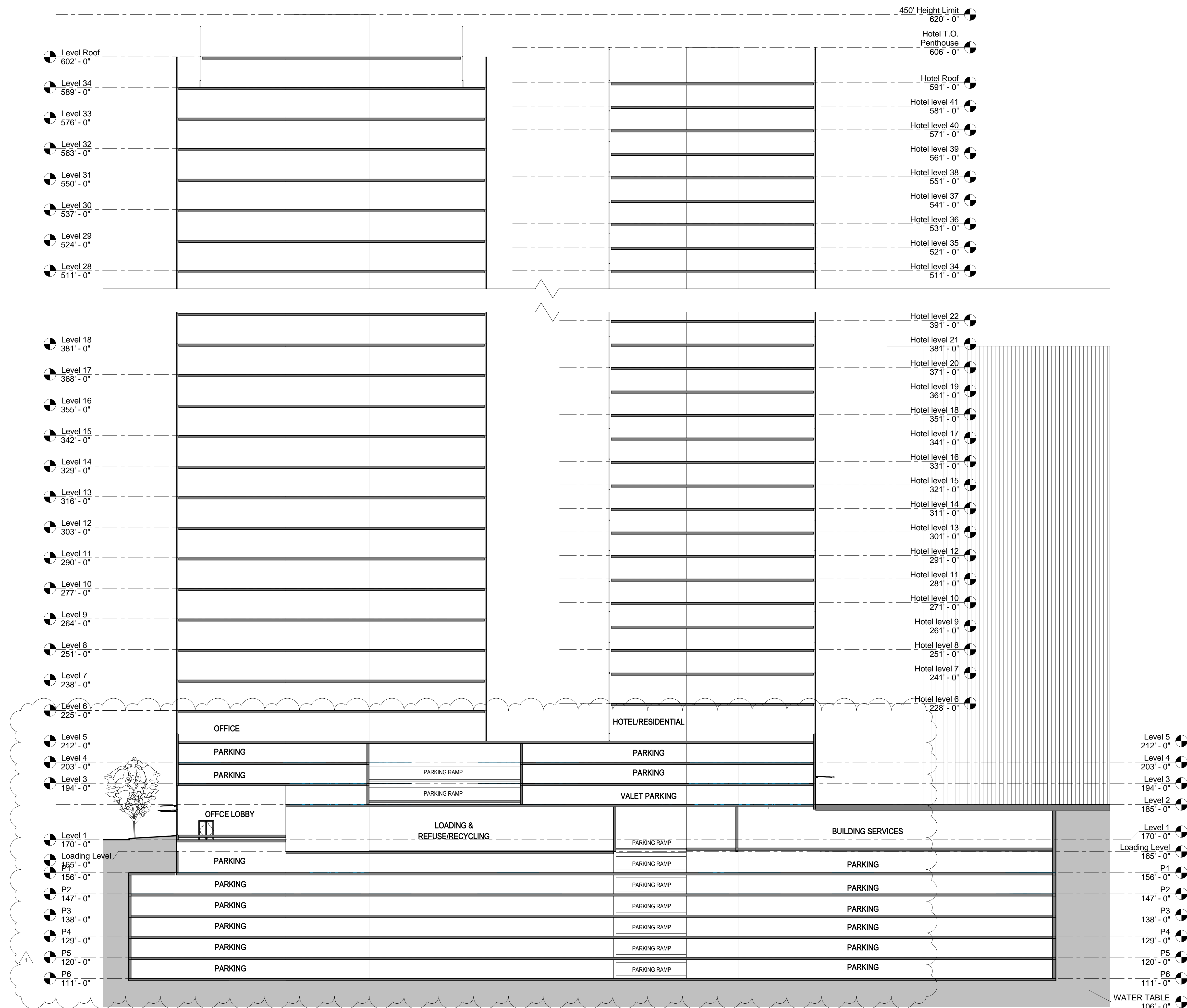
DATE: 11/17/15

DWG

**BUILDING  
SECTION  
EAST/WEST**

DWG.

**A-301**



① BUILDING SECTION EAST/WEST  
1" = 20'-0"

223 YALE AVENUE NORTH  
SEATTLE, WASHINGTON 98109  
PHONE 206 223 5555  
FAX 206 223 5000

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

[illegible]

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designer</b>
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PROJ. NO.: **101436.00**

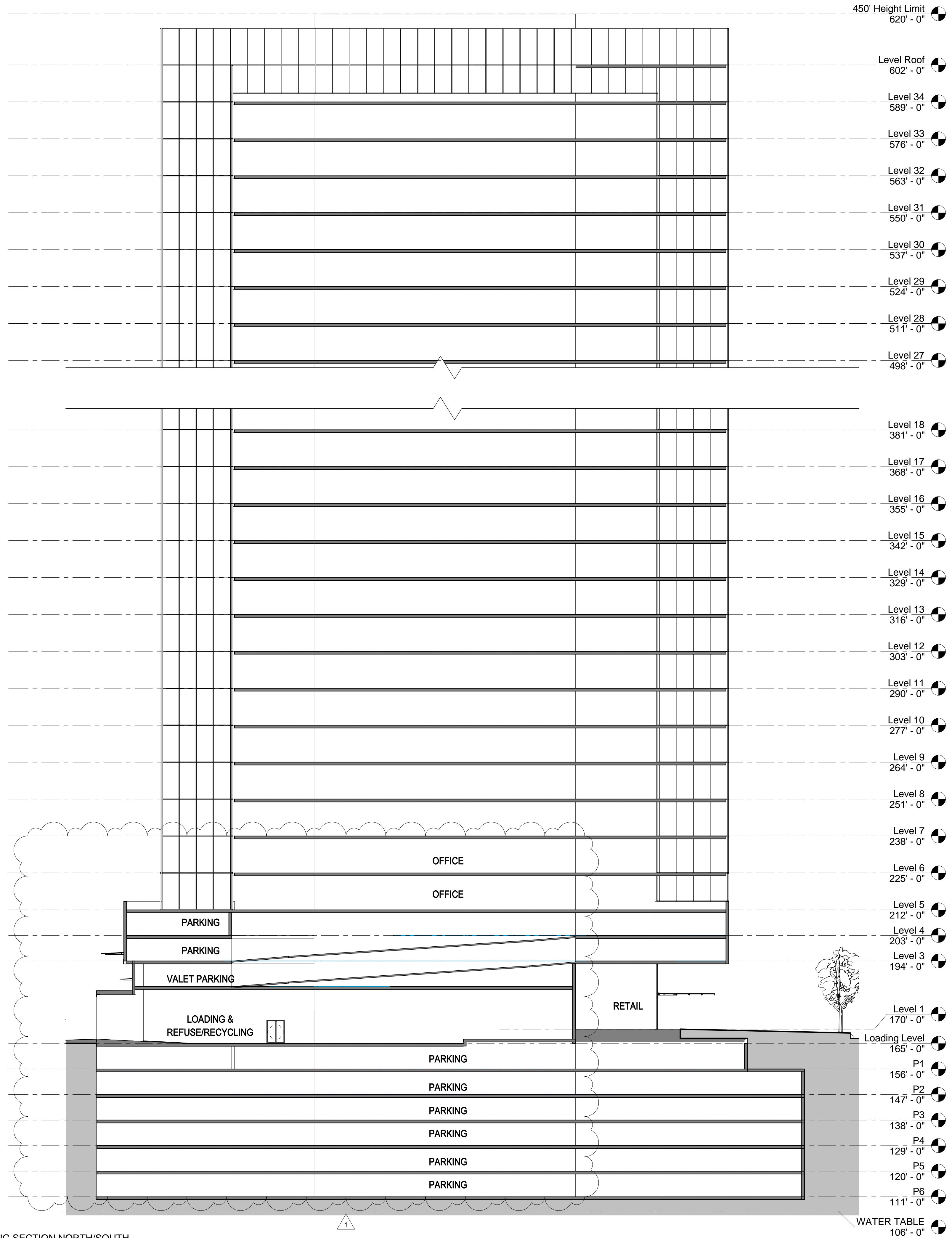
DATE: 12/11/15

WG.

**BUILDING  
SECTION  
NORTH/SOUTH**

WG.

**A-302**



① BUILDING SECTION NORTH/SOUTH  
1" = 20'-0"

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

Master  
Development  
Plan

December 2015

[illegible]

DRAWN BY:	PROJ. ARCH.:
<b>Author</b>	<b>Designer</b>

PROJ. NO.: **101436.00**

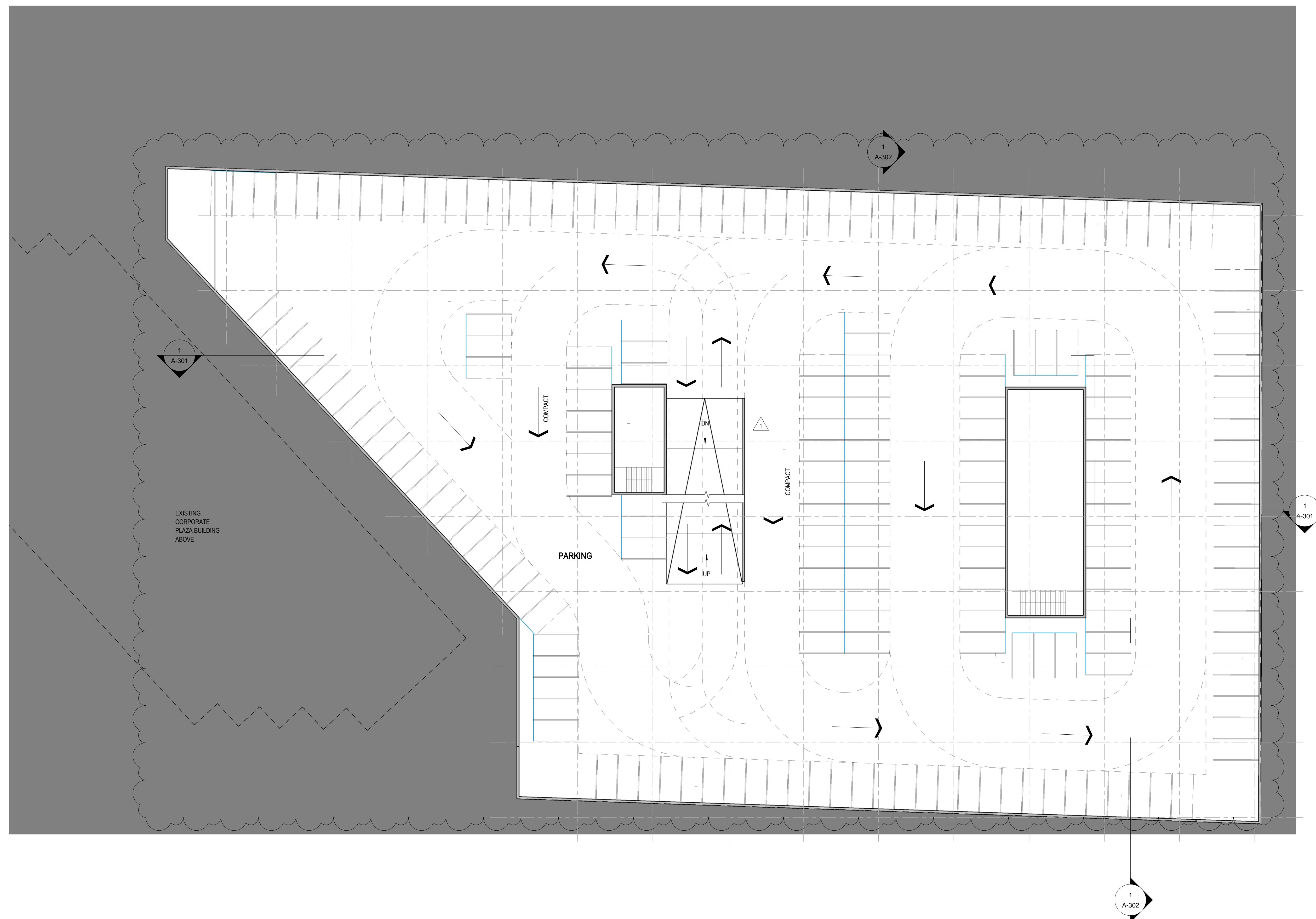
DATE: 11/17/15

DWG.

**LEVEL P2  
THROUGH P7  
FLOOR PLAN**

DWG.

**A-0P2**



① LEVEL P2  
1" = 20'-0"

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

[illegible]

DRAWN BY: <b>NBBJ</b>	PROJ. ARCH.: <b>NBBJ</b>
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ROJ. NO.: 101436.00

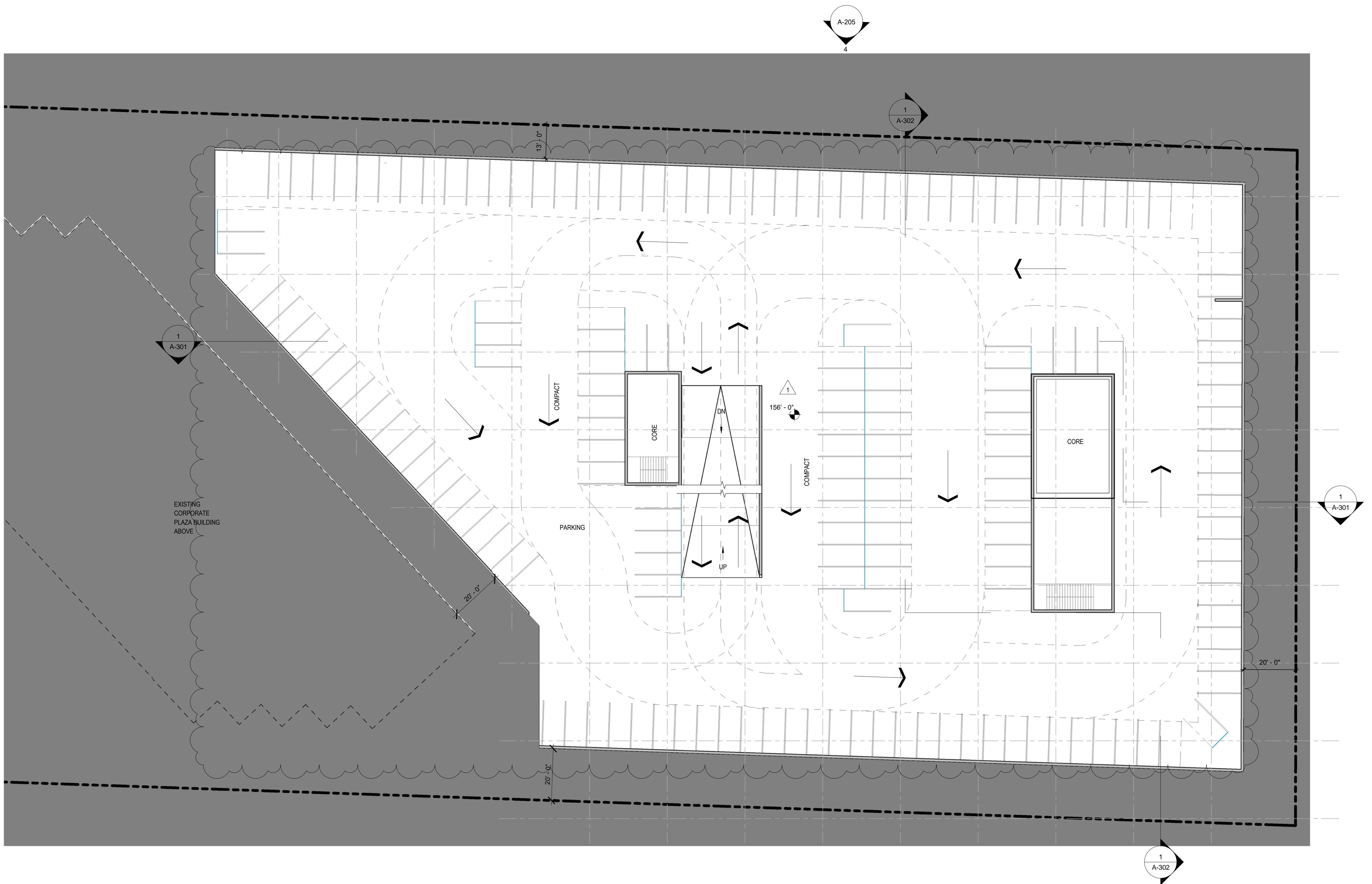
DATE: 11/17/15

WG.

## LEVEL P1 FLOOR PLAN

WG.

**A-0P1**



① LEVEL P1 FLOOR PLAN  
1" = 20'-0"

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

[illegible]

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designer</b>
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PROJ. NO.: **101436.00**

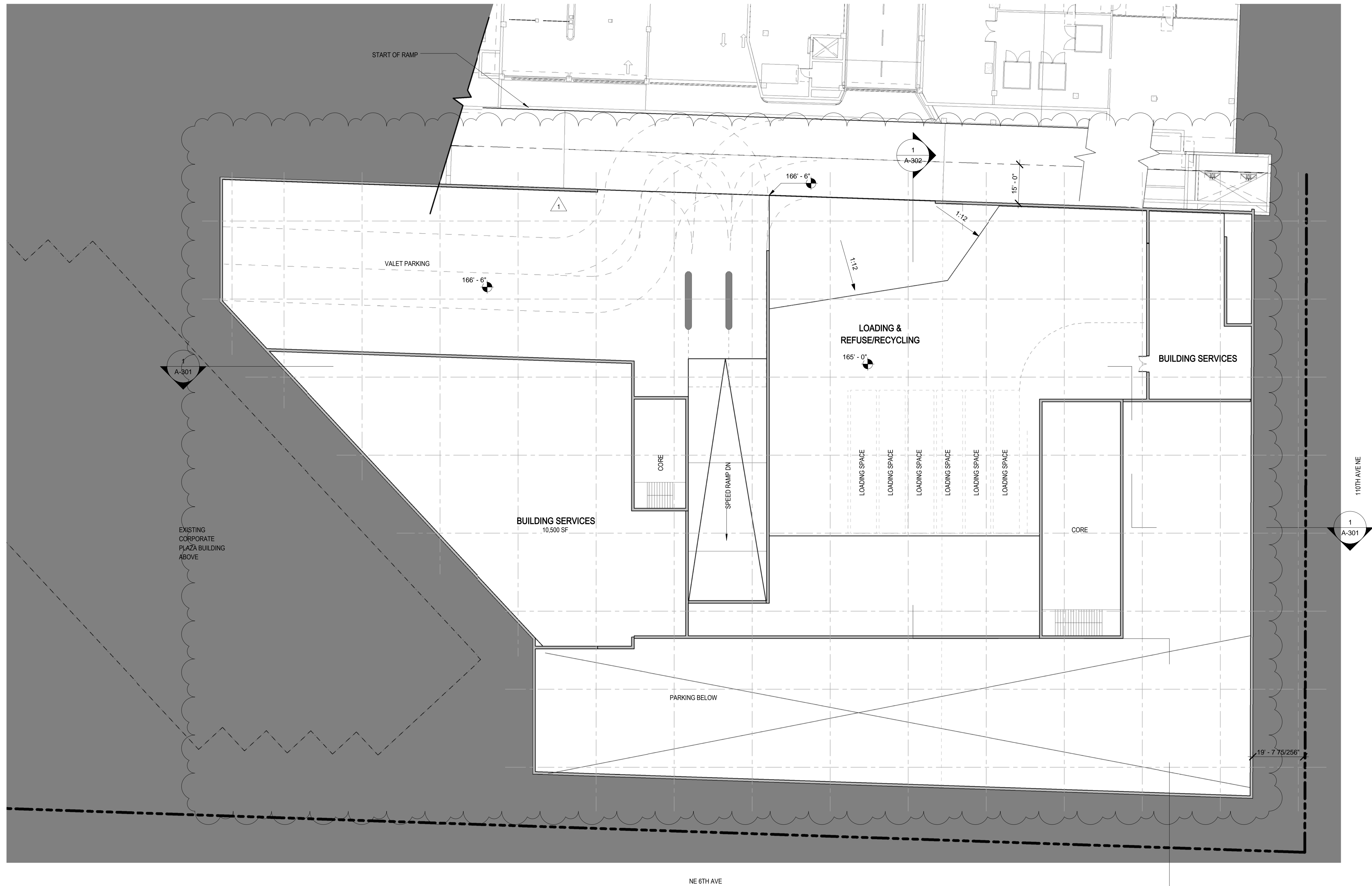
DATE: 12/11/15

DWG.

## LOADING LEVEL FLOOR PLAN

DWG.

**A-0L**



**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

MARK	DATE	DESCRIPTION
1	9/09/2016	Revision 1

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designer</b>
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PROJ. NO.: **101436.00**

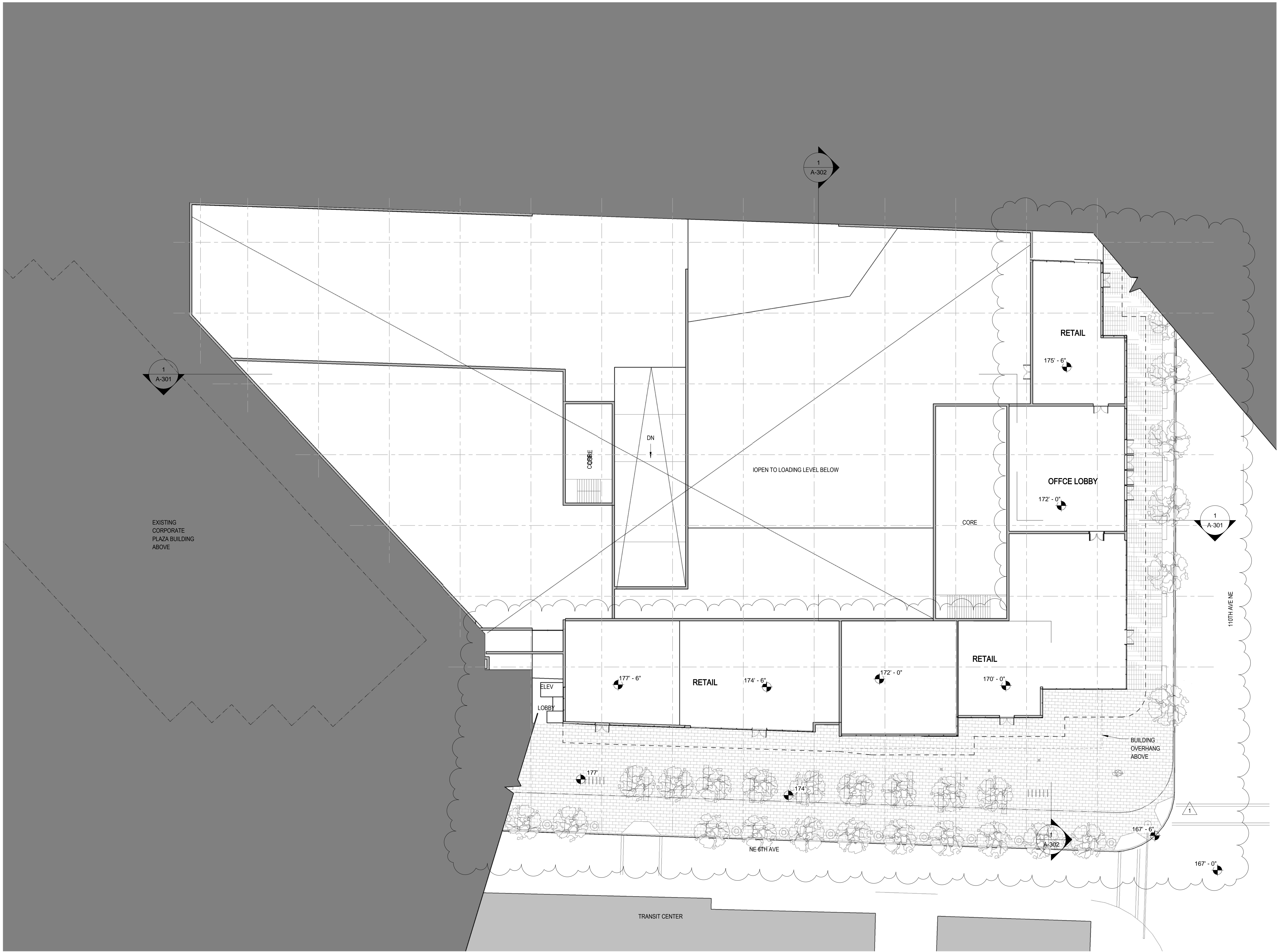
DATE: 11/17/15

DWG.

## FIRST FLOOR PLAN

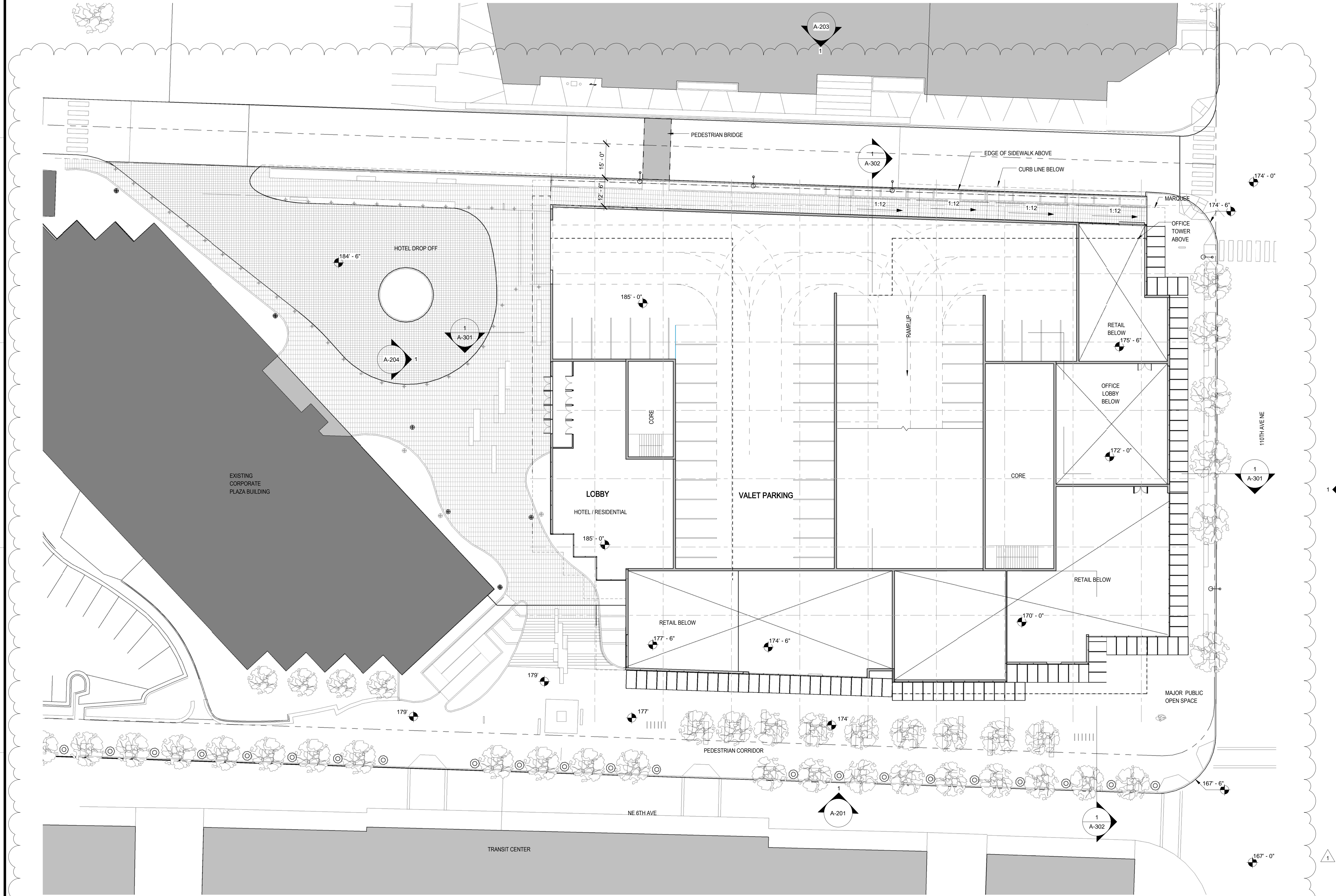
DWG.

**A-101**



① LEVEL 1 FLOOR PLAN  
1" = 20'-0"

10/13/2016 12:08:25 PM  
C:\Users\Agustavson\Documents\RevitLocalFiles\600 MDP central\_Agustavson.rvt



1 LEVEL 2 FLOOR PLAN  
1" = 20'-0"

CIVIL ENGINEER:

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

## Master Development Plan

December 2015

MARK	DATE	DESCRIPTION
1	9/09/2016	Revision 1

DRAWN BY:	PROJ. ARCH:
Author	Designer

PROJ. NO.: 101436.00

DATE: 11/17/15

DWG.

## SECOND FLOOR PLAN

DWG.

A-102

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

Master  
Development  
Plan

December 2015

[illegible]

DRAWN BY:	PROJ. ARCH.:
<b>Author</b>	<b>Designer</b>

PROJ. NO.: **101436.00**

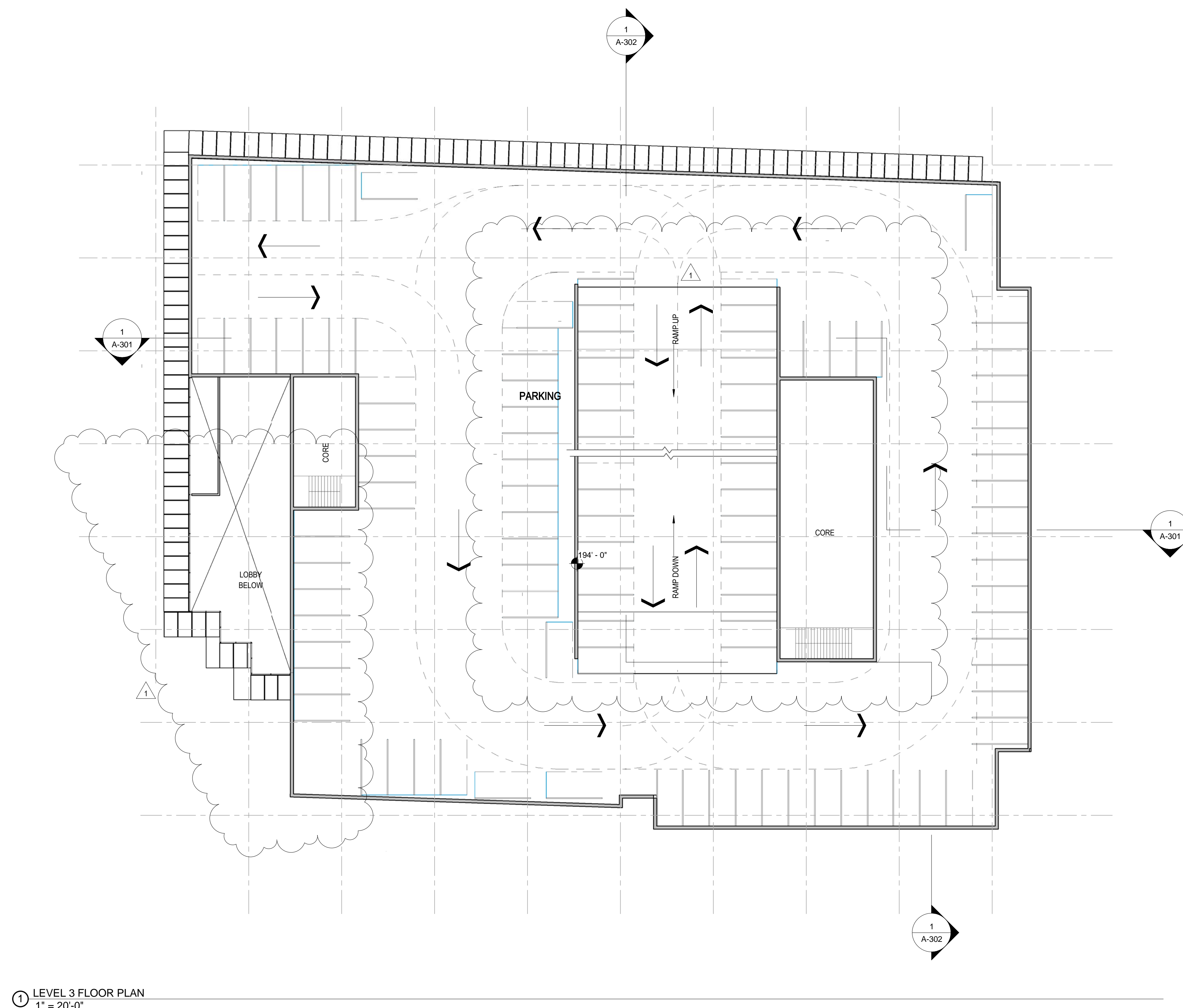
DATE: 12/18/15

DWG

### THIRD FLOOR PLAN

DWG.

A-103



223 YALE AVENUE NORTH  
SEATTLE, WASHINGTON 98109  
PHONE 206 223 5555  
FAX 206 223 5000

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

MARK	DATE	DESCRIPTION
1	9/09/2016	Revision 1

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designer</b>
----------------------------	---------------------------------

PROJ. NO.: **101436.00**

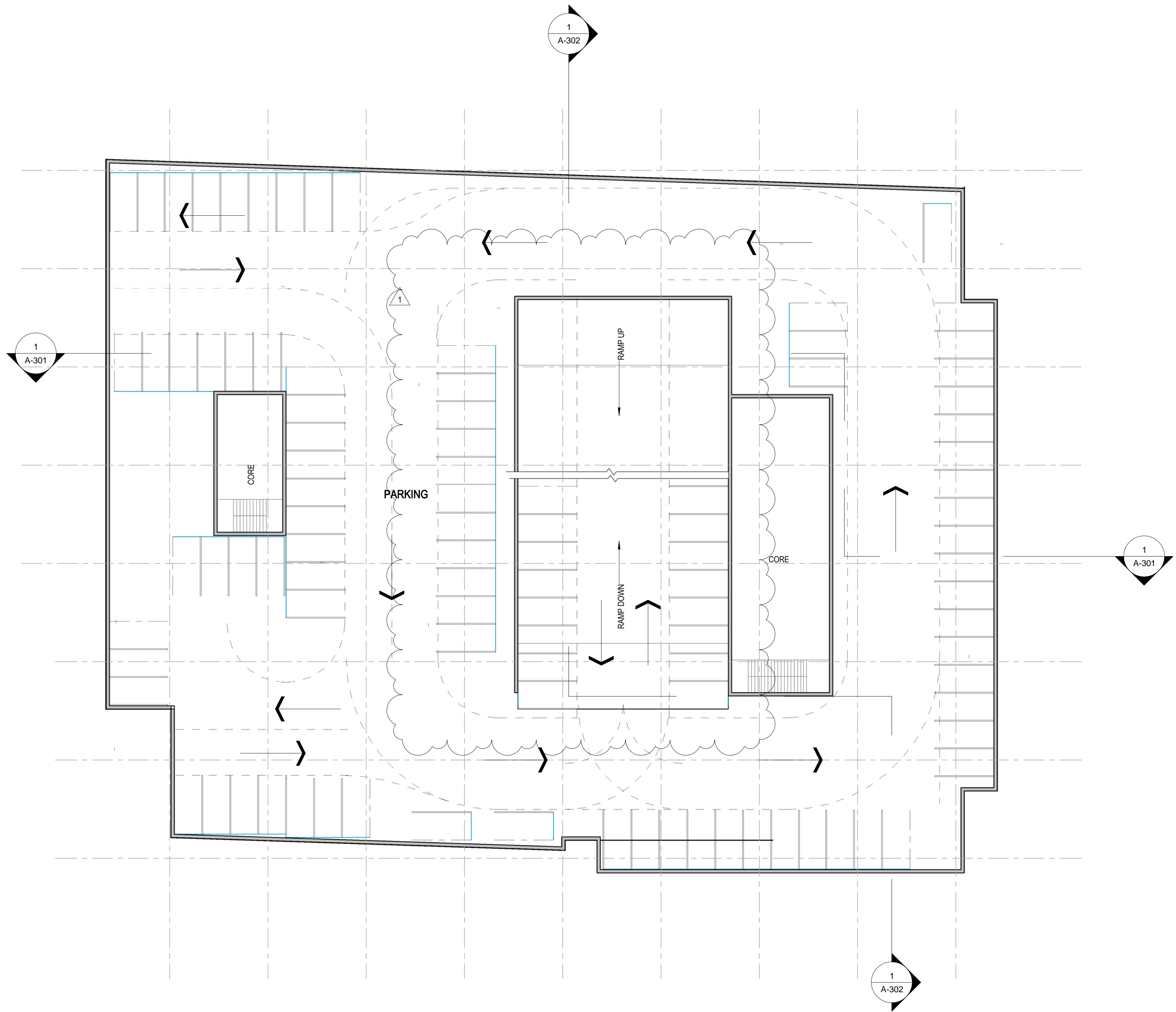
DATE: **12/11/15**

WG.

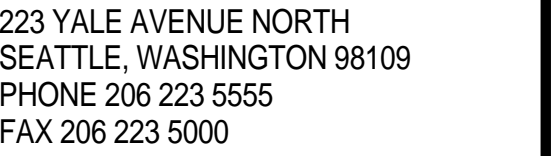
## FOURTH FLOOR PLAN

WG.

**A-104**



① LEVEL 4 FLOOR PLAN  
1" = 20'-0"



**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

500 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

December 2015

MARK	DATE	DESCRIPTION
1	9/09/2016	Revision 1

DRAWN BY: <b>Author</b>	PROJ. ARCH.: <b>Designer</b>
----------------------------	---------------------------------

PROJ. NO.: **101436.00**

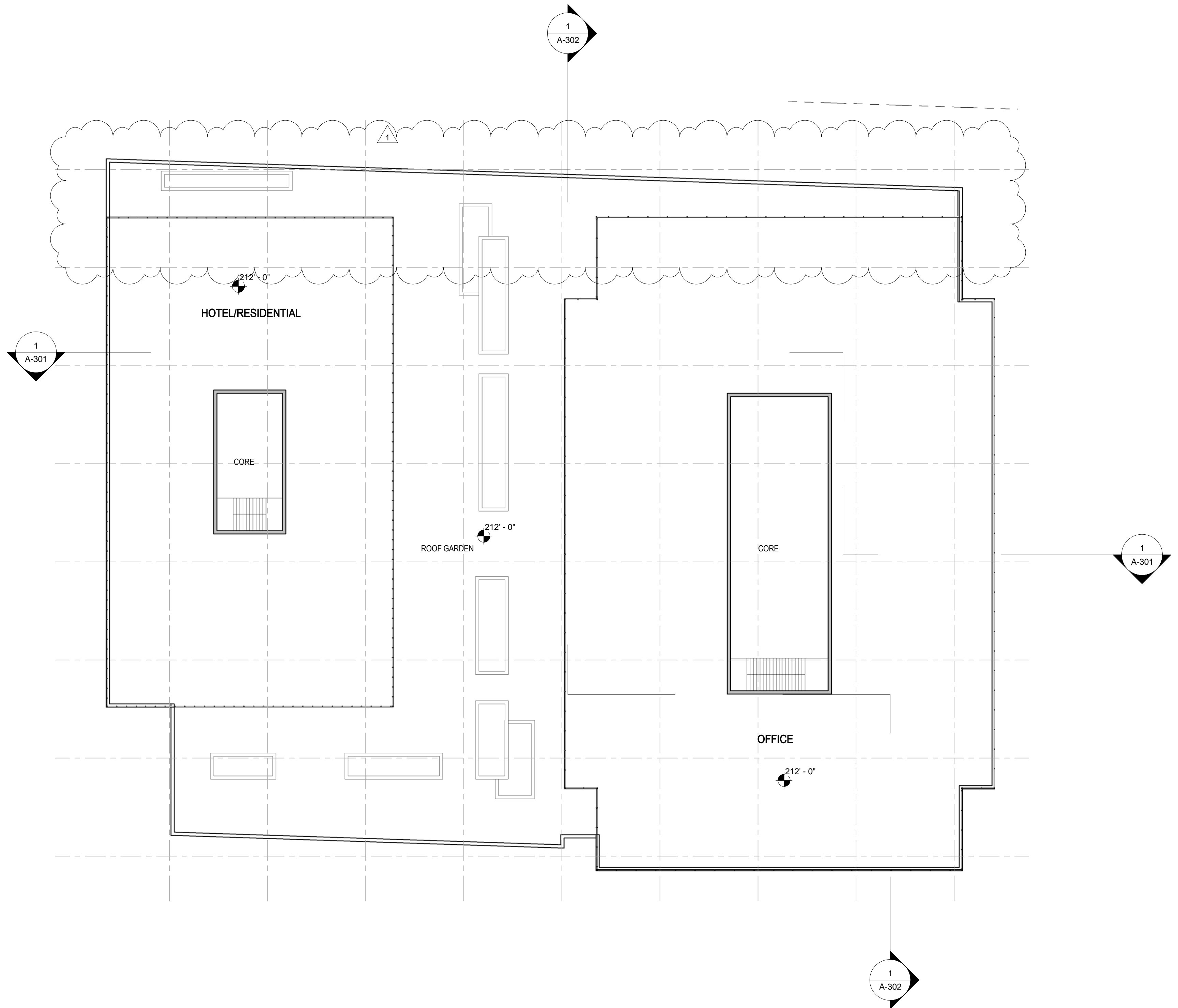
DATE: 11/17/15

DWG.

## FIFTH FLOOR PLAN

DWG.

**A-105**



① LEVEL 5 FLOOR PLAN  
1" = 20'-0"

**CIVIL ENGINEER:**

LANDSCAPE ARCHITECT:

## Bellevue 600

600 108TH AVE NE  
BELLEVUE, WA

# Master Development Plan

September 2016

[illegible]

DRAWN BY: <b>WTM</b>	PROJ. ENG.: <b>EMH</b>
-------------------------	---------------------------

PROJ. NO.: **TENW #5258**

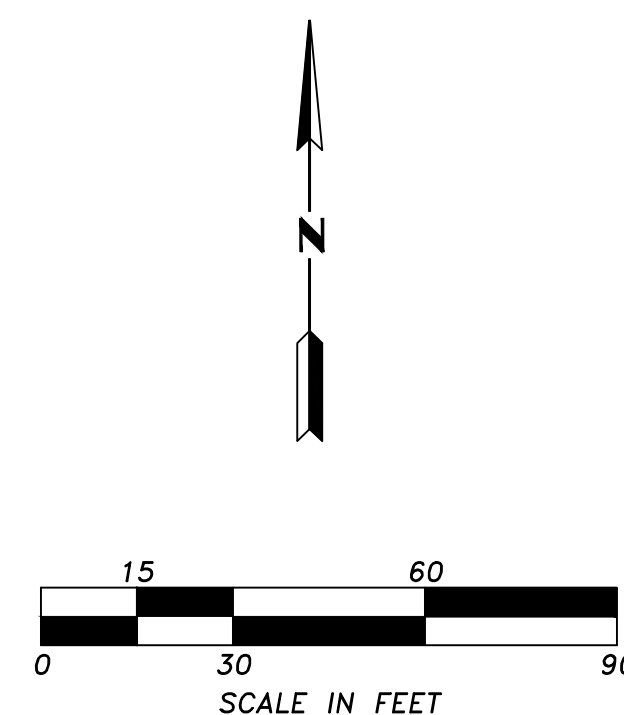
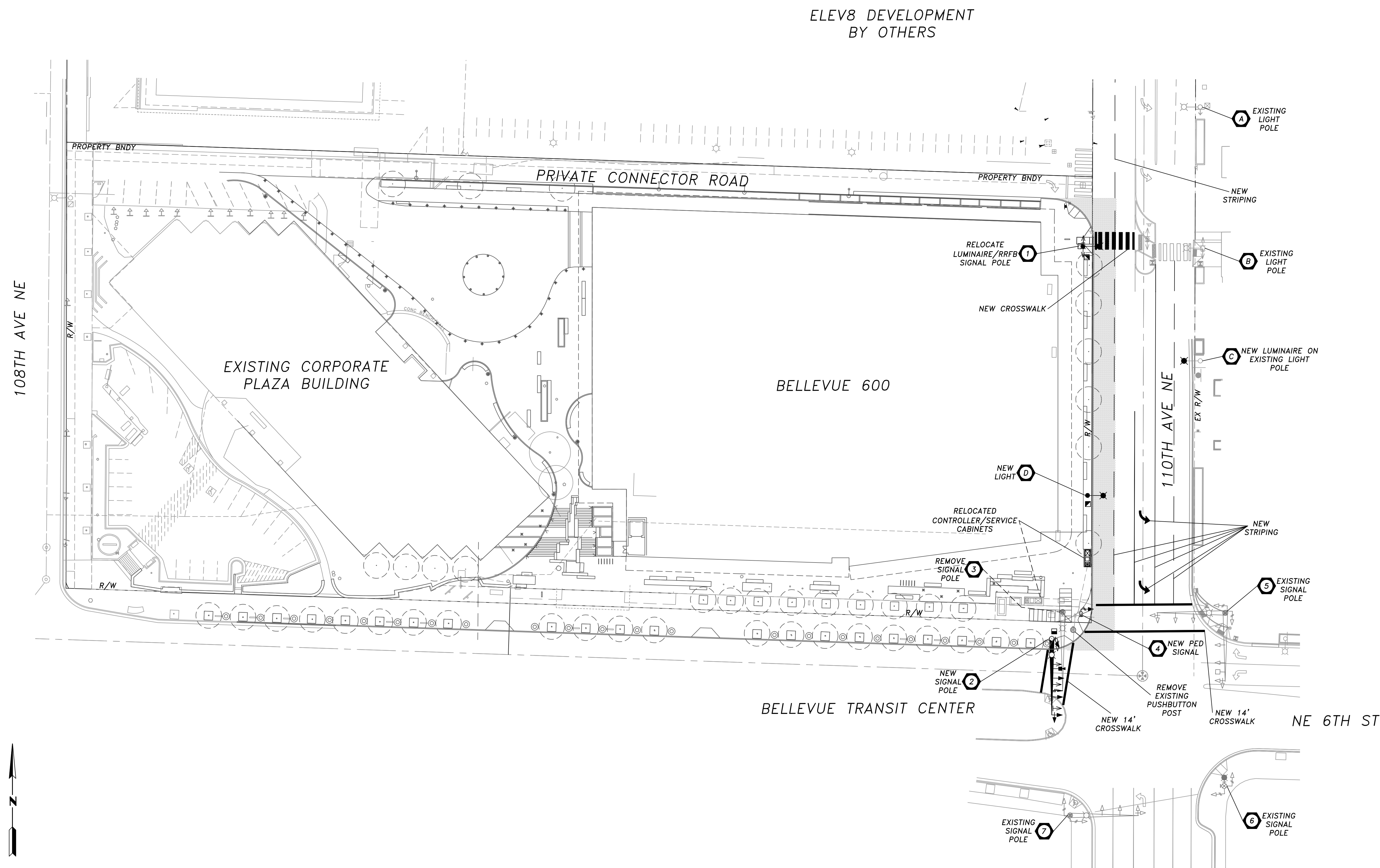
DATE: 09/02/16

DWG.

# CHANNELIZATION, TRAFFIC SIGNAL & ILLUMINATION PLAN

DWG.

## MDP1



ATTACHMENT B – ENVIRONMENTAL CHECKLIST

*Sally Nichols  
March 1, 2017***ENVIRONMENTAL CHECKLIST**

10/9/2009

Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

**INTRODUCTION****Purpose of the Checklist:**

The State Environmental Policy Act (SEPA), Chapter 43.21c RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Bellevue identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.

**Instructions for Applicants:**

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Giving complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the Planner in the Permit Center can assist you.

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. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

**Use of a Checklist for Nonproject Proposals:** *A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.*

For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.

For nonproject actions, the references in the checklist to the words *project*, *applicant*, and *property* or *site* should be read as *proposal*, *proposer*, and *affected geographic area*, respectively.

**Attach an 8 ½" x 11 vicinity map which accurately locates the proposed site.**

Sally Nichols  
March 1, 2017

### BACKGROUND INFORMATION

Property Owner: Equity Commonwealth ✓

Proponent: Touchstone ✓

Contact Person: Joe Polito ✓

(If different from the owner. All questions and correspondence will be directed to the individual listed.) ✓

Address: 2025 First Avenue, Suite 1212 ✓  
Seattle, WA 98121

Phone: (206) 357-2306 ✓

Proposal Title: 600 Bellevue Master Development Plan ✓

Proposal Location: 600 - 108th Avenue NE, Bellevue, WA ✓

(Street address and nearest cross street or intersection) Provide a legal description if available.

See survey for legal description.

Please attach an 8 1/2" x 11" vicinity map that accurately locates the proposal site.

Give an accurate, brief description of the proposal's scope and nature:

1. General description: Bellevue 600 is a proposed Master Development Plan (MDP) for a two building mixed-use development conceived to work in concert with the existing ten-story office bldg (BCP) Bell. Corporate Plaza.
2. Acreage of site: 155,888 SF 159,129 SF  
(incl. Sound Transit parcel wh/ will be vacated and combined into site via BLA.)
3. Number of dwelling units/buildings to be demolished: None ✓
4. Number of dwelling units/buildings to be constructed: None (500± hotel units) ✓
5. Square footage of buildings to be demolished: three-story parking garage ✓
6. Square footage of buildings to be constructed: 1,532,000 SF ±
7. Quantity of earth movement (in cubic yards): To be determined
8. Proposed land use: Office, hotel, and parking
9. Design features, including building height, number of stories and proposed exterior materials:  
The new development is comprised of an approximately 800,000 GSF, 34 story, 450' tall commercial office building and a 491,000 GSF, 41 story, 437' tall, and 500 key business hotel. Both towers are positioned ± over a 40' tall podium.
10. Other: (Project may be phased. Office + podium 1st, then hotel or Hotel + podium 1st, then MDP Vesting - 10 yrs.)

Estimated date of completion of the proposal or timing of phasing:

To be determined ✓

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

No ✓

SN

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

Traffic study. *Traffic Impact Analysis prepared by TENN, dated 9/9/10*

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known. ✓

Not known.

List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known. ✓

Building Permit, Sign Permit, Clearing and Grading Permit, other permits directly related to construction of the building.

*Before any construction, any devel. requires Preapplication Conference (DB) and Design Review (LD)*

Please provide one or more of the following exhibits, if applicable to your proposal.  
(Please check appropriate box(es) for exhibits submitted with your proposal):

☐ Land Use Reclassification (rezone) Map of existing and proposed zoning

☐ Preliminary Plat or Planned Unit Development  
Preliminary plat map

☐ Clearing & Grading Permit  
Plan of existing and proposed grading  
Development plans

☒ Building Permit (or Design Review)  
Site plan  
Clearing & grading plan

☐ Shoreline Management Permit  
Site plan

*\* MDP - vests proposed development to the land use code in place at time of MDP approval for 10 yrs. Does not vest to any other codes. Construction permits must comply w/ specific codes in place at time of substantial.*

#### A. ENVIRONMENTAL ELEMENTS

##### 1. Earth

a. General description of the site: ☒ Flat ☐ Rolling ☐ Hilly ☐ Steep slopes ☐ Mountains ☐ Other ✓

b. What is the steepest slope on the site (approximate percent slope)? 10 percent ✓

c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland. ✓

To be determined *project - w/ specific design proposal*

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

Not known ✓

SN

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill. ✓

Grading as required to match existing street elevations.

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

To be managed as part of site construction.

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

Approximately 90 percent.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Site erosion control during construction per best management practices.

*Clearing and Grading  
Code - BCL 23.76  
CE & review during  
Design Review*

## 2. AIR

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known. ✓

Typical construction site emissions, dust, etc.

*no construction  
with this MDP*

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. ✓  
None.

- c. Proposed measures to reduce or control emissions or other impacts to the air, if any: ✓

Typical best management practices during construction.

*no construction  
w/ MDP  
construction dust suppression  
etc per  
reviewed under project  
specific review*

## 3. WATER

- a. Surface

- (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. ✓

None.

- (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. ✓

N/A

- (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. ✓

N/A

- (4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. ✓

N/A

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

No.

- (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. ✓

No.

b. Ground

- (1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description. ✓

No.

- (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. ✓

N/A

c. Water Runoff (Including storm water)

- (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. ✓

Stormwater from buildings and parking areas will be discharged to the City stormwater system.

- (2) Could waste materials enter ground or surface waters? If so, generally describe. ✓

N/A

Utilities Code -  
Title 24.06  
storm and surface  
water

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

N/A

#### 4. Plants

a. Check or circle types of vegetation found on the site: ✓

☒ deciduous tree: alder, maple, aspen, other

☒ evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☐ pasture

☐ crop or grain

☐ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

☐ other types of vegetation

*urban landscaping*

*Reviewed during Design Review  
MDP does not address specific project*

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

Existing on-site streetscape will be removed for construction in the project area, i.e. trees and some planting beds.

c. List threatened or endangered species known to be on or near the site. ✓

None.

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

See Landscape plans for proposed new construction.

*conceptual design for MDP purposes only*

#### 5. ANIMALS

a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site: ✓

☐ Birds: hawk, heron, eagle, songbirds, other:

☐ Mammals: deer, bear, elk, beaver, other:

☐ Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site. ✓

N/A

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

No.

d. Proposed measures to preserve or enhance wildlife, if any: ✓

N/A

## 6. Energy and Natural Resources

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

Electric, gas.

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

Shadows from proposed construction.

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

High performance glazing, insulation, and mechanical systems.

*to be determined during project specific review*

*see sun/shadow studies -  
blags placed to south  
reduce shade  
impacts*

## 7. Environmental Health

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. ✓

No.

(1) Describe special emergency services that might be required. ✓

N/A

(2) Proposed measures to reduce or control environmental health hazards, if any. ✓

N/A

b. Noise

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

Typical high density urban environment.

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

Noise from typical construction activities during business hours.

Typical office and hotel traffic after construction completion.

- (3) Proposed measures to reduce or control noise impacts, if any:

N/A

*no construction  
w/ this MDP*

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? ✓

Parking garage, commercial office buildings.

- b. Has the site been used for agriculture? If so, describe. ✓

No.

- c. Describe any structures on the site. ✓

Existing parking garage.

*" BCP office Bldg  
Sound transit rider services bldg*

- d. Will any structures be demolished? If so, what?

Parking garage and associated site work will be demolished. *and sound transit bldg*

- e. What is the current zoning classification of the site?

DNTN-0-1

- f. What is the current comprehensive plan designation of the site? *DNT-0-1 in DNTN Core*

- g. If applicable, what is the current shoreline master program designation of the site? ✓

N/A

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify. ✓

No.

- i. Approximately how many people would reside or work in the completed project? ✓

2,000.

*Hotel / Retail /  
Office*

- j. Approximately how many people would the completed project displace? ✓

None.

k. Proposed measures to avoid or reduce displacement impacts, if any: ✓

N/A

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

Project will comply with Bellevue Land Use code requirements.

## 9. Housing

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

None proposed.

*Residential use - hotel*

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

N/A

c. Proposed measures to reduce or control housing impacts, if any: ✓

N/A

## 10. Aesthetics

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

Height is 450 feet. Principal materials are glass, aluminum, steel.

*no ~~part~~ part of bldg may exceed 450'*

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

Local obstruction of views from adjacent properties.

*views not protected by LUC*

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

Project massing and articulation will comply with City of Bellevue Design Review requirements.

## 11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? ✓  
Light / glare from typical office and hotel use, reflections etc. from glazed portions of facades during morning / afternoon hours.
- b. Could light or glare from the finished project be a safety hazard or interfere with views? ✓  
None anticipated.
- c. What existing off-site sources of light or glare may affect your proposal? ✓  
None anticipated.
- d. Proposed measures to reduce or control light or glare impacts, if any: ✓  
Reflective glass is not proposed.

*no specific  
proposal  
but anticipate...*

*will  
not be  
w/  
project specific  
proposals*

## 12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? ✓  
Downtown Bellevue parks and open spaces.
- b. Would the proposed project displace any existing recreational uses? If so, describe. ✓  
No.
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: ✓  
N/A

*will add  
public open space  
incl. MPOS*

## 13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. ✓  
No.
- b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site. ✓  
N/A
- c. Proposed measures to reduce or control impacts, if any: ✓  
N/A

## 14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any. ✓  
(Mid-Block Vehicular Connector)  
Vehicular access to the building will be primarily from the mid-block connection between 108th Avenue NE and 110th Ave. NE.
- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop? ✓  
Yes, Bellevue Transit Center is adjacent to the site.

- c. How many parking spaces would be completed project have? How many would the project eliminate? ✓  
1,578 stalls are proposed to be constructed. An existing three-story parking garage will be demolished.

1959±

10  
*to accommodate  
exist BSP bldg and  
all new construction  
on site (2 towers +  
podium)*

SN

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Mid-block <sup>6</sup> connection will be provided between 108th Avenue NE and 110th Avenue NE.

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

No.

light rail station in front of City Hall

✓  
Jt. w/ property to north  
condition of MEP -  
if 600 developers  
to build  
entire roadway

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

See traffic study.

- g. Proposed measures to reduce or control transportation impacts, if any:

See traffic study.

✓ by TENN  
dated 9/9/16

## 15. Public Services

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

No.

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

N/A

## 16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

All utilities listed above are available at the site. No septic system is on the site.

- b. 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.

Utilities listed in (a) above are anticipated to be used for the project. Construction activities will be typical of a high-rise urban project.

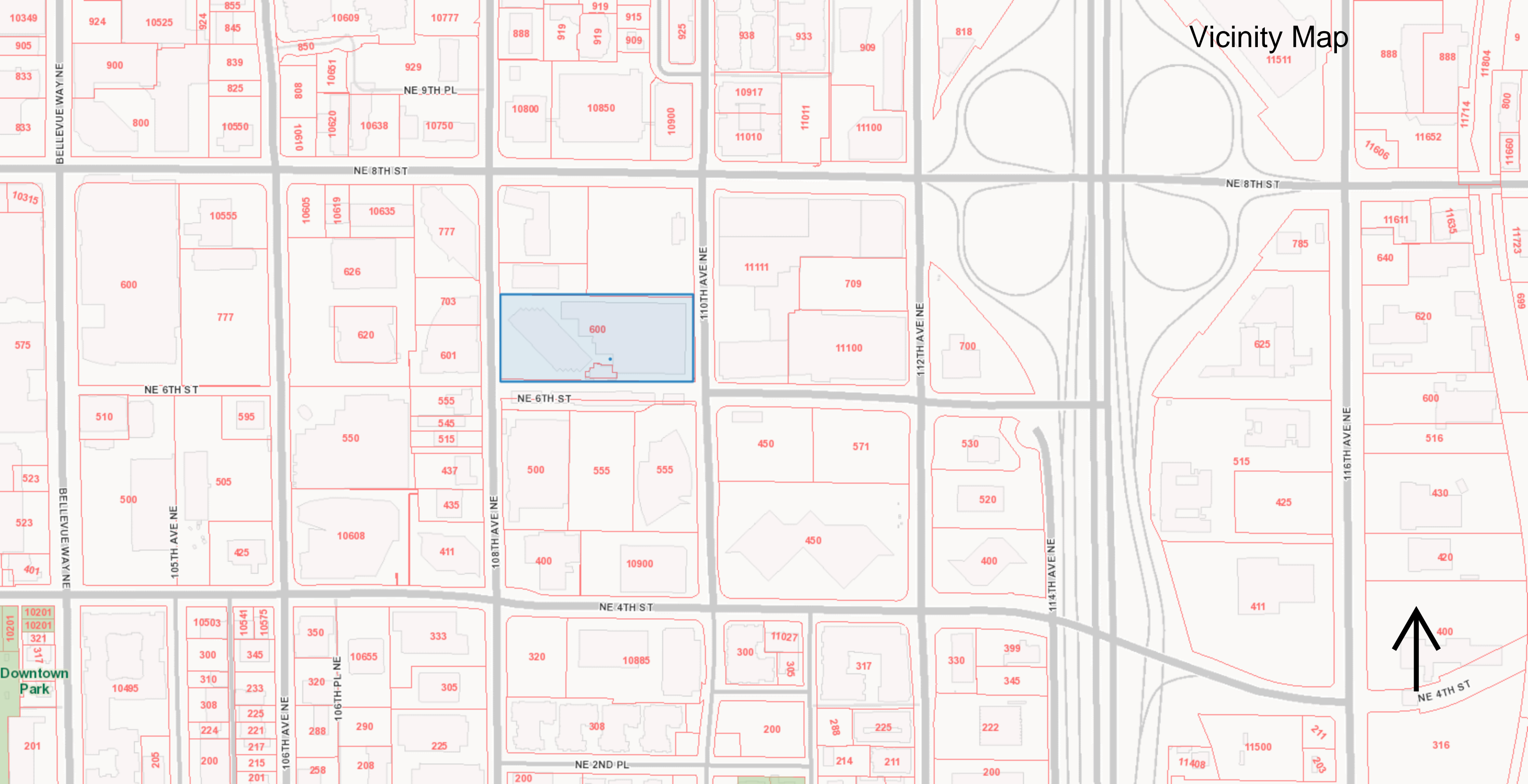
## Signature

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

Signature.....

*John H. Thomas*

Date Submitted..... 01/18/2016



Vicinity Map

Downtown Park

## ATTACHMENT C – ACCESS AGREEMENT

August 26, 2016

Kevin Corbett  
Plus Investment (USA), Inc.  
12838 SE 40th Place  
Suite 200  
Bellevue, WA 98006

**Re:** Term Sheet for the use of a 15-foot strip of land (approximately 9,000 sf) located on the northernmost portion of 600 108<sup>th</sup> Avenue NE Bellevue, WA, to facilitate development of the Purchaser Property and potential future development of the Seller Property

**Purchaser:** 10833 NE Eight Street Associated LLC  
**Seller:** CW Nom LLC  
**Purchaser Property:** As approximately identified on Exhibit A [Site Plan]  
**Seller Property:** As approximately identified on Exhibit A [Site Plan]  
**Mid-Block Connector:** A road bisecting Purchaser Property and Seller Property in the location approximately identified on Exhibit A, to be constructed by Purchaser at Purchaser's cost. Half of the Mid-Block Connector will be constructed on Seller Property and half will be constructed on Purchaser Property. Purchaser will construct any improvements required by the City of Bellevue (e.g., pedestrian pathways) at Purchaser's cost. Location, design and specifications for the Mid-Block Connector are subject to Seller and Purchaser approval.

**Rights and  
Obligations of  
Purchaser:**

1. Purchaser must build the Mid-Block Connector, below-grade parking with a minimum of six levels, a shoring wall and foundation and below-grade concrete utility vault(s) below the portion of the Mid-Block Connector on Seller Property, the location, design and specifications for which are subject to Seller approval. Purchaser will, at its sole cost, pay for all construction, shoring and utility costs of the Mid-Block Connector as well as the cost to construct the parking beneath it
2. Purchaser will grant Seller a perpetual easement for the use of the portion of the Mid-Block Connector lying on Purchaser Property
3. Purchaser will allow Seller use of the shoring wall for future development on Seller Property. Purchaser's foundation must allow Seller to build up against it without requiring shoring, as well as allow one or more "punch throughs" for future parking circulation. A "punch through" for future parking is currently expected to be constructed between the 6<sup>th</sup> level of below-grade

from Phase II construction commencement or (ii) Seller construction commencement.

In addition to the remedies described above, in the event that the parking stalls are not delivered to Seller within a reasonable time period, Purchaser agrees to pay a one-time payment in the aggregate amount of the prevailing annual market rate of comparable parking stalls multiplied by the number of undelivered stalls divided by the lower of (i) 5.0% or (ii) the prevailing market capitalization rate for comparable parking structures. This one-time payment will apply to both Phase I and Phase II parking stalls.

**Cooperation:** Purchaser and Seller will coordinate the development of any future construction on Purchaser Property and Seller Property, including integrating access, egress and use.

**Non-Binding:** Purchaser and Seller recognize that development projects similar to the projects contemplated by this Terms Letter involve significant due diligence, coordination and planning. This Terms Letter is intended to set forth the basic framework regarding development of the Mid-Block Connector, shoring wall and below-grade parking. All terms and provisions of this Terms Letter set forth above are expressly conditioned upon and subject to the parties entering into a definitive development agreement and are not binding upon Purchaser and Seller in any way. Any definitive agreement will include customary representations and warranties, including warranties related to the Foreign Corrupt Practices Act and OFAC regulations. Purchaser and Seller each acknowledge that (i) a transaction of this type involves many essential and nonessential terms and conditions and that there has not yet been a definite statement of all the terms and conditions of the proposed transaction, (ii) this Terms Letter is not intended to constitute an offer or an acceptance of an offer, and (iii) this Terms Letter is not intended to constitute an agreement to negotiate or execute a development or any other agreement in the future.

*[signature page to Terms Letter]*

10833 NE Eighth Street Associates LLC

CW Nom LLC

By: 

Name: Kevin Corbett

Date: 9/1/16

By: 

Name: David Weinberg

Date: 9/2/16

parking on the Purchaser's property and the 7<sup>th</sup> level of below-grade parking on the Seller's property. To the extent that construction plans change at either Purchaser's or Seller's property, Seller will retain the right to "punch through" on at least one mutually agreed upon level of below-grade parking

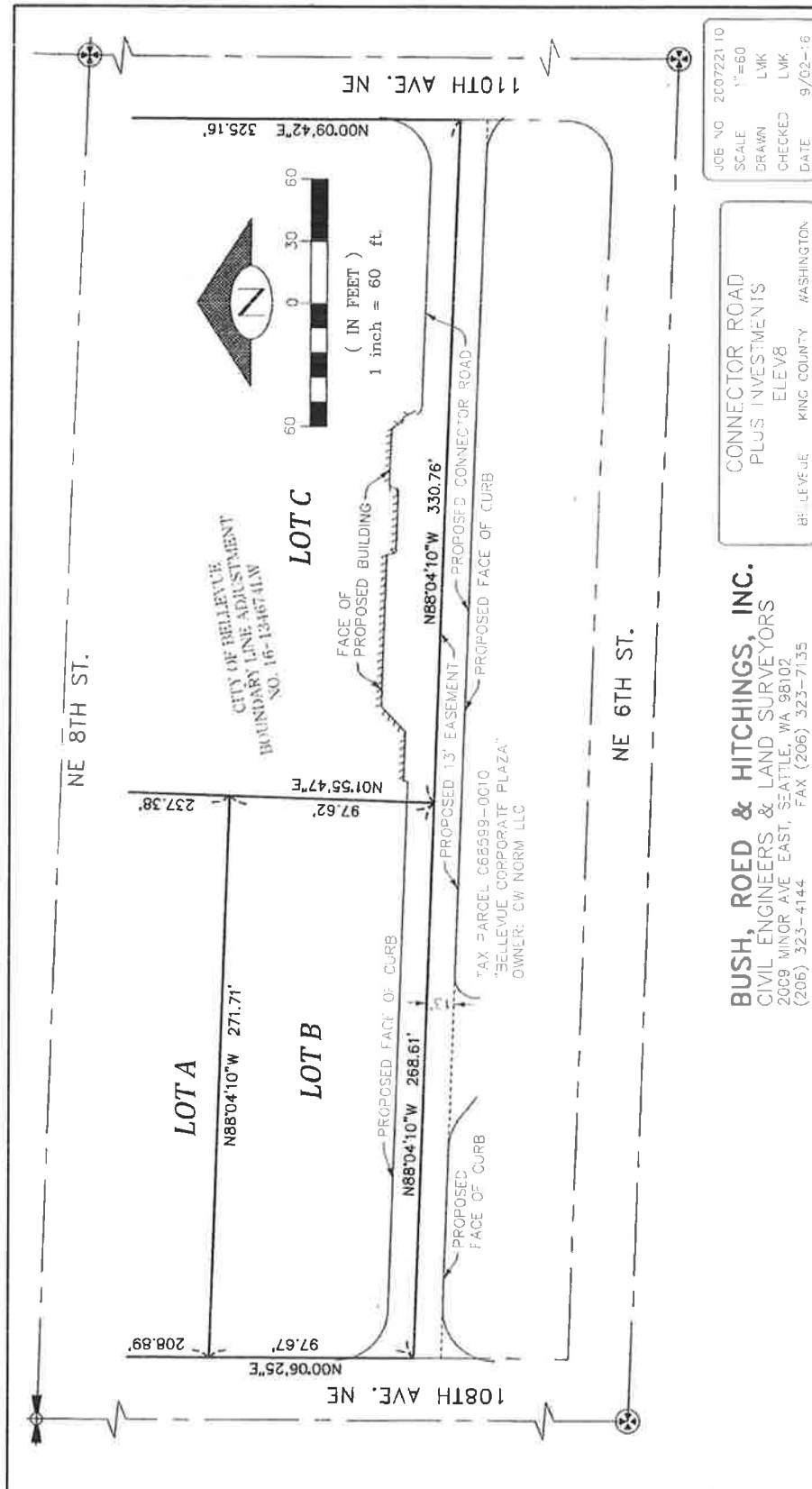
4. Purchaser will work with Seller in good faith to create pedestrian pathways between the projects at grade as well as on each below-grade level of parking
5. Purchaser will build foundation wall to at least the depth of Seller's proposed foundation wall, eliminating the need for Seller to underpin Purchaser's foundation wall
6. Future crane-swing easement for future development on Seller Property
7. Future tie-back easement for future development on Seller Property
8. Other typical construction easements for future development on Seller Property
9. Perpetual easement of 205 parking stalls to be developed by Purchaser. 115 stalls will be available to Seller upon completion of Phase I [the eastern approx. 109,032 sq ft of Purchaser Property, as shown on Exhibit A] of Purchaser development and 90 additional stalls will be available to Seller upon completion of Phase II [the western approx. 91,643 square feet of Purchaser Property, as shown on Exhibit A] of Purchaser development. Purchaser will retain the right to use the 205 parking stalls during nighttime hours (7pm-6am)
10. Purchaser will reimburse Seller for all costs associated with this agreement in excess of \$50,000

**Rights and  
Obligations of  
Seller:**

1. Seller will grant Purchaser a perpetual easement for the use of the portion of the Mid-Block Connector lying on Seller Property, together with a perpetual easement for the to-be-constructed parking situated below grade on the portion of the Mid-Block Connector on Seller Property
2. A crane-swing easement
3. A tie-back easement
4. Other typical construction easements

**Purchaser  
Completion  
Guaranty / Surety  
Bond:**

Purchaser will provide completion guaranties and security acceptable to Seller for the completion of the below-grade parking structure and Mid-Block Connector. Purchaser will deliver 115 parking stalls upon the earlier to occur of (i) 36 months from Phase I construction commencement or (ii) Seller construction commencement. If Purchaser fails to deliver the stalls in this timeframe, Purchaser agrees to pay a monthly payment in the aggregate amount of the prevailing market rate of comparable parking stalls for each undelivered stall until such stalls are delivered to Seller. Purchaser agrees to the same payment if it fails to deliver 90 parking stalls upon the earlier to occur of (i) 36 months



ATTACHMENT D – CERTIFICATE OF CONCURRENCY

## CERTIFICATE OF CONCURRENCY

**600 Bellevue**

This certificate documents the Transportation Department Director's decision that the development project at 600 – 108th Avenue NE (Master Development Plan File No. 16-122461 LP) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 1,004 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

4/6/17

\_\_\_\_\_  
Date

Certificate No. 108