



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT  
 ENVIRONMENTAL COORDINATOR  
 11511 MAIN ST., P.O. BOX 90012  
 BELLEVUE, WA 98009-9012

**DETERMINATION OF NON-SIGNIFICANCE**

**PROPONENT:**

Rick Stinson, The Hanover Company

**LOCATION OF PROPOSAL:**

10710 NE 10<sup>th</sup> Street, Bellevue, WA

**DESCRIPTION OF PROPOSAL:**

Application for Design Review approval to construct a 20 story residential tower, including a retail base and partially underground parking.

**FILE NUMBER: 06-100751-LD**

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 Development Services Section. This information is available to the public on request.

- There is no comment period for this DNS
- 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 \_\_\_\_\_.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment from the date below. Comments must be submitted 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This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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.

Carol V. Stellan  
 Environmental Coordinator

11/2/06  
 Date

**OTHERS TO RECEIVE THIS DOCUMENT:**

- State Department of Fish and Wildlife
- State Department of Ecology, Shoreline Planner N.W. Region
- Army Corps of Engineers
- Attorney General
- Muckleshoot Indian Tribe



**City of Bellevue  
Department of Planning and Community Development  
Land Use Division Staff Report**

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Proposal Name: Vue Hanover  
Proposal Address: 10710 NE 10<sup>th</sup> Street  
Proposal Description: Application for Design Review approval to construct a 20-story residential tower, including a retail base and partially underground parking.  
File Number: 06-100751-LD  
Applicant: Rick Stinson, The Hanover Company  
Decisions Included: Process II, Combined Design Review and SEPA  
Planner: Mike Upston, AICP  
State Environmental Policy Act Threshold Determination: **Determination of Non-significance**

Carol V. Helland  
Carol V. Helland  
Environmental Coordinator

Director's Decision: **Approval with Conditions**

Carol V. Helland for  
Matthew A. Terry, Director  
Dept. of Planning & Community Development

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Notice of Decision Date: 11/2/06  
Appeal Deadline: 11/16/06

For information on how to appeal a proposal, visit the Permit 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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## CONTENTS

I.	Request/Proposal Description.....	2
II.	Site Zoning, Context & Character.....	2
III.	Consistency with Land Use Code/Zoning Requirements.....	3
IV.	Public Notice & Comment.....	12
V.	Technical Review.....	12
VI.	State Environmental Policy Act (SEPA).....	15
VII.	Changes to Proposal Due to Staff Review.....	16
VIII.	Decision Criteria.....	17
IX.	Decision.....	18
X.	Conditions of Approval.....	19

### ATTACHED:

- Exhibit A: Location & Zoning Maps
- Exhibit B: Comprehensive Plan Policies
- Exhibit C: Project Plans & Drawings

## **I. REQUEST/PROPOSAL DESCRIPTION**

The applicant requests Design Review approval to construct a 20-story residential tower over a base of sidewalk-accessible town homes, resident amenity space and retail tenant space. The building will contain 202 residential units total, along with 2,648 square feet of ground-floor retail and 8,880 square feet of resident amenity space within the podium (fitness center, lounge, conference room, movie screening room), and a parking garage.

The proposed building faces onto NE 10<sup>th</sup> Street and covers most of the site. Vehicular access for residents will be from 108<sup>th</sup> Avenue NE via a new driveway along the back of the building, which also serves as an east-west mid-block auto and pedestrian connection to 106<sup>th</sup> Avenue NE. Vehicular access for visitors and drop-offs is proposed within an auto court off NE 10<sup>th</sup> Street on the southwest portion of the property.

The project includes roadway frontage improvements along NE 10<sup>th</sup> Street and 108<sup>th</sup> Avenue NE, compatible with the frontage improvements proposed under the adjacent Belcarra/BRE Apartments project. Refer to Exhibit C, Project Plans & Drawings, for more information.

## **II. SITE ZONING, CONTEXT & CHARACTER**

### **A. Site**

The 71,008 SF (1.63 acre) project site is located on the northwest corner of NE 10<sup>th</sup> Street and 108<sup>th</sup> Ave. NE. The site is currently vacant; the low-rise apartment building that formally existed has been removed. Across the street to the east along 108<sup>th</sup> Ave will be the 22-story 1020 Tower, and to the south along NE 10<sup>th</sup> Street is the evolving Washington Square project where the buildings will range up to approximately twenty-five floors. Immediately adjacent to the proposed project, and to the west across a 45 foot wide landscaped pedestrian corridor, will be the BRE Apartments; a 5-story apartment complex currently under construction.

### **B. Zoning**

The property is located in Subdistrict C of the Downtown Perimeter Design District overlay, within the underlying Downtown Mixed Use (DNTN-MU) zoning district. No concomitant agreement applies to the property. Refer to Exhibit A, Location & Zoning Maps, for more information.

### **C. Land Use Context**

The scale of the facades change in response to the development that the project faces. At the internal north-south mid-block pedestrian connection, opposite the proposed BRE residential project, the facade is just three stories to relate to the pedestrian connection and the lower scale development planned for the BRE site. Facing 108<sup>th</sup> Avenue NE, the northern portion of the project consists of seven stories of residential, while at the corner of 108<sup>th</sup> Avenue NE and NE 10<sup>th</sup> Street, the building rises to the full 20 story height in response to the other towers mentioned above. The lower-scale residential facades include two-story townhouse units with entries at the sidewalk to enliven the pedestrian experience, while the tower's base includes street-level amenity space and retail to further activate the streetscape.

### III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

#### A. General Provisions of the Land Use Code

##### 1. Use

Uses are regulated by Section 20.10.400 (Use Charts) and 20.25A.090 (Subdistrict C of the Downtown Perimeter Design District overlay, within the underlying Downtown-Mixed Use zoning district). In addition, the uses proposed for this project are permitted with Design Review approval subject to meeting the Design Review criteria of Land Use Code section 20.25A.110 and the Design Guidelines – Building/Sidewalk Relationships of Land Use Code section 20.25A.115, summarized as follows:

##### 2. Dimensional Requirements

As conditioned, all applicable dimensional requirements of the Land Use Code would be met. Refer to the following tables for further information.

	Required/Permitted	Proposed
<b>Height</b>	245' (LUC 20.25A.090.D.2, note 2 & D.3) 200' base max ht + 15% (30') for neighborhood services provided + 15' for mechanical screening.	233'-8" (See related condition of approval regarding building height in section X of this report.)
<b>Lot Coverage</b>	100% (LUC 20.25A.020.A.2)	71%
<b>Floor Plates Above 40'</b>	20,000 SF (LUC 20.25A.020.A.2)	19,644 SF (level 4, largest level above 40 feet)
<b>Floor Plates Above 80'</b>	12,000 SF (LUC 20.25A.020.A.2)	11,958 SF (levels 8 – 18)
<b>Setbacks/ Stepbacks</b>	Front: 0' Sides & Rear: 0' (below 40' bldg ht) 20' (above 40' bldg ht) (LUC 20.25A.020.A.2)	Front (south): 8' to 11' Front (east): 0' Side (west side): 22'-6" Rear (north side): 31'
<b>FAR</b>	5.0 max (LUC 20.25A.020.A.2, 20.20.128)	3.9 (278,152 SF in bldg. divided by 71,008 SF lot area)
<b>Parking</b> DNTN-MU	1/unit @ 202 units x 1 = 202 min	314 resident + 25 visitor
Retail/mixed use	2/1,000 nsf @ 2,648 nsf = 6 min (LUC 20.25A.590.F) 208 min	7 retail 8 handicap 354 stalls
<b>Landscape</b>	Existing street trees to be retained along NE 10 <sup>th</sup> Street and Zelkova serrata to be installed along 108 <sup>th</sup> Avenue NE, all with 5x5 grates at a maximum 25 feet on-center spacing, in addition to the requirements of LUC 20.25A.040.	As required. See conditions of approval in section X of this report requiring replacement of existing street trees damaged during construction, and selection of plant types, installation and maintenance.
<b>Loading</b>	One off-street 10'x55' space, or other as approved by the Director (refer to 20.20.590K.4.a-c)	Provided between the alley and garage, just off 108 <sup>th</sup> Avenue NE.
<b>Recycling &amp; Solid Waste</b>	1.5 SF/unit + 5 SF/1000 retail = 316 SF	360 SF. See condition of approval in section X of this report.

**B. Special District Requirements**

**1. FAR Amenity System Requirements**

Subject to LUC 20.25A.020C.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. The Basic FAR requirement in square feet = 0.20 X the Project Limit area X the Basic Non-residential FAR (0.20 X 71,008 X 0.5 = 7,101 SF).

The amount of "Basic" FAR Amenity Earned (31,632 SF), calculated below, exceeds the minimum required 7,101 SF.

**Table 1: Bonus Amenity Area Earned**

Project Gross Floor Area (GFA)	278,152 SF
Basic Permitted Floor Area (Basic FAR X Project Limit)	142,016 SF (2.0 X 71,008 SF)
Additional Floor Area Requested	136,136 SF (278,152 – 142,016)
"Basic" FAR Amenity Earned	31,634 SF (Refer to Table 2 below)
Remaining ("Bonus") FAR Amenity to Earn (Project GFA - Basic Permitted Floor Area - FAR Earned)	104,502 SF (278,152 – 142,016 – 31,634)
Total FAR Amenity Earned	867,189 SF (Refer to Table 2 below)
Excess FAR Amenity Earned (Total FAR Amenity Earned – Basic FAR Amenity Earned – Bonus FAR Amenity to Earn)	731,053 SF (867,189 - 31,634 - 104,502)

**Table 2: Bonus Amenities**

Amenity		Units of Measure	Bonus Ratio	Bonus Floor Area Earned	How it Meets the Description and Design Criteria? Public Benefit?	
<b>Basic Amenities</b>	Landscape Feature	Square Feet (SF)	4:1	704 SF (176 SF x 4)	Adds visual interest into the project site from NE 10 <sup>th</sup> Street.	
	Marquee	Linear Feet (LF)	2:1	2,330 SF (1,165 LF x 2)	Provides continuous overhead weather protection.	
	Residential Entry Courtyard	Square Feet (SF)	4:1	6,000 SF (1,500 SF x 4)	Provides outdoor use for residents and passersby on the adjacent public sidewalk.	
	Pedestrian Oriented Frontage	Square Feet (SF)	100:1	22,600 SF (226 SF x 100)	Stimulates sidewalk pedestrian activity.	
<b>Sub-Total Basic</b>				<b>31,634 SF</b>		
<b>Non-Basic</b>	Underground Parking	Square Feet (SF)	0.5:1	55,375 SF (110,750 SF x 0.5)	Hides unsightly parking area underground.	
	Above-grade parking located under structure	Square Feet (SF)	4:1	227,652 SF (56,913 SF x 4)	Hides unsightly parking area under the building and behind other ground-floor uses on three sides of the building.	
	Landscape Area	Square Feet (SF)	1:1	1,520 SF	Provides visually-attractive space for tenants and the general public.	
	Residential Uses	Square Feet (SF)	2:1	551,008 SF (275,504 SF x 2)	Meets GMA goals and enlivens the downtown with a 24 hr population.	
	<b>Sub-Total Bonus</b>				<b>835,555 SF</b>	
	<b>Combined Total</b>				<b>867,189 SF</b>	

This project provides more than the amount of total amenity required for the floor area proposed. As summarized in Table 1 above, the project is required to provide a minimum of 7,101 square feet of amenity. The project provides 867,189 SF, well in excess of the amount required.

Subject to LUC 20.25A.030.D, the total amount of bonus floor area earned through the Amenity Incentive System for a project, and the total amount of bonus floor area to be utilized on-site for that project, must be recorded with the King County Division of Records and Elections and with the Bellevue City Clerk. Therefore, a condition has been added to Section X of this report requiring that the applicant record a copy of the approved bonus point calculations, project drawings and conditions of this Design Review.

## 2. Design Review Guidelines & Criteria

### 20.25A.090.E Perimeter Design District Design Guidelines

The proposal meets the design guidelines of the Perimeter Design District as follows:

1. ***Development projects should include a mid-block street, where feasible, to provide more convenient circulation within the perimeter of the Downtown and to promote development with a human scale.***
2. ***Buildings should incorporate interior arcades, open courtyards, enclosed plazas or combinations thereof which offer mid-block pedestrian connections between perpendicular and/or parallel streets.***

In response to both guidelines above, the project proposal includes a north-south mid-block pedestrian connection on the west side of the project site. This pedestrian-only connection will run between NE 10<sup>th</sup> Street bordering the south side of the project area and a proposed east-west auto/pedestrian mid-block connection running along the north side of the site (Refer to attached Project Plans, sheet A1.1 for more information). A condition of approval is included in section X of this report requiring the accommodation of 24-hour public vehicular and pedestrian access in these areas, including public access signs and a written agreement.

3. ***Buildings should be clad with materials which minimize reflected light. Overhangs, awnings, sunscreens and other devices should be considered in order to minimize conditions of glare.***

Masonry and pre-cast stone is the proposed cladding material for the building base, along with anti-reflective glazing encased in matte beige mullions at the tower. Marquee is proposed along the NE 10<sup>th</sup> Street and the 108<sup>th</sup> Avenue NE building faces to provide weather protection, including shading from direct summer sun.

4. ***Building facades should be divided into increments through the use of bay windows, offsets, angled facets, recesses and other architectural features which serve to break down the scale.***

All four sides of this building are different as they respond to unique adjacencies in each direction. However, all incorporate features used to break down the building scale at the pedestrian level, as well as in response to the adjacent low-rise multi-family neighborhood to the north. The portion of the tower's podium facing onto the NE 10<sup>th</sup> Street is limited to two stories, is mostly glass (see-through/vision glass), and incorporates a marquee, tightly-spaced windows and columns, and carefully-chosen material/color variation. The east facade facing onto 108<sup>th</sup> Avenue NE is a combination of two-story townhouse units with five additional floors of flats above, next to the twenty-story tower, with its two story podium described previously. The townhouse façade's brick and pre-cast stone provides visual relief, interesting variation, and an anchoring element next to the taller, sleeker tower. Some of the cladding elements are extended to the north side of the parking garage for visual continuity and as a means of addressing the garage's northern orientation toward the existing low-rise multi-family neighborhood. The west elevation is similar to the east in terms of its townhouse/tower relationship and composition of form, materials and color. But this side, facing the proposed mid-block pedestrian connection, is limited to the three story

townhouse units, which provide generous patios and landscaping to soften the building base and provide a buffer from the public area while simultaneously having a welcoming neighborhood look.

The residential tower itself is recessed back more than 150 feet from the north property line and clad in a neutral warm taupe colored pre-cast stone and non-glare glazing. The tower façade is characterized by recessed windows and balconies which provide shadow and animation to the building. Lightening the mass of the building is non-mirrored, non-tinted glass; allowing transparency at the glazed corners of the tower. The decks on the tower were designed as natural extensions of the pre-cast cladding as opposed to being "applied" to the building and add a strong horizontal element, further breaking up the mass of the structure.

**5. *Rooftops should incorporate features such as pitched or sloped forms, terraces, perimeter planting to soften an otherwise rectilinear profile.***

The building is topped by a roof element that complements the overall design and is replicated at the building's entry and top two levels. Providing the "roof" element to the residential tower composition is the recessed penthouse floor with its wrap-around roof terrace. Further emphasizing the roof is the cantilevered portion which caps the tower with a strong horizontal element. The edges are continued in the same bronze-colored metal to the cornice of the warm taupe cast stone portion of the residential tower which becomes an effective screen for the mechanical equipment. The angled cornice is to be up-lit which will provide a terminus to the tower design at night.

**6. *Surface parking should be concealed from street level views by berms, hedges, walls or combinations thereof.***

All street-level parking is wrapped behind podium uses, except the north side where all vehicle access, loading and deliveries occur. However, significant modifications have been made since the project was originally proposed. These changes include closing a large portion of the façade, which will diminish noise and views of cars from the existing neighborhood to the north. In addition, the garage is set back approximately thirty feet from the north property line, providing adequate separation of uses.

**7. *Special attention should be given to the provision of elements at or near the ground level such as awnings, recessed entries, water features, address signs, seasonal flower beds, seating, pedestrian-oriented uses and display kiosks.***

The residential facades include two and three story townhouse units with entries at the sidewalk to enliven the pedestrian experience, while the tower includes amenity space and retail to further activate the streetscape.

Marquee above both residential lobby entrances, inset doorways, planter boxes placed along the base of the townhouse façade, custom designed benches, and a significant mid-block pedestrian through-way are included in the project. While signs are expected to be minimal, a condition of approval is included in section X of this report requiring a sign master plan prior to issuance of the building permit.

Landscaping is proposed to respond to the character-making opportunities of this project. Street trees are proposed to provide scale, greenery and a sense of seasonality along

the street. Entries to the buildings will be highlighted using more formalized plantings and a seasonal color/perennial program for visual impact and color. The plantings will be designed to be in keeping with the architecture of the building, so that their style, form and scale are appropriate. In areas of the site that are somewhat less dense, whether at the perimeter or in transition zones between the building and parking lot, landscape will be implemented to provide strong visual impact and logical transitions. Flowering trees and trees that express seasonality are proposed to accent and highlight building entries and pedestrian nodes.

At the edge of the site, careful consideration is given to utilizing plant materials that create a sense of stature and scale along with solid evergreen plantings to minimize the visual impact of the project and its associated parking. Adjacent to the parking structure, existing landscaping on the west and north side will be retained, and new evergreen plantings are proposed to soften and anchor the building on the south and east sides.

In addition to meeting all of the Perimeter Design District guidelines as described above, this proposal also meets the applicable Downtown Design Review Criteria (LUC 20.25A.110) and Design Guidelines – Building/Sidewalk Relationships (LUC 20.25A.115) as discussed in section III.B.2 of this report.

Refer to Exhibit C, Project Plans & Drawings, for more information about the project design.

## **20.25A.110 Design Review Criteria**

The proposal meets the Design Review criteria as follows:

### **Site Design Criteria**

#### **1. Vehicular Circulation and Parking**

- a. *Provide efficient vehicular access to parking and service areas which is coordinated on a superblock basis.* Two vehicular circulation areas are proposed: 1) an alley that serves as garage access for residents and as a mid-block connector, which is shared with the BRE Belcarra project to the west and runs from 108<sup>th</sup> to 106<sup>th</sup> Avenues NE, and 2) an entry court for visitors and drop-off/pick-up accessed from NE 10<sup>th</sup> Street.
- b. *Coordinate the location of vehicular and pedestrian mid-block connections, considering opportunities for mid-block crossings.* The NE 10th street entry provides direct drop-off and visitor orientation to the main entry lobby, and easy entry directly to the parking garage beyond. The mid-block connector provides access to loading and would be the primary tenant access to the project as well as fire truck access to the adjacent Belcarra project.
- c. *Provide for safe and pleasant movement within the Downtown for the pedestrian and bicyclist.* The mid-block connector provides pedestrian and bicycle through-way access from 108th to 106<sup>th</sup> Avenues NE.
- d. *Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance, or landscaping.* The sidewalk is separated from the

roadway by a 6 inch curb. The main entry court on NE 10th Street is landscaped and will provide bollard separation of pedestrians and cars.

- e. *Incorporate retail shopping space at ground level into parking structures whenever practical and appropriate.* The parking garage is flanked by residential townhouses as well as retail at the ground level on three sides.
- f. *Minimize the location of parking adjacent to pedestrian connections.* The garage is buffered from the mid block connection by a three foot planting strip for most of it's length.
- g. *Limit the number of driveway openings and the number of access lanes in each opening.* The driveway openings are limited to one on the north side and one on the south side.
- h. *Where appropriate, fit garages into the topography and make use of garage roofs for public open space, recreation or landscaped areas.* The roof of the parking garage is landscaped and will be used for building common use.
- i. *Maximize the use of underground parking.* The majority of the parking is provided in underground parking.

## **2. Pedestrian Circulation and Amenities**

Pedestrians can circulate around the entire perimeter of the site, by way of sidewalks adjoining the streets and pedestrian connectors. The east-west mid-block connector joins to the north- south pedestrian easement to provide clear and logical pedestrian movement. Pedestrians can also move through the site from north to south through the parking garage. A degree of openness to the north side of the garage is intended to provide a bit more daylight into the garage to make this path more inviting, and to allow a view from one side to daylight on the other. All the pedestrian paths will meet ADA requirements. Street trees, landscaping, canopies and special paving are used to provide a more pleasant pedestrian experience.

## **3. Wind and Sun**

The building is designed so that the tower portion is located as far away as possible from the adjoining properties to the north and west, to minimize the solar shading impacts on those properties. The tower placement will allow sun in the morning and afternoon hours to the park across 108th, and help to shade the park in the late afternoon. The scale of the residential units facing the north-south pedestrian easement is kept to three stories to minimize shading of the open space. The main entry plaza is located on the south side of the building to take advantage of the solar orientation. The landscaping on the west side of this courtyard will help to block winds from the south west, yet be open enough to still allow breezes in the summer.

## **4. Open Space**

The primary open space is the shared pedestrian easement and adjacent entry plaza at NE 10th Street on the western border of the site. Both are located to create and reinforce the N/S pedestrian connector, together creating a larger contiguous open space at mid-block. They have southern orientation, ensuring exposure to sunlight, and are designed to be barrier-free. Paving surfaces will be a combination of concrete, concrete pavers and brick pavers, and the landscaping is placed to accent and frame the space, but not overwhelm it. Lighting and seating are incorporated into these spaces.

**5. Light and Glare**

Light and Glare are controlled by utilizing low-intensity lighting fixtures on the exterior of the building and non-reflective glass, as well as non reflective materials such as brick, pre-cast and muted or darker color for metal panels.

**Downtown Patterns and Context**

**1. Natural Setting and Topography**

There is little topographic variation on the site, except that the south-western portion of the site to the west slopes down, starting at the western edge of the entry drive. The project is situated to take advantage of the views towards the Cascades to the east, overlooking Ashwood Park and the proposed plaza across 108<sup>th</sup> Avenue NE, and to Lake Washington views to the west, along the NE10th Street corridor. More territorial views are afforded to the townhouse and flats facing the pedestrian easement. The tower portion of the project is placed at the corner of these streets to take advantage of these views, and is detailed to present a high-quality design to enhance its prominent location.

**2. Landscape Design**

In addition to street trees, the landscaping design includes raised planters framing the entry plaza, along with a circular planter at the center of the driveway, providing a recognizable visual unit which contrasts effectively with the building forms.

**3. Views**

As discussed previously, the tower placement considered reducing the impact on views from the properties to the north and west and also from the 1020 Tower project to the east across the street. The placement of the buildings in relationship to the pedestrian easement and entry plaza create a larger open space with views to the west, which are enhanced by the grade on NE 10th Street which starts to slope down near the west property line. Along NE 10th street, the building is set back an additional eight feet beyond the required sidewalk on the upper floors to eleven feet at the two story base, allowing a wider sidewalk and more of a view west along NE 10th Street from the planned public plaza across the street.

**4. Building Height and Bulk**

The scale of the facades change in response to the development that the project faces. At the north-south mid-block pedestrian connection, opposite the proposed BRE residential project, the façade is just three stories to relate to the pedestrian corridor and the lower scale development planned for that site. Facing 108<sup>th</sup> Avenue NE, the northern portion of the project consists of seven stories of residential, while at the corner of 108 Avenue NE and NE 10<sup>th</sup> Street, the building rises to the full 20 story height, addressing this prominent intersection. The lower scale residential facades include two story townhouse units with entries at the sidewalk to enliven the pedestrian experience, while the tower includes amenity space and retail to further activate the streetscape.

The tower portion is placed at the corner for several reasons. It is offset in the north-south direction from the 1020 tower to improve views and provide spatial relief. It moves away from both the BRE development to the west and the site to the north, and creates a prominent corner presence. The shape of the tower is a slight rectangle to reduce the overall scale when viewed from all angles, and to prevent any façade from becoming overly broad.

**5. Transitions**

Refer to discussion in item #4 above pertaining to the scale transition at adjacent properties.

**6. Patterns of Activity**

The building provides various opportunities for vital pedestrian-level activity at the ground plane, including ground level retail, residential unit entries directly to the sidewalk and pedestrian easement, and residential amenity spaces, including exercise rooms, demonstration kitchen, common living and visitor lounge areas directly abutting the ground level street façade.

**7. Signage**

No proposal for signs was included in this application. Therefore, prior to issuance of any building permits, a sign package in compliance with the Sign Code must be submitted as a revision to this Design Review. A related condition of approval is included in section X of this report.

**20.25A.115 Design Guidelines – Building/Sidewalk Relationships**

Both NE 10<sup>th</sup> Street and 108<sup>th</sup> Ave NE are designated as D/R rights of way in the Design Guidelines – Building/Sidewalk Relationships (LUC 20.25A.115). The intent of D/R rights of way is to have low to moderate orientation to pedestrians and to complement residential uses. This is supposed to be achieved by designing some relationship between exterior and interior activities with respect to visual access, and by incorporating landscape features that soften the urban edge. In addition, design attention should be given to elements (amenities) that complement the area's residential character and moderate the urban environment, while providing attractive visual access for pedestrians and other passersby.

The D/R rights of way design guidelines state that: 1) At least 50 percent of the street level edges of the entire project shall incorporate service and commercial activities, landscape features, terraced planters, residential entry courtyards, plazas, or a combination of these features; and 2) characteristics such as ground-level windows, street walls, and differentiation at the ground level must be incorporated into the project.

As discussed herein and illustrated on the attached project plans, the proposal complies with the intent of D/R rights of way, including its design guidelines by providing ground-floor, pedestrian-oriented retail and resident uses, along with design elements that make for a comfortable pedestrian experience along both streets. These elements include large expanses of vision glass along the ground floor of the commercial podium, well-integrated residential interface with the sidewalk, canopies for weather protection, wide sidewalks and planter strips, benches, and multiple building entries. More specifically, the project includes the following:

- Retail 76 lineal feet
- Landscape features/plaza 85 lineal feet
- Terraced planter: 10 lineal feet
- Residential amenity space 150 lineal feet
- Total 321 lineal feet

321 lf/ 435 total street level edges = 74%

#### **IV. PUBLIC NOTICE AND COMMENT**

Application Date: January 20, 2006  
Notice of Application: March 16, 2006  
Public Notice Sign: March 16, 2006  
Minimum Comment Period: March 30, 2006

Although the minimum required public comment period ended on March 30, 2006, comments were accepted up to the date of this decision. Three written comment letters were received.

- Betina Finley, resident, wrote on March 27, 2006 to express concern about the impact of tall downtown buildings on nearby single family residents.
- Terry Barr, resident, wrote on March 27, 2006 to express support for the proposal.
- Dwight & Mary Schrag, residents, wrote on April 29, 2006 to express support for the proposal and to offer suggestions on landscaping.

A copy of these comments, along with the City responses, is retained in the project file at City Hall.

#### **V. TECHNICAL REVIEW**

##### **A. Utility Department**

Utility review has been on a conceptual basis only, consequently there are no implied approvals of the engineering specifications for the water, sewer and storm drainage components of the project. Engineering review of the water, sewer and storm drainage infrastructure will be performed under the Utility Developer Extension Agreements, and will coincide with the clearing and grading permit review. Final civil engineering may require changes to the site layout to accommodate the utilities. See Section X of this report for Utility Department related Conditions of Approval.

##### **B. Clearing and Grading Code**

The plans and materials submitted for the project are sufficient for the Clearing and Grading section to approve the Design Review. Technical review will occur through the Clearing and Grading Permit.

##### **C. Transportation Department**

###### **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.

###### **Use of the Right of Way**

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. This permit is issued directly by the Transportation Department.

### **Easements**

The applicant shall provide easements along 108<sup>th</sup> Avenue NE and NE 10<sup>th</sup> Street 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 street frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

The applicant shall provide easements to the City for location of sidewalks outside of the City right-of-way along both road frontages to accommodate the placement of public sidewalk outside of the public right of way.

### **Alternative Paving Materials**

The Transportation Department, in conjunction with other departments as appropriate, will review proposals for the installation of alternative materials by private developers. The materials and installation methods must meet typical construction requirements. If the alternative material is approved, the property owner must sign an indemnification agreement which states that all future maintenance and replacement is the responsibility of the property owner. Work within the alternative material area by City, franchise or other workers as a result of either emergency, normal maintenance or new installation will result in replacement of the surface by standard materials. Advance notification of such work will not be provided to the property owner. 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. A subsequent approval of the alternative material is not guaranteed. Paving samples must be submitted to the Transportation Department prior to building permit approval.

### **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 is required as a condition of development approval. The design of the improvements must conform with the requirements of the Americans with Disabilities Act and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual. Improvements to both road frontages shall include curbs, gutters, twelve-foot wide sidewalks, street trees with tree wells and grates, and street lights as frontage improvements. A combined street tree and street light plan is required for review and approval prior to building permit approval. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. A traffic signal plan will be required as necessary to relocated junction boxes, detection loops as well as other traffic signal apparatus.

### **Site Access**

Access to the proposed site will be provided at three locations. An east-west mid-block connection straddling the north boundary will provide vehicular and pedestrian access to 106<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. A third access point will be located at NE 10<sup>th</sup>

Street. A north-south pedestrian connection is planned in conjunction with the future development on the adjacent property to the west. This connection will be located along the west property line and will link to the east-west mid-block connection. Adequate pedestrian sight distance must be provided where these two connections meet. Adequate sight distance must also be provided at all garage openings so not to create blind corners. Furthermore, adequate pedestrian and vehicle sight distance must be provided at all driveway locations along both road frontages. All objects within sight distance triangles must be low enough so not to create a sight obstruction, in accordance with City Standards. This is particularly important at the south building entrance. Site access along NE 10<sup>th</sup> Street will be limited to right-turn in and right-turn out and shall be enforced by the placement (at the developer's expense) of a C-curb in the center of the roadway in conjunction with a no-left-turn sign.

In accordance with City of Bellevue Land Use Requirements, the mid-block connection shall be 24 feet wide with vertical curbs, gutters and a five-foot wide sidewalk.

#### **Soil Nails**

If soil nails or any other type of anchoring device protrudes into the existing or future public right-of-way or easements, a recorded indemnity agreement will be required prior to shoring permit issuance. Depth limitations will be imposed at such locations.

#### **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.

Both NE 10<sup>th</sup> Street and 106<sup>th</sup> Avenue NE are classified in the City's Trench Restoration Program as "Overlay Required". Street cutting (trenching) is permitted, however, a 50 foot grind and overlay will be required on both sides of all impacted areas as a minimum requirement. If multiple areas are damaged, the road grind and overlay will be combined to form a single overlay.

See Section X of this report for Transportation Department related Conditions of Approval.

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

The site development plans for this application generally conform to Fire Code requirements. However, there are a number of conditions that must be met prior to issuance of building permits. See Section X of this report for Fire Department related Conditions of Approval.

## **VI. STATE ENVIRONMENTAL POLICY ACT**

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with the incorporation by reference of the *2004-2015 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS) published June 10, 2004. This document is available in the Department of Planning and Community Development Records Room, Bellevue City Hall, 450 110<sup>th</sup> Ave NE. Transportation-related impacts associated with this project are consistent with the potential projected impacts analyzed in the 2004-2015 TFP EIS.

Adverse impacts which are less than significant are subject to City Codes or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Sec. 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

### **TRANSPORTATION**

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

The long-term impacts of development projected to occur in the City by 2015 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2015 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 Transportation Analysis Zones for analysis purposes. This development lies within TAZ #5, which has 15,000 sf of retail and 918 units of multifamily growth projected for 2015. This development proposes 202 multi-family units and 2,000 sf of retail space. The neighboring BRE Development directly to the west proposes 297 multi-family units and 13,000 sf of retail space. Therefore, the cumulative 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. Fee payment is required at the time of building permit issuance.

#### **Mid-Range Impacts and Mitigation**

This development will generate approximately 82 new p.m. peak hour trips. Since more than 30 pm peak hour trip are generated, a concurrency analysis was performed. 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. In this project analysis, six system intersections received 20 or more p.m. peak hour trips. Using forecasted local traffic volumes with the expected project-generated traffic added, the area average levels of service were determined. For a baseline condition for comparison,

the levels of service were also determined using forecasted traffic volumes without the site-generated traffic. Neither the maximum area-average levels of service nor the congestion allowances were exceeded as a result of traffic generated from this proposal. (See concurrency analysis in project file, Bellevue City Hall, Records Office.)

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

A traffic study was submitted to the City by Heffron Transportation Inc. Three intersections along NE 10<sup>th</sup> street at 106<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and at 110<sup>th</sup> Avenue NE have been evaluated. Site access locations along both road frontages have been evaluated as well. This report concluded that adequate capacity exists to accommodate site generated traffic without severely impacting the level of service at near-by intersections. City staff observed traffic conditions in the field during the pm peak hour and concur with the study findings. Traffic will be restricted to right-turn in and right-turn out at the NE 10<sup>th</sup> street vehicular access enforced by placement of a C-curb in the center of the roadway.

### **NOISE**

Noise will be generated from the construction phase of the development. The City of Bellevue Noise Ordinance, BCC 9.18 regulates hours of construction-related noise and the conditions under which they may be expanded. Residents located within at least 300 ft. of the site will be impacted by construction noise. Due to the close proximity of residences in the area, a condition of approval is included in section X of this report regarding construction hours permitted.

## **VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW**

### **Building Exterior**

- The tower was moved over 150 feet back from the north property line to diminish its impact on the adjacent low-rise multi-family residents.
- The north/back side of the garage was partially enclosed to reduce noise and visual impacts to the existing neighborhood to the north. Building materials used for the more pedestrian-oriented 108<sup>th</sup> Street frontage were incorporated into the north garage elevation to provide visual relief to neighbors and visual continuity in general.
- The garage exhaust was located at grade within the alley instead of being oriented to blow out from the side of the garage.
- The upper portion of the building was modified to create an interesting roof form, thereby allowing the height bonus as described in section III.A.2 of this report. See also attached Project Plans, sheet A0.4, Bird's Eye View of Penthouse Looking East.
- Refinements were made to building articulation and exterior materials at the building's base, with special attention paid to design features that promote pedestrian orientation, such as planters and low window sills for the townhomes fronting on 108<sup>th</sup> Avenue NE, and extension of the marquee above the lobby entrance.

### **Building Interior**

- The residential lobby was made more physically accessible and visually welcoming with the addition of a double door at NE 10<sup>th</sup> Street.
- The residential amenity spaces were arranged to the sidewalk to enhance the ground floor's pedestrian orientation along NE 10<sup>th</sup> Street and at the corner.

### **Site Design**

- A north-south mid-block pedestrian connection was added along the west side of the project site, with townhomes facing onto it from the base of this building and the Belcarra residential building currently in development adjacent on the west side.
- The east-west driveway behind the building was modified to include sidewalk and planting areas consistent and aligned with the portion of driveway being constructed as part of the Belcarra development.
- The driveway off NE 10<sup>th</sup> Street was widened to 30 feet, and the driveway design matches what was approved for the Belcarra development directly to the west so the frontage looks more uniform.
- Benches, a raised planter/seat wall, and overhead protection were incorporated into the streetscape to provide more pedestrian comfort.
- The south end of the mid-block connection and sidewalk elements were arranged to accommodate the planned bus stop along NE 10<sup>th</sup> Street.
- A loading area was created between the building and alley.
- Life safety systems and elements such as fire control room and roadway dimensions were incorporated.

## **VIII. DECISION CRITERIA**

### **Design Review**

#### **A. *The Director may approve, or approve with modifications, an application for Design Review if:***

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

A list of Comprehensive Plan policies that are applicable to, and provide support for, this project are attached in Exhibit B.

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

As conditioned, the proposal complies with applicable requirements of the Land Use Code. Refer to section III.A.2 of this report for further information.

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

Refer to section III.B.2 of this report for discussion relating to how the applicable design guidelines and criteria are met.

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

The project is designed to respond to existing site conditions and existing surrounding development, as well as development that is in planning and initial stages of construction mentioned above.

The building's overall design follows the classic architectural principles of a strong base supporting a tower element and culminating with a well defined capital element at the roof. The design intent is for a structure which is compatible with the adjacent future towers to the east (BRE), west (1020 Tower), and south (Washington Square), but doesn't mimic their design features.

The scale of the facades change in response to the development that the project faces. At the mid-block pedestrian connection, opposite the proposed Belcarra residential project, the façade is just three stories to relate to the pedestrian corridor and the lower scale development planned for the Belcarra site. Facing 108<sup>th</sup> Avenue NE, the northern portion of the project consists of seven stories of residential, while at the corner of 108<sup>th</sup> Avenue NE and NE 10<sup>th</sup> Street, the building rises to the full 20 story height, addressing the intersection and tower development to the east and south.

The tower portion is placed at the corner for several reasons. It is offset in the north-south direction from the 1020 tower to improve views and provide spatial relief. It moves away from both the Belcarra development to the west and the existing residential neighborhood to the north, and creates a prominent corner presence.

Finally, the street trees proposed will be consistent with the type, pattern and size required by the Land Use Code. However, a condition of approval is included within section X of this report requiring landscape installation and maintenance assurance devices to ensure that the trees are planted correctly and maintained in a healthy manner.

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

All required public services and facilities are available to the site. However, a condition of approval has been added to section X of this report requiring the owner to provide for the return of receptacles and trash not removed from the property back into the building the day of pick-up; all rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items. In addition, another condition of approval requires that power, telephone, traffic control, fire apparatus including fueling stations, or other ground-mounted equipment not be located in above-ground cabinets in sidewalk areas.

**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 of Planning and Community Development does hereby APPROVE WITH CONDITIONS the subject proposal.

**X. CONDITIONS OF APPROVAL:**

The following conditions are imposed under authority referenced:

**A. GENERAL CONDITIONS**

**1. CONCEPTUAL UTILITY APPROVAL**

Utility Department approval of the design review application (06-100751 LD) is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved.

Authority: BCC Title 24.02, 24.04, 24.06

Reviewer: Brad Ayers, 452-6054

**2. UTILITY CODES & STANDARDS**

The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. All design review, plan approval, and field inspection shall be performed under the Utility Developer Extension Agreements.

Authority: BCC Title 24.02, 24.04, 24.06

Reviewer: Brad Ayers, 452-6054

**3. CONSTRUCTION HOURS**

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction noise is prohibited on all Sundays and WA state holidays. Posting of construction hours is required. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such requests may be required to include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

Authority: BCC 9.18.040

Reviewer: Mike Upston, 452-2970

**4. STREETScape**

Any existing street trees along NE 10<sup>th</sup> Street damaged during construction shall be replaced with the same size and type, and planted as specified by Parks Dept tree planting standards.

AUTHORITY: LUC 20.25A.040

Reviewer: Mike Upston, 452-2970

**5. 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 moratorium accordingly.

AUTHORITY: BCC 14.30.060

Reviewer: Jon Regalia (425) 452-4599

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

**1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES**

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

Clearing and Grading Code - BCC 23.76	Janney Gwo	425/452-6190
Bellevue Development Standards	"	
Transportation Code - BCC 14.60	Jeff Herb	425/452-4394
Trans. Improvement Program - BCC.22.16	"	
Right-of-Way Use Permit - BCC 14.30	Jon Regalia	425/425-4599
Bellevue Utilities Code - BCC Title 24	Brad Ayers	425/452-6054
Construction Codes - BCC Title 23	Doug Beck	425/452-4563
Land Use Code - BCC Title 20	Mike Upston	425/452-2970
Sign Code - BCC Title 22B	"	
Noise Control - BCC 9.18	"	
Uniform Fire Code - BCC 23.11	Brian Gomez	425/452-6032

**2. 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 will 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: Jon Regalia (425) 452-4599

**C. The following conditions are required by City Code. These conditions must be complied with on plans submitted with the Building permit application:**

**1. BUILDING HEIGHT**

In order to exceed the 225' maximum building height (200' basic + 10' for interesting roof form + 15' for mechanical screening) typically allowed in DNTN-MU, the "Retail" designated on the project plans along 108th Ave NE must be of a neighborhood service type as listed in LUC 20.25A.090.D.3.a - m. The applicant shall record a copy of this condition with the King County Division of Records and Elections and with the Bellevue City Clerk.

Authority: LUC 20.25A.090.D.2, note 2 & D.3

Reviewer: Mike Upston

**2. PROJECT SIGNAGE**

Prior to issuance of any building permits, a sign master plan package in compliance with the Sign Code shall be submitted to the Permit Center for review and approval as a revision to the Design Review.

AUTHORITY: BCC 22B.025 and LUC 20.25B.040.G

Reviewer: Mike Upston

**3. MECHANICAL EQUIPMENT SCREENING**

The roof plans submitted for building permit application shall show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults or in a building or substantially screened per the approval of PCD. All screening shall be architecturally integrated with the overall building design incorporating use of similar materials and detailing.

Authority: LUC 20.20.650, 20.25A.110.B, 20.20.730

Reviewer: Mike Upston

**4. LANDSCAPE**

The landscape plans submitted with the building permit application shall be comprised of native and adapted plant species to minimize irrigation demands and reduce maintenance requirements. The plans will also include planting specifications that incorporate structural soils for street trees as specified by the Bellevue Parks Department's Landscape Manual. Irrigation shall be tied to the City system.

AUTHORITY: LUC 20.20.520.I

Reviewer: Mike Upston

**5. PUBLIC ACCESS**

24-hour public vehicular and pedestrian access shall be accommodated in the driveway between 106th Avenue NE & 108th Avenue NE, and 24-hour public pedestrian access shall be accommodated in the north-south mid-block connection on the west side of the property. In addition, public access signs located prominently and visible to pedestrians from the public right-of-way shall be posted at every point where the public access easement intersects with the public right-of-way. A written agreement that meets the satisfaction of the Department of Planning & Community Development Director shall be recorded with the King County Records office.

AUTHORITY: BCC 22B and LUC 20.25B.040.G

Reviewer: Mike Upston

**6. LIFE SAFETY SYSTEMS**

Provide life safety systems to include fire alarm, automatic fire sprinklers, emergency voice/alarm communication system, fire communications system, standpipes, smoke control and shaft pressurization systems, building radio coverage system

Authority: International Fire Code (IFC) and Bellevue City Code (BCC)

Reviewer: Adrian Jones

**7. STANDPIPES**

Standpipes shall be interconnected and have isolation valves. Two 4 way fire department connections shall be provide on separate streets. The design of the standpipes shall provide 750 gpm at the roof level at 100 psi and shall provide 300 gpm at 150 psi.

Authority: IFC 905

Reviewer: Adrian Jones

**8. HOSE STATION LOCATION**

The most remote portion of each floor shall be within 200 feet of a 2 ½ inch hose station located at the intermediate level of the pressurized stair when routed in the normal manner on the floor.

Authority: IFC 905

Reviewer: Adrian Jones

**9. FIRE DEPT CONNECTIONS**

Provide 2 Fire Department Connections on opposite sides of the building with fire hydrants within 50 feet.

Authority: IFC 912 & Bellevue Fire Department Development Standards

Reviewer: Adrian Jones

**10. FIRE PUMPS**

Two independently driven fire pumps shall be provided with water supplies from a permanent connection to the City water supply and the second must be from an onsite dedicated reservoir.

Authority: IFC 903

Reviewer: Adrian Jones

**11. CENTRAL CONTROL STATION**

Provide a Fire Department Central Control Station with a direct exterior exit at an approved location. Fire command center shall be appropriately sized to allow full use of ALL equipment. Provide schematic showing all equipment fits designed room size.

Authority: IFC 509

Reviewer: Adrian Jones

**12. POWER & FUEL SYSTEMS**

Provide standby and Emergency power systems and fuel systems.

Authority: IFC 608/609

Reviewer: Adrian Jones

**13. TRANSPORTATION IMPACT FEE**

This development is subject to the Transportation Improvement Program requirement to pay a traffic impact fee. The amount of the fee will be determined at the time of the building permit issuance. The fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: BCC 22.16

Reviewer: Jeff Herb, (425) 452-4394

**14. EASEMENTS FOR SIGNAL CONTROL AND STREET LIGHT BOXES AND VAULTS**

The applicant shall provide easements to the City for location of signal and street light facilities such as below-grade vaults between the building and sidewalk within the landscape area if they are located outside of the public right of way.

AUTHORITY: BCC 14.60.100

Reviewer: Jeff Herb, P.E. (425) 452-4394

**15. PEDESTRIAN EASEMENTS**

The applicant shall provide easements to the City to accommodate the placement of sidewalks outside of the public right-of-way.

AUTHORITY: BCC 14.60.100

Reviewer: Jeff Herb (425) 452-4394

**16. SITE (CIVIL ENGINEERING) PLANS**

A street lighting plan and site (civil engineering) plan produced by a qualified engineer must be approved by the City prior to building permit approval. The design of all street frontage improvements must be in conformance with the requirements of the Americans with Disabilities Act and the Transportation Development Code, and the provisions of the Transportation Department Design Manual.

AUTHORITY: BCC 14.60; Transportation Department Design Manual

Reviewer: Jeff Herb, P.E.

**17. 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.

AUTHORITY: BCC 14.60.070  
Reviewer: Jeff Herb, P.E.

**D. 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):**

**1. BONUS SYSTEM RECORDING**

The applicant shall record a copy of the approved bonus point calculations, a statement that 100% of the project frontage shall remain pedestrian-oriented retail, and the project drawings & conditions of this Design Review with the King County Records office.

Authority: LUC 20.25A.020.D.3  
Reviewer: Mike Upston

**2. LANDSCAPE INSTALLATION ASSURANCE DEVICE**

All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the applicant shall submit the following: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized Assignment of Savings dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan.

Authority: LUC 20.40.490  
Reviewer: Mike Upston

**3. LANDSCAPE MAINTENANCE ASSURANCE DEVICE**

The applicant shall file with the Department of Planning & Community Development a landscape maintenance assurance device for a one-year period in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

Authority: LUC 20.40.490  
Reviewer: Mike Upston

**4. SOLID WASTE/RECYCLING**

The applicant shall provide a written document showing that Rabanco has been contacted to establish adequate sizing of recycling and solid waste collection area for this building using current standards. In addition, the owner shall provide for the return of receptacles and trash not removed from the property back into the building the day of pick-up; all rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

Authority: LUC 20.20.720  
Reviewer: Mike Upston

## 5. 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 City 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. Specific requirements are detailed below.

- Curb, gutters, twelve-foot wide public sidewalks, street trees, and street lights will be required as frontage improvements along NE 10<sup>th</sup> and 108<sup>th</sup> Avenue NE. Curb shall be placed per the City Plan for 108<sup>th</sup> Avenue NE. Curbs shall be maintained at their current location for NE 10<sup>th</sup> Street.
- All sidewalk slopes must be 2% at locations where sidewalk are to be contained within public easements or right-of-way. Spot elevations along curbs, building entry points, and other locations (as deemed necessary by the Transportation Department) must be shown on the civil engineering plans to ensure compliance.
- Driveway apron widths shall be 30 feet not including the side flairs. Driveway aprons must be constructed in accordance with standard city details.
- Landings on sloping approaches are not to exceed a 7% slope 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. Spot elevations must be provided to ensure compliance.
- 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.
- A street lighting plan must be approved by the City prior to Bldg permit, with street trees adequately separated from streetlights so not to interfere with lighting.
- A loading area for deliveries and moving vans is provided on-site. Loading within the public right-of-way will not be permitted.
- If alternate paving materials are used, an indemnification agreement must be provided to the City.
- If soil nails or any other type of anchoring device protrudes into the existing or future public right-of-way or easements, a recorded indemnity agreement will be required prior to shoring permit issuance. Depth limitations will be imposed at such locations
- Traffic will be restricted to right-turn in and right-turn out at the NE 10<sup>th</sup> street vehicular access enforced by placement of a C-curb in the center of the roadway.

**6. PAVEMENT RESTORATION**

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

Both NE 10<sup>th</sup> Street and 106<sup>th</sup> Avenue NE are classified in the City's Trench Restoration Program as "Overlay Required". Street cutting (trenching) is permitted, however, a 50 foot grind and overlay will be required on both sides of all impacted areas as a minimum requirement. If multiple areas are damaged, the road grind and overlay will be combined to form a single overlay.

AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #21

Reviewer: Jon Regalia (425) 452-4599

# **Exhibit A**

## **Location & Zoning Maps**

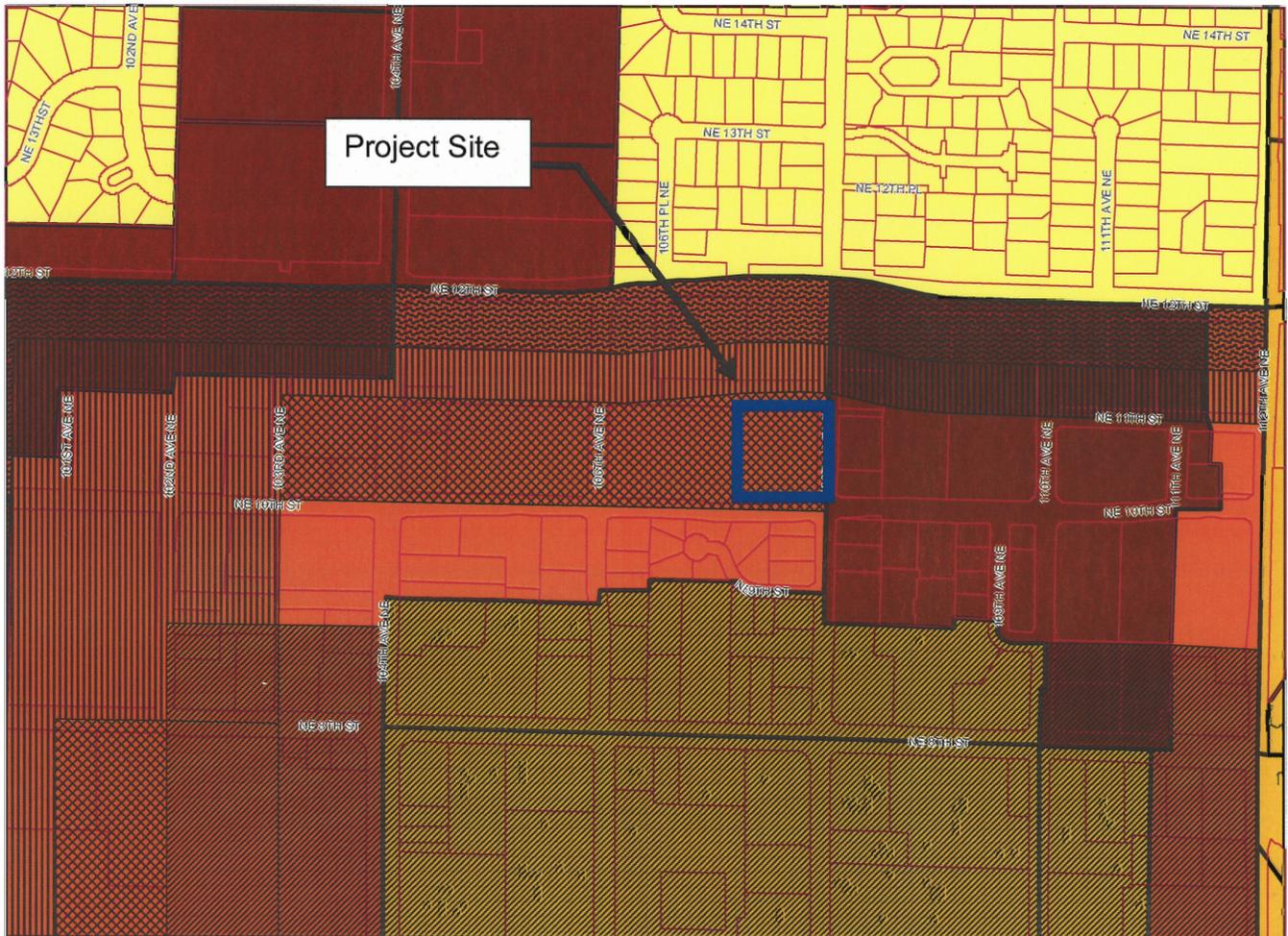
# Location Map



The project site lies within the downtown residential/mixed use neighborhood commonly referred to as Ashwood, where many large residential projects have already been built, and where many more are in review or under construction.

# Zoning Map

The project site lies within Subdistrict C of the Downtown-Mixed Use residential (DNTN-MU) land use district.



## **Exhibit B**

# **Comprehensive Plan Policies**

## Comprehensive Plan Policies

Following are land use policies from the Urban Design Element of the City's Comprehensive Plan that are pertinent to, and supportive of, the project proposal:

***Policy UD-1:*** *Encourage high-quality, attractive architecturally appealing designs for major buildings in order to create distinctive visual reference points in the community.* This project will create an architecturally attractive building in its massing, materials, and detail. The siting of the tower towards the corner enables it to become a distinctive visual reference point, especially as viewed from NE 10th Street.

***Policy UD-2:*** *Support Designs for the built environment that are visually stimulating and thoughtful and which convey excellence in architecture and workmanship, and durability in building materials.* This project proposes high quality durable materials, including pre-cast concrete, brick, aluminum window wall and curtain wall, metal panels, as well as rich paving materials, including natural and colored concrete and brick and pre-cast pavers. The building design incorporates careful attention to detail, variety in building heights and elements, integration of landscape, hardscape and building forms to create a visually stimulating, cohesive project.

***Policy UD-3:*** *Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this plan.* This project will be compatible with the high quality high rise and mid rise residential development already under construction (Washington Towers, BRE -Belcarra, and 1020 Tower), as well as the lower rise projects existing in the neighborhood. The project includes three different scales of development from three stories facing the north and west, to seven stories along 108th and 20 stories in the tower at the corner. The parcel directly to the north is zoned DNTN-MU and is in Subdistrict B which allows maximum building heights of 90 feet. The tower portion is placed to the south in part to minimize the impacts on views and shading on the site to the north.

***Policy UD-4:*** *Ensure that the development relates, connects, and continues design quality and site functions from site to site.* The project shares two connections to the BRE Belcarra development to the west, including a shared pedestrian easement running north to south between the properties, and a mid-block pedestrian and service connection running east west used for pedestrian access through the two sites, parking/loading access for both sites and fire truck access for the BRE project. It is assumed that present and future development to the north could connect to the easements. The open space at NE 10th Street reinforces the pedestrian easement, and relates to planned mid-block entry at Washington square. The level four plaza will not only be a benefit to the Vue

project, but present a visually pleasing hardscape/landscape to future developments that may look down upon it as well.

**Policy UD-6:** *Design buildings located on the edge of public spaces using materials, forms, details and other architectural elements that will enrich the appearance of the places and encourage people to use them.* The townhouses facing the shared north-south pedestrian easement incorporate brick and pre-cast facades, lots of windows, canopies and low walls with railings to create a low-scale and inviting environment. The north mid-block connection is more of a service road as well as a pedestrian link, but will incorporate a sidewalk and planting strip in addition to access road. Brick and pre-cast wrap the residential ends of the building, and the parking garage is clad with pre-cast. The access roadway will be paved with colored concrete and/or brick pavers.

**Policy UD-8:** *Design rooftop mechanical screening so that it is integral with building architecture. Consider the visual effects of technical advances such as satellite dishes, on building design.* The mechanical screening is designed to both integrate with and compliment the building design. At the southeast glass corner, the glass wall form is continued to become the mechanical screen, which then slopes downward to the north to create a striking visual element. This screen will screen the building chiller. The remaining mechanical equipment, including pressurization fans and air conditioning units for residential corridors, is screened by a metal panel screen wall that is composed to complement the building shape. The upper two penthouse floors are set back from the rest of the tower to form terraces, and are clad with metal panel and glass, as opposed to the pre-cast and glass cladding of the tower.

**Policy UD-11:** *Encourage architectural elements that provide for both rain cover and access to sunlight in pedestrian areas.* Transparent/ translucent canopies are provided at town home entries and retail spaces along 108th, and along main building entries along NE 10th Street and into the main entrance to the building.

**Policy UD-14:** *Encourage seasonal color plantings in public and semi-public areas.*

**Policy UD-15:** *Use landscape design that is urban in character in more urban settings.* The landscape design incorporates both hardscape and landscape to respond to the urban setting. The landscape includes street trees at the public streets, potted plants along the street facades and raised planters over structured parking at the main entry. At the east- west connection on the north side of the property, there is a combination of structured planting and planting at grade. The north-south pedestrian easement to the west of the project includes paving, street trees, low walls with railings, and planting beds.

This proposal is also consistent with the following policies from the Downtown Sub-area of the Comprehensive Plan:

**POLICY S-DT-1** promotes Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.

**POLICY S-DT-2** encourages a variety of land uses to occur in mixed-use buildings or complexes where appropriate.

**POLICY S-DT-3** promotes development of Downtown as an aesthetically attractive area.

**POLICY S-DT-4** states that the highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown.

**POLICY S-DT-5** sets out to organize Downtown to provide complementary functional relationships between various land uses.

**POLICY S-DT-7** encourages the Downtown to continue to serve surrounding residential areas as a neighborhood retail district.

**POLICY S-DT-9** promotes use of bonus incentives (related to permitted intensity, height, etc.) for private developments to accomplish the public objectives.

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

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

**POLICY S-DT-26** encourages residential uses to occur in mixed-use structures or complexes.

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

**POLICY S-DT-36** seeks to utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.

**POLICY S-DT-37** supports linking building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown.

**POLICY S-DT-38** promotes minimizing the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.

**POLICY S-DT-40** seeks to 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.

**POLICY S-DT-57** promotes the creation of pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown.

**POLICY S-DT-65** seeks to encourage the development of high-rise housing along NE 10th Street within this *City Center North* district.

**POLICY S-DT-66** promotes improvement of pedestrian connectivity from this *City Center North* district to the *Ashwood* District to the east, *Northwest Village* to the west, and across NE 8th Street to the south.

**POLICY S-DT-67** supports development of a soft or hard open space amenity in the vicinity of 106th Avenue NE and NE 10th Street.

# **Exhibit C**

## **Project Plans & Drawings**







**VUE  
BELLEVUE**  
10710 N.E. 10TH STREET  
BELLEVUE, WA

THE HANOVER COMPANY

**PHASE II  
PERMIT  
ABOVE-GRADE  
BUILDING**

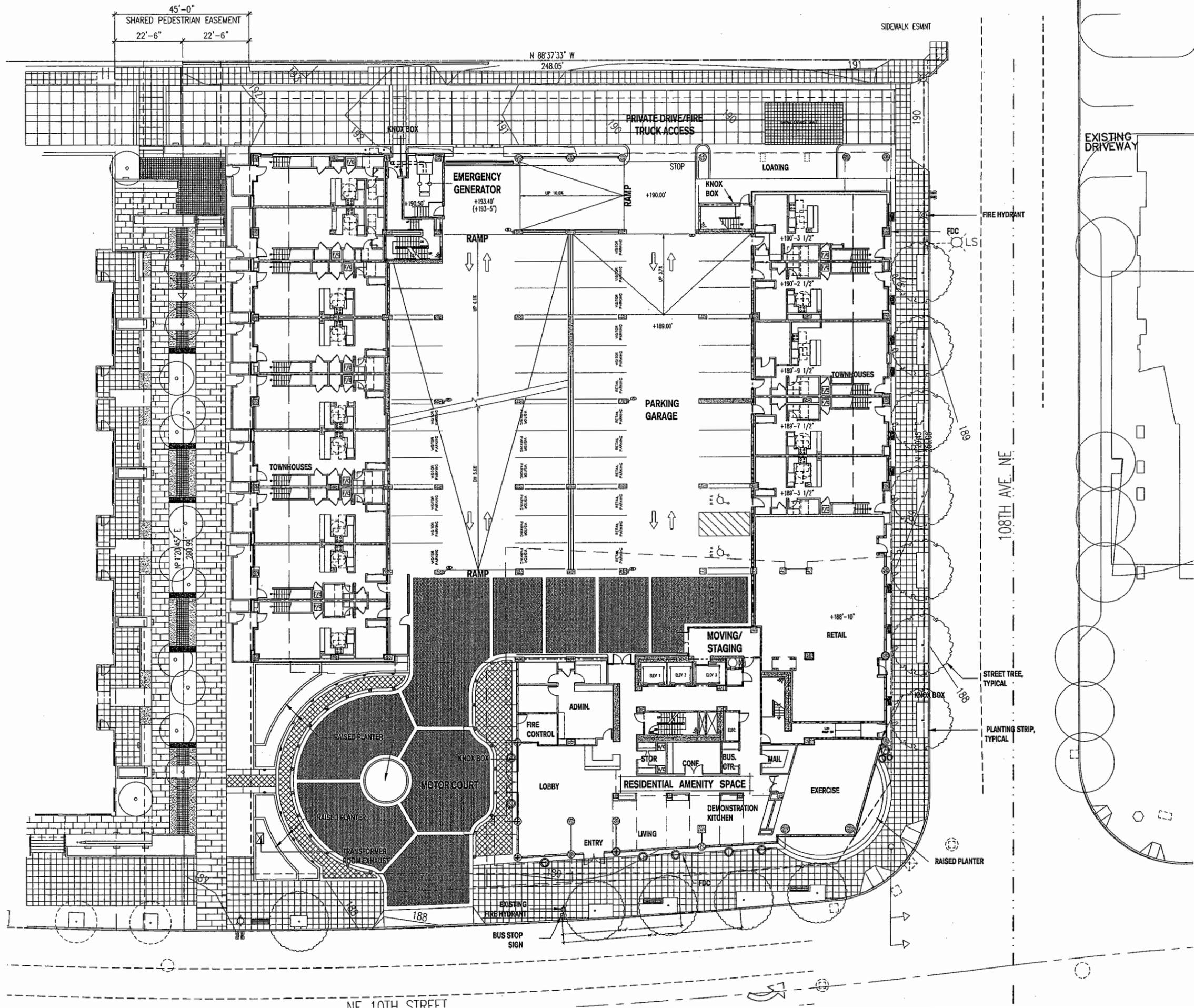
ISSUED

MARK	DATE	DESCRIPTION

REVISIONS

MARK	DATE	DESCRIPTION

PROJECT NUMBER 05091.00  
ISSUE DATE 06-27-06  
DESIGN HANOVER/CW



VUE  
 BELLEVUE

DESIGN  
 REVIEW  
 REVISIONS

THE HANOVER COMPANY

ISSUED

MARK DATE DESCRIPTION

MARK	DATE	DESCRIPTION

PROJECT NUMBER 05091.00

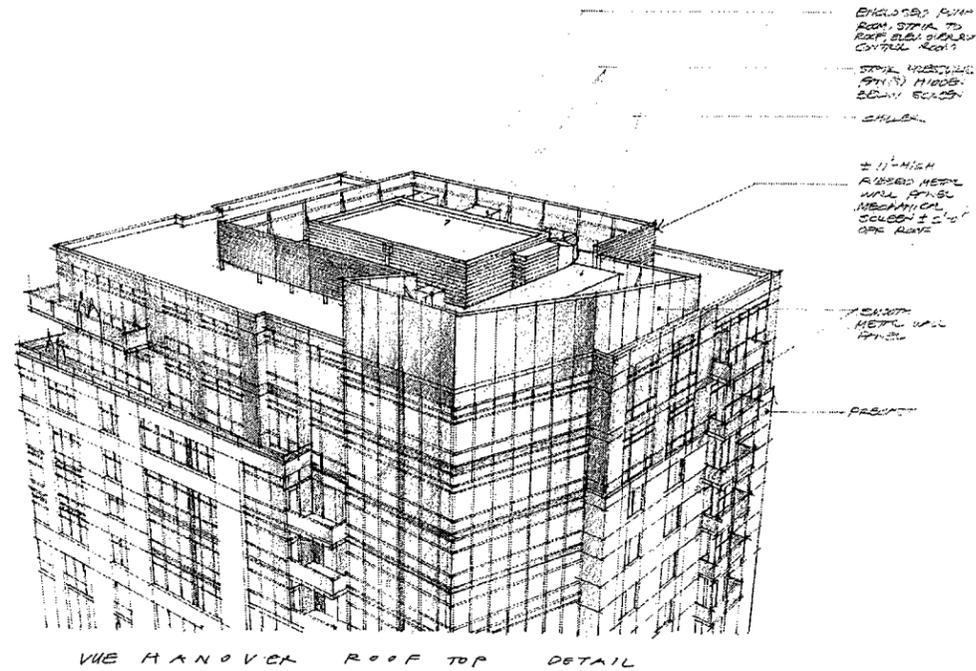
ISSUE DATE 5-17-06

DRAWN BY PL



PERSPECTIVE VIEWS

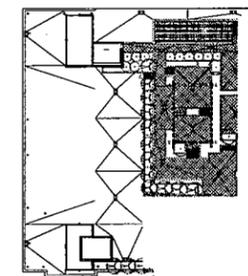
A0.4



1 BIRDS-EYE VIEW OF PENTHOUSE LOOKING SOUTHEAST



2 ENTRY LEVEL PERSPECTIVE LOOKING SOUTHWEST

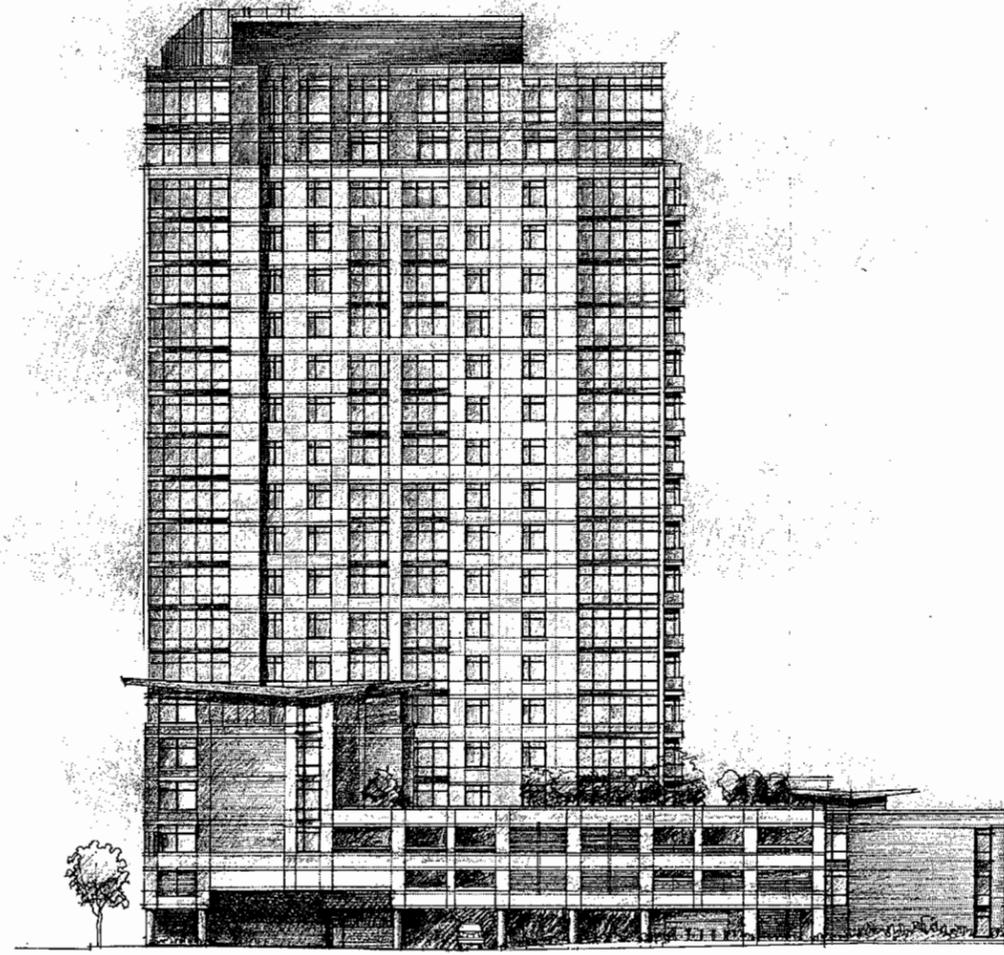


PERSPECTIVE VIEW KEY  
 SCALE: NTS





01 SOUTH ELEVATION  
SCALE: NTS



02 NORTH ELEVATION  
SCALE: NTS

**VUE  
BELLEVUE**

DESIGN  
REVIEW  
REVISIONS

 THE HANOVER COMPANY

ISSUED

MARK DATE DESCRIPTION

MARK	DATE	DESCRIPTION

PROJECT NUMBER 05091.00  
ISSUE DATE 5-17-06  
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BUILDING ELEVATIONS  
NORTH/SOUTH

**A0.5**

# VUE BELLEVUE

DESIGN  
REVIEW  
REVISIONS

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ISSUED

MARK DATE DESCRIPTION

MARK	DATE	DESCRIPTION

PROJECT NUMBER 05091.00  
ISSUE DATE 5-17-06  
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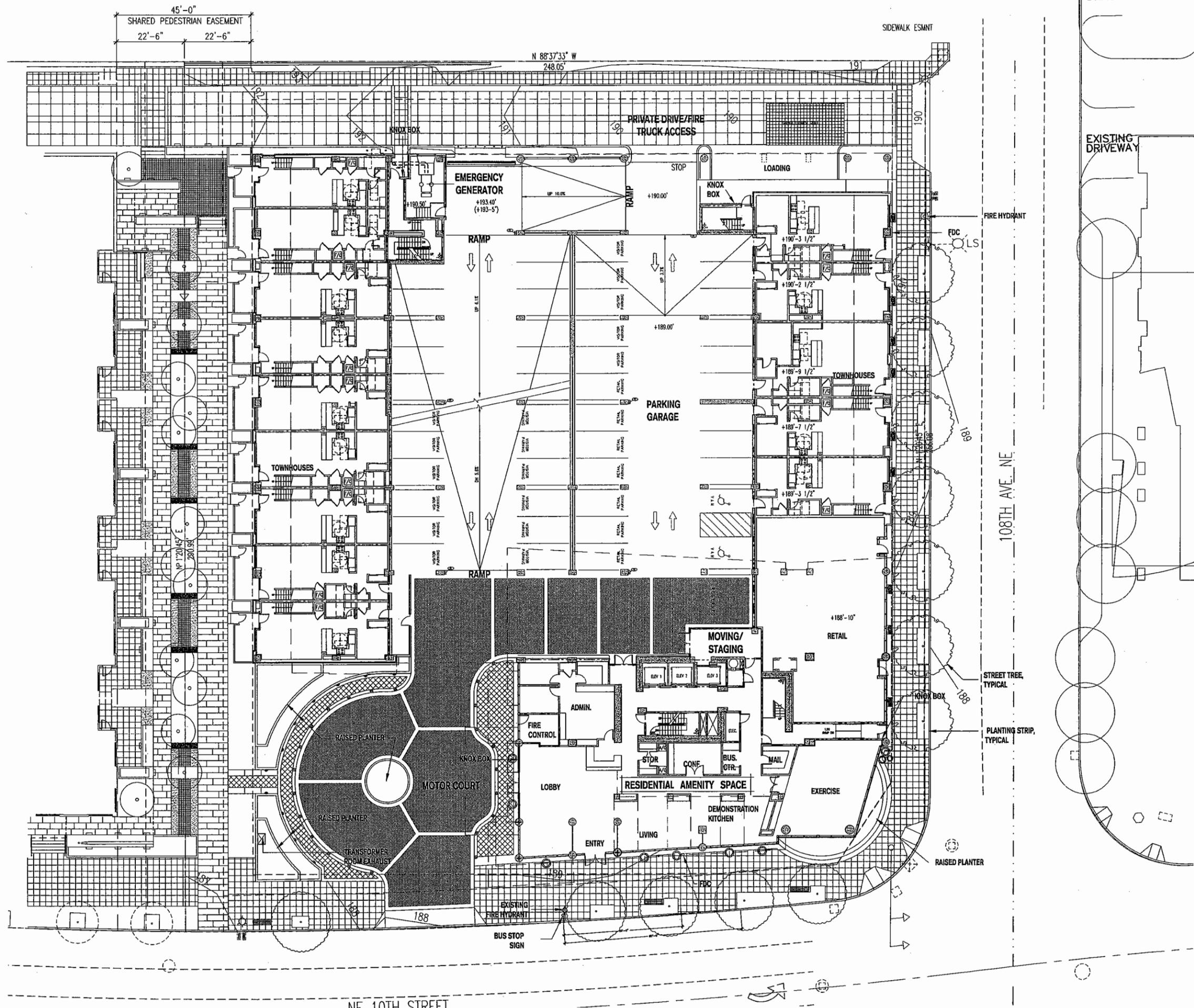
BUILDING ELEVATIONS  
EAST / WEST

## A0.6



03 WEST ELEVATION  
SCALE: NS

04 EAST ELEVATION  
SCALE: NS



**WOLLINS  
WORMAN**

710 SECOND AVENUE • SUITE 1400  
SEATTLE WA 98104-1710  
T • 206 245 2100 F • 206 245 2101

**VUE**  
**BELLEVUE**  
10710 N.E. 10TH STREET  
BELLEVUE, WA

THE HANOVER COMPANY

**PHASE II**  
**PERMIT**  
**ABOVE-GRADE**  
**BUILDING**

ISSUED

MARK	DATE	DESCRIPTION

REVISIONS

MARK	DATE	DESCRIPTION

PROJECT NUMBER 05091.00  
ISSUE DATE 06-27-06  
DESIGN HANOVER/CV



SITE PLAN







**VUE  
BELLEVUE**

DESIGN  
REVIEW  
REVISIONS

 THE HANOVER COMPANY

ISSUED

MARK DATE DESCRIPTION

MARK	DATE	DESCRIPTION

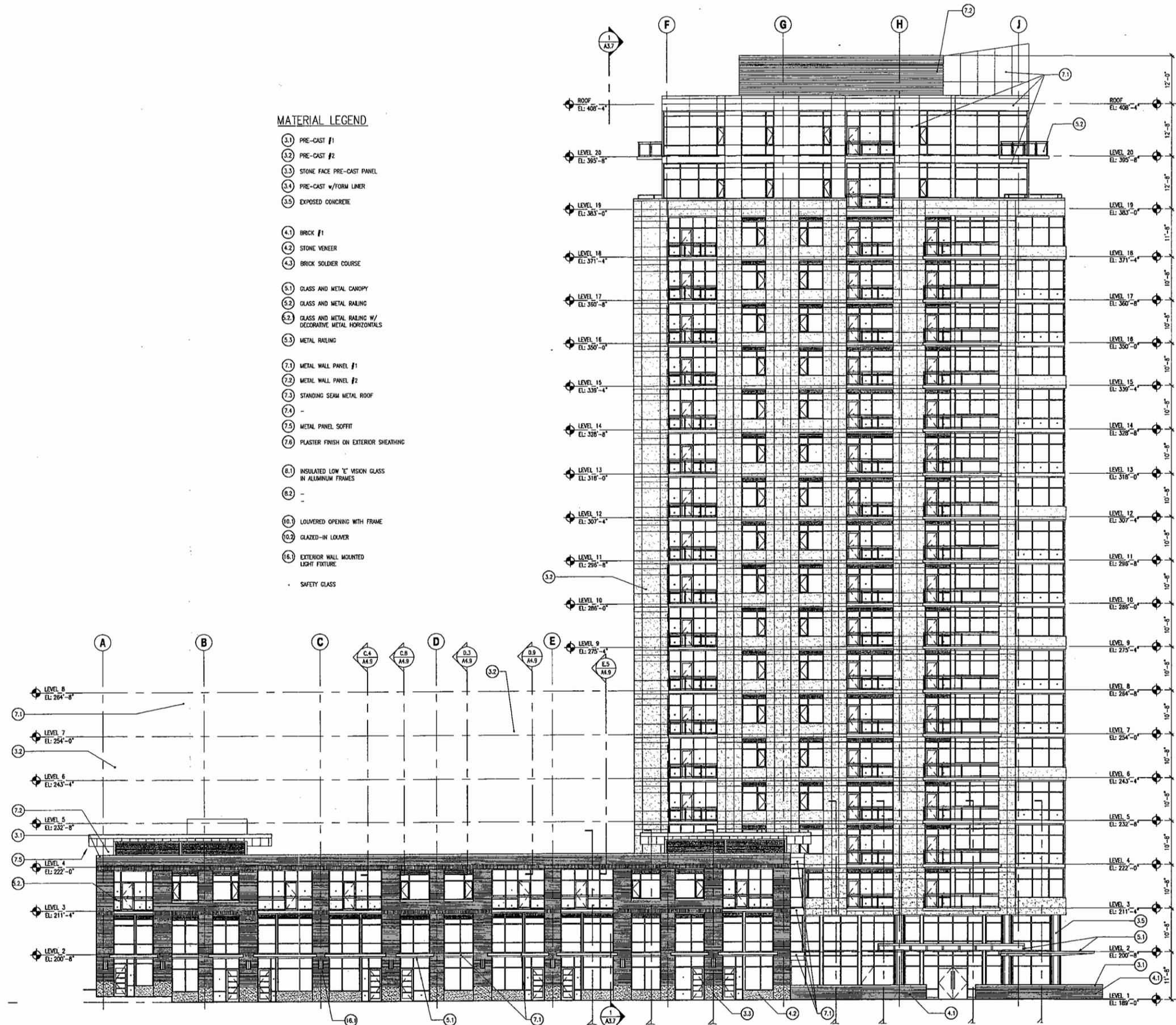
PROJECT NUMBER 05091.00

ISSUE DATE 5-17-06

DRAWN BY CW



WEST  
ELEVATION



**MATERIAL LEGEND**

- (3.1) PRE-CAST #1
- (3.2) PRE-CAST #2
- (3.3) STONE FACE PRE-CAST PANEL
- (3.4) PRE-CAST w/FORM LINER
- (3.5) EXPOSED CONCRETE
  
- (4.1) BRICK #1
- (4.2) STONE VENEER
- (4.3) BRICK SOLDIER COURSE
  
- (5.1) GLASS AND METAL CANOPY
- (5.2) GLASS AND METAL RAILING
- (5.2.1) GLASS AND METAL RAILING W/ DECORATIVE METAL HORIZONTALS
- (5.3) METAL RAILING
  
- (7.1) METAL WALL PANEL #1
- (7.2) METAL WALL PANEL #2
- (7.3) STANDING SEAM METAL ROOF
- (7.4) -
- (7.5) METAL PANEL SOFFIT
- (7.6) PLASTER FINISH ON EXTERIOR SHEATHING
  
- (8.1) INSULATED LOW 'E' VISION GLASS IN ALUMINUM FRAMES
- (8.2) -
  
- (10.1) LOUVERED OPENING WITH FRAME
- (10.2) GLAZED-IN LOUVER
- (16.1) EXTERIOR WALL MOUNTED LIGHT FIXTURE
- SAFETY GLASS

**VUE  
BELLEVUE**

DESIGN  
REVIEW  
REVISIONS



ISSUED

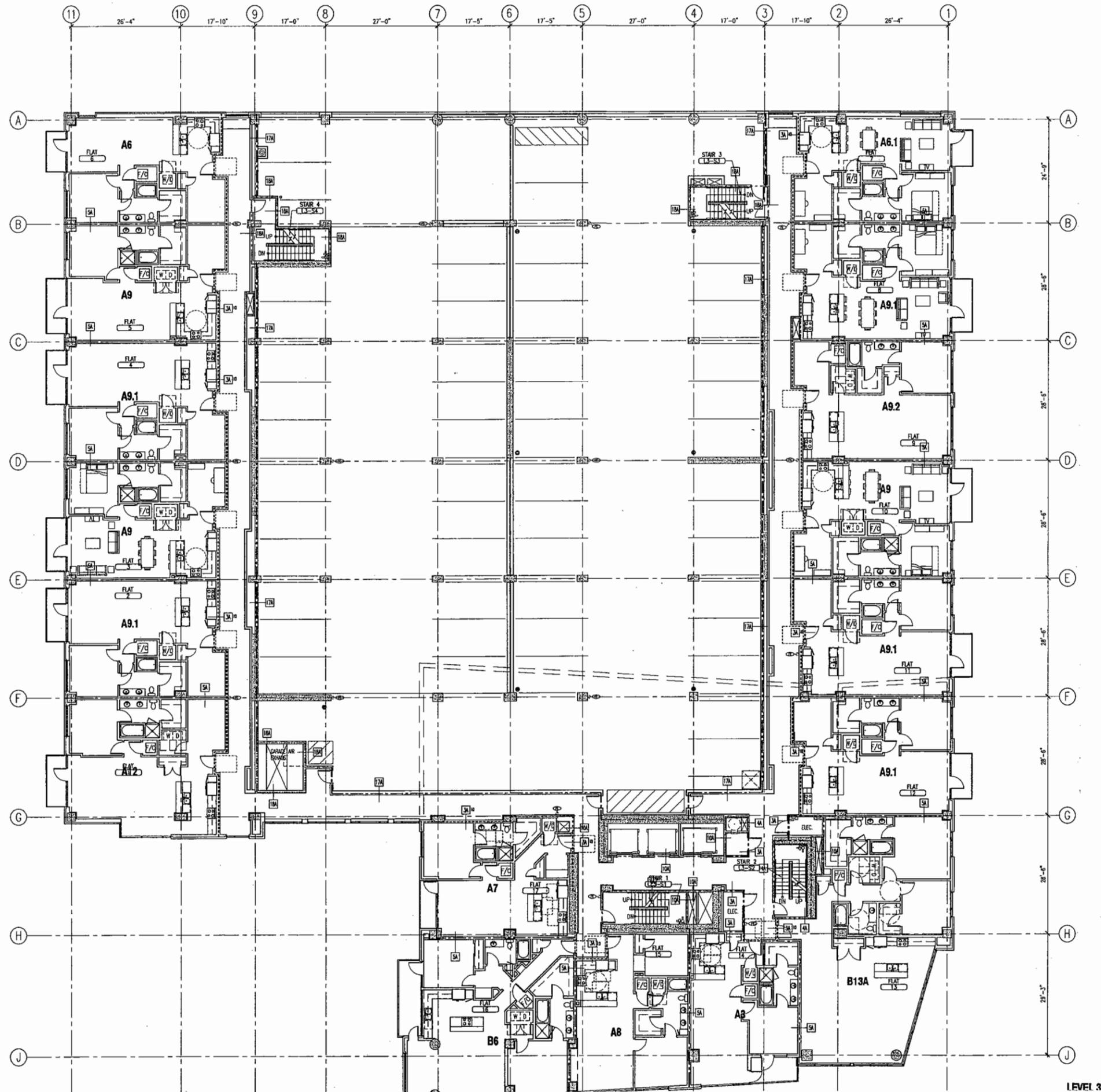
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PROJECT NUMBER 05091.00  
ISSUE DATE 5-17-06  
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LEVEL 3  
FLOOR PLAN



LEVEL 3

**VUE  
BELLEVUE**

DESIGN  
REVIEW  
REVISIONS



ISSUED

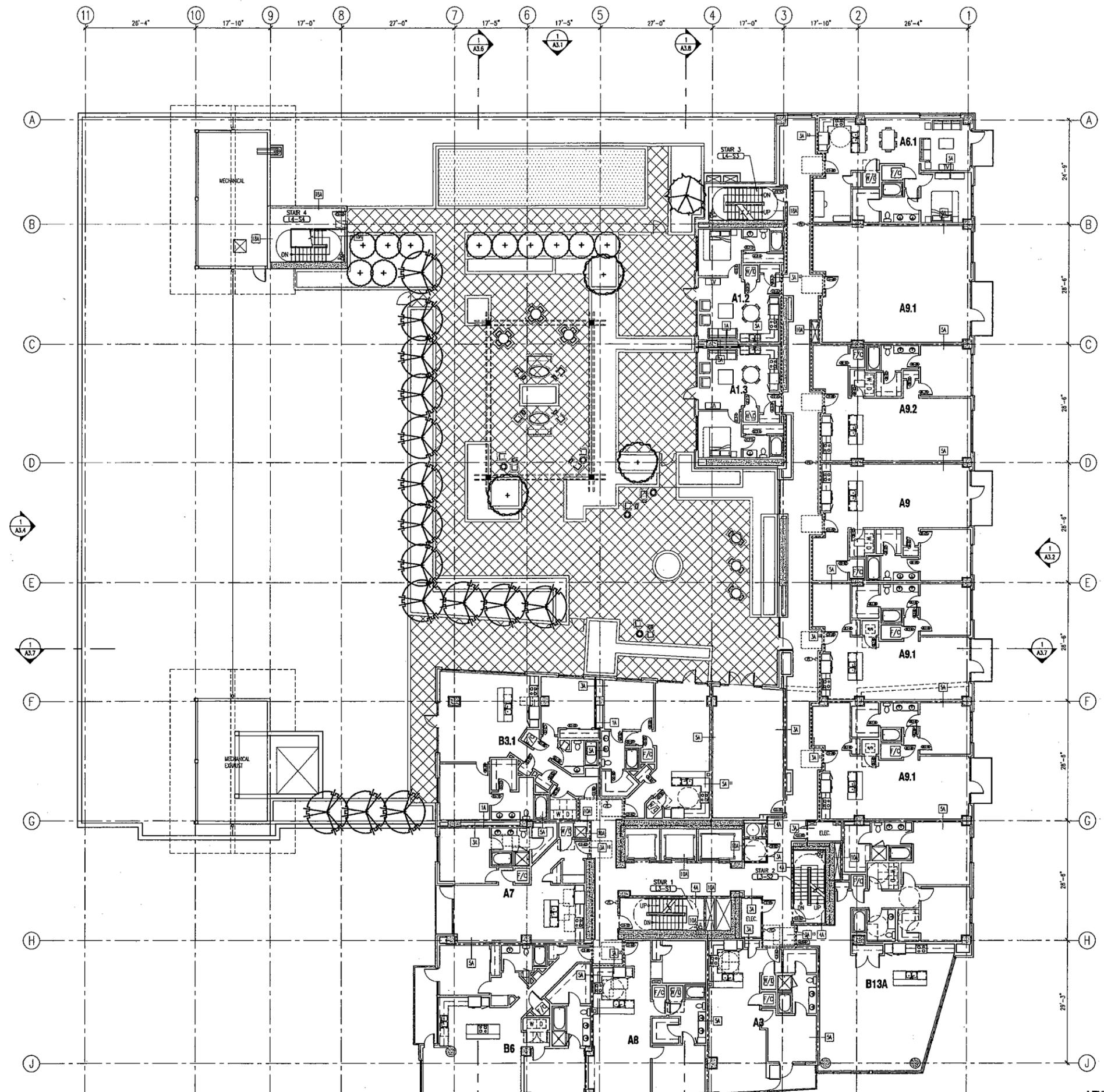
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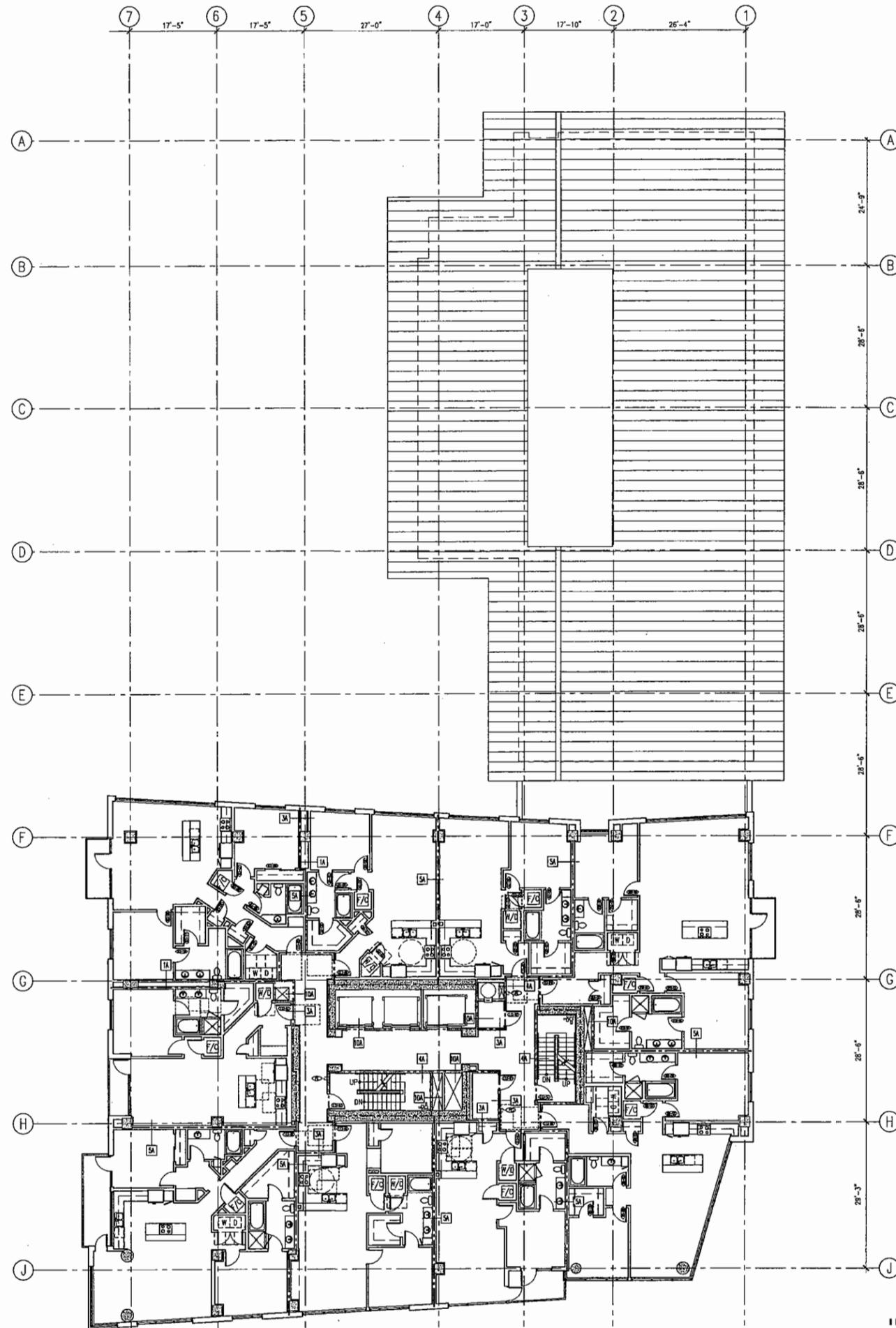
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PROJECT NUMBER 05091.00  
ISSUE DATE 5-17-08  
DRAWN BY CW



LEVEL 4  
FLOOR PLAN





LEVELS 13-18

**WOLLINS  
WERMANN**

710 SECOND AVENUE • SUITE 1400  
SEATTLE WA 98104-1710  
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# VUE BELLEVUE

DESIGN  
REVIEW  
REVISIONS

 THE HANOVER COMPANY

ISSUED		
MARK	DATE	DESCRIPTION

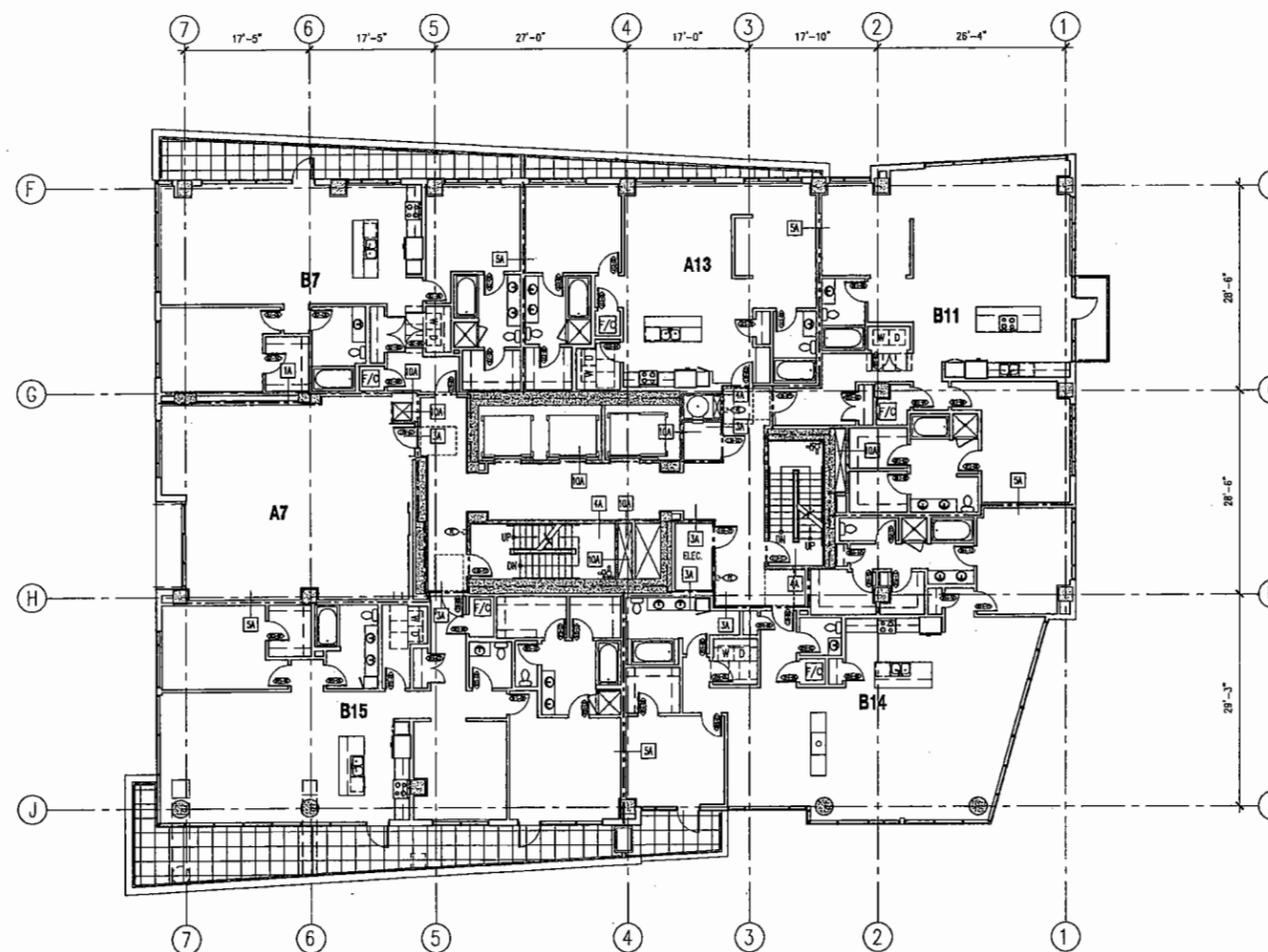
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ISSUE DATE 5-17-06  
DRAWN BY C-W



LEVELS 13-18  
FLOOR PLANS

**VUE  
BELLEVUE**

DESIGN  
REVIEW  
REVISIONS



ISSUED

MARK	DATE	DESCRIPTION

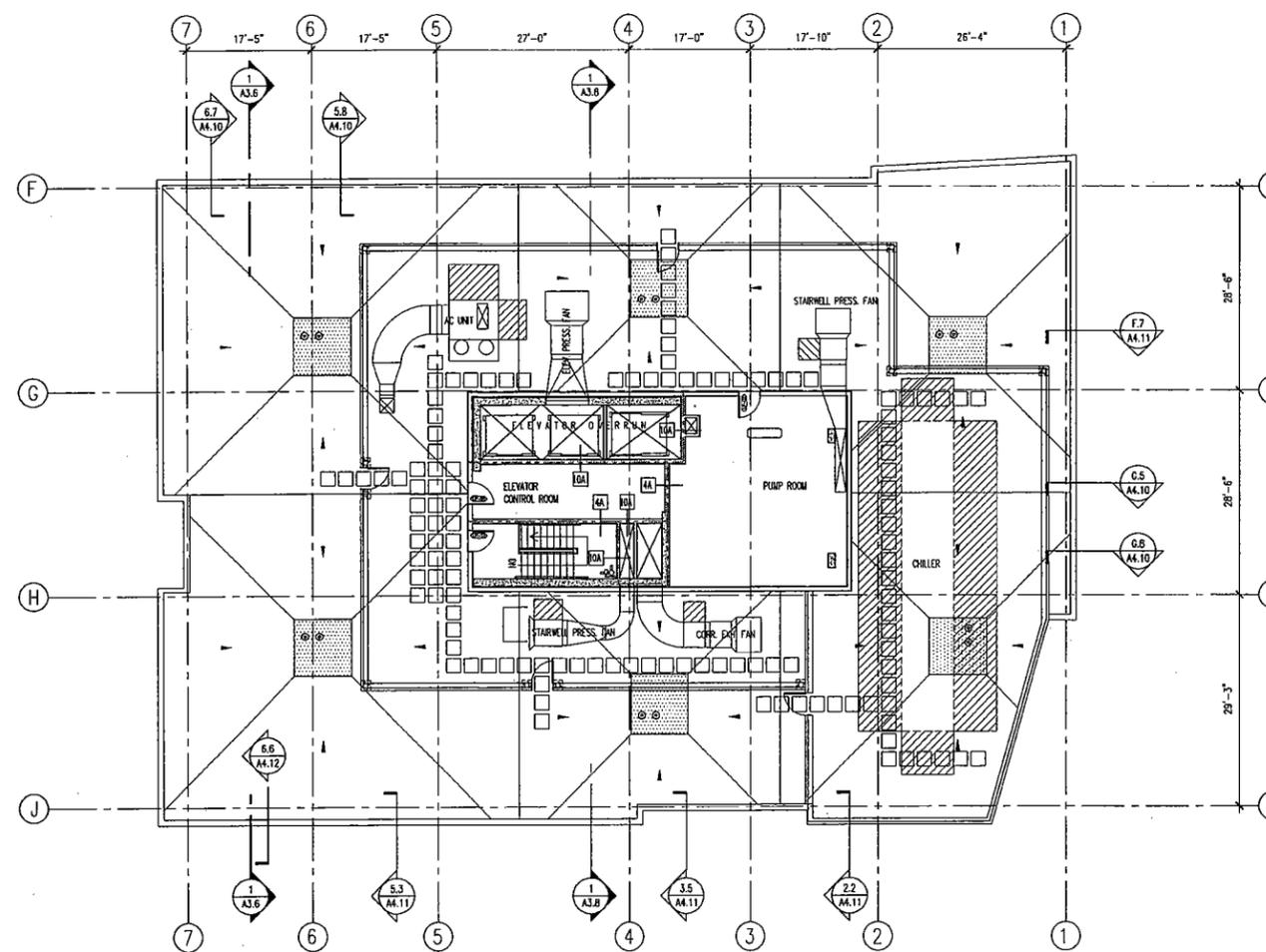
PROJECT NUMBER 05091.00  
ISSUE DATE 5-17-06  
DRAWN BY C-W



LEVEL 19  
FLOOR PLAN

# VUE BELLEVUE

DESIGN  
REVIEW  
REVISIONS



REFERENCE ONLY

PENTHOUSE



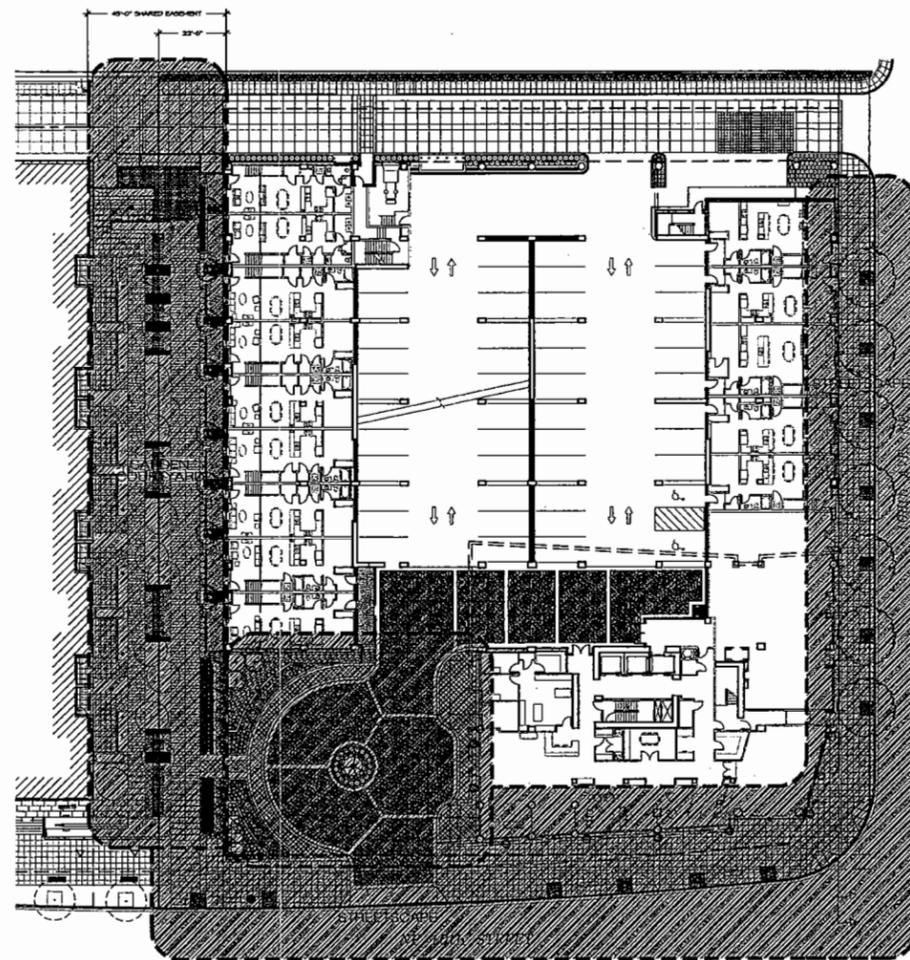
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MARK	DATE	DESCRIPTION

PROJECT NUMBER	05091.00
ISSUE DATE	5-17-06
DRAWN BY	C-W

PENTHOUSE  
FLOOR PLAN

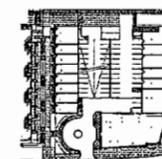
DESIGN REVIEW REVISIONS  
LANDSCAPE PLAN  
LANDSCAPE AMENITY PLAN



AREA	AMENITY DESCRIPTION
STREETSCAPE	<p>1. STREET TREES HAVE BEEN RETAINED WHEREVER POSSIBLE. NEW TREE GRATES HAVE BEEN PROPOSED. THE NEW TREE GRATES WILL MEET SAFETY STANDARDS AND BE COMPLIMENTARY TO THE BUILDING AND PROPOSED ARCHITECTURE. THE PROPOSED STREET TREES &amp; TREE GRATES HAVE BEEN ADDED AND SPACED TO CREATE A LUSH, STREET LANDSCAPE CHARACTER AND ENCOURAGE PEDESTRIAN ACTIVITY. THE TREES WILL SOFTEN THE LANDSCAPE SURFACE &amp; BRING LIFE AND COLOR TO THE STREET.</p> <p>2. THE SIDEWALKS ARE WIDE ENOUGH TO SEPARATE PEDESTRIAN ACTIVITY FROM THE STREET AND ALLOW FOR NEW BENCHES. WE HAVE PROPOSED THE SIDEWALKS AT 8' W/ CONCRETE AND PATTERNS ON 6TH STREET AND 7TH.</p> <p>3. DECORATIVE POTS HAVE BEEN PROPOSED ON 6TH STREET. THEY ARE PLACED IN A PATTERN THAT RELATED TO THE TREES AND ARCHITECTURE. SEASONAL COLOR WILL BE PLANTED ADDING A BURST OF COLOR AND VISUAL DELIGHT.</p> <p>4. AT THE BUS STOP A NEW BENCH AND TRASH RECEPTACLE HAVE BEEN PROPOSED. BENCHES, CONCEPT AND ADDED TO THE STREETSCAPE CHARACTER. THE BENCHES AND TRASH RECEPTACLE HAVE BEEN CHOSEN TO COMPLIMENT THE ARCHITECTURE AND GENERAL SPIRIT OF BELLEVUE.</p>
GARDEN COURTYARD	<p>1. THE MATERIALS ARE SCALED PROPORTIONATELY TO HAVE PEDESTRIANS FEEL COMFORTABLE. TREES AND PATTERNS CREATED IN THE LANDSCAPE ARE REPEATED IN THE PLANTING. THE DESIGN ENCOURAGES PEDESTRIANS TO USE THE SPACE AS BOTH A PEDESTRIAN LINK AND A BEHAVIORAL GARDEN SPACE. PLANTING OCCURS THROUGHOUT, SOFTENING THE LANDSCAPE AND CREATING A LUSH, OPEN, FRIENDLY SPACE. THIS GARDEN COURTYARD WILL GENERATE PEDESTRIAN ACTIVITY AND ENCOURAGE TRAVEL USE.</p> <p>2. LIGHTING IS USED TO ENHANCE SAFETY AND SECURITY, WHILE ADDING TO THE BEHAVIORAL AND BEHAVIORAL LANDSCAPE SURROUNDINGS. THE LIGHT FIXTURE MATERIAL, DETAILS AND HANGING WILL BE ARCHITECTURALLY COMPATIBLE.</p>
ENTRY-MOTOR COURT	<p>1. THE ENTRY COURT USES HIGH QUALITY MATERIALS, BRICK &amp; STONE PAVING THAT COMPLIMENT THE ARCHITECTURE AND ARE PLEASING FOR PEDESTRIANS. THE MOTOR COURT OPENS TO THE GROUND LEVEL STREET PROVIDING VISIBILITY AND ENCOURAGING USE. THE CONNECTION TO THE GARDEN COURTYARD ALLOWS FOR UNINTERRUPTED, CONVENIENT ACCESS TO THE SPACE. THE PLANT MATERIAL IS USED TO SOFTEN THE SURROUNDING ARCHITECTURE AND IS STRATEGICALLY PLACED TO PROVIDE VISUAL ACCENTS AND COMPLIMENTS. THE ATTRACTIVE ENVIRONMENT IS ENHANCED BY REPEATED BRICK PLANTER WALLS AND BENCHES OF SEASONAL COLOR THAT WILL BRING LIFE TO THE SPACE AND ADD TO THE PLEASING ENVIRONMENT.</p> <p>2. LIGHTING IS USED TO ENHANCE SAFETY AND SECURITY, WHILE ADDING TO THE BEHAVIORAL AND BEHAVIORAL LANDSCAPE SURROUNDINGS. THE LIGHT FIXTURE MATERIAL, DETAILS AND HANGING WILL BE ARCHITECTURALLY COMPATIBLE.</p>

SHEET LEGEND:	
	Litter Receptacle
	Bench
	Pot w/ Seasonal color to be determined by L.A. at time of installation
	Pot w/ Hinkki Dwarf Cypress
	Existing
	BRICK WALL LIGHT
	Existing Street Sign
	Street Light
	Traffic Signal
	Fire Hydrant
GARDEN COURT LIGHTING LEGEND:	
	BOLLARD (as per Bellocera Project)
	PIED. POLE LIGHT (as per Bellocera Project)
	WALL LIGHT (as per Bellocera Project)
	UP LIGHT (as per Bellocera Project)
	UNDERBENCH LIGHT (as per Bellocera)

**LIGHTING NOTE:**  
APPROPRIATE CUTOFFS WILL BE USED ON PERIMETER LIGHT FIXTURES TO ASSURE MINIMAL OFFSITE LIGHT DRIFT.



VUE

BELLEVUE, WA

FOR REVIEW ONLY  
NOT FOR CONSTRUCTION

GWH  
LANDSCAPE  
ARCHITECTS

GWH LANDSCAPE ARCHITECTS  
5547 SAN FELIPE, SUITE 3600  
HOUSTON, TEXAS 77057  
(713) 267-2100 FAX (713) 267-2145

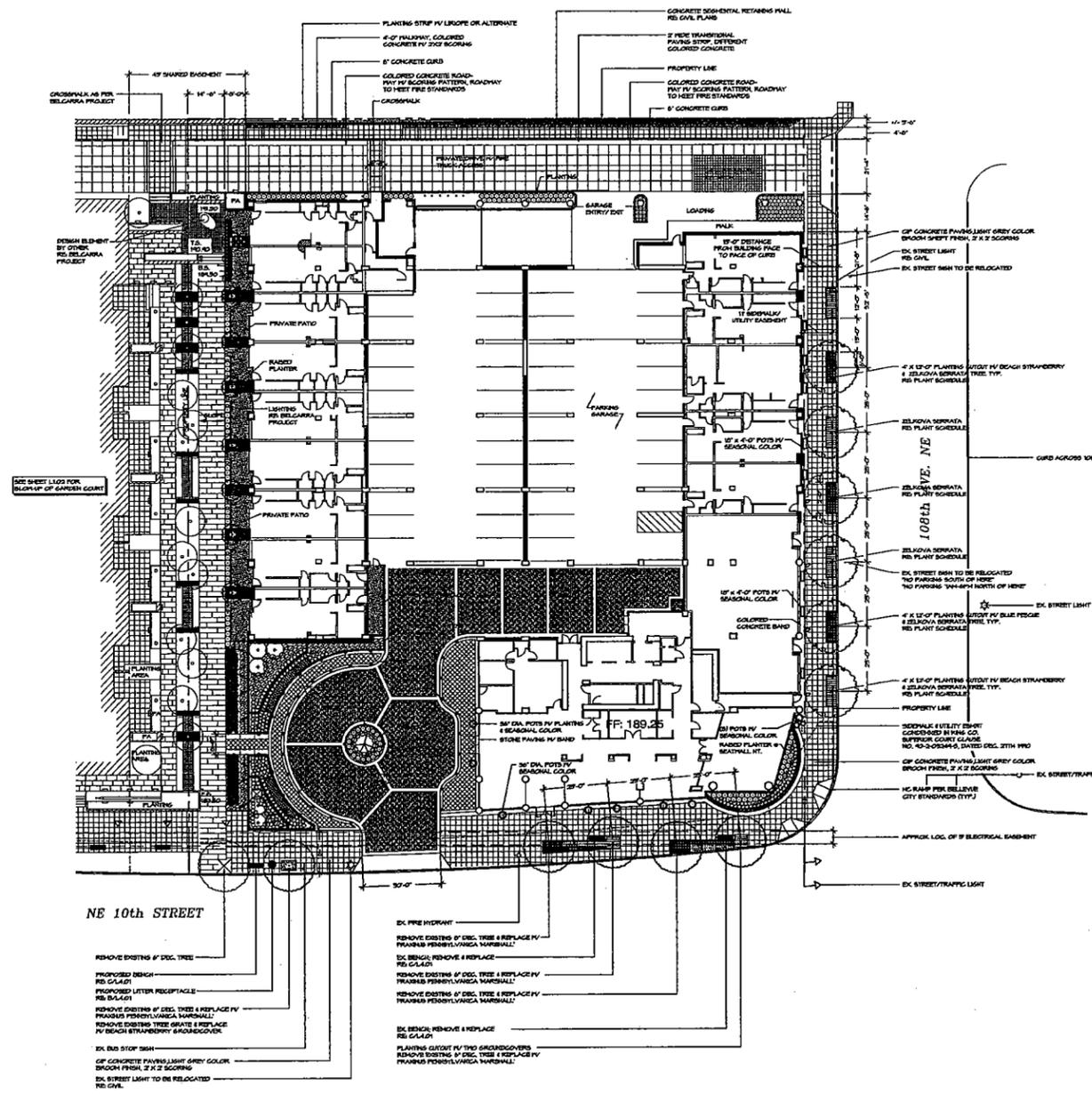
an affiliate of  
THE HANOVER COMPANY



DRAWN: AP/MCS  
PROJECT: 320  
DATE: 09-12-06  
REVISED:



**PHASE TWO PERMIT  
LANDSCAPE PLAN  
SITE & PLANTING PLAN  
LEVEL 1**



**LANDSCAPE ELEC. NOTE:**  
APPROVED WEATHERPROOF GFCI OUTLETS WILL BE INSTALLED AT BASE OF EACH TREE ALONG NE 10TH ST. & 10TH AVE. NE. RE: CL 4.02

**LIGHTING NOTE:**  
APPROPRIATE CUTOFFS WILL BE USED ON PERIMETER LIGHT FIXTURES TO ASSURE MINIMAL OFFSITE LIGHT DRIFT.

**SHEET LEGEND:**

○	Liter Receptacle
□	Bench
○	Pot w/ Seasonal color to be determined by L.A. at time of installation
EX	Existing
█	BRICK WALL LIGHT
—	Existing Street Sign
⊕	Street Light
⊕	Traffic Signal
⊕	Fire Hydrant
⊕	Bollard
PA	Planting Area

**LIGHTING LEGEND:**  
per Belcarra Project

○	BOLLARD
▽	RED POLE LIGHT
□	WALL LIGHT
□	UP LIGHT
⊕	UNDERBENCH LIGHT

PLANT SCHEDULE				
SYMBOL	SCIENTIFIC NAME	COMMON NAME	QTY.	SIZE SPACING
<b>STREET TREES:</b>				
○	<i>Fraxinus pennsylvanica</i> Marshall	Marshall Seedless Ash	5	3" Cal. See Plan
○	<i>Zelkova serrata</i>	Zelkova	6	3" Cal. See Plan
<b>ORNAMENTAL TREES (Not to be used as Street Trees)</b>				
○	<i>Magnolia grandiflora</i> L.D. Blanchard	DD Blanchard Southern Magnolia	6	8"-10" ht. See Plan
○	Alternates: <i>Magnolia grandiflora</i> Little Gem - Magnolia <i>Thuja occidentalis</i> Emerald Green or Emerald - Arborvitae <i>X Cupressocyparis leylandii</i> - Leyland Cypress			
○	<i>Pyrus calleryana</i> Capital	Capital Flowering Pear	13	2.6" Cal. See Plan
○	Alternates: <i>Prunus cerasifera</i> - Cherry Tree <i>Ginkgo biloba</i> - Ginkgo <i>Quercus macrocarpa</i> - Bur Oak			
○	<i>Pseudotsuga mucronata</i>	Douglas Fir	1	8"-12" ht. See Plan
○	Alternates: <i>Cryptomeria japonica</i> - Cryptomeria <i>X Cupressocyparis leylandii</i> - Leyland Cypress <i>Thuja occidentalis</i> - Western Red Cedar <i>Thuja heterophylla</i> - Western Hemlock			
<b>SHRUBS:</b>				
○	<i>Bursera</i> m.J. Green Beauty	Green Beauty Bursera	110	3 Gal. 18" O.C.
○	Alternates: <i>Boxcotea</i> <i>hololepis</i> - Dwarf Japanese Holly <i>Hamamelis</i> <i>virginiana</i> - Spicebush			
○	<i>Cotoneaster horizontalis</i>	Rock Cotoneaster	255	5 Gal. 24" O.C.
○	Alternates: <i>Prostratus</i> - Spreading Rosemary <i>Alyssum montanum</i> Mountain Gold <i>Phlox subulata</i> - Moss Phlox <i>Fragaria chiloensis</i> - Beach Strawberry			
○	<i>Euonymus alatus</i> - Burning Bush	Manhattan Euonymus	90	5 Gal. 24" O.C.
○	Alternates: <i>Shrub</i> <i>laetevirens</i> - Laurel <i>Taxus canadensis</i> - English Yew <i>Juniperus squarata</i> - Blue Star Juniper			
○	<i>Forsythia glauca</i>	Blue Forsythia	305	1 Gal. 12" O.C.
○	Alternates:			
○	<i>Fragaria chiloensis</i>	Beach Strawberry	477	4" P. 10" O.C.
○	Alternates:			
○	<i>Heperolobos microcarpum</i>	Dwarf Flax	32	5 Gal. 24" O.C.
○	Alternates:			
○	<i>Liriodendron tulipifera</i>	Big Blue Liriodendron	401	1 Gal. 18" O.C.
○	Alternates: <i>Viburnum</i> <i>minor</i> - Common Viburnum <i>Pachysandra</i> <i>terminalis</i> - Japanese Pachysandra <i>Blechnum</i> <i>spicatum</i> - Deer Fern			
○	<i>Picea abies</i> - Norway Spruce	Birds Nest Spruce	32	5 Gal. 24" O.C.
○	Alternates: <i>Taxus canadensis</i> - English Yew <i>Cotoneaster horizontalis</i> - Rock Cotoneaster <i>Juniperus squarata</i> - Blue Star Juniper <i>Juniperus horizontalis</i> - Ground Juniper			
○	<i>Prunus laurocerasus</i> - Old Lady	Old Lady Cherry Laurel	134	5 Gal. 24" O.C.
○	Alternates: <i>Shrub</i> <i>laetevirens</i> - Laurel <i>Phlox subulata</i> - Moss Phlox <i>Phlox subulata</i> - Moss Phlox			
○	<i>Rosa rugosa</i> - Rugosa Rose	Spreading Rosemary	146	2 Gal. 18" O.C.
○	Alternates: <i>Juniperus squarata</i> - Blue Star Juniper <i>Juniperus horizontalis</i> - Ground Juniper <i>Phlox subulata</i> - Moss Phlox			
○	<i>Viburnum dentatum</i>	David Viburnum	65	5 Gal. 24" O.C.
○	Alternates: <i>Pachysandra terminalis</i> - Japanese Pachysandra <i>Blechnum spicatum</i> - Deer Fern <i>Liriodendron tulipifera</i> - Big Blue Liriodendron <i>Viburnum minor</i> - Common Viburnum			
○	<i>Viburnum dentatum</i>	David Viburnum	65	5 Gal. 24" O.C.
○	Alternates: <i>Pachysandra terminalis</i> - Japanese Pachysandra <i>Blechnum spicatum</i> - Deer Fern <i>Liriodendron tulipifera</i> - Big Blue Liriodendron <i>Viburnum minor</i> - Common Viburnum			
<b>GROUNDCOVERS:</b>				
○	Seasonal color	TO BE DETERMINED	n.s.	NA TDD

**NOTES:**

- PLANTING SHALL BE SPACED AND SIZED TO ASSURE ALL PLANTS TOUCH EACH OTHER AND FILL IN ALL PLANTING SPACES WITHIN THREE (3) YEARS.
- PLANT SIZE AND SELECTION MAY BE EFFECTED DUE TO AVAILABILITY.
- ALL POTS AND PLANTERS WILL BE ON AN AUTOMATIC IRRIGATION SYSTEM WITH A CLOCK & RAIN-SENSOR. THE IRRIGATION SYSTEM IS TO BE DESIGNED BY AN IRRIGATION SPECIALIST.
- ALL PLANT MATERIAL WILL BE ZONED ACCORDING TO WATERING NEEDS OF THAT PARTICULAR SPECIES. LAWN IS TO BE IRRIGATED ON A SEPARATE ZONE AND NOT CONNECTED WITH ANY PLANT MATERIAL.
- A MINIMUM OF 90% OF PLANT MATERIAL USED WILL BE DROUGHT TOLERANT.
- ALL PLANTERS WILL BE WATERPROOFED AND HAVE A DRAINAGE SYSTEM THAT IS TIED INTO THE MAIN PROJECT DRAINAGE SYSTEM.
- APPROPRIATE CUTOFFS WILL BE USED ON PERIMETER LIGHT FIXTURES TO ASSURE MINIMAL OFF-SITE LIGHT DRIFT.
- SEWERALIN MUST BE 2% WITH NO ABRUPT CHANGES IN ELEVATION. NO RAISED STRIPS OR TREE WELLS. GRADE TRANSITION TO BUILDING ENTRIES MUST TAKE PLACE OUTSIDE OF PUBLIC SIDEWALK BASEMENTS.

**SOIL NOTES:**

- SOIL MIX FOR PLANTING AREA NOT OVER STRUCTURE SHALL BE A MIX OF 50% SHARP SAND, 50% FULL COMPOSTED PINE BARK OR RICE HULLS, AND 40% TOPSOIL, OR APPROVED EQUAL.
- SOIL MIX SHALL NOT CONTAIN NOXIOUS WEEDS, PATHOGENIC VIRUSES, HERBICIDES, CHEMICALS THAT COULD INHIBIT PLANT GROWTH, OR CONSTRUCTION DEBRIS.
- TOPSOIL SHALL BE NATURAL, FERTILE, FRABLE SOIL, POSSESSING CHARACTERISTICS OF REPRESENTATIVE PRODUCTIVE SOILS IN THE VICINITY. COLLECTED FROM SITES THAT ARE FREE OF NOXIOUS WEEDS OR GRASS SEEDS, CONSTRUCTION DEBRIS, OR CHEMICAL WASTE, AND CONTAINING A PH VALUE BETWEEN 6.5 AND 6.8.
- SOIL AMENDMENTS SHALL BE UNIFORMLY INCORPORATED INTO THE SOIL AS REQUIRED, OR AS REQUIRED BY THE MANUFACTURERS INSTRUCTIONS.
- ALL PLANTING AREAS SHALL BE SMOOTH, FREE OF ROCKS AND CLAY CLUMPS IN EXCESS OF ONE (1) INCH.
- PLANTING BEDS SHALL RECEIVE A MINIMUM OF 4(1) INCHES OF GENERAL PREPARED SOIL MIXTURE AFTER SHARPS ARE SET PLANTED. TOP DRESS WITH SHARPS PRE-EMERGENT HERBICIDE (OR EQUAL) AT THE MANUFACTURERS RECOMMENDED RATE AFTER ALL PLANT MATERIAL IS PLANTED. MULCH BEDS WITH TWO (2) INCH DEPTH OF SHREDDED PINE BARK.
- ALL PLANTING AREAS OVER BUILDING STRUCTURE HAVE NO TOPSOIL & CONSIST OF A SOIL MIX OF 60% EXPANDED SHALE OR HAYDITE (2# SIZE) 30% SHARP, COURSE SAND & 10% COMPOST

**VUE**

10710 N.E. 10TH STREET  
BELLEVUE, WA.

PHASE II PERMIT  
ABOVE GRADE BUILDING

**GWH**  
LANDSCAPE  
ARCHITECTS

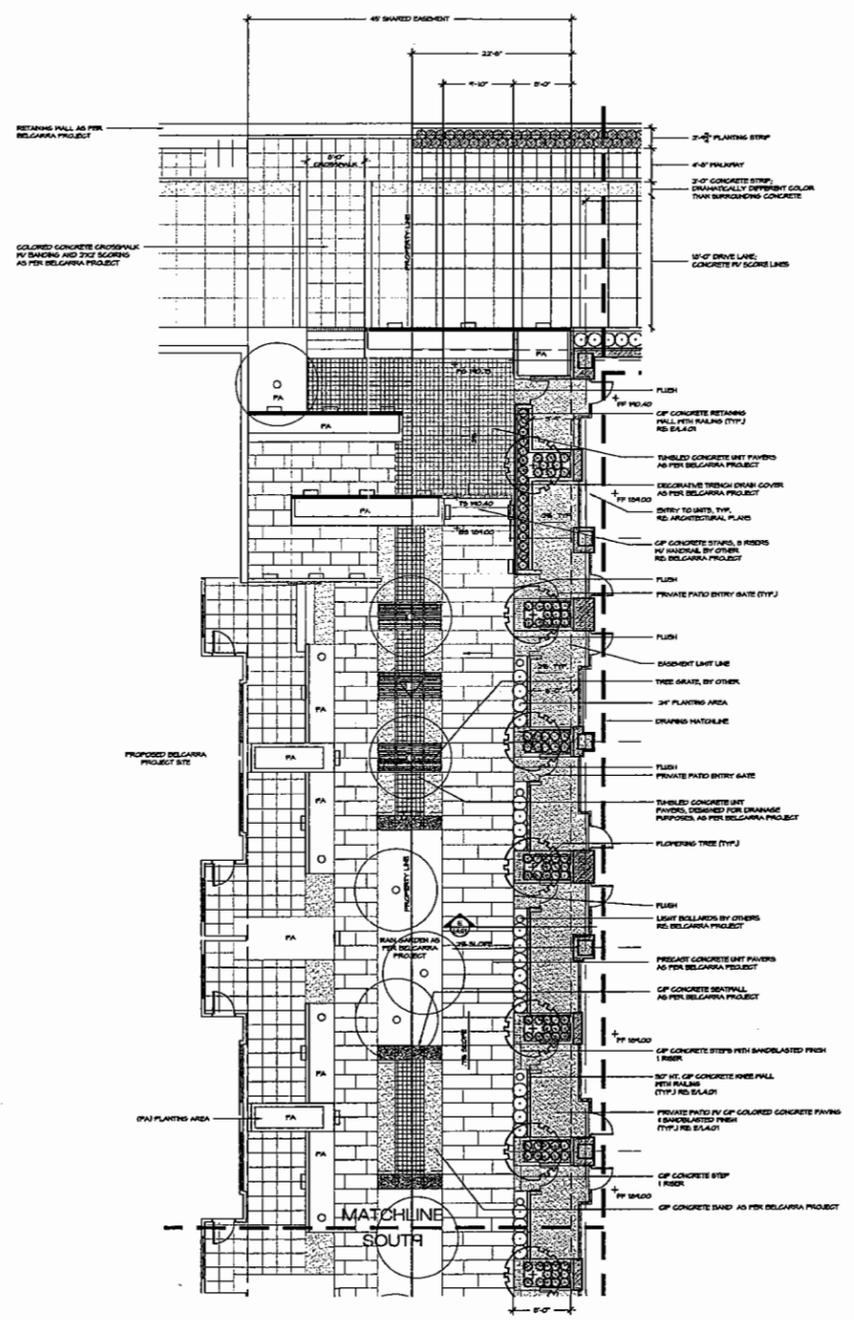
GWH LANDSCAPE ARCHITECTS  
5847 SAN FELICE, SUITE 3600  
HOUSTON, TEXAS 77057  
(713) 267-2100 FAX (713) 267-2145

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**THE HANOVER COMPANY**

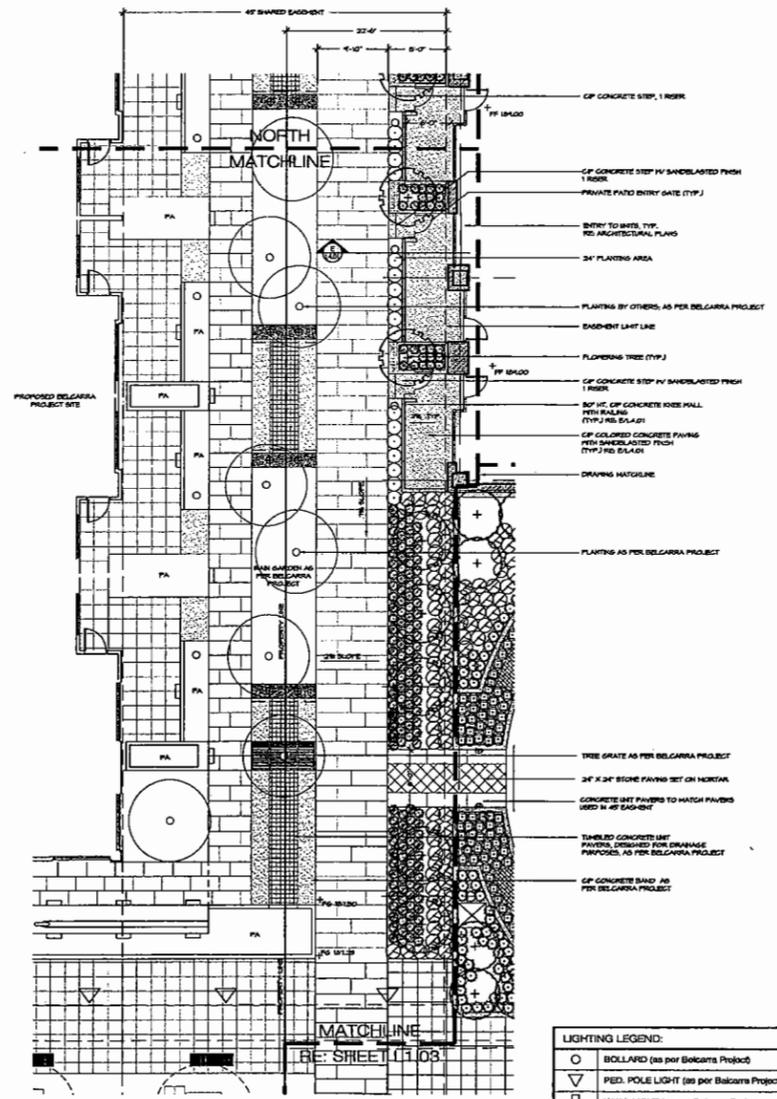
DRAWN: AP/AVK  
PROJECT: 320  
DATE: 05-27-06  
REVISED:

DESIGN REVIEW REVISIONS  
 LANDSCAPE PLAN  
 MATERIALS/ LIGHTING PLAN  
 GARDENCOURT

NOTE:  
 THE PROPOSED 8'-0" OF PRIVATE PATIO, WALL, RAIL AND PLANTING  
 WAS DESIGNED BY GWH LANDSCAPE ARCHITECTS. ALL OTHER HARDSCAPE  
 SURFACES, WALLS & PLANTING THAT ARE SHOWN UNDER THE 45' EASEMENT  
 WERE DESIGNED BY OTHERS PER BELCARRA PROJECT 1 & IS SHOWN AND  
 CALLED OUT ON THIS PLAN FOR REFERENCE ONLY.



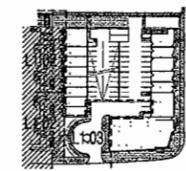
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LIGHTING LEGEND:

○	BOLLARD (see per Belcarras Project)
▽	FED. POLE LIGHT (see per Belcarras Project)
□	WALL LIGHT (see per Belcarras Project)
⊕	UP LIGHT (see per Belcarras Project)
⊕	UNDERBUSH LIGHT (see per Belcarras Project)

LIGHTING NOTE:  
 APPROPRIATE CUTOFFS WILL BE USED ON PERIMETER  
 LIGHT FIXTURES TO ASSURE MINIMAL OFFSITE  
 LIGHT DRIFT.



VUE

BELLEVUE, WA

FOR REVIEW ONLY  
 NOT FOR CONSTRUCTION

GWH  
 LANDSCAPE  
 ARCHITECTS

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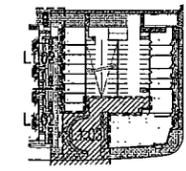
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DRAWN: AP/MMS  
 PROJECT: 320  
 DATE: 05-12-06  
 REVISED:



DESIGN REVIEW REVISIONS  
 LANDSCAPE PLAN  
 MATERIALS / LIGHTING PLAN  
 MOTOR COURT



VUE

BELLEVUE, WA

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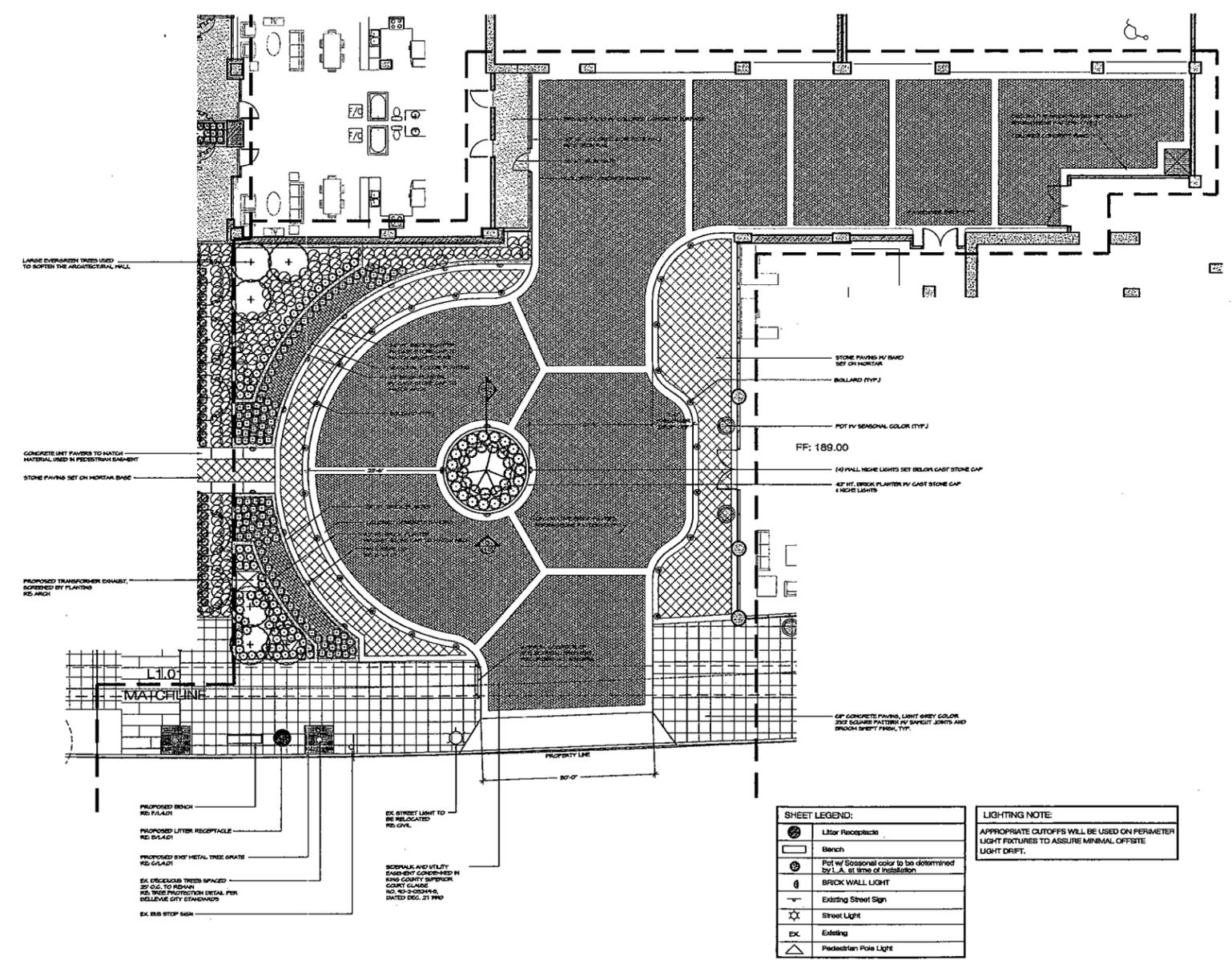
GWH  
 LANDSCAPE  
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SHEET LEGEND:

	Litter Receptacle
	Bench
	Pot in Seasonal Color to be determined by L.A. at time of installation
	BRICK WALL LIGHT
	Existing Street Sign
	Street Light
	Edging
	Pedestrian Pole Light

LIGHTING NOTE:  
 APPROPRIATE CUTOFFS WILL BE USED ON PERIMETER LIGHT FIXTURES TO ASSURE MINIMAL OFFSITE LIGHT DRIFT.

