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

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT:
John Su, Su Development Company
LOCATION OF PROPOSAL:
139 106th Avenue NE, Bellevue, WA

DESCRIPTION OF PROPOSAL:
Design Review application for a mixed use project including residential and retail uses. Four 21 story residential towers atop a 2 story base of retail uses and 6 levels of underground parking.
FILE NUMBER: 07-118707-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This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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 Helland
Environmental Coordinator

2/20/08
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

CERTIFICATE OF CONCURRENCY

BELLEVUE PLAZA TOWERS

This certificate documents the Transportation Department Director's decision that the development project at 139 – 106th Ave NE (Design Review File No. 07-118707 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 724 p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. A building permit application (File No. 07-144248 BB) was filed for the project on December 21, 2007 and deemed complete on January 23, 2008. This concurrency reservation will remain in effect for the life of the building permit application (BCC 23.05.090.H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100.E).

for Director, Transportation Department

2/28/08

Date

Certificate No. 45

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

Proposal Name:	Bellevue Plaza
Proposal Address:	139 106th Avenue NE
Proposal Description:	Design Review application for a mixed use project including residential and retail uses. Four 21 story residential towers are proposed atop a three story retail podium and six levels of underground parking.
File Number:	07-118707-LD
Applicant:	John Su, Su Development 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

Notice of Decision Date: 2/28/08
Appeal Deadline: 3/13/08

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.

CONTENTS

ATTACHED:

Project Plans & Drawings

I. REQUEST/PROPOSAL DESCRIPTION

The applicant requests Design Review approval to construct a mixed use project of residential and retail uses. Four 21 story residential towers with 838 dwelling units are proposed atop a three story podium interconnected with two-levels of plaza space. Six levels of underground parking are proposed, and streetscape and roadway frontage improvements would be provided along the site perimeter.

The two-level plaza consists of various open spaces and numerous mid-block connections that are all publicly accessible. The mid-block connections link NE 2nd Street to the north with Main Street to the south, 105th Avenue NE to the west with 106th Avenue NE to the east, and run adjacent to 105th Avenue NE along the west edge of the site. The central plaza, designed to function as a gathering place for residents and visitors alike, links the mid-block connections at the center of the site. The varied plaza topography consists of landscape and hardscape areas with water features meandering through the site, as well as open spaces scaled for both intimate retreat and group gatherings. The diverse spaces set the stage for multiple programmed and spontaneous uses.

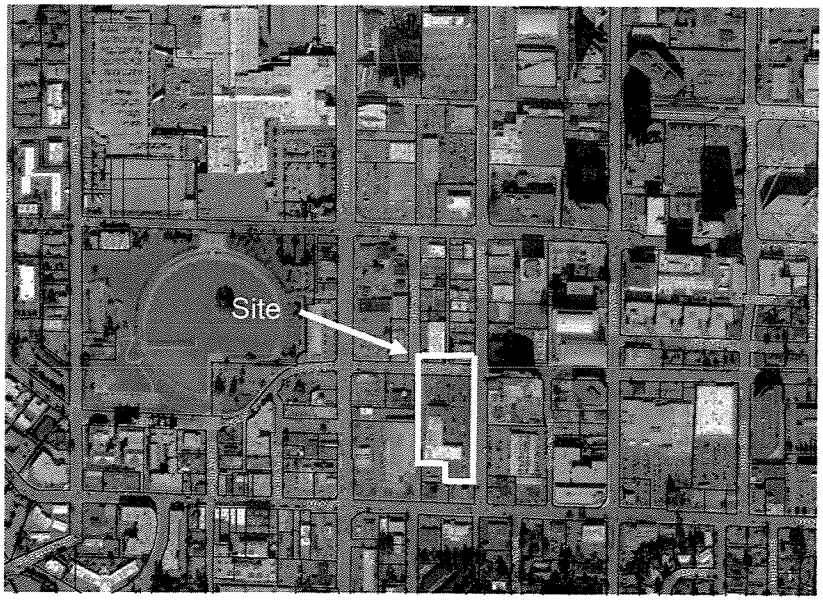
Streetscape and roadway frontage improvements are proposed along all four sides of the block consistent with the Land Use Code and Transportation Department's Development Manual. The streetscape design also reflects elements of the Transportation Department's GreatStreets planning study.

(Refer to attached Project Plans & Drawings for more information.)

II. SITE ZONING, CONTEXT & CHARACTER

A. Site

The 162,477 square foot project site lies between 105th Avenue NE and 106th Avenue NE, and is bounded by NE 2nd Street to the north and Main Street to the south. One and two-story retail buildings surrounded by surface parking currently occupy the site.



The project site lies within the Downtown Mixed Use area just east of Old Bellevue and is planned for high rise residential and office development, where much of the area's growth potential has not yet been tapped; significant growth and density are anticipated by the City's Comprehensive Plan.

B. Zoning

The site is divided into two zoning classifications. The north portion of the site is classified as Downtown – Mixed Use (DNTN-MU). The south portion of the site (hatched area) is also classified as Downtown – Mixed Use, (DNTN-MU), but is also overlain by the Perimeter Design District/Subdistrict C. Land uses within these zoning classifications are regulated by Land Use Code 20.10.400 (Use Charts).

C. Land Use Context

Aside from one residential tower (Bellevue Pacific Regent) located at the NE corner of NE 2nd Street and 106th Avenue NE, the surrounding properties are under-utilized given current density and height allowances, and future high rise development is expected.

III. CONSISTENCY WITH THE LAND USE CODE

A. Development Standards

Development standards for this project site are governed by LUC 20.25A, along with applicable sections of LUC 20.20. The proposal meets all applicable development standards of the Land Use Code as described below:

	Required/Permitted	Proposed
Height	245' max for the northern half of the site. (LUC 20.25A.020.B.4.a) 245' max for the southern half of the site. (LUC 20.25A.090.D.2, note 2 & D.3) 200' base max ht + 15% (30') bonus for interesting building form and provision of neighborhood-serving retail uses (as req'd in subdistrict C) + up to 15' of additional height exempt from the height calculation for mechanical equipment and screening.	245 feet See related condition of approval regarding building height in Section X of this report.
Lot Coverage	100% (LUC 20.25A.020.A.2)	100%

	Required/Permitted	Proposed
Floor Plates Above 40'	20,000 SF (LUC 20.25A.020.A.2)	9,421 SF
Floor Plates Above 80'	12,000 SF (LUC 20.25A.020.A.2)	9,421 SF
Setbacks/ Stepbacks	**Front** - 0' Occurs at NE 2nd Street, 106th Avenue NE, and Main Street. (LUC 20.25A.020.A.2)	0'
	Side & Rear - 0' below 40' bldg height. 20' above 40' bldg height. Occurs at 105th Avenue NE. (LUC 20.25A.020.A.2)	0' below 40' bldg height. 20' above 40' bldg height.
FAR	5.0 max for the northern half of the site. (LUC 20.25A.020.A.2) 5.0 max for the southern half of the site. (LUC 20.25A.090.D.2)	5.0 Calculation: 1,574,886 SF total bldg area - 665,752 SF exempt parking - 97,084 SF exempt retail/restaurant = 812,057SF non-exempt bldg area divided by 162,477 SF site area = 5.0
Parking Residential Retail Restaurant	1/unit @ 838 units x 1 = 838 min 2/1,000 nsf @ 97,983 nsf = 196 min 10/1,000 nsf @ 24,000 nsf = 240 min (LUC 20.25A.050) 1,274 min See Condition of approval in Section X.	Residential 1,134 stalls Retail 351 stalls Restaurant 240 stalls Total 1,725 stalls
Landscape	Street trees required are English Oak along NE 2nd Street, Sweet Gum along 106th Avenue NE, and Raywood Ash along Main Street consistent with the req's of LUC 20.25A.040 & 060.	As allowed by LUC 20.20.520.J.2, an Alternative Landscape Option is being applied for the streetscape so that it will reflect the GreatStreets planning study which calls for Zelkova trees along 106th Ave NE instead of Sweet Gum, and Summit Ash along Main St instead of Raywood Ash. These modifications have been endorsed by the Parks Dept and will be specified on the updated Downtown Street Tree plan expected for adoption into the LUC.
Loading	One off-street 10'x55' space, or other as approved by the Director (LUC 20.20.590K.4.a-c)	An approx 50'x70' area for multiple large delivery trucks is provided off 105th Avenue NE at parking level P2.

	Required/Permitted	Proposed
Recycling & Solid Waste	The Land Use Code does not specify minimum requirements for these facilities within mixed use developments. However, approximate need is calculated as follows: 1.5 SF/unit @ 838 units = 1,257 SF + 5 SF/1000 retail @ 97,983 SF = 490 SF + 5 SF/1000 rest'nt @ 24K SF = 120 SF = 1,867 SF approximate total area (refer to LUC 20.20.725)	An approx 1,000 SF area is indicated on the plans for trash and recycling in parking level P2. A condition of approval is included in Section X of this report requiring coordination with Rabanco to ensure that adequate space, equipment and access is provided, and that garbage containers are kept out of public view.

FAR Amenity System Requirements (LUC 20.25A.020C.2)

The amount of bonus floor area in square feet (SF) 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 (even though this is considered a "residential" building) in the land use district.

This is calculated as: 0.20 X 162,477 SF X 0.5 = 16,247 SF. The amount of bonus floor area earned from Basic Amenities (321,742 SF), calculated in Table 2 below, exceeds the minimum required 16,247 SF.

Table 1: Bonus Amenity Area Earned

Project Gross Floor Area (GFA)	812,057 (1,574,886 – 665,745 – 97,084)
Basic Permitted Floor Area (Basic FAR X Project Limit)*	324,954 SF (2.0 X 162,477 SF)
Additional Floor Area Requested	487,103 SF (812,057 – 324,954 SF)
"Basic" FAR Amenity Earned	321,742 SF (Refer to Table 2 below)
Remaining ("Bonus") FAR Amenity to Earn (Project GFA - Basic Permitted Floor Area - FAR Earned)	165,361 SF (487,103 – 321,742)
Total FAR Amenity Earned	771,386 SF (Refer to Table 2 below)
Excess FAR Amenity Earned (Total FAR Amenity Earned – Basic FAR Amenity Earned – Bonus FAR Amenity to Earn)	284,283 SF (771,386 – 321,742 – 165,361)

* The maximum FAR is 5.0, which would result in a total allowable GFA of 812,385 SF (5.0 x 162,477). The project proposes 812,057 SF of GFA, which is within the maximum allowed.

Table 2: Bonus Amenities

	Amenity	Units of Measure	Bonus Ratio	Bonus Floor Area Earned	How it Meets the Description and Design Criteria? Public Benefit?
Basic Amenities	Pedestrian-Oriented Frontage (Levels P1 & 1)	Square Feet (SF)	100:1	204,200 SF (2,042 LF x 100)	Stimulates sidewalk pedestrian activity.
	Pedestrian-Oriented Frontage (Level 2)	Square Feet (SF)	50:1	81,850 SF (1,637 LF x 50)	Stimulates upper-level pedestrian activity.
	Arcade (Level 1)	Square Feet (SF)	4:1	24,172 SF (6,043 SF x 4)	Provides continuous overhead weather protection.
	Arcade (Level 2)	Square Feet (SF)	2:1	11,520 SF (5,760 SF x 2)	Provides continuous overhead weather protection.
	Sub-Total Basic Amenities			**321,742 SF**	
Non-Basic Amenities	Underground Parking	Square Feet (SF)	0.5:1	332,876 SF (665,752 SF x 0.5)	Hides unsightly parking area underground.
	Plaza	Square Feet (SF)	6:1	30,000 SF (5,000 SF x 6)	Open space available to the public at all times. (Note: Bonusable plaza area is limited to 5,000 SF).
	Landscape Area	Square Feet (SF)	1:1	28,882 SF (28,882 x 1)	Provides visually-attractive space for tenants and the general public.
	Residential Uses	Square Feet (SF)	2:1	57,886 SF (28,943 SF x 2)	Meets GMA goals and enlivens the downtown with a 24 hr population.
	Sub-Total Non-Basic Amenities			**449,644 SF**	
	Combined Total All Amenities			**771,386 SF**	

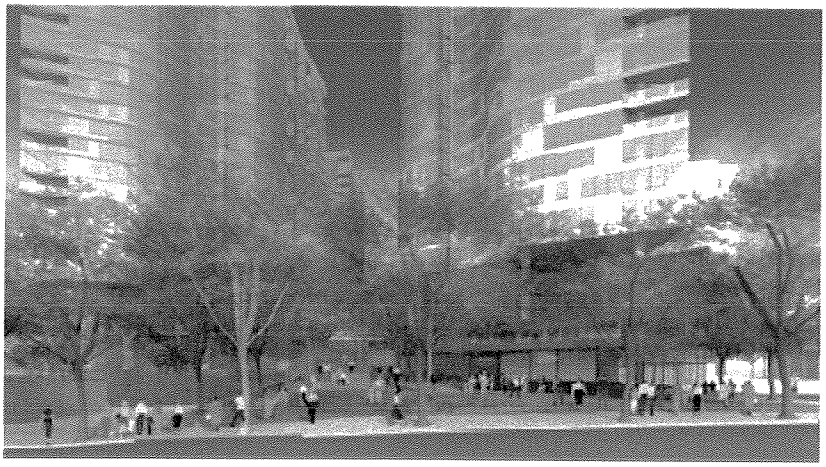
This project provides more than the amount of total amenity required for the floor area proposed. As summarized in Table 1 above, the project is required to provide a minimum of 762,501 square feet of amenity. The project provides 771,386 SF, more than the amount required.

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 and conditions of this Design Review.

Walkways and Sidewalks (LUC 20.25A.060)

Consistent with this Land Use Code section, perimeter sidewalks will be no less than eight feet wide, plus an additional four feet in which street trees are to be planted, plus a six-inch curb. In addition, a network of mid-block pedestrian connections will provide numerous opportunities for pedestrian circulation through the site. These connections enable pedestrian movement from the perimeter of the site to publicly accessible spaces within the project. The mid-block connections include links between NE 2nd Street to the north with Main Street to the south, 105th Avenue NE to the west with 106th Avenue NE to the east, and along 105th Avenue NE at the west edge of the site. Due to the large size of the open plaza spaces, the pedestrian connections are primarily open to the sky above. However, covered storefronts provide rain protection and summer shade. Entrances at the perimeter of the site are intentionally set at elevation below eye level to invite public use. Trees and planting beds, which are provided at the perimeter of the site and throughout the network of mid-block connections, help to define the public realm. The combination of open plaza, landscaped areas, storefronts and a variety of public spaces provide for a diverse pedestrian experience.



VIEW FROM MAIN STREET
POCKET PARK

B. Design Guidelines - Perimeter Design District

The proposal meets the design guidelines of the Perimeter Design District (LUC 20.25A.090.E) as follows:

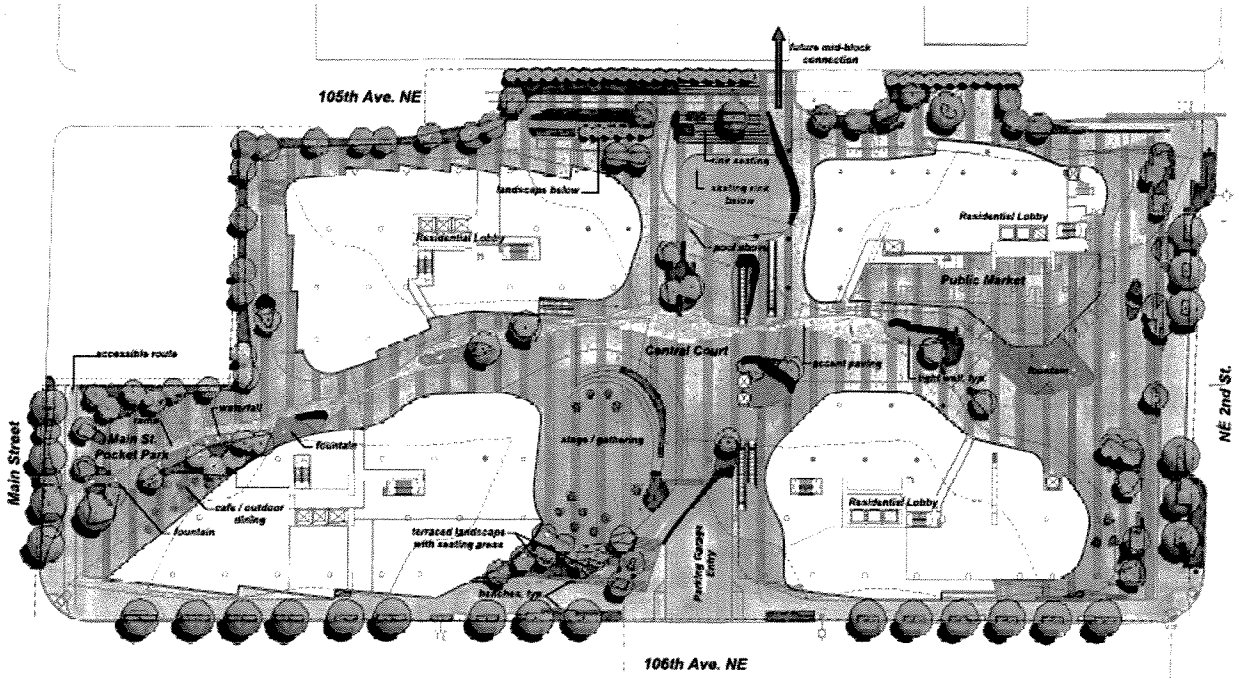
1. *Development projects should include a mid-block street, where feasible, to provide more convenient circulation within the perimeter of the Downtown and to promote development with a human scale.*

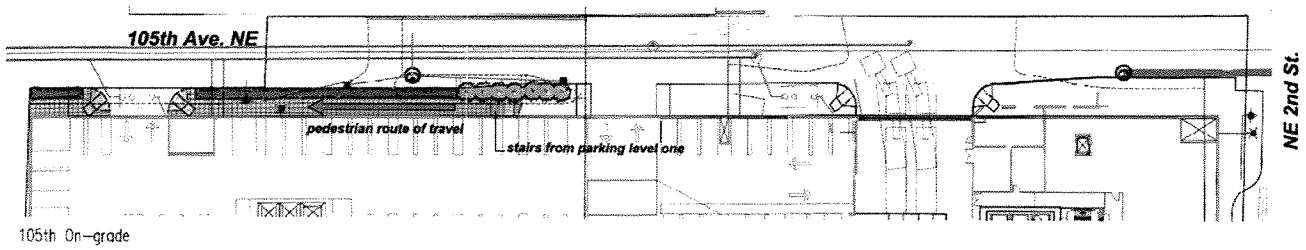
The project proposes to formalize the existing private 105th Avenue NE driveway between Main Street and NE 2nd Street by adding curb, gutter and sidewalk. It will also serve primary resident access and loading/unloading functions.

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.*

The project proposal includes a network of mid-block pedestrian connections which provide numerous opportunities for pedestrian circulation through the site. The pedestrian network incorporates a combination of various interior arcades, open courtyards and enclosed plazas. The mid-block connections include:

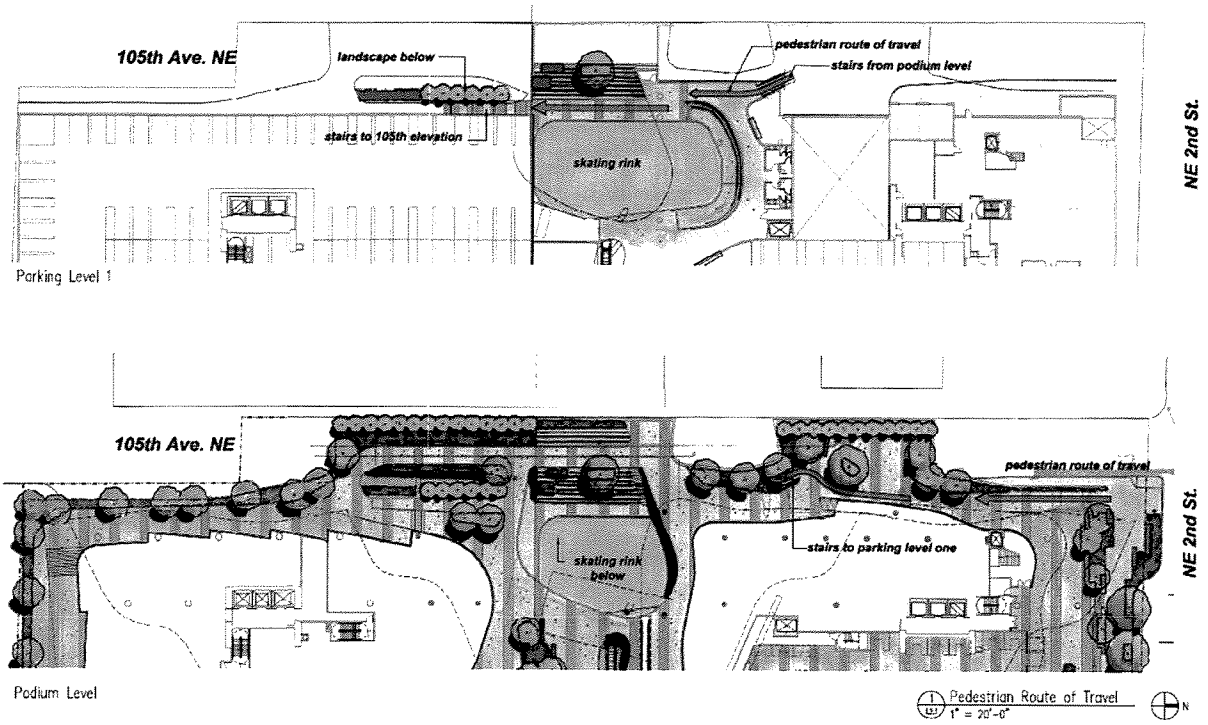
- NE 2nd Street to the north with Main Street to the south.
- 105th Avenue NE to the west with 106th Avenue NE to the east
- 105th Avenue NE along the west edge of the site.





105th On-grade

(Drawings continued on next page).



(Refer to attached Project Plans & Drawings for more information).

A condition of approval is included in Section X of this report requiring the accommodation of 24-hour public 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.*

Buildings are clad in painted metal panels and non-reflective glass to minimize glare. The undulating facades of the podium and the towers diminish the reflective area of the building.

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.*

Features that break down the façade of the towers include the following:

- The four-tower design has significant advantage over a single tower covering the site in that it presents a more varied and broken down view to occupants of neighboring towers. The multiple building elements oriented in a staggered pattern with spaces between the buildings provide visual relief and allow light and air to pass through the site in a way that would not be achievable with a single building that covered the site.
- Undulating facades that will change in appearance and size with the nature and direction of natural light.

- Facades divided into smaller increments through a combination of horizontal and vertical mullions of differing depths and widths.
- Facades consisting of a combination of both metal panels and vision glass.
- Intermittently placed recessed balconies with protruding vertical fins that contrast with the façade mullion pattern.
- Recessed balconies that introduce depth to the facades.
- Cantilevered balconies located at the leading/narrow ends of the towers that reduce the perceived width of façades.
- A change in the façade mullion pattern at the upper tower levels that reduces the perceived tower height.

Features that break down the façade of the podium include the following:
- Podium levels that are expressed individually by allowing each level to project and recede independently.
- One-story arcades of the Level 1 plaza.
- A Level 2 plaza overlooking the Level 1 plaza.
- Planters located on various podium roof ledges that allow vegetation to cascade down.
- Overhead doors and signage associated with the public market and retail spaces.

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

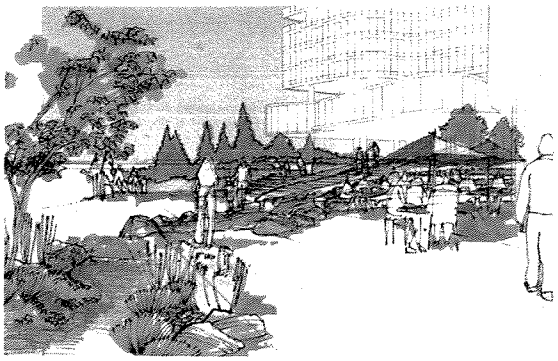
The undulating facades of the four towers and the podium levels provide soft elevations that ensure against a rectilinear building profile. Planters and vegetated roofs at podium levels also soften roof profiles.

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

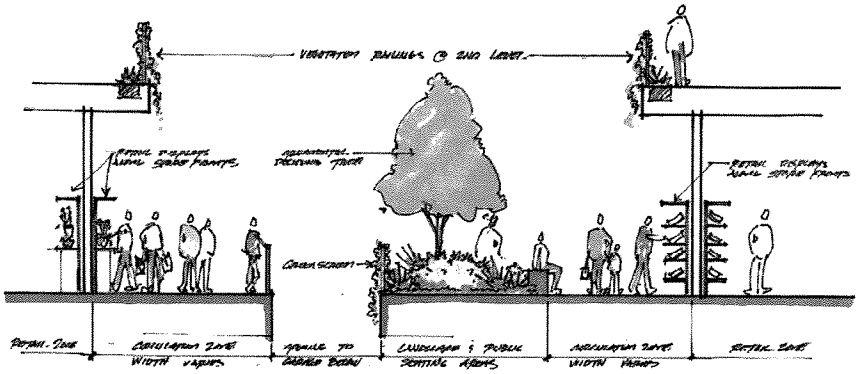
Surface parking is limited to on-street parking at NE 2nd Street. All other parking is contained within the garage; the uppermost garage level is concealed by the retail spaces located on 106th Avenue NE, and the remaining garage levels are underground. The only exception occurs along the street level of 105th Avenue NE where garage parking is visible, albeit only from the roadway.

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.*

Elements provided at or near the ground level include:
- Pedestrian-oriented frontage.
- Pedestrian arcades and covered retail entrances.
- Pedestrian-oriented uses such as restaurants and retail spaces.
- Public plaza seating.
- Landscape areas of various sizes.
- Water features of various sizes and designs.
- Overhead public market doors.



- Light wells providing visual and actual links to parking levels below.
- Various opportunities for vertical circulation including stairs, escalators and elevators.
- Overhead bridges of the Level 2 plaza.
- An amphitheater that also functions as a skating rink.
- Numerous public gathering spaces of various sizes.



Landscaping is used to help define the character 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.

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

C. Design Review Criteria

The proposal meets the Design Review criteria (LUC 20.25A.110) 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.*** Parking efficiency is achieved by limiting the number of garage entrances. An entrance located on 106th Avenue NE serves as the retail parking entrance. A second entrance located on 105th Avenue NE serves as the residential parking entrance. Service area efficiency is achieved by consolidating all service areas in close proximity of the residential garage entrance on 105th Avenue NE.

b. ***Coordinate the location of vehicular and pedestrian mid-block connections, considering opportunities for mid-block crossings.*** Garage entrances on 105th Avenue NE and 106th Avenue NE coincide with the east-west pedestrian mid-block connections. The primary east-west pedestrian mid-block connection utilizes the garage entrances and directs pedestrian circulation through the site on Level P1. In addition, stairs ascending from the garage

entrances to the level above provide an additional east-west pedestrian mid-block connection at Level 1. A north-south mid-block connection is also provided at roadway grade along 105th Avenue NE as well as above at the plaza level, consistent with Comprehensive Plan policy S-DT-47 which speaks to the importance of mid-block pedestrian access and its connection to mid-block crossings.

c. ***Provide for safe and pleasant movement within the Downtown for the pedestrian and bicyclist.*** Safe movement for pedestrians and bicyclists is proposed by limiting the number of garage entrances and isolating the service area to 105th Avenue NE. Pedestrian circulation on 105th Avenue NE occurs on Level P1 and Level 1 which allows pedestrians to bypass the service area entirely. Garage entrances are also located well away from the corners of the site where pedestrian street crossings occur. Pleasant movement is achieved by providing pleasant features at the site perimeter such as a public plaza on NE 2nd Street and on Main Street, pedestrian oriented frontage, a public market, retail and restaurant uses, landscaping, public benches, water features and a link for a future mid-block connection with the adjacent parcel to the west.

d. ***Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance, or landscaping.*** The plaza and mid-block connection located on NE 2nd Street is separated from the right-of-way by a gentle ramp and stair that ascends approximately one foot. A stair linking the Main Street mid-block connection with the plaza ascends 5 feet above the right-of-way. A stair linking the 106th Avenue NE mid-block connection with the plaza ascends 8 feet above the right-of-way. Elevators provide barrier-free accessibility at Main Street and 106th Avenue NE. Escalators are also provided at the 106th Avenue NE mid-block connection.

e. ***Incorporate retail shopping space at ground level into parking structures whenever practical and appropriate.*** Retail shopping areas located on 106th Avenue NE share Level P1 with the uppermost garage level. The retail areas fully conceal the garage from view.

f. ***Minimize the location of parking adjacent to pedestrian connections.*** Surface parking is limited to on-street parking at NE 2ndStreet. All other parking is located within the garage.

g. ***Limit the number of driveway openings and the number of access lanes in each opening.*** The project proposes two parking entrances/driveway openings. One driveway is located on 105th Avenue NE. A second driveway is located on 106th Avenue NE. The one lane of ingress and two lanes of egress will not exceed the minimum required by the Transportation Department.

h. ***Where appropriate, fit garages into the topography and make use of garage roofs for public open space, recreation or landscaped areas.*** Garage entrances are located at the topographic low points of 105th Avenue NE and 106th Avenue NE. All parking is located underground allowing the garage roof to be utilized as the Level 1 public plaza as recommended.

i. ***Maximize the use of underground parking.*** All of the parking is provided underground.

2. **Pedestrian Circulation and Amenities**
This is discussed in detail under Section III.A of this report; see Walkways and Sidewalks (LUC 20.25A.060.A-C).

3. **Wind and Sun**

a. **Ensure that the form and placement of buildings consider desirable year-round conditions of sun and shade in surrounding open spaces and public areas.** This paragraph speaks to surrounding open spaces and public areas, rather than the project site itself. The four towers are aligned with their long axis oriented in a north-south direction. This north-south tower alignment minimizes the shading impacts of the project on adjacent properties at midday, and the narrow ends of the undulating tower facades increase the available sunlight exposure through the site in comparison to a more typical rectangular tower. In addition, the distance between the east towers and the west towers is maximized to further increase available sunlight through the site.

b. **Design new buildings with wind conditions in mind so as to shelter pedestrians from undesirable winds, particularly on the ground, and in publicly accessible areas.** The arcades shield the plaza at the ground level from the vertical winds that may be generated by the towers above. The upward tilt of the sloped landscaped lid located over 105th Avenue NE will also shield the plaza from the prevailing winds. (The wind study is in the project file available for viewing at the City Hall Records Office.)

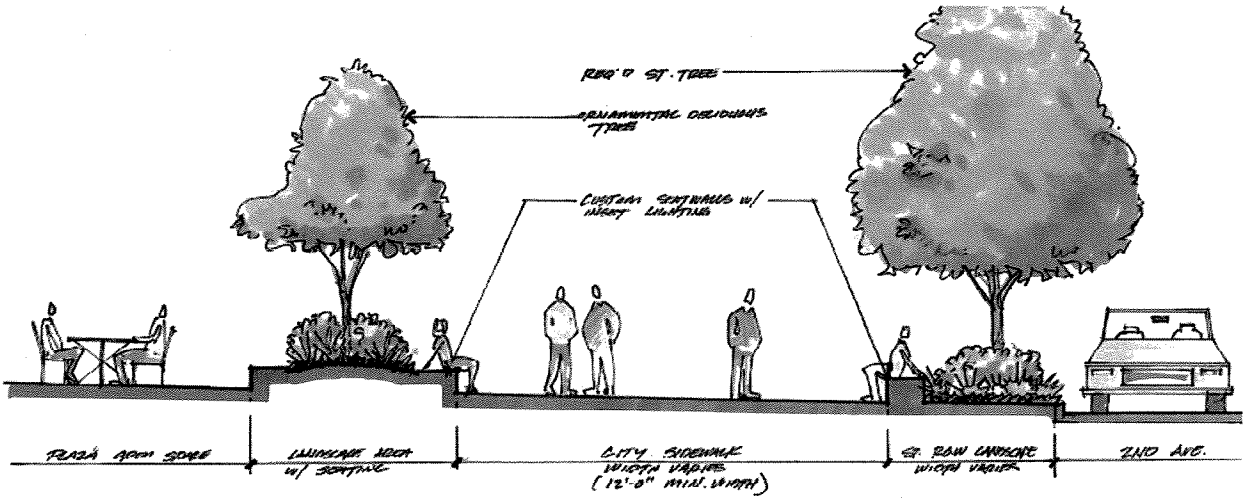
c. **Consider how new buildings might incorporate outdoor spaces of calm, especially for winter, and places of suitable breeziness in summer at levels of pedestrian activity.** The arcades of the Level 1 plaza provide protection from wind and rain for pedestrian circulation. The elevated Level 2 plaza is positioned to receive desirable summer breezes during the warmer season.

d. **Consider wind and sun in design of landscaping: e.g., evergreen tree-planting as wind blocks, or deciduous trees on south and west sides of open spaces to maximize winter sun penetration.** Tree species will be selected to maximize winter sun penetration into open public spaces and mid-block connections. The sloped landscape lid over 105th Avenue NE will shield the plaza from the prevailing winds during winter months.

4. **Open Space**

a. **Design and locate open spaces, such as plazas, squares and large landscaped areas to work as part of a comprehensive system of spaces in the Downtown.** Locating plazas adjacent to NE 2nd Street and Main Street orients these amenities to public use and inclusion in the City's system of downtown public spaces. Paving surfaces, contiguous with that of the sidewalk, reinforce these amenities as part of the public realm.

b. **Design open spaces to provide for maximum use by a wide range of people.** All open space, and access to open space, is barrier free to maximum use by a wide range of people.



c. In designing open spaces, especially plazas, consider the following:

i. **Orientation. Orient to sunlight and provide good physical and visual access to the sidewalk, so that the space is perceived as an extension of the sidewalk.** The central open space and tower alignment is oriented to sunlight. Mid-block connections provide good visual access to and from the sidewalk. Direct physical access to and from the sidewalk is provided at NE 2nd Street. Stair access is provided to and from Main Street and 106th Avenue NE with elevation gains of five feet and nine feet respectively.

ii. **Dimensions. Design is adequate for seating, planting, etc., but not so large as to appear barren and uninviting.** Seating and planting is designed to attract both large gatherings and smaller, intimate gatherings. Space is flexible and can be used to accommodate a variety of passive and programmed uses.

iii. **Seating. Provide comfortable height and depth, and appropriate arrangement**. Seating is designed to provide comfortable height, depth and appropriate arrangement.

iv. **Pavement. Use nonglare, nonslip, and safe surface materials.** Stone and concrete paving materials are safe, non-slip and non-glare.

v. **Trees and Planting. Consider provision for shade and sun. Use to create space and define human scale. Provide protection from wind.** Considerable landscaping will be installed throughout the site on both plaza levels, at terrace ledges, on rooftops and within the garage where light wells occur. Landscaping will add scale and color to a variety of open spaces. Tree species will be selected to maximize winter sun penetration.

vi. **Provide accessible areas for handicapped.** All open spaces are barrier free.

vii. **Amenities. Use pedestrian scaled lighting, fountains, litter receptacles, bicycle racks, and sheltered waiting areas.** Project amenities include: water features; sheltered waiting areas within the arcades; benches; bicycle racks; and, litter receptacles.

viii. **Provision of Space for Attractions. Design to permit vendors, outdoor cafes, rotating art displays, or abutting retail activity.** Space attractions of the project include: outdoor cafes; abutting retail activity; and, a public market.

ix. **Physical access. Ensure ready physical as well as visual access with special attention to elevational difference.** Direct physical access to and from the sidewalk is provided at NE 2nd Street. Stair access is provided at Main Street and 106th Avenue NE with elevation gains of 5 feet and 9 feet respectively. Elevators located at Main Street and 106th Avenue NE provide barrier-free access. Stairs are designed to maximize visual access to ascending plaza levels and to increase the incentive to use the stairs by reducing their perceived height and by providing stair resting spots and landscaping.

x. **Enclosure. Use landscaping or structure to provide a sense of enclosure.** Landscaping installed at the outer edges of the Level 1 plaza adjacent to the east-west mid-block connection (106th - 105th Avenues NE) provides a sense of enclosure within the plaza.

5. Light and Glare

a. **Consider and mitigate light and glare impacts upon major public facilities, streets and major public open spaces.** Light and glare associated with the exterior artificial lighting is minimized by the use of light fixtures equipped with cutoff shields and of low intensity.

b. **Mitigating measures may include use of low-reflecting building materials, landscaping, tilting of reflective panels, reorientation of the building or the addition of screening devices such as louvered screens and marquees.** Glare resulting from the reflections of natural light off the towers is reduced by the use of non-reflective glass and non-reflective metal panels. The sinuous shape of the tower skin also reduces the area of the building that reflects natural light at any one time.

Downtown Patterns and Context

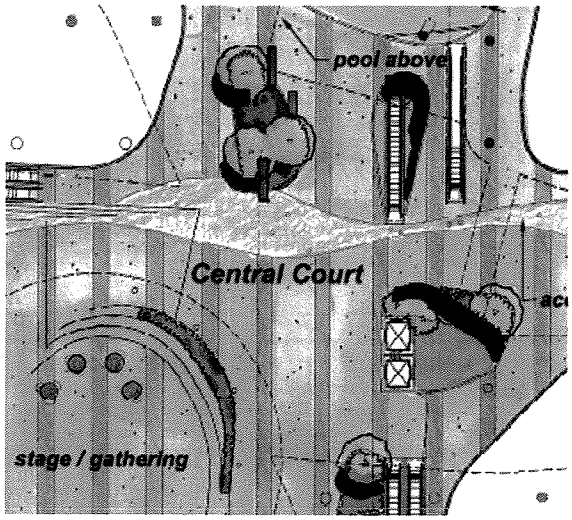
1. Natural Setting and Topography

a. **Make creative use of any existing topographic variations in site design and location of buildings, circulation patterns, parking area design and public spaces to enhance the setting and provide variety.** The site topography at the perimeter sidewalks descends along 105th Avenue NE and 106th Avenue NE from the highest elevation at NE 2nd Street to a low point at the central east-west mid-block connection. From the mid-block connection, 105th and 106th Avenues NE gradually ascend again to Main Street. The drops in grade of 105th and 106th Avenues NE are exploited to conceal the underground garage. Retail spaces on 106th Avenue NE conceal the uppermost level of the garage from the street and the Level 1 plaza with mid-block connections branching out over the top of the garage. In addition, a garage entrance and the loading/service area is located on 105th Avenue NE where it is also concealed from view.

Locating the towers near the property lines and maximizing their separation strengthens the invitation for pedestrians to circulate through the site. The towers form a visual funnel to

draw visitors into the site. Open spaces between the towers convey the path of the mid-block connections.

Circulation patterns enhance the setting and provide variety. Mid-block connections maximize sunshine available at the center of the site, and provide open spaces scaled for both intimate gatherings and large civic gatherings of programmed and spontaneous uses. Mid-block connection circulation options are numerous.



b. **Make maximum use of views to mountains, Lake Washington and the Seattle skyline.** This criterion dictates a design solution that optimizes views from the site toward scenic features visible from Downtown. View opportunities, taking into account inevitable future development to the west, are maximized with the four-tower design. The Level 2 plaza, Level 3 residential amenity level and towers offer views of the plaza below, the city, the surrounding mountains, Lake Washington and the Seattle skyline. The organic shapes of the towers enhance the variety of views radiating out from the site in different directions. The offset position of the towers relative to one another provides view corridors between towers beneficial for both the tower occupants and neighbors to the site.

c. **Seek high quality of design for all buildings constructed at prominent locations. These locations may include areas on ridge crests and hilltops, fronting and public open spaces, those closing a vista and those affording a silhouette against the sky.** The project location and size is prominent on the southern edge of Downtown. The project is committed to providing high-quality design. The pursuit of thoughtful and meaningful design, the use of high-quality materials and the implementation of vibrant space programming are central goals of the project.

2. **Landscape Design**

a. **Make effective use of significant landscape features to complement and contrast with building forms. This includes massing of plant materials to constitute a recognizable visual unit which contrasts effectively with built forms.** Massing of plant material will create distinct landmarks that will contrast with the buildings. The largest area of plant material is the landscaped lid over 105th Avenue NE. It forms a distinctive sloped bank. Its location provides a visual link with 105th to the north of the site. Plant material installed on terrace ledges and roof tops will soften the structure and provide a human scale. Numerous other landscape areas on the Level 1 plaza contrast with the surrounding buildings. A stand of large bamboo will rise above the Level 1 plaza from the garage below.

b. **Encourage retention of significant existing vegetation, where it can be incorporated into efficient site design and maintained in a safe and healthful condition.** The attached landscape plan illustrates how the entire project area will be landscaped to accommodate active and passive uses, as well as reflect the Land Use Code street frontage requirements and the City's GreatStreets planning initiative. No existing landscaping is suitable for retention.

c. **Consider the location or relocation of traffic control boxes, power vaults, utility boxes and similar features in the design of the pedestrian areas to minimize the impact on the visual and physical quality of the pedestrian environment.** All project details including traffic control boxes, power vaults and similar features are considered in the design of the pedestrian environment to obtain high-quality design. A condition of approval is included in Section X of this report that, with limited exception, precludes such features from being located within the sidewalk area.

3. **Views**

a. **Consider the negative impact of a building on views, both from existing buildings and future developable or redevelopable sites.** This criterion requires the effect on surrounding views to be considered during the Design Review process. The four towers are aligned with their long axis oriented in the north-south direction. In keeping with the intent of Perimeter Design District/Subdistrict C, they present their narrow building profiles to the single family residential land-use districts to the south of the project. The spacing between the towers offers neighboring properties numerous views and the perception of transparency through the project and beyond. The designer's application of acute building angles provides a littoral transparency through the glazing that could not be as easily achieved with a rectilinear building form. View considerations from surrounding properties appropriately influenced the ultimate design to maximize development potential on this urban Downtown site. There is no regulatory authority that requires private view protection. Expansion of this criterion to require view protection from surrounding properties would compromise the Comprehensive Plan policies that encourage maximization of development potential (policies LU-4 and S-DT-24) and would lead to unintended restrictions on the applicable zoning.

b. **Consider the availability of public views from public spaces such as streets, street intersections, parks, plazas and areas of pedestrian concentration.** This criterion requires the effect on public view availability to be considered during the Design Review process. The spacing between the towers results in open space on the project site from which views can be enjoyed by all. In addition, views between the towers can be appreciated from select locations along the NE 2nd Street sidewalk given its elevation above the rest of the project site. Because of the multiple tower approach, views from various locations are at least partially preserved, especially those from the north such as at the Civica property which includes a generous publicly-accessible plaza with views over the southern portion of Downtown. Public view considerations appropriately influenced the

design used to maximize development potential on this urban Downtown site. There is no code provision that requires public views to be protected. Expansion of this criterion would have the outcome of limiting development potential in the area of the City identified to accept the most substantial amount of future residential growth forecast to occur in Bellevue.

4. Building Height and Bulk

The building height, close to 245 feet above average grade, utilizes the 15% height bonus per LUC 20.25A.020.B.4.a and LUC 20.25A.090.D.2, Footnote (2) for architecturally integrated mechanical equipment, interesting roof forms, significant floor plate modulation, significant façade modulation and for a project that exceeds the quality and design requirements of LUC 20.25A.110. The towers also take advantage of the additional 15 feet of exempt height allowed by the Land Use Code to accommodate rooftop mechanical equipment and screening. The tower design is based on a curvilinear form rather than the typical rectilinear shape of other nearby towers. This approach to overall building form and façade modulation results in a series of buildings that have a sense of movement. The incorporation of acute angles at building corners accentuates the shapes and the transparent window wall system gives the buildings an airy feel. The multiple tower solution and form results in a dynamic vertical composition unique from any other project in the Downtown.

a. **Buildings near public open spaces should permit visual access and, where feasible, physical access to the public open space.** "Public spaces" are interpreted by the City as publicly-owned parks, open spaces, plazas, and streets/sidewalks, as well as interior or exterior private spaces which have a public access easement though them. The public plaza of the proposed project, consisting of various open spaces and numerous mid-block connectors, is a privately-owned property that will contain a public access easement. Visual access to the towers and open spaces in between them will occur from various locations along public roadways, Downtown Park, and publicly-accessible spaces on private property such as the Civica plaza north of this project site. Physical access is provided at all four sides of the property and as explained above is accessible to the public.

b. **Wherever practicable, buildings should be oriented to minimize the shadows they cast on publicly accessible open spaces.** The center of the site provides a generous, publicly-accessible space. The towers are aligned with their long axis oriented in the north-south direction. This alignment maximizes sunshine available at the center of the site at midday from Main Street to NE 2nd Street. The distance between the east towers and the west towers is maximized to further increase available sunshine at the center of the site. A separation between the northeast tower and the southeast tower allows sunshine to penetrate the center of the site during the morning hours. In addition, the north-south tower alignment minimizes the shading impacts of the project on adjacent properties at midday.

c. **Encourage slender towers, particularly at upper levels.** The towers are slender measured along the transverse axis. In addition, all tower floor plates are maintained below the threshold where a reduction in floor plate size is necessary per the dimensional requirements of LUC 20.25A.020.A.2.

d. **Discourage buildings of extreme rectangular shape which tend to be out of proportion for their floor area.** As recommended, the towers are not rectangular in shape. The tower and podium facades have an irregular shape.

e. **Encourage spacing between towers to retain the feeling of an open, airy Downtown.** The towers have wide and highly visible entrances at the perimeter sidewalks to invite public circulation into the site. The towers form a visual funnel to also draw visitors into the site. Open spaces between the towers convey the path of the public mid-block connections. The approximately eighty feet between the east towers and the west towers is intentional to increase available sunshine at the center of the site.

f. **For buildings outside the Core Design District, encourage building massing which minimizes visual impacts to surrounding residential neighborhoods.** This criterion seeks to minimize view impacts from residential areas that are outside and immediately adjacent to the Downtown. In keeping with the intent of Perimeter Design District/Subdistrict C, the towers present their narrow building profiles to the residential land-use districts to the south of the project. In addition, though this area of the Downtown is planned for much more density and height than exists today, this project applied a multiple tower design with floorplates that are significantly smaller than allowed by the Land Use Code. This design has the added tangential benefit of reducing the visual impact to adjacent existing and future building occupants.

g. **Stepbacks required for diminished floorplate buildings, LUC 20.25A.020.A.2(22), should be oriented to the public street or streets adjacent to the building site to maximize the availability of light and air at the street level and to preserve view corridors.** Tower floor plates are less than 10,000 square feet, and are therefore below the 12,000 square foot threshold where a reduction in floor plate size is necessary per the dimensional requirements of LUC 20.25A.020.A.2.

h. **Encourage rooftop features, appropriate to the overall height and scale of the building, to modify an otherwise unmodulated profile.** The undulating facades of the towers and the podium levels provide a soft profile to all the roofs of the project. Roofs of the podium levels feature vegetated roofs, terraces, and terrace planters which help present finished views from surrounding properties.

5. Transitions

In transitions between districts in the Downtown and between properties, the lower portions of buildings should be designed to promote easy circulation, good relationships among open spaces, visual connection in scale, and maximum penetration of sunlight to the ground level.

The Main Street frontage of the project recalls the Old Bellevue principles of scale and materials. The Old Bellevue scale of building façades is recalled by successive 14-foot high terraced levels which step back from the street. Terrace levels are expressed individually by projecting and receding from the podium independently. Building materials that recall Old Bellevue, such as stone and masonry, are incorporated into the street-level façades of Main Street.

Pedestrian circulation between Main Street and the plaza is encouraged by establishing the elevation of the plaza to within five feet of Main Street; this elevation is intentionally set below eye level of sidewalk pedestrians to provide direct visual access into the site thereby encouraging public use. Landscape elements of the plaza space set on Main Street such as a water feature and plant material promote pedestrian circulation. Area within the plaza for exterior restaurant use will also attract pedestrian circulation, and the southern orientation of the project on Main Street promotes maximum penetration of sunlight to the ground level.

6. Patterns of Activity

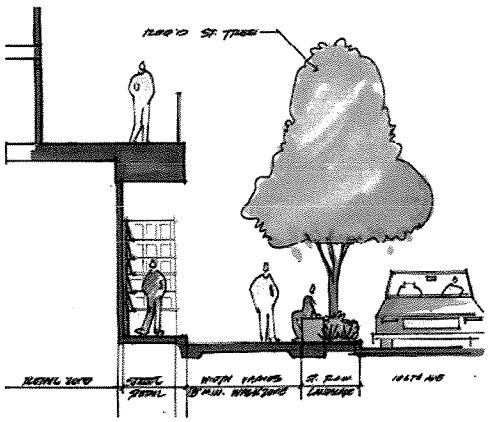
a. **Maximize opportunities for vital, pedestrian-level activity in all areas of the Downtown.** The proposed project maximizes opportunities for vital, pedestrian activity by functioning as a gathering place for project occupants and visitors alike. The plaza, which is open to the public at all hours, invites pedestrian circulation through numerous, recognizable entrances to the mid-block connections. The plaza open spaces and mid-block connections extend throughout the project. Retail uses line all internal and external building edges of the project. The plaza sets the stage for multiple programmed and spontaneous public uses.

b. **Provide space for a variety of appropriate activities accessible to the public at large in the Downtown, especially at ground level and at main pedestrian levels.** The program of the proposed project includes a variety of uses including: a public market; restaurant uses; retail uses; public amphitheater; and, skating rink.

c. **Uses and activities that are non-public or non-pedestrian in nature should not be located adjacent to pedestrian areas.** Nonpublic uses do not occur adjacent to pedestrian areas. All nonpublic uses are consolidated on levels located above the public levels.

7. Signage

No proposal for signs was included in this application. Therefore, prior to issuance of any building permits for above-grade construction, a sign package in compliance with the Sign Code must be submitted as a revision to this Design Review. The format for such revision may be a Land Use Exemption (LUX) accompanying the building permit application. The LUX would consist of a sign master plan for the entire project site, providing a sign location site plan along with referenced building elevations and sign details depicting typical free-standing and building-mounted signs for project identity, tenants, addressing, directories, etc. Future sign proposals for various tenants and other users would have to be consistent with this sign master plan. A related condition of approval is included in Section X of this report.



D. Design Guidelines – Building/Sidewalk Relationships

The streets surrounding the project are designated as 'D' Rights-of-Way (LUC 20.25A.115), which must have at least a low to moderate orientation to pedestrians achieved by designing some relationship between

exterior and interior activities with respect to visual access, as well as design attention to sidewalk related activities and amenities. 'D' Rights-of-Way are supposed to incorporate some amount of service and commercial activities, and incorporate the following elements into the design of the structure: windows providing visual access, street walls, and differentiation at the ground level. The project satisfies the intent and guidelines of 'D' Rights-of-Way as follows:

- All building edges adjacent to the perimeter sidewalks incorporate commercial activities.
- Building edges adjacent to the perimeter sidewalks provide extensive vision glass.
- Building edges along 106th Avenue NE form street walls. Building edges adjacent to Main Street and NE 2nd Street at the corners of the site also provide street walls.
- Differentiation at the ground level is provided by storefonts, mid-block connections, public plazas, and landscaping at Main Street, 106th Avenue NE and NE 2nd Street.

IV. PUBLIC NOTICE AND COMMENT

Application Date: May 14, 2007.
Notice of Application Publish Date: August 16, 2007.
Public Notice Sign Posting Date: August 16, 2007.
Public Meetings: August 30, 2007, October 4, 2007, and October 30, 2007.
Minimum Comment Period: August 30, 2007 (comments were accepted up to date of decision).

Although the minimum required public comment period ended on August 30, 2007, comments were accepted up to the date of this decision. Sixteen written comment letters were received. The majority of the comments have been submitted by residents of the neighboring Bellevue Pacific Tower. Common concerns are impacts to existing views, traffic generated by the proposal, wind, and access to sunshine. A copy of these comments is retained in the project file at the City Hall Records Office, and a summary is provided below. Comments were taken into consideration during project review and led to the requirement for additional analysis by the applicant; in some cases project changes resulted. A summary of the changes required to the proposal as a result of City review is included in Section VII of this report. SEPA analysis related to concerns raised in public comments is contained in Section VI of this report.

- Renay Bennett, 8/16/07: Concerned with cut-through traffic and concurrency issues.
- Doug Meyers, 8/20/07 & 10/16/07: Concerned with traffic, pedestrian safety, and impacts to existing west-facing views from Bellevue Pacific Tower.
- Tom Craig, 8/22/07: Concerned with the overall growth of Downtown causing increased traffic and decreased pedestrian safety.
- Scott & Joan Heaberlin, 8/28/07: Concerned with impacts to existing west-facing views from Bellevue Pacific Tower, increased traffic on 106th Avenue NE, and renters who will not share their values.
- Lee Maxwell, 8/28/07: Pleased with the design proposal and is interested in incorporating community heritage and a sense of neighborhood style into the project.
- Mark Pearson, 8/29/07: Pleased with high-quality urban development but concerned with development around Bellevue Pacific Tower. Concerned with view corridors and potential increased traffic.
- Charlene McKenzie, 8/30/07: Concerned with density of the project, capacity of 106th Avenue NE, Main Street and NE 2nd Street, pedestrian safety, and building height.

- Sandeep Vaidya, 8/30/07: Concerned with increased traffic, decreased security and privacy, decreased natural light, close proximity of tower, and impacts to views.
- Manjiri Dighe, 9/1/07: Concerned with increased traffic and impacts to privacy and light exposure at Bellevue Pacific Towers.
- Marilyn Lemman, 9/4/07: Concerned with impacts to existing west-facing views from Bellevue Pacific Tower, increased traffic, and height limits in Downtown Bellevue.
- Tom Craig, 9/5/07: Concerned with increased traffic, changes in density, and negative consequences of growth.
- Patricia Craig, 9/21/07: Concerned with impacts to existing west-facing views from Bellevue Pacific Tower.
- Jonathan Caves, 10/16/07: Concerned with increased traffic and pedestrian safety, but likes the project and thinks the developers have addressed community concerns.
- Glen Scheiber, 11/2/07: Comments commended the project as good design and good for Bellevue.
- Linda Youngs, 12/17/07: Concerned with impacts to west-facing views from Bellevue Pacific Regent, traffic, pedestrian safety, wind/sun/shade, and public amenities.

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 application 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

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

C. 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.

D. Transportation Department

Site Access
Access to the proposed project will be provided via NE 2nd, 106th NE and Main Street. Access from NE 2nd and Main Street will be restricted to right-turn-in and right-turn-out only. The 106th

NE access will enjoy full vehicular turning movements. The 106th NE access will include three lanes where the middle lane will be designated as an eastbound to northbound exit lane.

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 to 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.

1. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans for their installation. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-6).

2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

   ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. Installations of colored or textured bands to guide pedestrians in the direction of travel are advisable, subject to the requirements for non-standard sidewalk features. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12 or TE-13.

3. Curb, gutter, and sidewalk on NE 2nd, 106th NE and Main Street shall be removed and reconstructed with a sidewalk width of 12 feet minimum not including the curb. Any planters or tree wells are included in the 12-foot width. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.

4. The design and appearance of the sidewalk and landscaping on NE 2nd, 106th NE and Main Street shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the Department of Planning and Community Development agree to accept any non-standard pattern, color, or other features. Alternative paving samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features.

   Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle and shall not create a tripping or slipping hazard in the sidewalk. See section on alternative paving materials below for further details.
5. Tree wells and other landscaping within the sidewalk on either adjacent city street shall be irrigated with a private metered water source. Electrical connections for lighting in tree wells or planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

6. The driveway on 106th NE shall have an approach width, as defined in standard drawing DEV-6, of 36 feet. The driveway apron design shall be consistent with standard drawing DEV-6.

7. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.

8. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk where no alternative is practicable.

9. Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole.

10. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in std drawing Dev-6. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.

11. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.

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

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area on the NE 2nd, 106th NE and Main Street frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Right of Way Dedication
To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way. This includes the southwest corner of NE 2nd/ 106th NE intersection at the new curb return.

On Street Parking
The proposal includes a 12-foot wide pull out area for 2-hour on street parking and will be signed as a loading zone along NE 2nd frontage. This parking area is in addition to the future 5-lane road section on NE 2nd. In addition, the applicant will provide necessary easement for the pull out area designated as "easement for roadway purposes."

Holiday Construction & Traffic Restrictions
From November 15th to January 5th, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit, 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. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit.

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.

Currently at the site's frontage NE 2nd, 106th NE and Main Street are classified as "Overlay Required." A full grind and overlay from center of the roadway to the new curb line along the entire site's frontage will be required.

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.

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.

See Section X of this report for Transportation 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 following documents: *2006-2015 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS) published November 2006; *Building Development Potential - Proposed Central Business District*, dated 9/10/80; *Draft and Final Environmental Impact Statements (EIS) – Downtown Implementation Plan Update and Downtown Subarea Plan Review* dated April 2003; current version of the *City of Bellevue Comprehensive Plan*, and the current version of the *City of Bellevue Land Use Code* (as referenced in other sections of this report). These documents are available in the Department of Planning and Community Development Records Room, Bellevue City Hall, 450 110th Ave NE. Transportation-related impacts associated with this project are consistent with the potential projected impacts analyzed in the 2006-2017 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 2017 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2017 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. Bellevue Plaza Towers lies within MMA # 3, which has a 2017 total growth projection of 4,939,745 GSF retail and 9,481 multifamily units. This development proposes 860 multifamily units, 40,000 GSF of restaurant, 145,000 GSF of retail and 15,000 GSF of supermarket. Therefore, the proposed development is within the assumptions of the Transportation Facilities Plan EIS. It should be noted that the City of Bellevue's Downtown Implementation Plan (DIP) forecasts an additional three years beyond the TFP to 2020. Included with this additional three years forecast are additional transportation improvements, which are shown to further improve the area-wide level of service in the Downtown. The additional DIP transportation improvements have been adopted into the City's Downtown Comprehensive Plans.

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

Mid-Range Impacts and Mitigation

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

This development will generate approximately 724 new p.m. peak hour trips. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, 26 system intersections received 20 or more p.m. peak hour trips. Neither the

maximum area-average levels of service nor the congestion allowances were exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. The report is available for review in the project file.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated May 23, 2001. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency (available for viewing in the project file at the City Hall Records Office).

The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.010.D). At the time of a complete building permit application, the Certificate of Concurrency will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090H. At issuance of building permit, the Certificate of Concurrency will be extended and remain in effect for one additional year (with the possibility of up to two one-year extensions) as provided for in BCC 23.05.100.

Short Term Operational Impacts and Mitigation

City staff directed the applicant's traffic consultant Northwest Traffic Experts (TraffEx) to analyzed the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. Issues that were analyzed in the Traffic Impact Analysis dated January 9, 2008, included LOS analysis at nearby intersections, LOS and vehicle queues at site driveways, site vehicular and pedestrian circulation, transit availability, and accident history analysis for the past three years. We do not anticipate any adverse operational impacts due to the proposed development. The TraffEx analysis is available for review in the project file. Adverse operational impacts due to the proposed development are not anticipated.

AESTHETICS

Analysis of massing and view impacts occurring as a result of Downtown build-out over time has been completed by the City. A document titled *Building Development Potential - Proposed Central Business District*, dated 9/10/80, illustrates the impacts of increased building mass resulting from build-out within the development envelopes defined under the Land Use Code regulations being proposed at the time, and which were later implemented. Graphic illustrations of code regulations and review criteria, an illustrated method for computing building development potential, case studies on development potential, and FAR (density) of major building development were included in that document.

More recent analysis regarding massing and view impacts are documented in the *Draft and Final Environmental Impact Statements (EIS) – Downtown Implementation Plan Update and Downtown Subarea Plan Review* dated April 2003, the City's current *Comprehensive Plan*, and the City's current *Land Use Code* (as referenced in other sections of this report). The Final EIS addresses the issue of view preservation by noting that the City had decided not to undertake a study to identify view corridors in the Downtown. Instead, it references the City's zoning

provisions and design review process as the methods used to consider issues related to views and access to the sky. Detailed discussion on how the City's land use policies and codes address views is included above in Section III.C, as well as below in Sections VII.C and VIII.A.

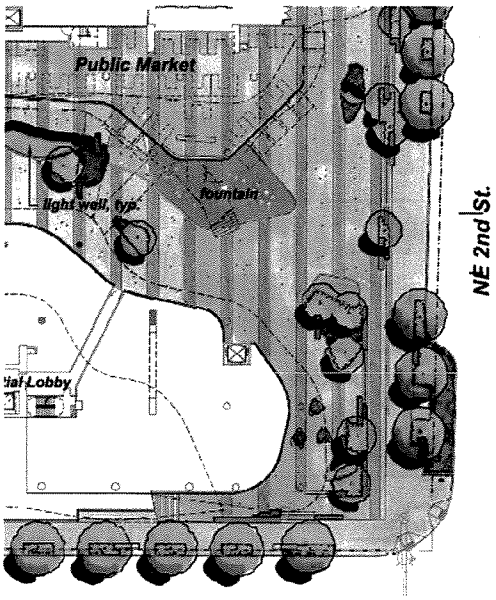
NOISE

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 feet 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 THE PROPOSAL DUE TO CITY REVIEW

A. Site Plan & Plaza Design Changes

1. The plaza elevations are related more closely to the public sidewalk elevations.



The Level 1 plaza of Phase I (the north half of the project site) has been lowered one foot to Elev. 107.0'. This aligns the plaza elevation closely with that of the sidewalk on NE 2nd Street, which ranges between Elev. 104.5' at the northwest corner of the site to Elev. 106.0' at the northeast corner of the site. In addition, the Level 1 plaza of Phase II (the south half of the project site) has been lowered four feet to Elev. 104.0'. This lowers the plaza elevation to within five feet of the sidewalk on Main Street. The elevation transition between the Phase I and Phase II plaza levels is accomplished with a ramp and stairs located near the center of the site. A combination of refinements to the 106th Avenue NE mid-block connection stair has been provided to improve the visual and physical pedestrian access into the site from 106th. First, the mid-block stair has been located in closer proximity to the sidewalk in order to encourage pedestrian circulation in the direction of the stair. Second, landings with benches and landscaping have been provided mid-flight of the stair to decrease the perceived height of the stair and to provide additional incentive for pedestrian circulation. Third, the effective height of the stair has been reduced by three feet to Elev. 105.0' where it meets the plaza.

(See attached plan sheets L2.0, L3.2, L4.0, L4.1 and A2.11 for more detail.)

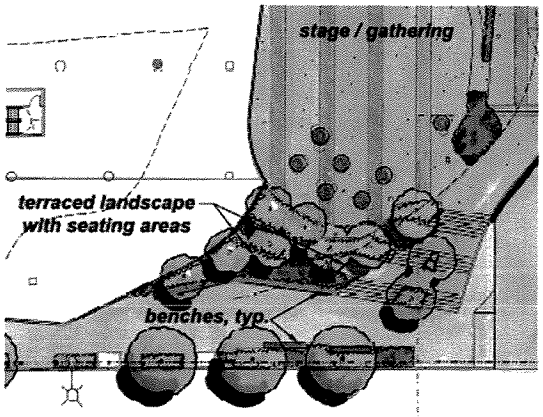
How this change relates to the Comprehensive Plan:
These improvements support **Policy UD-43**, which calls for clear and identifiable circulation systems into and through Bellevue's large commercial blocks to stimulate pedestrian activity.

Relating more closely with the ground elevations by lowering the plaza elevation will improve visual and physical pedestrian access into the site. Improvements support **Policy S-DT-57**, which seeks to create pedestrian linkages within and between the Downtown districts, as well as to surrounding residential areas outside Downtown. Improving visual and physical pedestrian access into the site will facilitate pedestrian use of the site as a link, or shortcut, between Downtown districts and the nearby residential areas. Improvements also support **Policy S-DT-103**, which encourages developers to provide open space amenities to the public. Designing more closely with the ground elevations enhances the perception of the plaza as a public amenity.

How this change relates to the Land Use Code (LUC 20.25A.110):
The proposal is consistent with all the provisions of **Site Design criterion A.4.c, Open Space**. The improved plazas provide visual and physical access to the site, the elevation of the Phase I plaza aligns closely with that of NE 2nd Street, and the elevation of the Phase II plaza is within five feet of Main Street, ensuring that the plazas are visible from perimeter sidewalks. The entire plaza extending from NE 2nd Street to Main Street is barrier free. Ramps adjacent to site stairs provide barrier free access to accessible areas throughout the site. Such a ramp links the differing plaza elevations of Phase I and II at mid-site. Further ramps are provided on NE 2nd Street and Main Street. **Site Design criterion B.1.a, Natural Setting and Topography**, which encourages the creative use of exiting topographic variations, is also satisfied. Lowering the plaza allows the use of existing topographic variations to create public spaces. The alignment of the Phase I plaza with NE 2nd Street and the alignment of the plaza oriented to Main Street create significant enhancements for both the proposal and the surrounding streetscape.

2. The configuration of the raised plaza has been revised to provide ample exposure to the sky from the lower plaza.

From the site perimeter, portions of the lower plaza originally appeared cavernous, privatized and unwelcome to pedestrians. This was due to a combination of the lower plaza's elevation above the sidewalk and the upper plaza extensions over the lower plaza, creating a visual barrier into the site even where stairs were proposed.



The site plan has been redesigned to reduce the visual barrier into the site by lowering and aligning the plaza elevation more closely with the elevations of the perimeter sidewalk and by reducing the area of the Level 2 plaza. The Level 1 plaza of Phase I has been lowered one foot to Elev. 107.0' placing the Phase I plaza within one foot of the sidewalk at the intersection of 106th and NE 2nd Street. The Level 1 plaza of Phase II has been lowered 4 feet to Elev. 104.0'. This places the Phase II plaza elevation to within five feet of the sidewalk at the corner of 106th Avenue NE and Main Street. A combination of adjustments to the 106th mid-block connection stair has been provided to improve the visual and physical pedestrian access into the site from 106th. In addition, the area of the Level 2 plaza has been significantly reduced increasing the

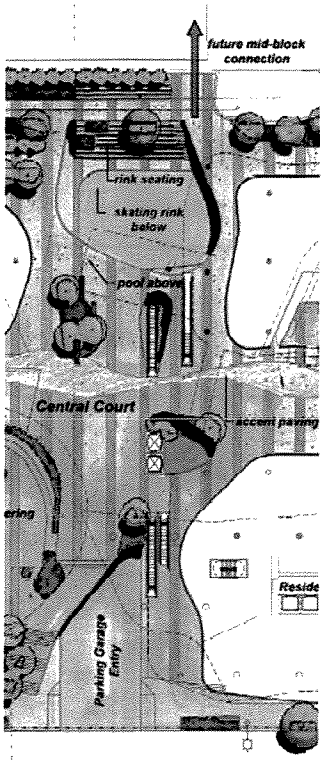
availability of natural light and direct sunshine at the Level 1 plaza below.

(See attached plan sheets A2.11 and A2.12 for more detail)

How this change relates to the Comprehensive Plan:
Circulation routes that are inviting to pedestrians consistent with **Policy S-DT-103**, which encourages developers to provide open space amenities that are accessible to the public and **Policy UD-43**, which encourages providing clear and identifiable circulation systems.

How this change relates to the Land Use Code (LUC 20.25A.110):
Designing site access that conveys public usage and is inviting to pedestrians is consistent with **Site Design criterion A.4.c.ix, Open Space, Physical Access**, which encourages physical and visual access to the plaza with special attention to differences in elevation. Lowering the plaza is consistent with **Site Design criterion B.1.a, Natural Setting and Topography**, which promotes the use of existing topographic variations in the design of circulation patterns and **Site Design criterion B.5, Transitions**, which promotes easy circulation between properties.

3. A formal mid-block connection has been added between 105th and 106th Streets, which will help open up the project's interior and provide improved east-west access across the site.



The design of the Level 1 plaza has been enhanced in response to the City's goal of improving access across the site and opening up the project's interior with a formal mid-block connection between 105th Avenue NE and 106th Avenue NE. A combination of improvements to the 106th mid-block connection stair have been provided. The mid-block connection ascends to the Level 1 plaza from 106th by way of a stair and escalator. An additional escalator and elevators located at the center of the site enhance access across the site further by linking the garage Level P1 to the Level 1 plaza mid-block connection. Natural light penetrating the openings in the slab of the Level 1 plaza attract pedestrian circulation from the garage below. A future mid-block pedestrian link with the adjacent site to the west of 105th has been added to the Level 1 plaza mid-block connection. A garage speed ramp, providing a direct vehicular mid-block connection between 105th and 106th, has also been added to the proposal.

(See attached plan sheets L2.0, A2.03, A2.04 and A2.11 for detail)

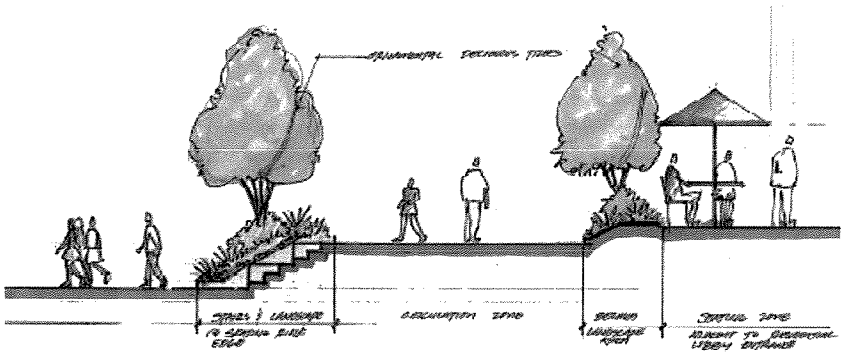
How this change relates to the Comprehensive Plan:
These enhancements support **Policy UD-43**, which calls for clear and identifiable circulation systems into and through Bellevue's large commercial blocks to improve pedestrian activity. Features that clearly identify the circulation system include: the width of the mid-block connection entrances at the street; mid-block connection stairs that are both visually and physically inviting; the open sky and separation between towers that conveys the direction and path of the mid-block connections from the street; vertical circulation and natural light linking the garage Level P1 to the Level 1 plaza; and, the future mid-block pedestrian link at the west

end of the Level 1 plaza to the adjacent site to the west of 105th. These enhancements also support **Policy S-DT-162**, which seeks pedestrian linkages through superblocks that help create a finer-grained pedestrian network.

How this change relates to the Land Use Code (LUC 20.25A.110):
The consolidated vehicular and pedestrian mid-block connections of the proposal on 106th are consistent with **Site Design criterion A.1.b, Vehicular Circulation and Parking**, which encourages coordinating vehicular and pedestrian mid-block connections. The mid-block connection between 105th and 106th also supports the **Site Design criterion B.3.b, Views**, which encourages the availability of public views from areas of pedestrian concentration. The spacing between towers creates view corridors from the mid-block connections.

4. The site plan has been enhanced to insure comfortable exterior spaces.

The inclusion of numerous plaza areas of different sizes and degrees of enclosure enhances the opportunities for a wide variety of functions that accommodate a wide range of users. The intent to provide comfortable spaces for people is advanced by the generous use of landscaping and seating throughout the Level 1 plaza and on Level P1 of the garage. The separation between towers and their north/south orientation ensures access to sunlight at the center of the site. The area of the Level 2 plaza has been significantly reduced which also increases the availability of sunlight at the Level 1 plaza. The wind assessment (available for viewing in the project file at the City Hall Records Office) indicates that wind comfort levels will be suitable for the proposed plaza uses. The site is designed to accommodate active functions including a public market, a stage/gathering area and mid-block connections on the Level 1 plaza and an ice-skating rink on Level P1. Features of the site intended for passive functions include a street-oriented plaza on Main Street, restaurants with outdoor dining, and seating areas of various sizes and degrees of enclosure such as the stage/gathering area and park benches adjacent to landscaping.



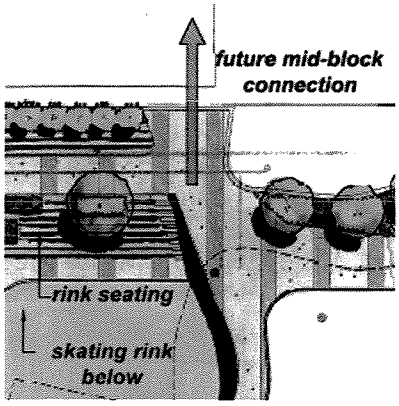
(See sheets L2.0, L2.1, L3.1, L3.2, L3.3, L4.0, L4.1, A0.04, A2.04, and A2.11 for more detail)

How this change relates to the Comprehensive Plan:
These enhancements support **Policy S-DT-1**, which emphasizes providing for the needs of Downtown residents, employees, shoppers and visitors and **Policy S-DT-35**, which encourages pedestrian environments with a sense of activity, enclosure and protection. The proposal is intended to attract a diverse range of active and passive users with amenities such as: an ice skating rink, a pocket park with park benches, a stage/gathering area for large gatherings, small intimate spaces adjacent to landscaping for small gatherings, areas sheltered from the wind and rain, open areas with access to sunshine, promontories, retail uses and restaurant uses. The arrangement of the Level 1 plaza nestled within the four outer towers provides a sense of

enclosure and protection at the center of the site. Enhancements support **Policy UD-10**, which encourages access to sunlight and **Policy UD-32**, which encourages access to sunlight during periods of the year and times of the day when activity is most prevalent. The elongated north/south footprint of the towers and their arrangement on the outer edges of the site maximizes the direct sunshine within the plaza during the height of pedestrian activity at midday.

How this change relates to the Land Use Code (LUC 20.25A.110):
Increasing the availability of direct sunshine is consistent with **Site Design criteria A.3.a & b, Wind and Sun**, which encourages desirable conditions of sun/shade in open spaces and designing buildings to shelter pedestrians. The elongated north/south footprint of the towers and their arrangement on the plaza maximizes the sunlight at he center of the site. Design features of the proposal which moderate winds caused by the downwashing effect of the towers include: the orientation of the narrow tower facades in the direction of prevailing winds; the curvaceous building facades; and, the retail podium. The proposal's intent to attract a diverse range of active and passive users with a variety of spaces and amenities is consistent with **Site Design criterion A.4.b, Open Spaces**, which encourages providing open spaces for maximum use by a wide range of people. The proposal also satisfies **Site Design criterion A.4.c, Open Space** by orienting the towers to maximize sunlight within the plaza, and by providing the following plaza features: plaza spaces sized and designed appropriately for outdoor seating; comfortable plaza seating; non-glare/non-slip pavement; vegetation used to define human scale; barrier free access; general physical and visual access to the plaza from the street; site amenities such as bicycle racks and trash receptacles; areas within the plaza designated for outdoor cafes; and, areas where landscaping and structure provide a sense of enclosure.

5. The site plan has been modified to link with the adjacent parcel to the west.



The west end of the 105th/106th mid-block connection is designed to accommodate a future mid-block pedestrian link at the Level 1 plaza with the adjacent parcel to the west of 105th.

(See attached plan sheets L2.0 and A2.11 for more detail)

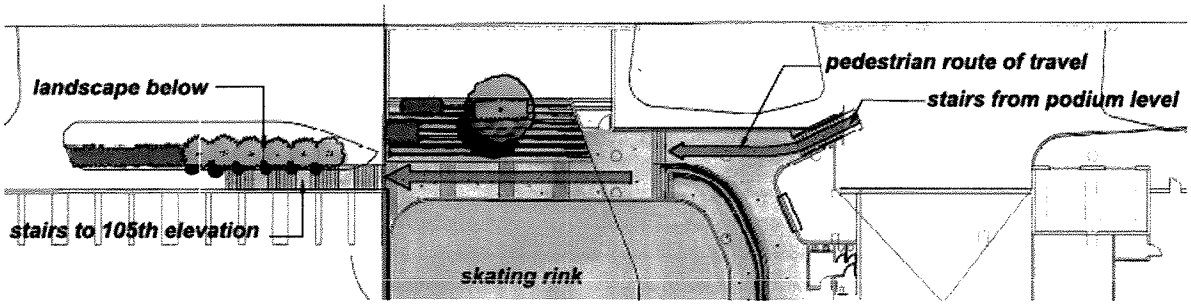
How this change relates to the Comprehensive Plan:
The link with the adjacent/west parcel advances **Policy S-DT-57**, which seeks to create pedestrian links, **Policy S-DT-144**, which seeks mid-block access corridors to accommodate pedestrian circulation and **Policy S-DT-162**, which seeks pedestrian linkages through superblocks.

How this change relates to the Land Use Code (LUC 20.25A.060.C and 20.25A.110.A.2):
Incorporating a link with the adjacent/west parcel is consistent with **LUC 20.25A.060.C, Walkways - Mid-Block, Design Guidelines 1, 2 and 3c.** Design Guideline1 requires that pedestrian connections increase opportunities for movement through superblocks. Design Guideline 2 requires pedestrian connections in superblocks which permit movement from perimeter walkways to adjoining development. Design Guideline 3c requires that pedestrian connections be designed to form logical routes from origins to destinations. Provisions for a link with a future mid-block connection on the property to the west of 105th will someday allow

pedestrian circulation to reach its logical conclusion on Bellevue Way.

6. The 105th Avenue NE street frontage and sidewalk improvements of the proposal have been enhanced so that there is a feeling of continuity with 105th to the north of the site.

The plaza lid over 105th has been increased in length and width to diminish the perception of 105th descending out of view and to reinforce the west edge of the Level 1 plaza as the pedestrian extension of 105th. Vehicular circulation descends below the lid for access to parking areas and loading/delivery access. Primary pedestrian circulation follows the west edge of the Level 1 plaza while a six-foot wide sidewalk within 105th provides secondary pedestrian circulation. Features at the west edge of the Level 1 plaza that convey public use include: sidewalk accessories; plant material; street trees; pedestrian lighting; and, pedestrian oriented frontage. At mid-point of Phase I, pedestrian circulation descends a stair from the Level 1 plaza to Level P1 where it skirts the outdoor ice skating rink. In Phase II the pedestrian circulation descends a final flight of stairs to the grade level of 105th. A sidewalk at 105th, separated from adjacent vehicular circulation by landscaping, accommodates pedestrian circulation to the south property line of the proposal. Pedestrian lighting illuminates the sidewalk. Options for leveling out the existing roadway grade of 105th are limited due to a shared use/access agreement with the adjacent west property. However, the proposal would raise the grade of 105th by approximately 2 feet.



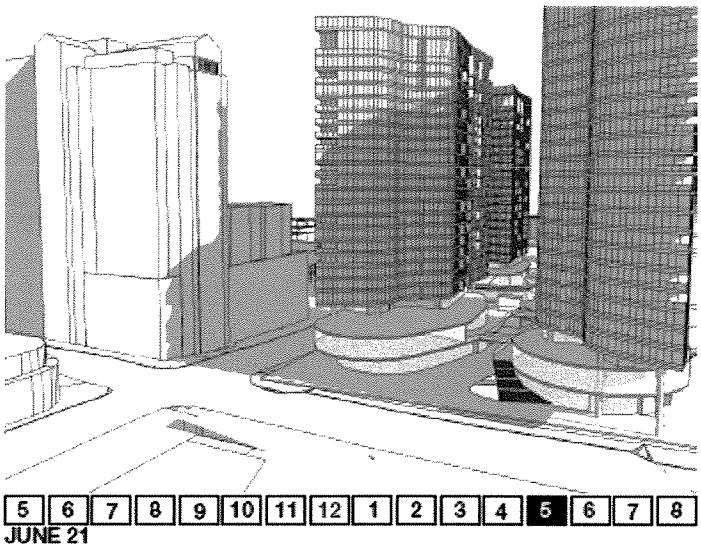
(See attached plan sheets L2.0, L2.1, L3.2, and A0.04 for more detail.)

How this change relates to the Comprehensive Plan:
Elements of continuity support **Policy UD-43**, which promotes clear and identifiable circulation systems into and through large commercial blocks to improve pedestrian activity. The continuity of sidewalk treatments along the west edge of the Level 1 plaza supports **Policy UD-40**, which requires that sidewalks are provided with features such as lighting, seating and landscaping. Provisions for accommodating both vehicular and pedestrian circulation supports **Policy S-DT-144**, which requires mid-block access corridors to accommodate vehicle access to parking, area loading/delivery access and pedestrian circulation.

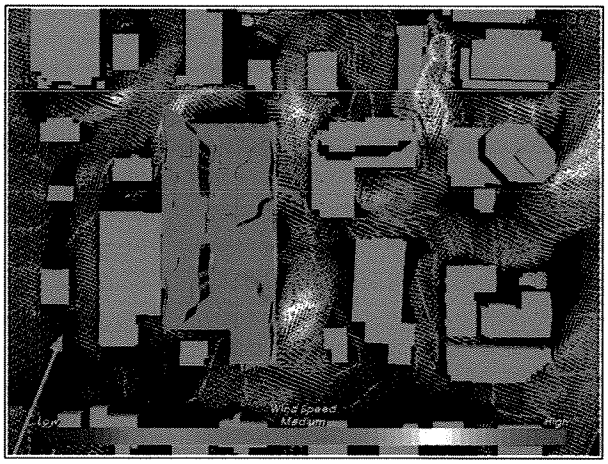
How this change relates to the Land Use Code (LUC 20.25A.110):
Providing continuity between the 105th street frontage and sidewalk improvements of the proposal with that of 105th to the north is consistent with **Site Design criterion A.1.b, Vehicular Circulation and Parking**, which encourages the coordination of vehicular and pedestrian connections. Providing continuity is consistent with **Site Design criterion B.1.a, Natural**

Setting and Topography, which encourages using existing circulation patterns to enhance the setting and provide variety. Providing continuity is consistent with **Site Design Criterion B.5, Transitions**, which encourages transitions between properties to be designed to promote easy circulation, good relationships among open spaces and visual connection in scale. Providing continuity is also consistent with **Site Design criterion B.6.a, Patterns of Activity**, which encourages opportunities for vital, pedestrian-level activity.

7. An analysis of the exterior microclimate conditions on the plaza levels was used to ensure that areas open to exposure will be comfortable for people.



A sun/shade analysis was conducted taking the proposal and the adjacent Bellevue Pacific Tower into account. Images of this analysis were presented during the public meeting. The analysis confirmed that the Level 1 plaza will receive direct sunshine at times of the day (morning, midday and mid to late afternoon) and during seasons of the year when heightened pedestrian activity is anticipated (spring through autumn). Design strategies of the proposal, such as locating the towers on opposite corners of the site, maximizing the spacing between towers and orienting the longitudinal tower axis in the north/south direction permit direct sunshine exposure at the plaza. The availability of direct sunshine has been further increased by significantly reducing the area of the Level 2 plaza.



A wind study was also conducted. Neighboring properties such as the Bellevue Pacific Tower were included within the boundaries of the study. The study indicates that anticipated general wind conditions within the plaza at ground level are expected to be suitable for the intended plaza uses. Features of the proposal which moderate wind conditions include: the north/south tower orientation; the absence of 90 degree building corners; and, the ground level retail podium. The study indicates that the northwest corner of the proposal may be an area where elevated wind conditions are expected. The design of the proposal will employ wind barriers such as vegetation barriers or wind screens attached to the building to moderate this condition.

(For more detail, the sun/shade analysis and the wind assessment are contained within the

project file available for viewing at the City Hall Records Office.)

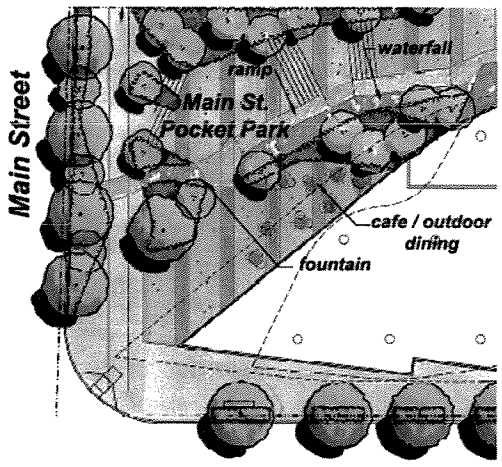
How this change relates to the Comprehensive Plan:
Designing comfortable pedestrian spaces with access to sunshine addresses **Policy UD-10**, which encourages access to sunlight and **Policy UD-32**, which encourages access to sunlight during periods of the year and times of the day when activity is most prevalent. Designing for suitable wind conditions at pedestrian spaces promotes **Policy S-DT-1**, which emphasizes downtown livability for residents, shoppers and visitors, **Policy S-DT-35**, which encourages pedestrian environments with a sense of activity, enclosure and protection and **Policy UD-72**, which links increased intensity of development with increased pedestrian amenities, public spaces, activities and openness.

How this change relates to the Land Use Code (LUC 20.25A.110):
Creating microclimate conditions for comfortable pedestrian spaces is consistent with **Site Design criteria A.3.a-d, Wind and Sun**, which encourages building placement to create: desirable sun and wind conditions: building design to shelter pedestrians from undesirable wind; outdoor spaces of calm in winter; access to breezes in summer; landscaping for use as wind screens; and, deciduous trees for access to sunlight in winter.

B. Podium Design

1. The Main Street frontage of the proposal has been redesigned to be more visually and functionally complimentary to Old Bellevue by expressing Old Bellevue principles of scale and materials and encouraging interior uses to spill outdoors.

The smaller scale of Old Bellevue is expressed by stepping back the upper podium levels from the street. Plant material consistent with Old Bellevue is introduced at upper levels as landscaped roof terraces. Exterior cladding materials appropriate to Old Bellevue, such as stone and masonry are introduced at the street-level. Restaurant uses of the proposal set back from the perimeter sidewalk are functionally consistent with Old Bellevue.



(See attached plan sheets L2.0, A2.11 and A2.12 for more detail.)

How this change relates to the Comprehensive Plan:
Providing visual and functional consistency with Old Bellevue promotes **Policy S-DT-123**, which encourages design in the Perimeter areas compatible within the Downtown Subarea. Consistency with Old Bellevue also supports **Policy UD-59**, which requires that more intense development soften the impact to less intense development by incorporating softer elements in site and building design, and Policy **UD-70**, which requires landscaping or green space to minimize impacts to surrounding neighborhoods.

How this change relates to the Land Use Code (LUC 20.25A.110):

Providing Main Street frontage that is visually and functionally consistent with Main Street as it runs through Old Bellevue is consistent with **Site Design criterion B.5, Transitions**, which encourages transitions between districts that promote a visual connection in scale.

C. Tower Design

1. The southeast Tower has been redesigned to feel more grounded, with more emphasis on the retail podium and less on the columns.

The full-height tower columns formerly exposed to view and visible from Main Street are now concealed within the lower facades of the proposal and only visible at Level 3. In addition, the base of the southeast tower at Main Street and 106th Avenue NE now recalls the more traditional forms of Old Bellevue just west of the project site. However, the columns in the two towers on the north side of the project site along NE 2nd Street will remain exposed, as these towers have a stronger relationship to the Downtown core to the northeast.

(See attached plan sheets A2.11 and A2.12 for more detail.)

How this change relates to the Comprehensive Plan:
Adopting an architectural expression appropriate for residential neighborhoods, or less intense development, supports **Policy S-DT-38**, which seeks to minimize the adverse impact of Downtown scale on residential neighborhoods and **Policy UD-59**, which supports incorporating elements in site and building design that soften the transition from more intense development to less intense development.

How this change relates to the Land Use Code (LUC 20.25A.110):
Adopting an architectural expression appropriate for Old Bellevue and neighboring single-family neighborhoods is consistent with **Site Design criterion B.5, Transitions**, which encourages transitions between districts that promote a visual connection in scale. Responding to neighboring single-family neighborhoods is consistent with **Site Design criterion B.4f, Building Height and Bulk**, which encourages building massing that minimizes visual impacts to surrounding residential neighborhoods and **Site Design criterion B.5, Transitions**, which encourages transitions between districts that promote a visual connection in scale.

2. The southeast tower has been moved 40 feet north from its originally-proposed location to provide opportunities for western views from the east.

Minor adjustments were made to tower orientations based on feedback from residents at the neighboring Bellevue Pacific Tower who are concerned that the proposed towers will block westerly views. In response to that concern, a thorough analysis was conducted to compare a

range of tower configurations and the resulting view impacts, as well as how wind and sun/shade would be affected.

Representatives of Bellevue Pacific Tower identified two primary design options for preserving views from west-facing top floor units: 1) eliminating the upper tower levels of the proposal, and/or, 2) shifting the Bellevue Pacific Tower view corridor of Downtown Park to a view corridor of Lake Washington through manipulation of the site plan/ tower arrangement. Reducing the height of the project would benefit the top floor resident of Bellevue Pacific Towers who currently has westward views. Providing a view corridor of Lake Washington would benefit those residents on all levels of Bellevue Pacific Tower who currently have westward views.

Representatives of Bellevue Pacific Tower suggested that eliminating the upper tower levels could be accomplished without a reduction in densiy by shifting the density/number of units to lower floors. It was determined that the top three floors of the proposal would need to be eliminated to provide the top floor of Bellevue Pacific Tower with a broad view of Lake Washington. The project design team explained that shifting the top three floors to lower levels would create wider floor plates which are less desirable for unit layouts and stacking options. It should also be noted that this would result in bulkier towers, further reduce visibility to the west from property east of the project site, and compromise many of the sunlight access objectives sought to be maximized by the design criteria discussed in this report (refer primarily to Section III of this report).

The project design team and Bellevue Pacific Tower representatives worked together to explore alternative site plan/tower arrangements. View corridor priorities provided by Bellevue Pacific Tower representatives were overlaid on the site plan, along with building setback lines and mid-block connection corridors. The resultant discussion took into account a number of topics, including: project phasing; City floor plate size limits; density; the number of towers on site; structural limitations and requirements; public space; sun and shade; wind; view considerations through the project site from surrounding properties; views available from the proposed towers; and future redevelopment of surrounding properties. The tower floor plate of the proposal was used as a guide for exploring alternative tower arrangements. It was suggested by Bellevue Pacific Tower to place one tower adjacent to the north property line with an east/west orientation. The remaining three towers were placed in a radial arrangement using Bellevue Pacific Tower as the center point. It was estimated that this arrangement would fit on the site, could be compatible with the geometry of the garage and would provide a view corridor to Lake Washington from Bellevue Pacific Tower.

The benefit of the radial tower arrangement is the ability to shift the Bellevue Pacific Tower view corridor of Downtown Park under the original proposal to a view corridor of Lake Washington between the towers of the proposal. In addition, a higher average grade elevation of Phase I, resulting from the increased street frontage of the northernmost tower, might accommodate an additional tower floor. Though an additional tower floor might be regarded as a detriment to Bellevue Pacific Tower's views, such an increase could result in more open space due to the potential for narrower floor plates. More open space translates to wider view corridors. Increasing the tower height of Phase I could also advance the City's goal of diminishing building heights as sites approach the neighboring residential districts to the south.

However, only limited modifications to the tower locations were required by the City since it was ultimately found that that the number of compromises required of the Bellevue Plaza project resulting from the radial tower arrangement outnumbered the benefits when the applicable decision criteria were weighed and taken into account.

The compromises included the following:

- Diminished view corridors through the site from other properties and public areas to the east. A view corridor of Lake Washington that benefits the west-facing, upper-floor residents of Bellevue Pacific Tower but, in doing so, eliminates view corridors from most other surrounding properties. (Downtown Patterns and Context Criterion 3a)
- Diminished view corridors along NE 2nd Street and Main Street from properties to the east of the proposal. (Downtown Patterns and Context Criterion 3b)
- A broad view of Lake Washington that benefits one Bellevue Pacific Tower resident, but no other residents. (Downtown Patterns and Context Criteria 3a & b)
- A decrease in available sunlight within the project site and at surrounding properties, as well as an increase in the area of shadow cast on the project site and surrounding properties. (Site Design Criterion 3a; Downtown Patterns and Context Criterion 4b)
- A decrease in pedestrian wind comfort within the project site and at surrounding properties due to the tower orientation relative to predominant wind directions. (Site Design Criterion 3b)
- Divided plazas with diminished access to sunshine, less open sky, diminished pedestrian wind comfort, fewer options for north/south mid-block circulation, diminished public visual and physical accessibility. (Site Design Criterion 4b)
- An over 20-foot decrease in the separation between towers to approximately 60 feet. (Site Design Criterion 4c)
- Diminished views from the project site of local features such as Lake Washington, distant mountain ranges and the Seattle skyline. (Downtown Patterns and Context Criterion 1b)
- Additional structural complexities and expenses due to the radial arrangement of the towers superimposed over a differing garage geometry and could ultimately compromise construction feasibility.

VIII. DECISION CRITERIA

Design Review

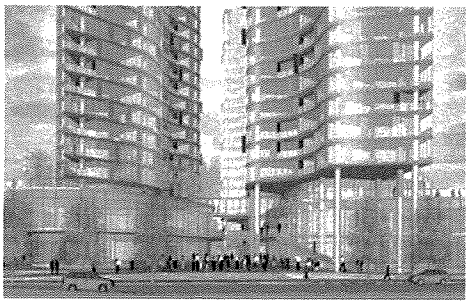
A. The Director may approve, or approve with modifications, an application for Design Review if:

1. The proposal is consistent with the Comprehensive Plan.

The site is located in the City Center South area of the Downtown Subarea Plan. The proposed project is consistent with the City's Comprehensive Plan, including the Downtown Subarea Plan and the Urban Design Element.

Downtown Subarea Plan: Following are policies from the Downtown Subarea of the Comprehensive Plan that are pertinent to, and supportive of, the project proposal:

General



Policy S-DT-1 emphasizes downtown livability with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers and visitors.

The plaza of the proposal is intended to be a public gathering place for a wide range of people including residents, employees, shoppers and visitors. Plaza uses include areas of retail and restaurants. Plaza amenities include areas for active uses, such as an ice skating rink and walking paths, and landscaped areas with benches and ornamental water features for passive uses. The plaza is designed to accommodate large gatherings and to be suitable for small, intimate gatherings as well.

Policy S-DT-7 encourages Downtown to serve surrounding residential areas as a neighborhood retail district.

The lower levels of the proposal (levels P1, 1 and 2) are designated for retail use to serve the visitors from surrounding residential neighborhoods as well as the residents of the project.

Policy S-DT-24 provides density incentives to encourage downtown residential development.

To increase density, the proposal utilizes the maximum allowable tower height in combination with the height bonus for an interesting building, and the FAR amenity incentive system.

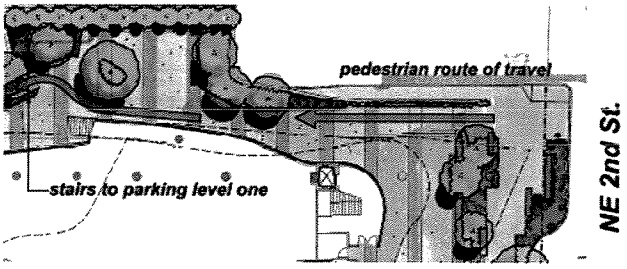
Policy S-DT-26 encourages residential uses to occur in mixed-use structures.

Various uses of the proposal include residential, retail and restaurant.

Urban Design

Policy S-DT-35 encourages pedestrian environments with a sense of activity, enclosure and protection.

Features of the plaza, such as the mid-block pedestrian connections, the market, the retail uses and the ice skating rink/amphitheater will provide a sense of activity. Locating the plaza between the towers near the center of the site will provide a sense of enclosure and protection.



Policy S-DT-38 minimizes the adverse impact of downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land-use relationships.

The proposal minimizes the impact to residential neighborhoods to the south. The proposed right-in/right-out vehicular access to the site on Main Street prevents direct vehicular traffic to residential neighborhoods to the south. The proposal minimizes the impact to views by orienting the narrow tower profiles to the south in the direction of neighboring residential neighborhoods. By stepping the lower plaza levels back away from the street successively and by providing generous landscaped terraces at each step, the scale and height of the proposal is reduced on the south edge of the site nearest the residential neighborhoods. A pocket park on the south edge of the site with an area for retail uses to spill out into the park provides an appropriate land-use relationship with the neighboring residential neighborhoods.

Policy S-DT-57 seeks to create pedestrian linkages within and between the Downtown districts as well as to surrounding residential areas outside Downtown.

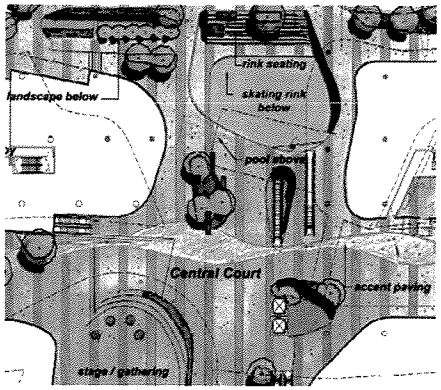
The proposal's network of pedestrian mid-block connectors will facilitate pedestrian circulation through the site and to areas beyond the site in all directions. The primary mid-block connectors include: NE 2nd to the north with Main Street to the south; 105th to the west with 106th to the east; and, 105th along the west edge of the site.

Policy S-DT-92 encourages development of neighborhood-serving retail uses.

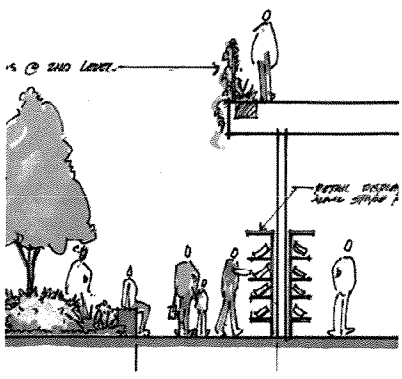
The proposal supports this policy by providing three levels (levels P1, 1 and 2) designated for retail use and service for the surrounding residential neighborhoods as well as the residents of the project.

Parks, Recreation & Open Space

Policy S-DT-103 encourages developers to provide open space amenities accessible to the public such as mini-parks, plazas, rooftop gardens, and courtyards in private developments.



The proposal supports this policy by providing a public pocket park on Main Street, two levels of public plaza linked by a network of mid-block connectors, an ice skating rink that doubles as an amphitheater or a place for large gatherings, and numerous landscaped areas that include amenities such as walking paths, seating benches and ornamental water features.



Edges & Transitions

Policy S-DT-121 encourages multifamily residential uses and neighborhood-serving retail and service uses within Perimeter Areas.

The proposal supports this policy by providing three levels (levels P1, 1 and 2) designated for retail use and service within the area of Phase II zoned as DNTN-MU, Subdistrict C, for the surrounding residential neighborhoods as well as the residents of the proposal.

Policy S-DT-123 encourages development standards and design guidelines for Perimeter areas that will break down the scale of new development and add activities and physical features that will be compatible both with the Downtown Subarea and surrounding residential area.

The proposal supports this policy by providing a palette of building materials and a building scale on Main Street that is appropriate for the surrounding residential areas and a different palette of materials and scale on NE 2nd Street appropriate for the Downtown Subarea.

Lower level building materials on Main Street include stone and masonry in keeping with old Bellevue and the residential neighborhoods. Extensive landscape terraces and a pocket park link the proposal to surrounding neighborhood areas further. The scale of the proposal on Main Street is held to the proportions of Old Bellevue by expressing individual building levels separately.

Lower level building materials on NE 2nd street include clear vision glass / aluminum curtain wall system, painted metal panel and concrete expressive of the urban surroundings. The scale of the proposal on NE 2nd is larger in keeping with City Center District.

Transportation and Circulation

Policy S-DT-144 requires mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation.

The proposal supports this policy by providing two mid-block access corridors. A mid-block access corridor with vehicle access to parking and pedestrian circulation is provided in the east-west direction between 105th and 106th. A second mid-block access corridor with vehicle access to parking areas, loading/delivery access, and pedestrian circulation is provided in the north-south direction along 105th.

Policy S-DT-160 requires improving the pedestrian experience by providing street trees and other landscaping in sidewalk construction, especially along the edges of Downtown.

The proposal supports this policy by providing street trees and landscaping in sidewalk construction. In addition, significant landscaped areas area provided in the mid-block connectors of Main Street and 106th. A pocket park is provided adjacent to the sidewalk at the mid-block connection of Main Street.

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

The proposal supports this policy by providing a public plaza consisting of a network of open spaces and numerous pedestrian mid-block connectors.

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

Site and Building Design

Policy UD-1 encourages high quality, attractive, architecturally appealing designs for major buildings in order to create distinctive visual reference points in the community.

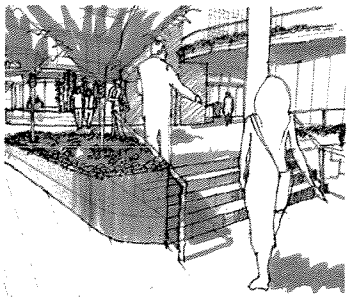
The proposal supports this policy by creating a distinctive community reference point through high quality, attractive and appealing design.

Policy UD-2 supports designs for the built environment that are visually stimulating and thoughtful and which convey excellence in architecture and workmanship, and durability in building materials.

The proposal supports this policy by providing building shapes, interior spaces and exterior spaces that are visually stimulating and that conveys excellence in architecture, workmanship and durability.

Policy UD-8 promotes rooftop mechanical screening so that it is integral with building architecture.

The proposal supports this policy by providing rooftop mechanical screening integrated with the building architecture (see attached plans, sheet A4.01).



Policy UD-10 encourages public and private development to incorporate access to sunlight.

The proposal supports this policy by arranging the towers to maximize the available within the central public plaza at midday.

Policy UD-11 encourages architectural elements that provide for both rain cover and access to sunlight in pedestrian areas.

The proposal supports this policy by providing a large outdoor ice skating / amphitheater space within the central public plaza that provides both rain cover and access to sunlight. This space functions as an ice skating rink during the winter months and as an amphitheater during other times of the year. It is shelter by a transparent roof that provides both rain cover and access to sunlight.

Policy UD-13 encourages water as an auditory and tactile design element in both the built and natural environment.

The proposal supports this policy by providing numerous water features throughout the public plaza satisfying the need for auditory and tactile water elements.

Policy UD-14 encourages the use of seasonal color plantings in public and semi-public areas.

The proposal supports this policy by providing numerous areas of landscaping in public areas with seasonal color plantings.

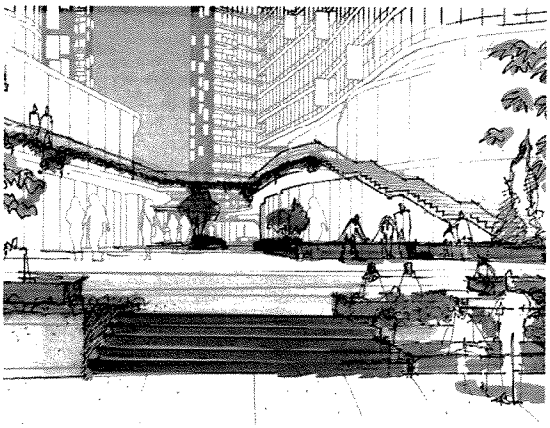
Policy UD-20 encourages open space as a dominant element of the community's character.

The proposal supports this policy by providing a public plaza designed to attract pedestrian circulation and function as a gathering place for project occupants and visitors alike. The plaza consists of a network of mid-block connectors and numerous open spaces. The focus of this network is a large public gathering space with an ice skating rink / amphitheater at the center of the site.

Public Places and Connections

Policy UD-29 requires a system of public places of various sizes and types throughout the community.

The proposal supports this policy by providing a network of mid-block connectors and numerous public spaces of various sizes.



Policy UD-32 requires access to sunlight in public places by avoiding building shadows during periods of the year and times of the day when activity is most prevalent.

The proposal supports this policy by locating the towers on site in such a way to maximize access to sunshine within the central public plaza at midday. To increase available sunshine at the center of the site, the towers are aligned with their long axis oriented in the north-south direction and the separation between the east towers and the west towers is maximized.

Policy UD-33 requires pavilions in major public spaces that provide protection from inclement weather.

The proposal supports this policy by providing a covered outdoor ice skating rink that also functions as an amphitheater space and large gathering place for use during inclement weather.

Policy UD-38 requires continuous and ample sidewalks along principal, minor, and collector arterials which are integrated with abutting land uses.

This policy is supported by providing ample sidewalks that integrate with the plazas, parks and mid-block connectors of the proposal.

Policy UD-40 requires that walkways are furnished with lighting, seating, landscaping, street trees, trash receptacles, public art, etc. without interfering with pedestrian circulation.
The proposal supports this policy by furnishing these features without interfering with pedestrian

circulation on NE 2nd Street, 106th Avenue NE and Main Street.

Policy UD-43 requires providing clear and identifiable circulation systems into and through Bellevue's large commercial blocks to improve pedestrian activity.

The proposal supports this policy by providing a network of open spaces and mid-block connectors that provide various opportunities for pedestrian circulation through the site. To invite public entry into the site, mid-block connectors have wide and highly visible entrances at the perimeter sidewalks. The tower locations reinforce entry into the site by forming a visual funnel.

Community Design

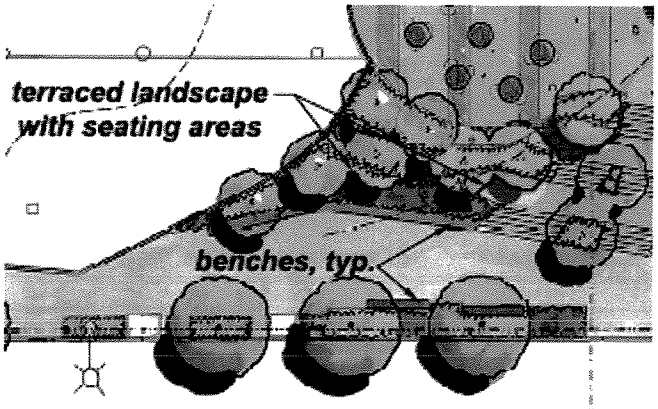
Policy UD-59 requires that more intense development is compatible with adjacent, less intense development by incorporating elements in site and building design that soften the impact from commercial to residential areas or from multifamily to single family areas.

The proposal supports this policy by softening views of the project from nearby residential areas to the south. Building materials and scale on Main Street of the proposal recall Old Bellevue and the residential neighborhoods of Bellevue. Extensive landscaping, street trees and a pocket park are provided. Building materials include stone and masonry. In addition, by expressing individual building levels separately, the scale of the buildings on Main Street follows the proportions of Old Bellevue.

Policy UD-68 encourages rooflines which create interesting and distinctive forms against the sky within the Downtown.

The proposal supports this policy by providing an undulating, or wavelike, roofline against the sky that will change in appearance with the nature and direction of natural light

Policy UD-70 requires landscaping or green space to mitigate the potential impacts on surrounding neighborhoods.



The proposal supports this policy in many ways, such as: the proposal provides street trees and landscaping within the perimeter sidewalks; numerous landscaped areas are provided within the central public plaza; significant landscaped areas area provided at the entrances to the mid-block connectors; a landscaped lid is provided over the top of 105th; on Main Street the proposal is softened with extensive landscaped roof terraces; and, vegetated roofs blanket the top level of the retail / amenity podium.

Policy UD-72 links increased intensity of development with the increased pedestrian amenities, pedestrian-oriented building design, mid-block connections, public spaces, activities, openness, sunlight and view preservation.

The proposal satisfies the requirements for increased intensity of development by providing: public amenities such as a skating rink / amphitheater, a pocket park, generous landscaping and numerous water features; pedestrian-friendly design including a public plaza at, or near, ground level with highly visible entrances; mid-block connectors with abutting retail uses; a network of pedestrian open spaces of various sizes; an amphitheater for planned events and spontaneous uses; a combination of restaurant and retail uses to enliven the proposal at different times of the day; access to sunlight within the plaza; areas of shelter within the plaza for weather protection; and, a sense of openness within the plaza by maximizing the separation between buildings and providing numerous view corridors between buildings.

Land Use Element: Following are policies from the Land Use Element of the Comprehensive Plan that are pertinent to, and supportive of, the project proposal:

Growth Management

Policy LU-4. Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.

This project maximizes the number of residential units allowed based on height and floor area limits, and takes advantage of density bonuses granted for providing pedestrian amenities as allowed in the Land Use Code.

Land Use Compatibility

Policy LU-7. Support inclusion of residential uses in commercial districts where compatibility can be demonstrated.

Policy LU-9. Maintain compatible use and design with the surrounding built environment when considering new development or redevelopment within an already developed areas.

Policy LU-13. Reduce the regional consumption of undeveloped land by facilitating redevelopment of existing developed land when appropriate.

The Downtown Mixed-Use zoning designation allows for a dense variety of commercial and residential land uses. This project incorporates retail, restaurant, and residential use types.

Downtown Urban Center

Policy LU-30. Encourage the development of housing within the Downtown including units targeted to workers who are expected to fill jobs to be created in the Downtown over the next decade.

Policy LU-31. Encourage and foster economic development in areas designated for commercial uses.

The City has approved, and construction is under way on, a number of retail and office commercial projects in the downtown for which workers may desire to live near their jobs. This project would provide over 800 new residential units to serve that demand.

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

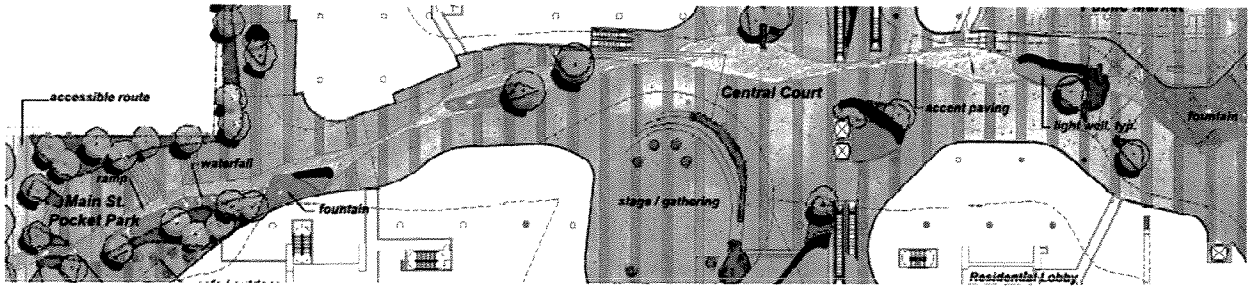
As conditioned, the proposal complies with applicable requirements of the Land Use Code. Refer to Section III.A of this report for further information.

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 of this report for discussion about 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 proposal is compatible with both zoning classifications that occur on site: that of the north portion of the site classified as Downtown – Mixed Use (DNTN-MU), and that of the south portion of the site classified as Downtown – Mixed Use (DNTN-MU) with an overlay of the Perimeter Design District/Subdistrict C. The north portion of the site applies the scale and building materials common to the City Center area. The south portion of the site applies the smaller scale of the residential districts to the south and introduces building materials that recall Old Bellevue. Street trees, numerous landscape beds, landscaped roof terraces, vegetated roofs and a Main Street oriented plaza space also provide a finished, publicly-oriented appearance and function that responds well to the southern residential districts. For interest, the ornamental water features located in public plaza recall Meydenbauer Creek which formerly flowed through the site.



As allowed by LUC 20.20.520.J.2, an Alternative Landscape Option is being applied for the streetscape so that it will reflect the GreatStreets planning study which calls for Zelkova trees along 106th Ave NE instead of Sweet Gum, and Summit Ash along Main St instead of Raywood Ash. These modifications have been endorsed by the Parks Dept and will be specified on the

updated Downtown Street Tree plan expected for adoption in mid-2008. A condition of approval is included within Section X of this report requiring landscape installation and maintenance assurance devices to ensure that all streetscape landscaping is 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 24.02, 24.04, 24.06
Reviewer: Don Rust, 452-4856

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 24.02, 24.04, 24.06
Reviewer: Don Rust, 452-4856

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&2 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. SOLID WASTE, RECYCLING & GARBAGE UPKEEP
The applicant shall provide a written document showing that Rabanco has been contacted to establish adequate sizing of recycling and solid waste collection areas for this project 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 & 765
Reviewer: Mike Upston

5. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS
Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this moratorium accordingly.
Authority: BCC 14.30.060
Reviewer: Jon Regalia (425) 452-4599

6. VEHICULAR ACCESS RESTRICTIONS
Access to this site from NE 2nd/ 105th NE (alley) and Main Street/ 105th NE (alley) will be restricted to right-turn-in and right-turn-out only.
Authority: BCC 14.60.150
Reviewer: Abdy Farid (425) 452-7698

7. PROVISIONS FOR LOADING
The property owner shall provide an off-street loading space which can access a public street.
Authority: LUC 20.20.590.K.4
Reviewer: Mike Upston (425) 425-2970

8. PARKING INVENTORY
The property owner or designee shall track and verify that the minimum parking requirements continue to be met over time as tenant, uses, and square footages change over time. In addition to the standard submittal requirements for a Tenant Improvement (TI) application, all TI's submitted to the City involving commercial space shall include an inventory of the parking provided, broken down by tenant, use type, and square footage of floor area for each.

Authority: LUC 20.20.590
Reviewer: Mike Upston (425) 452-2970

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	Abdy Farid	425/452-7698
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	Don Rust	425/452-4856
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	Adrian Jones	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 shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

Authority: BCC 11.70 & 14.30
Reviewer: Jon Regalia (425) 452-4599

3. CIVIL ENGINEERING PLANS – TRANSPORTATION

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

a) Traffic signs and markings.
b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
c) Handicapped ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
d) Installation or relocation of streetlights and related equipment.
e) Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
f) Location of fixed objects in the sidewalk or near the driveway approach.
g) Trench restoration within any right of way or access easement.

Authority: BCC 14.60; Transportation Department Design Manual
Reviewer: Abdy Farid (425) 452-7698

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 obtain the 245' maximum building height allowed in DNTN-MU, a reasonable portion of the *"Retail"* designated on the project plans must be of a neighborhood service type as listed in LUC 20.25A.090.D.3. 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 (425) 452-2970

2. PROJECT SIGNAGE

Prior to issuance of any building permits for above-grade construction, a sign package in compliance with the Sign Code must be submitted as a revision to this Design Review. The format for such revision may be a Land Use Exemption (LUX) accompanying the building permit application. The LUX would consist of a sign master plan for the entire project site, providing a sign location site plan along with referenced building elevations and sign details depicting typical free-standing and building-mounted signs for project identity, tenants, addressing, directories, etc. Future sign proposals for various tenants and other users would have to be consistent with this sign master plan.

Authority: BCC 22B.025 and LUC 20.25B.040.G
Reviewer: Mike Upston (425) 452-2970

3. ROOF-TOP MECHANICAL EQUIPMENT SCREENING

The Design Review approval is conditioned on the installation of roof-top mechanical equipment that is consolidated in appearance and entirely screened from view. To ensure that this condition is met, the 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 how screening is provided so that all roof top mounted equipment appears to be consolidated and is entirely screened including, but not limited to, views from adjacent streets, public sidewalks, and the upper levels of surrounding buildings.
Authority: LUC 20.20.650, 20.20.730, 20.25A.110.B
Reviewer: Mike Upston (425) 452-2970

4. GROUND-MOUNTED MECHANICAL EQUIPMENT SCREENING

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, inside a building, within the site interior away from the public right-of-way, 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, 20.20.730, 20.25A.110.B
Reviewer: Mike Upston (425) 452-2970

5. LANDSCAPE PLANS

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 (425) 452-2970

6. PUBLIC ACCESS

24-hour public vehicular and pedestrian access shall be accommodated along 105th Avenue NE and in the driveway between 105th Avenue NE & 106th Avenue NE. 24-hour public pedestrian access shall be accommodated in the north-south and east-west mid-block connections through the property. In addition, public access signs located prominently and visible to pedestrians from all public rights-of-way and the private road shall be posted at every point where the public access easement intersects with them. 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 (425) 452-2970

7. FIRE SPRINKLERS
Provide automatic fire sprinklers throughout the building designed per NFPA 13.
Authority: IFC 903
Reviewer: Adrian Jones (425) 452-6032

8. FIRE DEPARTMENT CONNECTIONS
Provide 3 FDC's for each phase at approved locations and within 50 feet of a fire hydrant.
Authority: IFC 903
Reviewer: Adrian Jones (425) 452-6032

9. HOSE CONNECTIONS
Provide 2 1/2 inch hose connections at intermediate stair locations such that 200 feet of hose reaches the most remote location throughout the building.
Authority: IFC 905.4
Reviewer: Adrian Jones (425) 452-6032

10. FIRE PUMPS
Provide 2 fire pumps: one taking suction from the city water system and one taking suction from the on site water tank.
Authority: IFC 903
Reviewer: Adrian Jones (425) 452-6032

11. ALARM SYSTEM
Provide an audible and visible fire alarm system throughout the building.
Authority: BCC 5675
Reviewer: Adrian Jones (425) 452-6032

12. COMMUNICATIONS SYSTEM
Provide a voice/alarm communications system in the Group A occupancy area.
Authority: BCC 5675
Reviewer: Adrian Jones (425) 452-6032

13. RADIO COVERAGE SYSTEM
Provide a building radio coverage system throughout the building.
Authority: BCC 5675
Reviewer: Adrian Jones (425) 452-6032

14. SMOKE CONTROL SYSTEM
Provide a smoke control system throughout the building.
Authority: BCC 5675
Reviewer: Adrian Jones (425) 452-6032

15. FIRE CONTROL ROOM
Provide a fire control room with direct exterior access at the address of each building. Access will be a key whether multiple fire control rooms are required.
Authority: IFC 510
Reviewer: Adrian Jones (425) 452-6032

16. STANDBY & EMERGENCY POWER SYSTEM
Provide A standby and emergency power system for the life safety systems in the building.
Authority: IFC 604
Reviewer: Adrian Jones (425) 452-6032

17. FUEL STORAGE & FILLING
Provide information on the fuel storage and filling locations for the emergency power systems.
Authority: IFC chapters 27 & 34
Reviewer: Adrian Jones (425) 452-6032

18. TRANSPORTATION IMPACT FEE
Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance for the above ground building permit (i.e., the podium, the tower) will apply.
Authority: BCC 22.16
Reviewer: Abdy Farid (425) 452-7698

19. BUILDING AND SITE PLANS – TRANSPORTATION
The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.
Authority: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241
Reviewer: Abdy Farid (425) 452-7698

20. EXISTING EASEMENTS
There are some utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements must be mitigated or easements relinquished.
Authority: BCC 14.60.100
Reviewer: Jon Regalia (425) 452-4599

21. EASEMENTS FOR SIGNAL CONTROL AND STREET LIGHT BOXES AND VAULTS
The applicant shall provide easements to the City for location of signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.
Authority: BCC 14.60.100
Reviewer: Abdy Farid (425) 452-7698

22. PEDESTRIAN AND UTILITIES EASEMENTS
Provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.
Authority: BCC 14.60.100
Reviewer: Abdy Farid (425) 452-7698

23. DEDICATION OF RIGHT OF WAY
The applicant shall dedicate right of way to the City along the property frontage such that street improvements to and including the back of curb are located within the public right of way.
Authority: BCC 14.60.090
Reviewer: Abdy Farid (425) 452-7698

24. TRANSPORTATION MANAGEMENT PROGRAM
The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080.
Authority: BCC 14.60.070, 14.60.080
Reviewer: Abdy Farid (425) 452-7698

25. EASEMENTS FOR ROADWAY PURPOSES
The proposal includes a 12-foot wide pull out along NE 2nd Street for 2-hour on-street parking, with adequate length designated for one loading zone. The applicant shall provide an easement to the City for the pull out area designated as "easement for roadway purposes.
Authority: BCC 14.60.100
Reviewer: Abdy Farid (425) 452-7698

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 related conditions of this Design Review with the King County Records office.
Authority: LUC 20.25A.020.D.3
Reviewer: Mike Upston (425) 452-2970

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 (425) 452-2970

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 (425) 452-2970

4. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements, including pavement widening on NE 2nd, 106th NE and Main Street, 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.

a) The applicant is responsible for half-roadway improvements on 106th NE and NE 2nd including a new 30-foot radius curb at the intersection of NE 2nd/ 106th NE. The developer will widen the 106th NE frontage per the civil plan drawings submitted on December 21, 2007. The frontage improvements call for 28.5 feet half roadway section on 106th NE and 22.5 feet half roadway section and additional 12-foot wide parking pull out on NE 2nd.

b) The applicant is responsible for traffic signal pole and/or equipment relocation on NE 2nd / 106TH NE and 106th NE/ Main Street intersection.

c) The applicant is responsible for street channalization, marking and signage on NE 2nd, 106th NE and Main Street. Street channalization on NE 2nd will include a raised traffic Island and C-curb at the intersection of NE 2nd / 105th NE so that the street will operate as right-in/right-out only.

d) Miscellaneous:

- Driveway aprons for the proposed 36 feet wide commercial driveways on 106th NE must be constructed in accordance with Design Manual Standard Drawing DEV-6.
- Driveway aprons for the proposed 26 feet wide commercial driveway on NE 2nd at 105th NE (alley) must be constructed per detail 4 on sheet C-302 of civil plans drawings submitted on December 21, 2007.
- 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.
- 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.

Authority: BCC 14.60.090, 110, 120, 150, 181, 200, 210, 240, 241; Transportation Department Design Manual Sections 9, 12, 14, 19, 20; and Transportation Department Design Manual Standard Drawings DEV-2&3, DEV-6, DEV-10, TE-4&5, TE-7, TE-10-12 and TE-21.
Reviewer: Abdy Farid (425) 452-7698

5. PAVEMENT RESTORATION

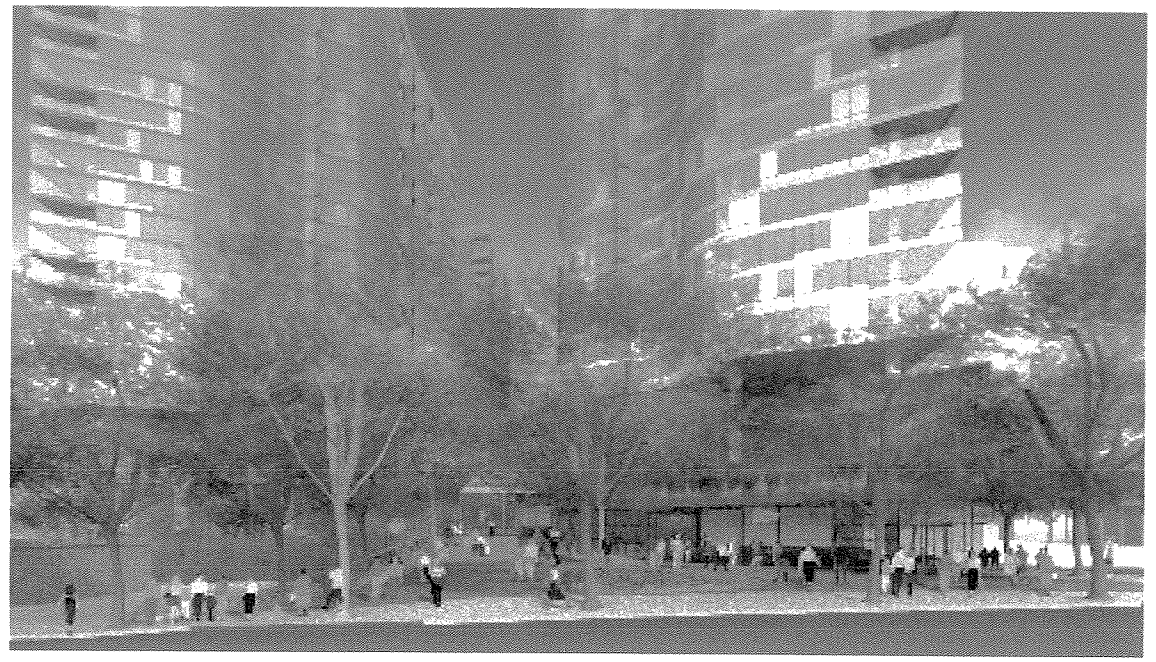
Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows - NE 2nd, 106th NE and Main Street: Based on these street's excellent condition, they are classified with the City's overlay program as "Overlay

Required". Street cutting is permitted only with extraordinary pavement restoration. A full grind and overlay from center of the roadway to the new curb line along the entire site's frontage will be required.
Authority: BCC 14.60. 250; Design Manual Design Standard #21
Reviewer: Jon Regalia (425) 452-4599

6. IMPLEMENTATION OF THE TRANSPORTATION MANAGEMENT PROGRAM
The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to the initial certificate of occupancy.
Authority: BCC 14.60.070, 14.60.080
Reviewer: Abdy Farid (425) 452-7698

BELLEVUE PLAZA TOWERS

PHASES 1 AND 2 | BELLEVUE, WASHINGTON



CITY OF BELLEVUE DESIGN REVIEW | DECEMBER 27, 2007
REVISED SUBMITTAL

VICINITY MAP

DRAWING INDEX

STATISTICAL INFORMATION

1. Zoning		
Phase 1	DNTN-MU	
Phase 2	DNTN-MU & DNTN-MU, SUBDISTRICT C	

2. Site Area	Phase I	Phase II	Total
	84,396 sf	78,081 sf	162,477 sf

3. Data Summary	Allowed			Proposed		
	Phase I	Phase II	Total	Phase I	Phase II	Total
A. Number of dwelling units	N/A	N/A	N/A	430	408	838
B. FAR	N/A	N/A	5.0	4.95	5.05	5.00
C. Area of Proposed Structure						
Floor Area, Gross	N/A	N/A	N/A	805,936 sf	768,950 sf	1,574,886 sf
D. Area of Proposed Structure by Use						
Assembly, A2 (restaurant)	N/A	N/A	N/A	12,000 sf	12,000 sf	24,000 sf
Mercantile, M (retail, market)	N/A	N/A	N/A	55,107 sf	42,876 sf	97,983 sf
Residential, R2 (apartment)	N/A	N/A	N/A	405,553 sf	382,098 sf	787,151 sf
Storage, S2 (parking garage)	N/A	N/A	N/A	333,776 sf	331,976 sf	665,752 sf
E. Lot Coverage	N/A	N/A	100%	100%	100%	100%
F. Site Disturbance	N/A	N/A	N/A	N/A	N/A	162,477 sf
G. Cut/Fill	N/A	N/A	N/A	N/A	N/A	212,000 cy
H. Building height	230'	230'	N/A	229.9'	229.5'	N/A

Bohlin Cywinski Jackson
Architecture Planning Interior Design
Seattle / Wilkes Barre / Pittsburgh / Philadelphia / San Francisco
1932 First Avenue, Suite 916 Voice: 206-256-0682
Seattle, WA 98101-1052 Fax: 206-256-0864

Bellevue Plaza Towers
Bellevue, Washington, USA

REVISIONS		
NO.	DESCRIPTION	DATE

City of Bellevue
Design Review
Revised Submittal

Not for Construction

GENERAL INFO

DATE	December 27, 2007
BCJ PROJECT NO	06413
SCALE	
DRAWN BY	BCJ
CHECKED BY	BCJ
SHEET NUMBER	

BASIS OF BEARING

N 88°16'07" W ALONG CENTERLINE OF MAIN ST. BETWEEN CITY OF BELLEVUE SURVEY CONTROL MONUMENT NO. 652 AT MAIN ST. & BELLEVUE WAY AND FOUND MONUMENT AT MAIN ST. AND 106TH AVE NE.

VERTICAL DATUM

NAVD '88 AS ESTABLISHED AND EXTENDED BY CITY OF BELLEVUE SURVEY CONTROL.

ORIGINATING BENCHMARK:
COB MON NO. 50
BRASS CAP AT BACK OF WALK, SE QUADRANT
INTERSECTION MAIN ST. & 104TH AVE NE (BELLEVUE WAY)
ELEVATION = 77.91

LEGAL DESCRIPTION

PARCEL A:
THE EAST HALF OF LOT 4 IN BLOCK 3 OF CHERITON FRUIT GARDENS, PLAT NO. 1, ACCORDING TO PLAT RECORDED IN VOLUME 7 OF PLATS AT PAGE(S) 47, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE SOUTH 200 FEET THEREOF; AND EXCEPT THE WEST 30 FEET OF THE NORTH 56 FEET OF THE SOUTH 256 FEET; AND EXCEPT THE EAST 30 FEET OF THE REMAINDER; ALSO EXCEPT THAT PORTION OF SAID TRACT LYING NORTH OF A LINE 270 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID TRACT 4.

PARCEL B:
THE NORTH 100 FEET OF THE SOUTH 200 FEET OF THE EAST HALF OF LOT 4 IN BLOCK 3 OF CHERITON FRUIT GARDENS, PLAT NO. 1, ACCORDING TO PLAT RECORDED IN VOLUME 7 OF PLATS AT PAGES(S) 47, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE EASTERLY 30 FEET; AND EXCEPT THE WESTERLY 30 FEET THEREOF.

PARCEL C:
THE NORTH 80 FEET OF THE SOUTH 350 FEET OF THE EAST HALF OF LOT 4 IN BLOCK 3 OF CHERITON FRUIT GARDENS, PLAT NO. 1, ACCORDING TO PLAT RECORDED IN VOLUME 7 OF PLATS AT PAGE(S) 47, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE EAST 30 FEET THEREOF.

PARCEL D:
THE EAST HALF OF LOT 4 IN BLOCK 3 OF CHERITON FRUIT GARDENS, PLAT NO. 1, ACCORDING TO PLAT RECORDED IN VOLUME 7 OF PLATS AT PAGES(S) 47, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE SOUTH 350 FEET THEREOF; AND EXCEPT THE NORTH 180 FEET THEREOF; ALSO EXCEPT THE EAST 30.00 FEET THEREOF.

PARCEL E:
THE SOUTH 150 FEET OF THE NORTH 180 FEET OF THE EAST HALF OF LOT 4 IN BLOCK 3 OF CHERITON FRUIT GARDENS, PLAT NO. 1, ACCORDING TO PLAT RECORDED IN VOLUME 7 OF PLATS AT PAGE(S) 47, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE EAST 30 FEET; AND EXCEPT THE WEST 20 FEET THEREOF.

PARCEL F:
THE WEST 20 FEET OF THE NORTH 180 FEET OF THE EAST HALF OF LOT 4 IN BLOCK 3 OF CHERITON FRUIT GARDENS, PLAT NO. 1, ACCORDING TO PLAT RECORDED IN VOLUME 7 OF PLATS AT PAGE(S) 47, RECORDS OF KING COUNTY, WASHINGTON; EXCEPT THE NORTH 30 FEET THEREOF CONVEYED TO THE CITY OF BELLEVUE FOR ROAD PURPOSES BY DEED RECORDED UNDER RECORDING NO. 5465781.

PARCEL G:
AN EASEMENT FOR ROADWAY AND UTILITY PURPOSES AS SET FORTH IN THE INSTRUMENT ENTITLED "EASEMENT" AS THE SAME IS RECORDED UNDER RECORDING NO. 5115545.

OWNER / DEVELOPER

SU DEVELOPMENT
1100 106TH AVE NE, SUITE 101
BELLEVUE, WA 98004
(425) 453-8886

CIVIL ENGINEER

DCI ENGINEERS
10900 NE 4TH STREET, SUITE 1200
BELLEVUE, WA 98004
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ARCHITECTS

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(206) 256-0862
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SURVEYOR

TRIAD ASSOCIATES
12112 115TH AVE, NE
KIRKLAND, WA. 98034
(425) 821-8448
FAX (425) 821-3481

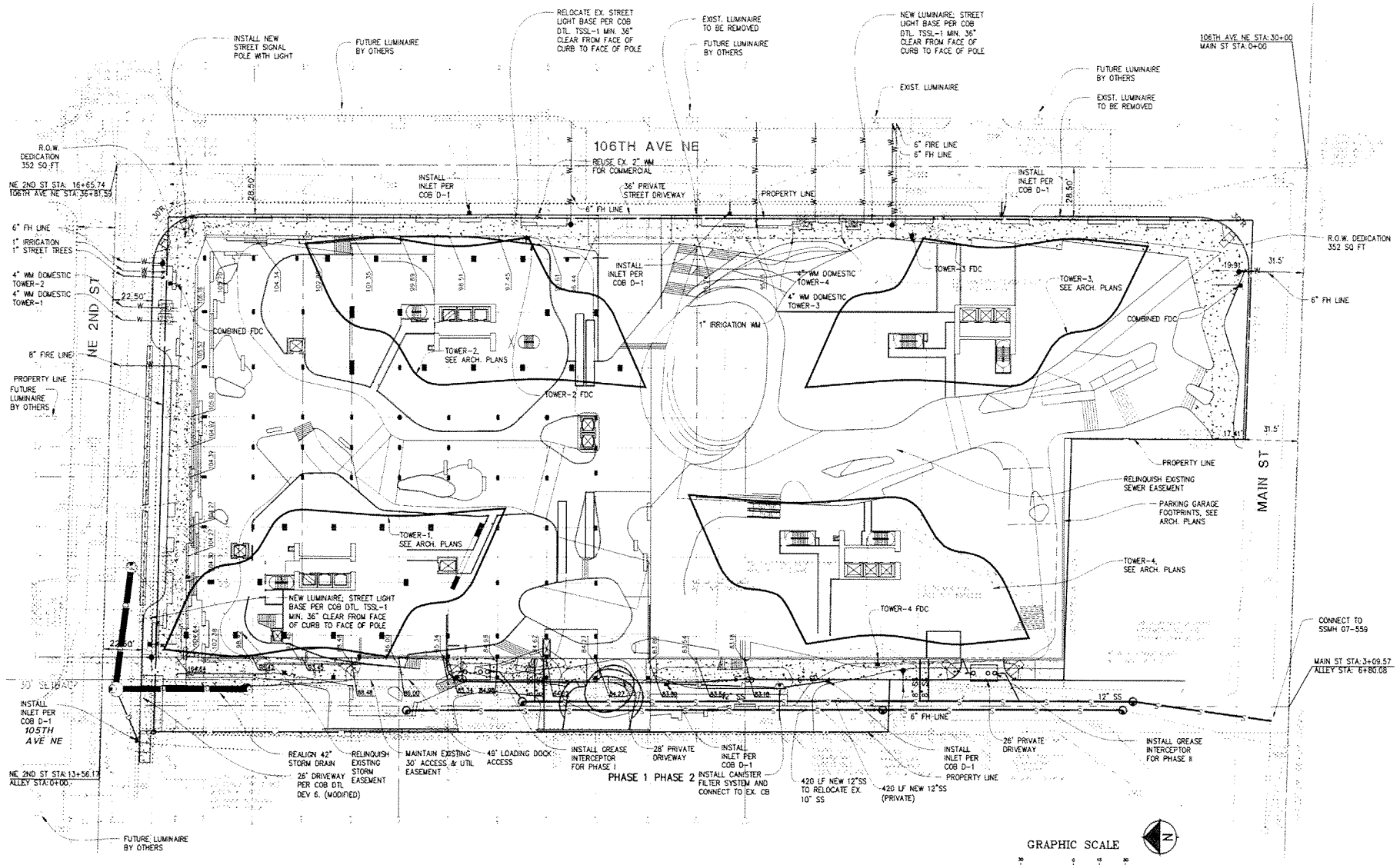
AREAS

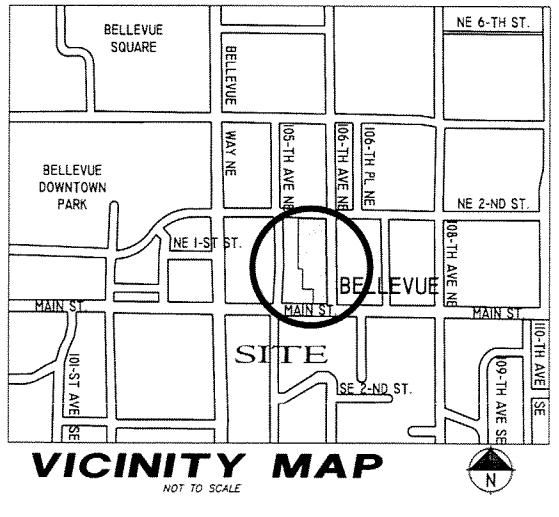
TOTAL SITE AREA..... 162,469 SF (3.73 ACRES)

ON SITE AREAS
DISTURBED..... 162,469 SF (3.73 ACRES)
IMPERVIOUS..... 162,469 SF (3.73 ACRES)

OFF SITE AREAS (PUBLIC R.O.W.)

DISTURBED..... 4,700 SF
IMPERVIOUS..... 4,700 SF





VICINITY MAP
NOT TO SCALE

STATISTICAL INFORMATION

1		LAND USE ZONE		DNTN-MU
2		SITE AREA TOTAL SITE AREA 162,477 SF (3.73 ACRES)		PHASE I SITE AREA 84,396 SF (1.94 ACRES) PHASE II SITE AREA 78,081 SF (1.79 ACRES)
			REQUIRED/ALLOWED	PROPOSED
3		SITE DATA SUMMARY		
	A	NUMBER OF DWELLING UNITS/ACRE	N/A	225 TOTAL, 223 PHASE I, 227 PHASE II
	B	TOTAL NUMBER OF DWELLING UNITS	N/A	838 TOTAL, 430 PHASE I, 408 PHASE II
	C	AREA OF EACH PROPOSED STRUCTURE		
		NET (EXCLUDES UNDERGROUND PARKING AND RETAIL)	N/A	TOTAL 812,051 SF
		GROSS	N/A	TOTAL 1,574,886 GSF
	D	FLOOR AREA RATIO (PHASE I AND II)	N/A	4.95 PHASE I, 5.05 PHASE II
	E	AREA OF PROPOSED BUILDING BY USE (TOTAL)		
				GARAGE 665,752 NTSF
				RETAIL 97,963 NTSF
				RESTAURANT 24,000 NTSF
				RESIDENTIAL 787,151 NTSF
				TOTAL GROSS = 1,574,886 GSF
4		PERCENTAGE OF LOT COVERAGE (162,477 SQ. FT.)	100%	100%
5		SITE DISTURBANCE AREA IN SQUARE FEET	162,477 SF	162,477 SF
6		CUT/FILL (CUBIC YARDS)	N/A	212,000 CY
7		BUILDING HEIGHT MEASURED FROM AVG. FINISHED GRADE IN SHORELINE & TRANSITION AREAS; MEASURED FROM AVG. FINISHED GRADE FOR ALL OTHER AREAS	N/A N/A	230' - PHASE I; 230' - PHASE II N/A 331.3'-101.3' AVERAGE GRADE PHASE I 323.8'-93.8' AVERAGE GRADE PHASE II
8		PARKING: TOTAL # OF SPACES FOR THE PROJECT	N/A	PHASE I=907; PHASE II=818, TOTAL 1,725
	A	# OF SPACES BY EACH PROPOSED USE		
		RETAIL	N/A	PHASE I=205; PHASE II=146, TOTAL 351
		RESTAURANT	N/A	PHASE I=120; PHASE II=120; TOTAL 240
		RESIDENTIAL	N/A	PHASE I=582, PHASE II=552, TOTAL 1,134
	B	PERCENTAGE OF COMPACT	(65% MAX)	364/907=40% PHASE I 327/818=40% PHASE II
	C	PERCENTAGE OF HANDICAPPED STALLS	(2%)	35
9		AREA OF PROPOSED LANDSCAPING		28,882 SF
	A	ADJACENT TO RIGHT-OF-WAY	4' PLANTING STRIP FOR STREET TREES	TOTAL 2,734 SF
	B	ADJACENT TO INTERIOR PROPERTY LINES	N/A	TOTAL 26,148 SF
	C	WITHIN THE PARKING AREA (INTERIOR PARKING)	N/A	0 SF
	D	SIGNIFICANT TREES TO BE RETAINED	N/A	N/A

DCI · ENGINEERS
D'AMATO CONVERSANO INC.
10900 NE 4TH STREET - SUITE 1200 PHONE: (425) 827-2238
BELLEVUE, WA 98004 FAX: (425) 827-8986
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

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SU DEVELOPMENT

UDR

Bellevue Plaza Towers
Bellevue, Washington, USA

REVISIONS		
NO	DESCRIPTION	DATE

DARREN A. SIMPSON — STATE OF WASHINGTON — 27856 — REGISTERED PROFESSIONAL ENGINEER
12/21/2007
EXPIRES 10/14/08
STAMP

City of Bellevue Design Review Set

Not for Construction

DRAWING SET TITLE

SITE PLAN "B"

DATE	December 27, 2007
DCI PROJECT NO.	06-12-025
SCALE	1" = 30'
DRAWN BY	DCI
CHECKED BY	DCI

SHEET NUMBER: DR

CLEARING AND GRADING STANDARD NOTES

1. ALL CLEARING & GRADING CONSTRUCTION MUST BE IN ACCORDANCE WITH CITY OF BELLEVUE (COB) CLEARING & GRADING CODE; CLEARING & GRADING EROSION CONTROL STANDARD DETAILS (EC-1 THROUGH EC-23); DEVELOPMENT STANDARDS; LAND USE CODE; UNIFORM BUILDING CODE; PERMIT CONDITIONS; AND ALL OTHER APPLICABLE CODES, ORDINANCES, AND STANDARDS. THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THESE REQUIREMENTS. ANY VARIANCE FROM ADOPTED EROSION CONTROL STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY OF BELLEVUE DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT (PCD) PRIOR TO CONSTRUCTION.

   IT IS THE SOLE RESPONSIBILITY OF THE APPLICANT AND THE PROFESSIONAL CIVIL ENGINEER TO CORRECT ANY ERROR, OMISSION, OR VARIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS WILL BE AT NO ADDITIONAL COST OR LIABILITY TO THE COB. ALL DETAILS FOR STRUCTURAL WALLS, ROCKERIES OVER FOUR FEET IN HEIGHT, GEOGRID REINFORCED ROCKERIES, AND GEOGRID REINFORCED MODULAR BLOCK WALLS MUST BE STAMPED BY A PROFESSIONAL ENGINEER.

2. A COPY OF THE APPROVED PLANS MUST BE ON-SITE DURING CONSTRUCTION. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ANY OTHER REQUIRED OR RELATED PERMITS PRIOR TO BEGINNING CONSTRUCTION.

3. ALL LOCATIONS OF EXISTING UTILITIES HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD, THEREFORE, BE CONSIDERED ONLY APPROXIMATE AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS AND TO DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.

4. THE AREA TO BE CLEARED AND GRADED MUST FLAGGED BY THE CONTRACTOR AND APPROVED BY THE CLEARING & GRADING INSPECTOR PRIOR TO BEGINNING ANY WORK ON THE SITE.

5. A REINFORCED SILT FENCE MUST BE INSTALLED IN ACCORDANCE WITH COB EC-5 AND LOCATED AS SHOWN ON THE APPROVED PLANS OR PER THE CLEARING & GRADING INSPECTOR, ALONG SLOPE CONTOURS AND DOWN SLOPE FROM THE BUILDING SITE.

6. A HARD-SURFACE CONSTRUCTION ACCESS PAD IS REQUIRED PER CLEARING & GRADING STANDARD DETAIL EC-1 OR EC-2. THIS PAD MUST REMAIN IN PLACE UNTIL PAVING IS INSTALLED.

7. CLEARING WILL BE LIMITED TO THE AREAS WITHIN THE APPROVED DISTURBANCE LIMITS. EXPOSED SOILS MUST BE COVERED AT THE END OF EACH WORKING DAY WHEN WORKING FROM OCTOBER 1ST THROUGH APRIL 30TH. FROM MAY 1ST THROUGH SEPTEMBER 30TH, EXPOSED SOILS MUST BE COVERED AT THE END OF EACH CONSTRUCTION WEEK AND ALSO AT THE THREAT OF RAIN.

8. ANY EXCAVATED MATERIAL REMOVED FROM THE CONSTRUCTION SITE AND DEPOSITED ON PROPERTY WITHIN THE CITY LIMITS MUST BE DONE IN COMPLIANCE WITH A VALID CLEARING & GRADING PERMIT. LOCATIONS FOR THE MOBILIZATION AREA AND STOCKPILED MATERIAL MUST BE APPROVED BY THE CLEARING & GRADING INSPECTOR AT LEAST 24 HOURS IN ADVANCE OF ANY STOCKPILING.

9. TO REDUCE THE POTENTIAL FOR EROSION OF EXPOSED SOILS, OR WHEN RAINY SEASON CONSTRUCTION IS PERMITTED, THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPS) ARE REQUIRED:

   PRESERVE NATURAL VEGETATION FOR AS LONG AS POSSIBLE OR AS REQUIRED BY THE CLEARING & GRADING INSPECTOR.

   PROTECT EXPOSED SOIL USING PLASTIC (EC-14), EROSION CONTROL BLANKETS, STRAW OR MULCH (COB GUIDE TO MULCH MATERIALS, RATES, AND USE CHART), OR AS DIRECTED BY THE CLEARING & GRADING INSPECTOR.

   INSTALL CATCH BASIN INSERTS AS REQUIRED BY THE CLEARING & GRADING INSPECTOR OR PERMIT CONDITIONS OF APPROVAL.

   INSTALL A TEMPORARY SEDIMENT POND, A SERIES OF SEDIMENTATION TANKS, TEMPORARY FILTER VAULTS, OR OTHER SEDIMENT CONTROL FACILITIES. INSTALLATION OF EXPOSED AGGREGATE SURFACES REQUIRES A SEPARATE EFFLUENT COLLECTION POND ON-SITE.

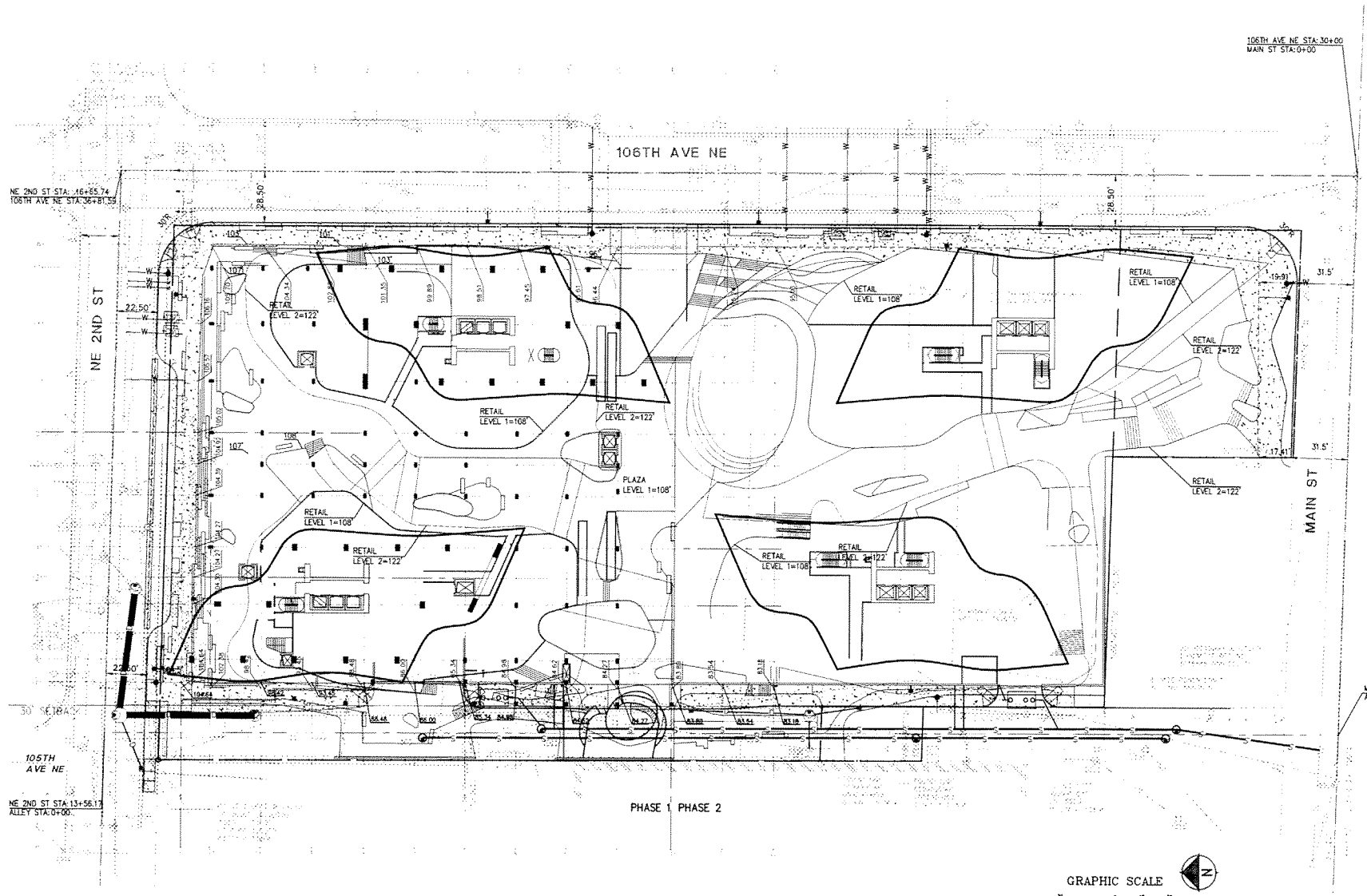
10. FINAL SITE GRADING MUST DIRECT DRAINAGE AWAY FROM ALL BUILDING STRUCTURES AT A MINIMUM 2% SLOPE, PER THE UNIFORM BUILDING CODE.

11. THE CONTRACTOR MUST MAINTAIN A SWEEPER ON-SITE DURING EARTHWORK AND IMMEDIATELY REMOVE SOIL THAT HAS BEEN TRACKED ONTO PAVED AREAS AS RESULT OF CONSTRUCTION.

12. A PUBLIC INFORMATION SIGN LISTING 24-HOUR EMERGENCY PHONE NUMBERS FOR THE CITY AND THE CONTRACTOR MAY BE PROVIDED TO THE APPLICANT AT THE TIME THE CLEARING & GRADING PERMIT IS ISSUED. THE APPLICANT MUST POST THE SIGN AT THE PROJECT SITE IN FULL VIEW OF THE PUBLIC AND THE CONTRACTORS, AND IT MUST REMAIN POSTED UNTIL FINAL SIGN-OFF BY THE CLEARING & GRADING INSPECTOR.

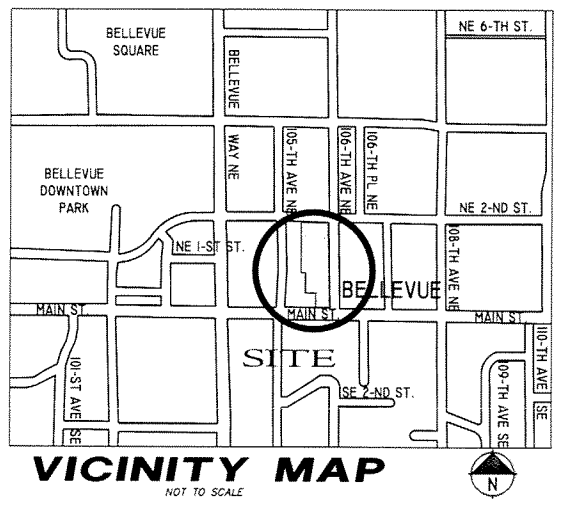
13. TURBIDITY MONITORING MAY BE REQUIRED AS A CONDITION OF CLEARING & GRADING PERMIT APPROVAL. IF REQUIRED, TURBIDITY MONITORING MUST BE PERFORMED IN ACCORDANCE WITH THE APPROVED TURBIDITY MONITORING PLAN AND AS DIRECTED BY THE CLEARING & GRADING INSPECTOR. MONITORING MUST CONTINUE DURING SITE (EARTHWORK) CONSTRUCTION UNTIL THE FINAL SIGN-OFF BY THE CLEARING & GRADING INSPECTOR.

14. ANY PROJECT THAT IS SUBJECT TO RAINY SEASON RESTRICTIONS WILL NOT BE ALLOWED TO PERFORM CLEARING & GRADING ACTIVITIES WITHOUT WRITTEN APPROVAL FROM THE PCD DIRECTOR. THE RAINY SEASON EXTENDS FROM NOVEMBER 1ST THROUGH APRIL 30TH, AS DEFINED IN SECTION 23.76.093A OF THE CLEARING & GRADING CODE.



GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft



VICINITY MAP
NOT TO SCALE

DCI·ENGINEERS
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SU DEVELOPMENT

UDR

Bellevue Plaza Towers
Bellevue, Washington, USA

REVISIONS		
NO.	DESCRIPTION	DATE

DARREN A. SIMPSON — STATE OF WASHINGTON — 27905 — REGISTERED PROFESSIONAL ENGINEER
10/22/2007
DIPRES 10/14/08
STAMP

City of Bellevue Design Review Set

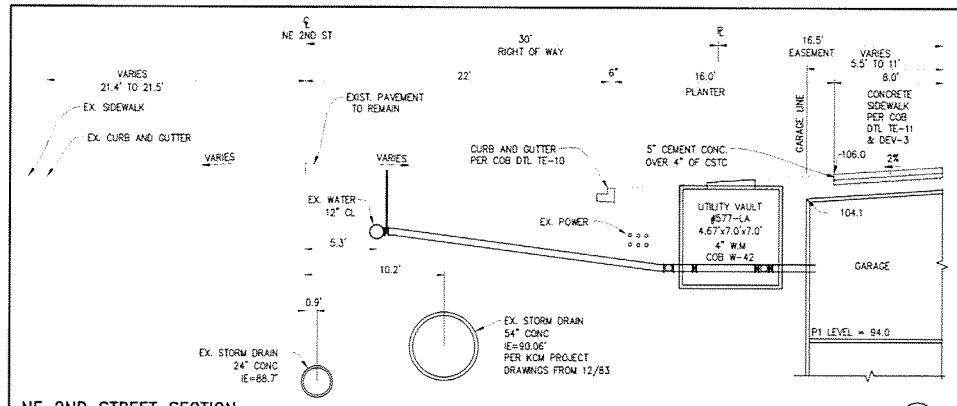
Not for Construction

DRAWING SET TITLE

CLEARING AND GRADING PLAN

DATE	December 27, 2007
BCJ PROJECT NO.	06-12-025
SCALE	1" = 30'
DRAWN BY	DCI
CHECKED BY	DCI

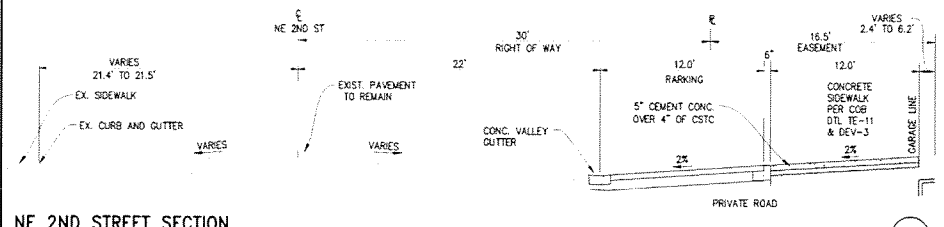
SHEET NUMBER: CL&GR



NE 2ND STREET SECTION

(ON GRID K LOOKING EAST)

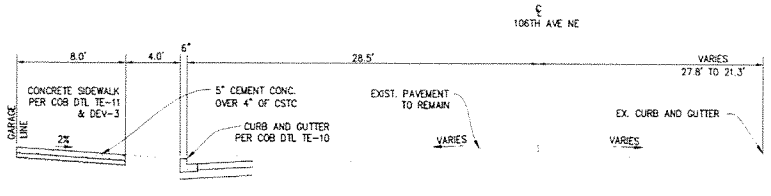
SCALE : NTS (1)



NE 2ND STREET SECTION

(ON GRID D LOOKING EAST)

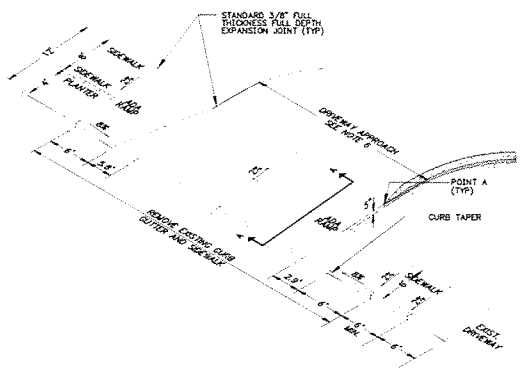
SCALE : NTS (2)



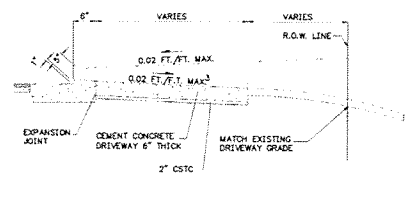
106TH AVE NE SECTION

(LOOKING NORTH)

SCALE : NTS (3)



DRIVEWAY APPROACH DETAIL



SECTION A-A

NOTES

1. A REVERSE SLOPE DRIVEWAY IS SUBJECT TO APPROVAL BY ENGINEER CONSIDERING NEED FOR AND COMPATIBILITY OF THIS FEATURE.
2. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 40' MAY BE APPROVED CONSIDERING TRAFFIC SAFETY AND NEEDS OF THE ACTIVITY SERVED. ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH.
3. A STORM DRAIN INLET SHALL BE LOCATED WITHIN 10' UPGRADE FROM NEAREST EDGE OF CURB TAPER.
4. ALL JOINTS SHALL BE CLEANED AND EDGED.
5. MAXIMUM DRIVEWAY GRADE BEHIND DRIVEWAY APPROACH IS 10% FOR 20 FEET. THEREAFTER, DRIVEWAY GRADE SHALL NOT EXCEED 15%. SLOPE ROUNDING IS REQUIRED AT DRIVEWAY GRADE TRANSITIONS AS SHOWN IN SECTION A-A.
6. CONCRETE SHALL BE P.C.C. CLASS 3000, 3-DAY (CURB, GUTTER, DRIVEWAY APPROACH, ADA RAMPS AND ALL OTHER ITEMS SPECIFIED BY THE TRANSPORTATION INSPECTOR).
7. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE TRANSPORTATION INSPECTOR.

   3/8" THRU EXPANSION JOINTS SHALL BE PLACED AT BACK, SIDES AND FRONT. MAXIMUM EXPANSION JOINT IS SPACING 14' CENTER TO CENTER.

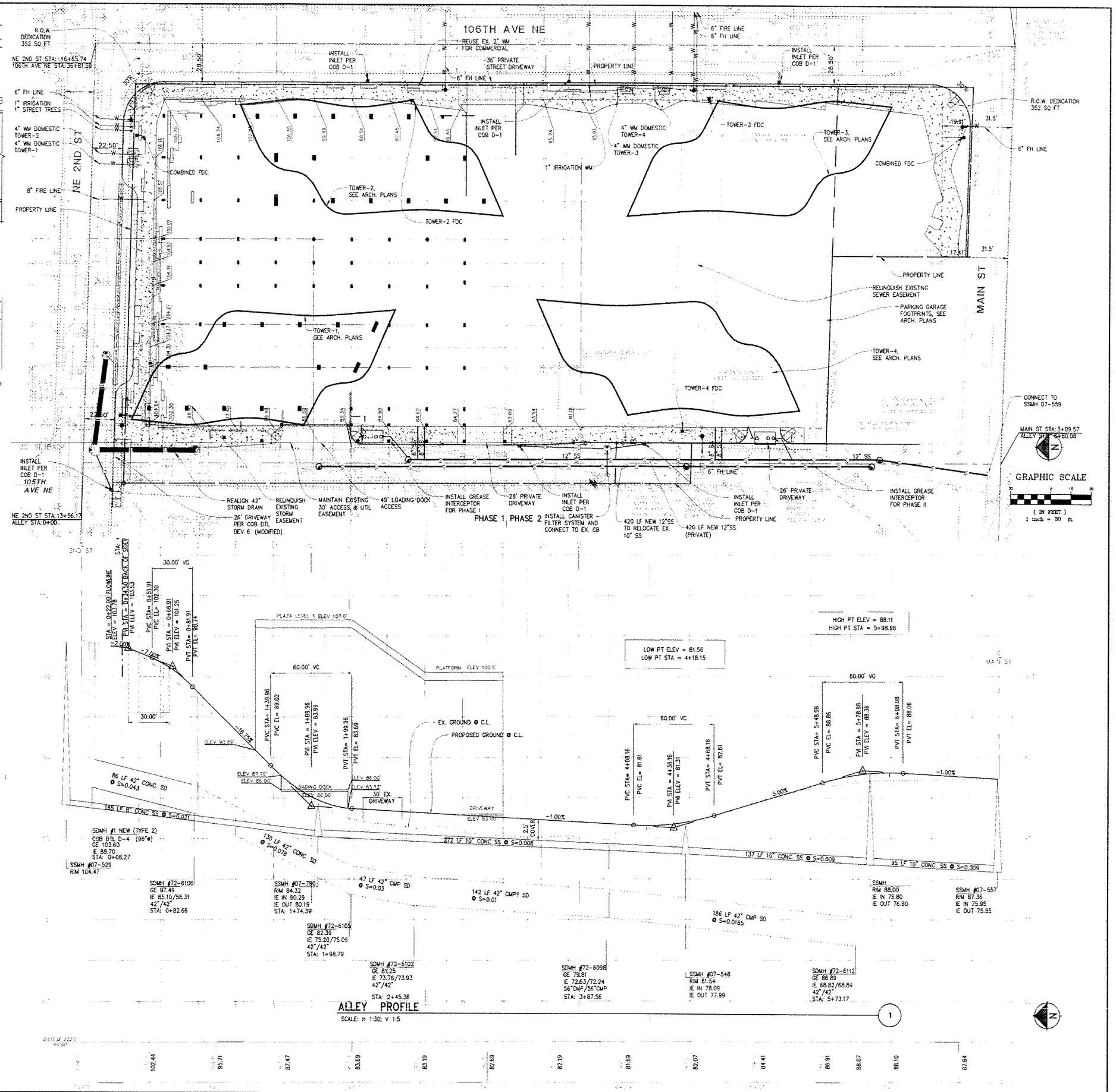
   FULL DEPTH EXPANSION JOINT IF DRIVEWAY WIDTH IS 15' OR GREATER.

   DRIVEWAY APPROACH WIDTHS SHALL BE SPECIFIED BY THE REVIEW ENGINEER. SEE DEVELOPMENT MANUAL DRAWING DEV-4 FOR BASIC DESIGN GUIDELINES. DRIVEWAY WIDTH DOES NOT INCLUDE ADJACENT ADA RAMPS.

COMMERCIAL DRIVEWAY – 105TH AVE NE AND NE 2ND STREET

REF: C.O.B. DTL DEV-6 (MODIFIED)

SCALE : NTS (4)



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Bellevue Plaza Towers
Bellevue, Washington, USA

REVISIONS

NO	DESCRIPTION

DARREN A. SIMMONS — CITY OF BELLEVUE — 21605 — REGISTERED PROFESSIONAL ENGINEER — 12/21/2007
EXPIRES 10/14/08
STAMP

City of Bellevue Design Review Set

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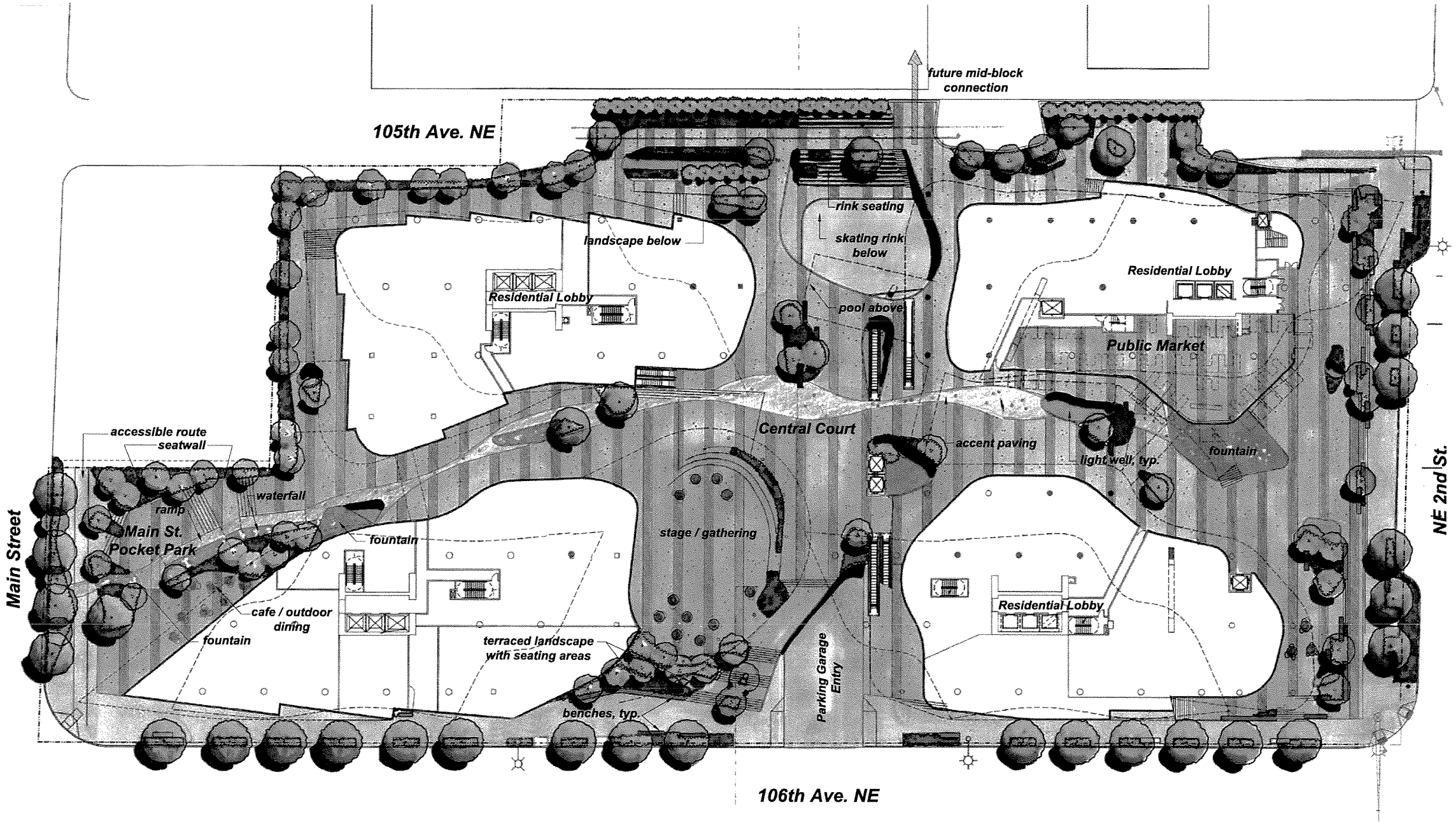
DRAWING SET TITLE

CIVIL ROAD PLAN

DATE	December 27, 2007
DCI PROJECT NO.	06-12-025
SCALE	1" = 30'
DRAWN BY	DCI
CHECKED BY	DCI

SHEET NUMBER: RD



1 L2.0 OVERALL SITE PLAN
1" = 20'-0"

N

0 10 20 50 100

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OVERALL SITE PLAN

December 27, 2007
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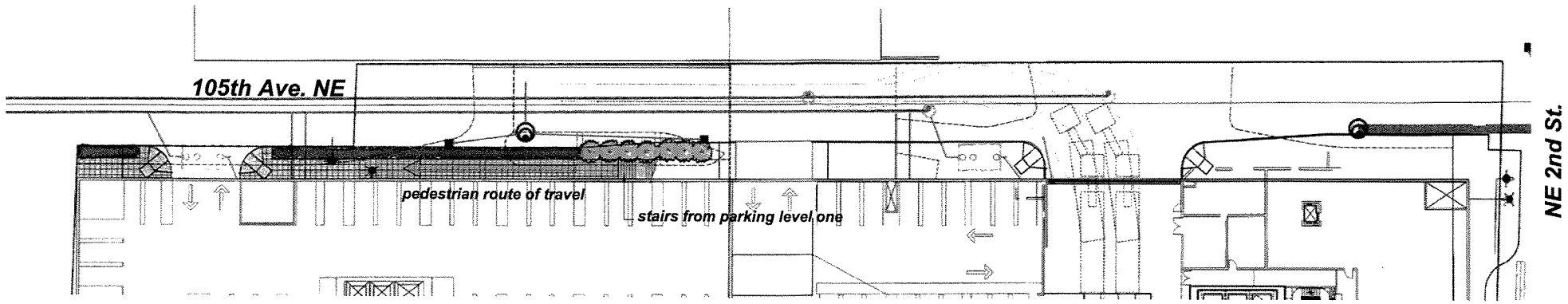
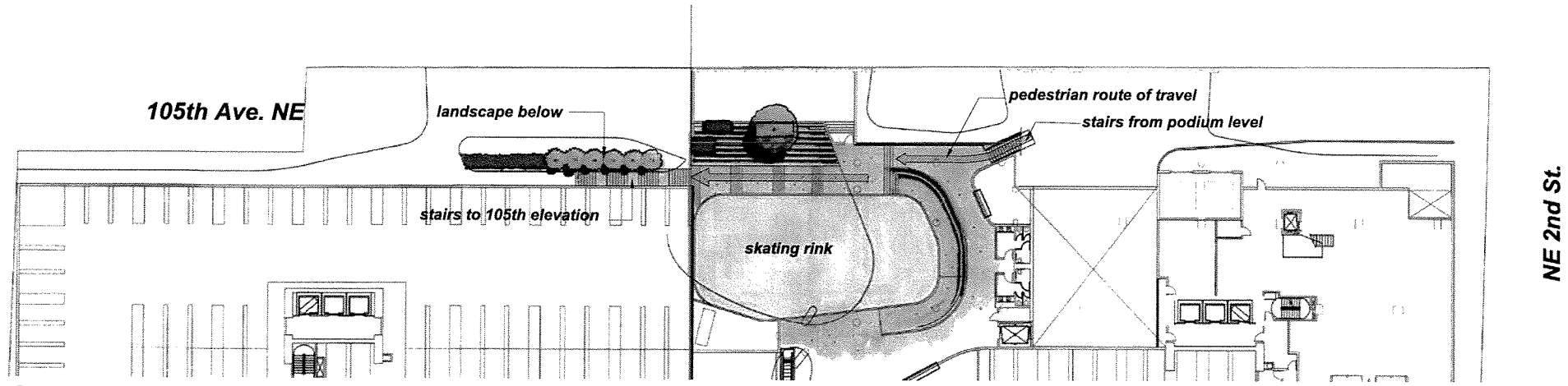
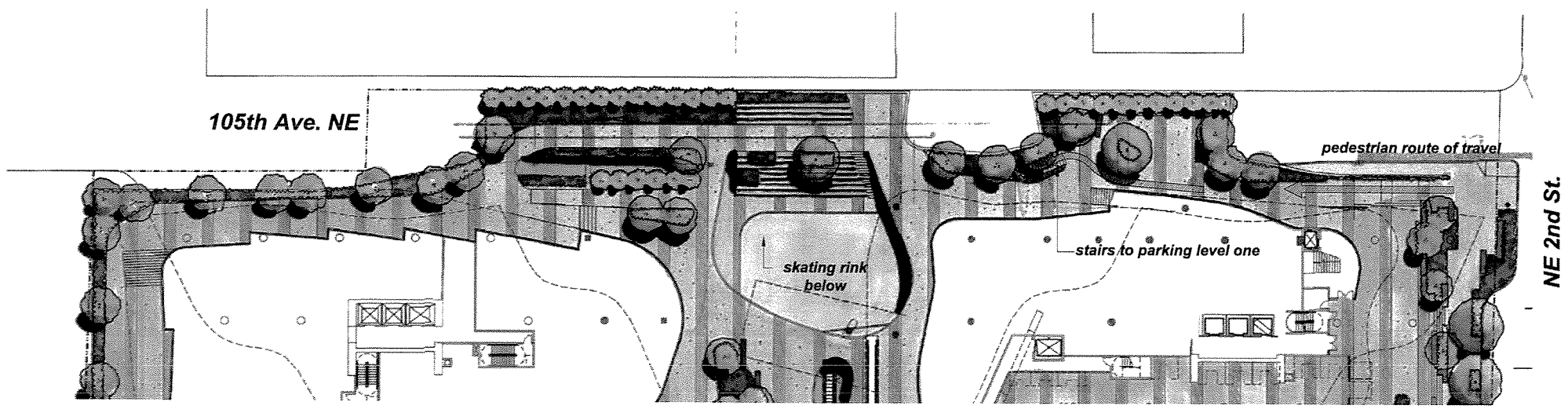
L2.0
SHEET NUMBER



105th On-grade



Parking Level 1



Podium Level

1 / L2.1 Pedestrian Route of Travel
1" = 20'-0"

N

0 10 20 50 100

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105th Pedestrian Route

DATE December 27, 2007
PROJECT NO.
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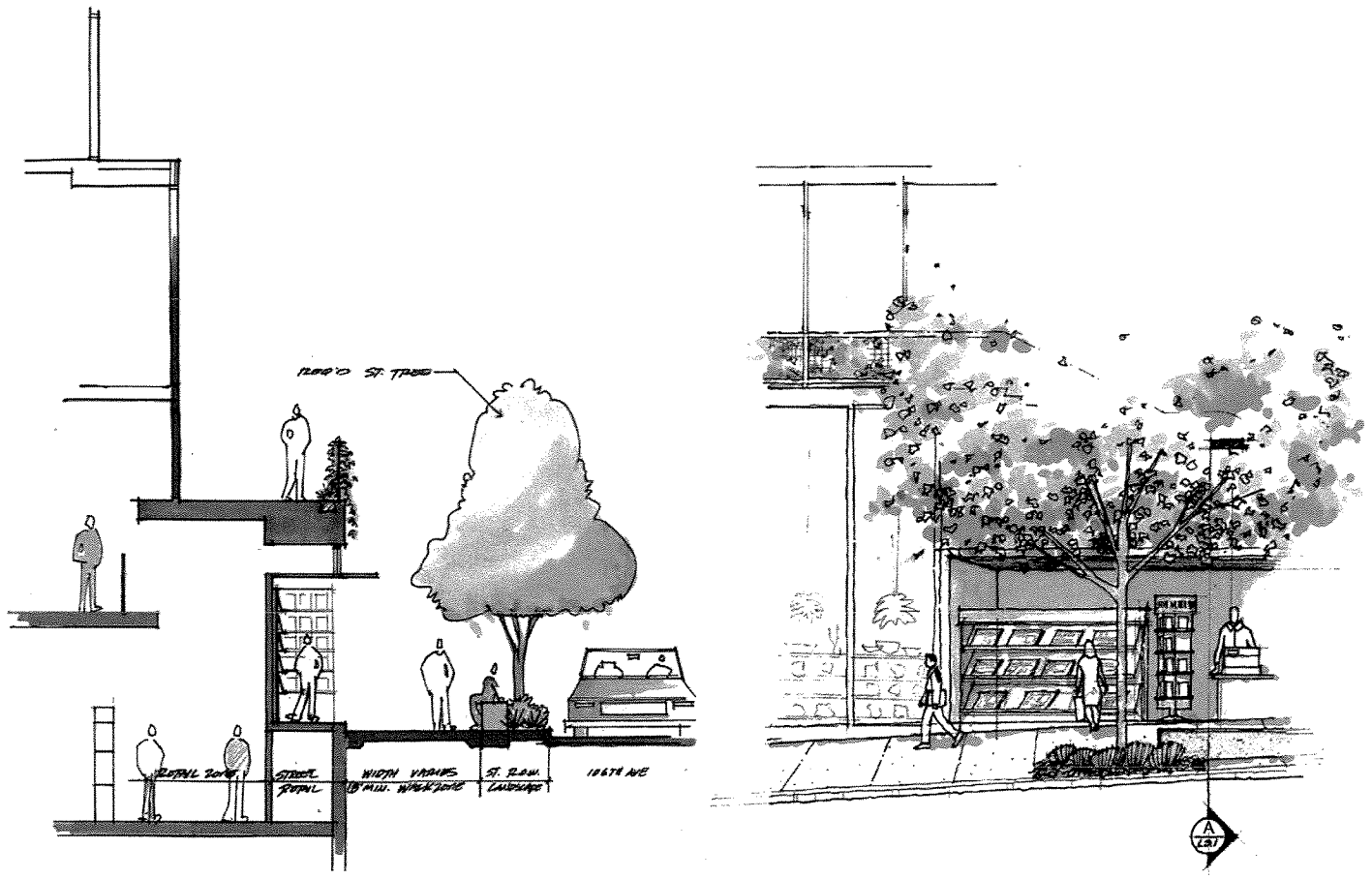
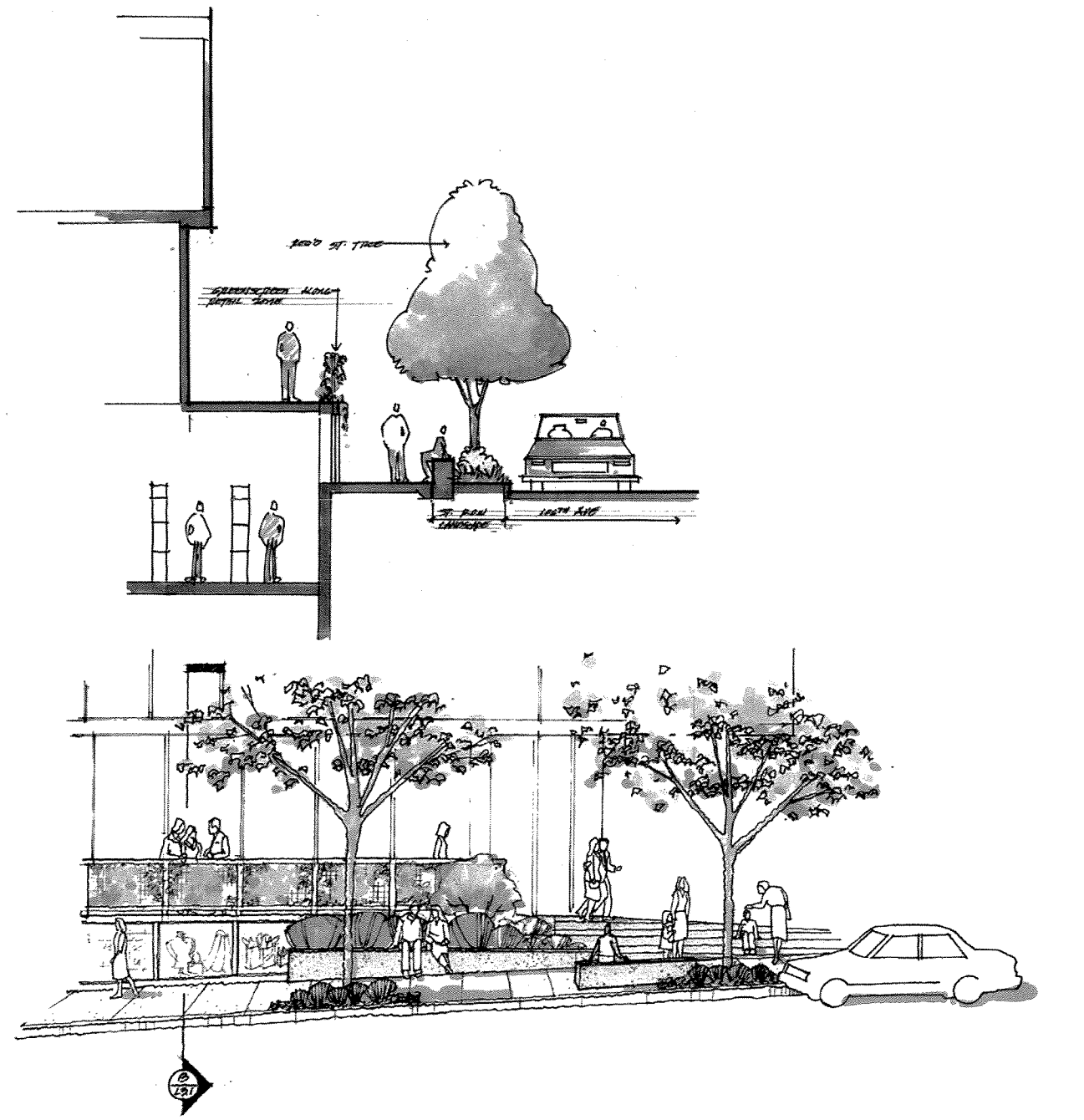
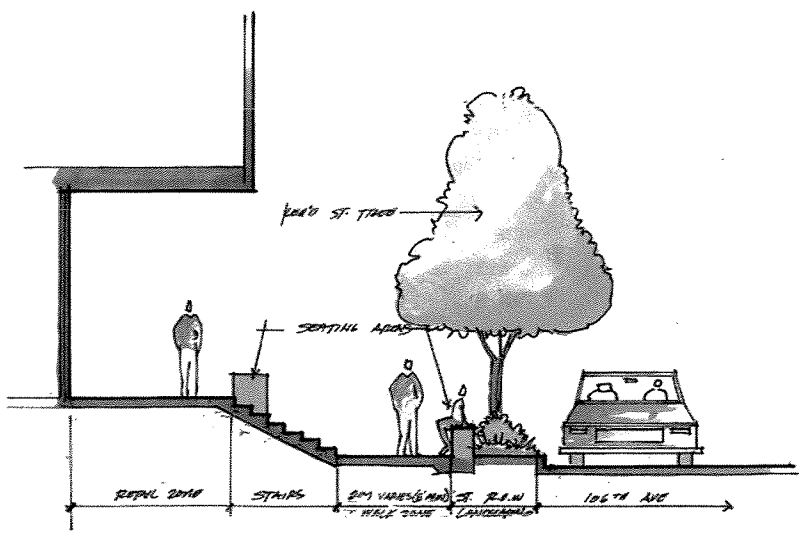


A / L3.1 Section and Elevation at A
1/4" = 1'-0"

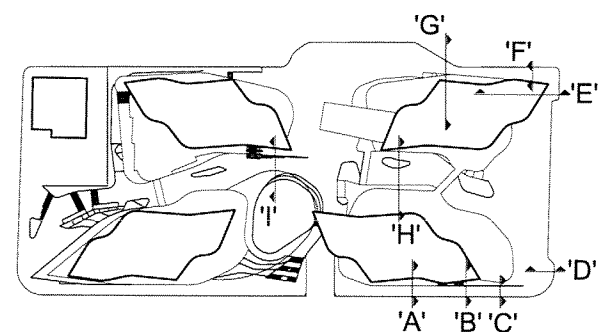


B / L3.1 Section and Elevation at B
1/4" = 1'-0"

0 2 4 8 16



C / L3.1 Section at C
1/4" = 1'-0"



Key Plan
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DATE	December 27, 2007
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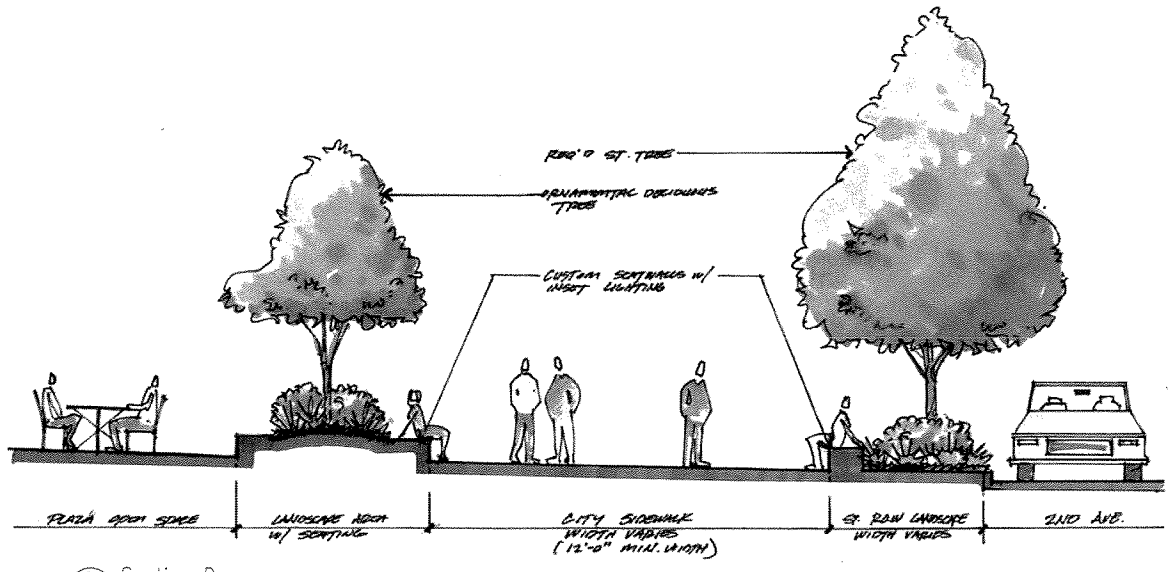
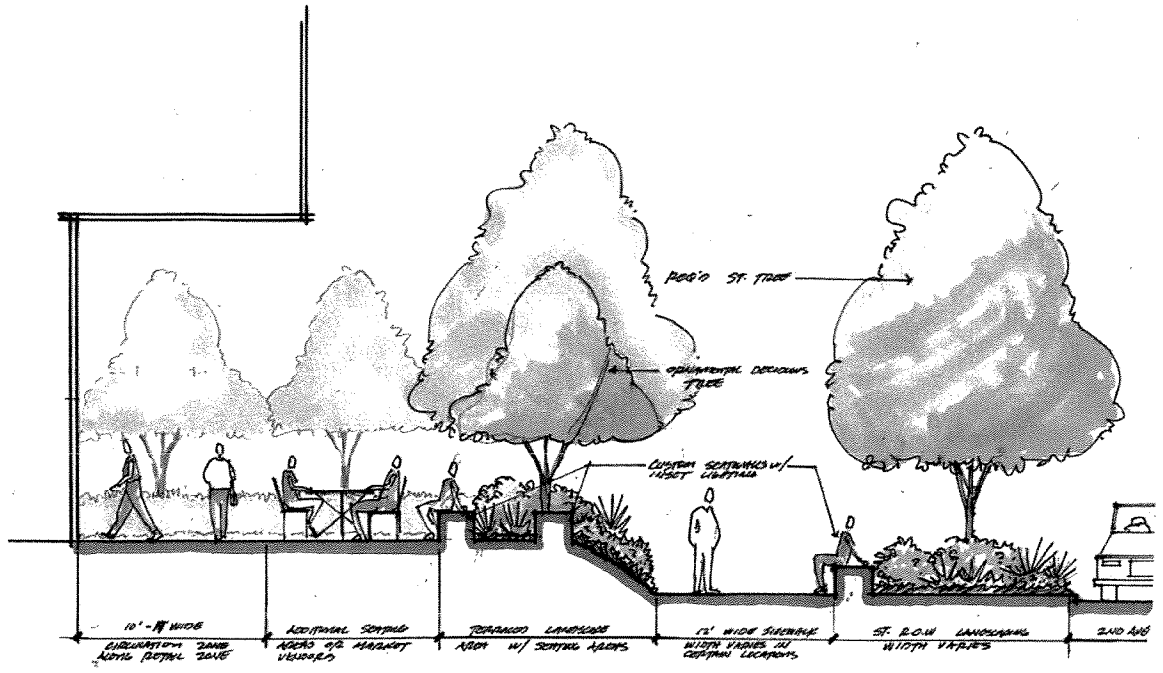
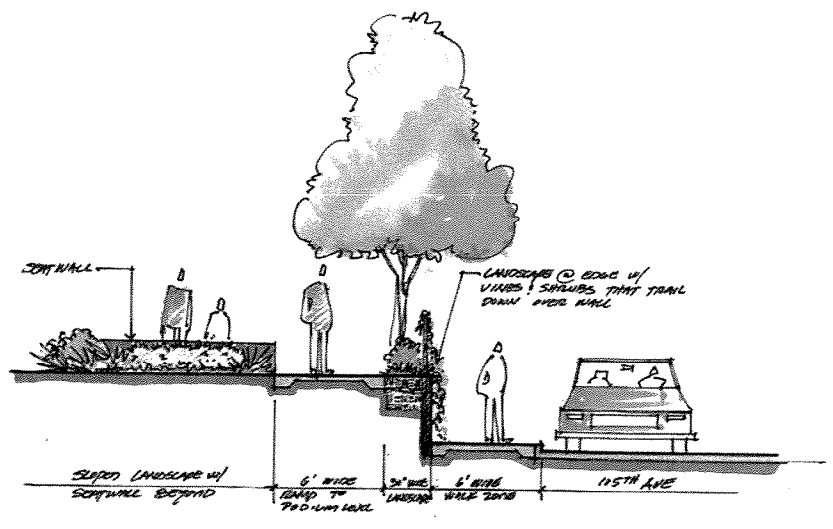
L3.1



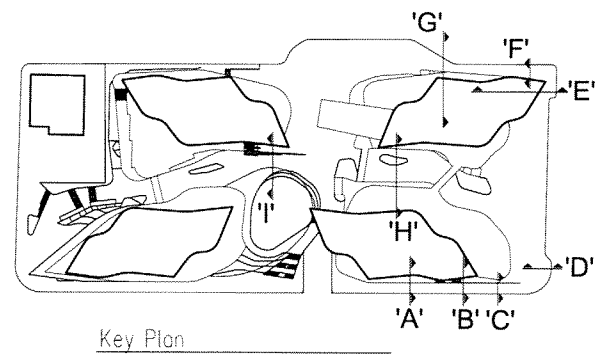
D L3.2 Section D
1/4" = 1'-0"



E L3.2 Section E
1/4" = 1'-0"



F L3.2 Section F
1/4" = 1'-0"



Key Plan
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Bellevue, Washington, USA

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Site Sections

DATE	December 27, 2007
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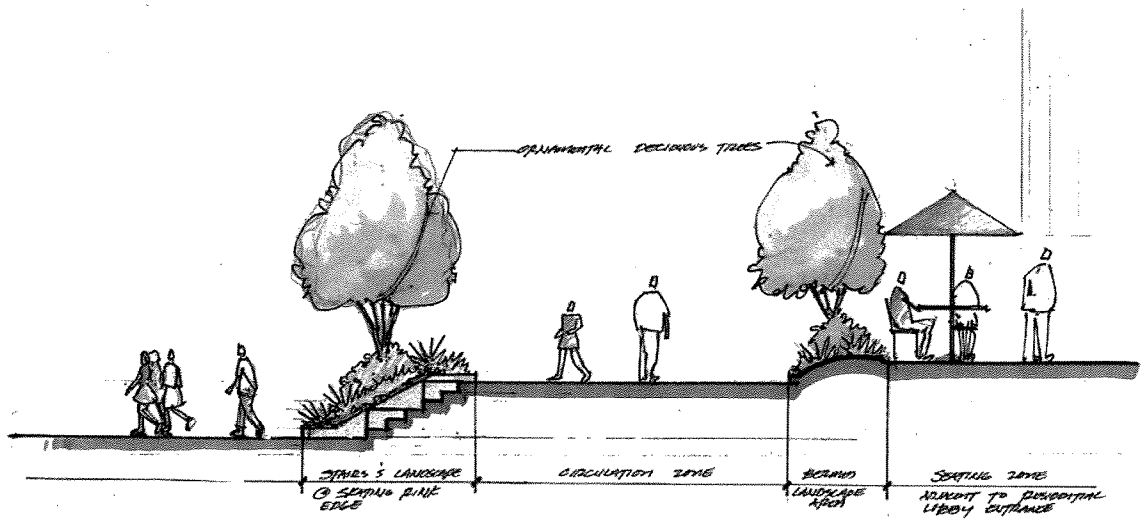
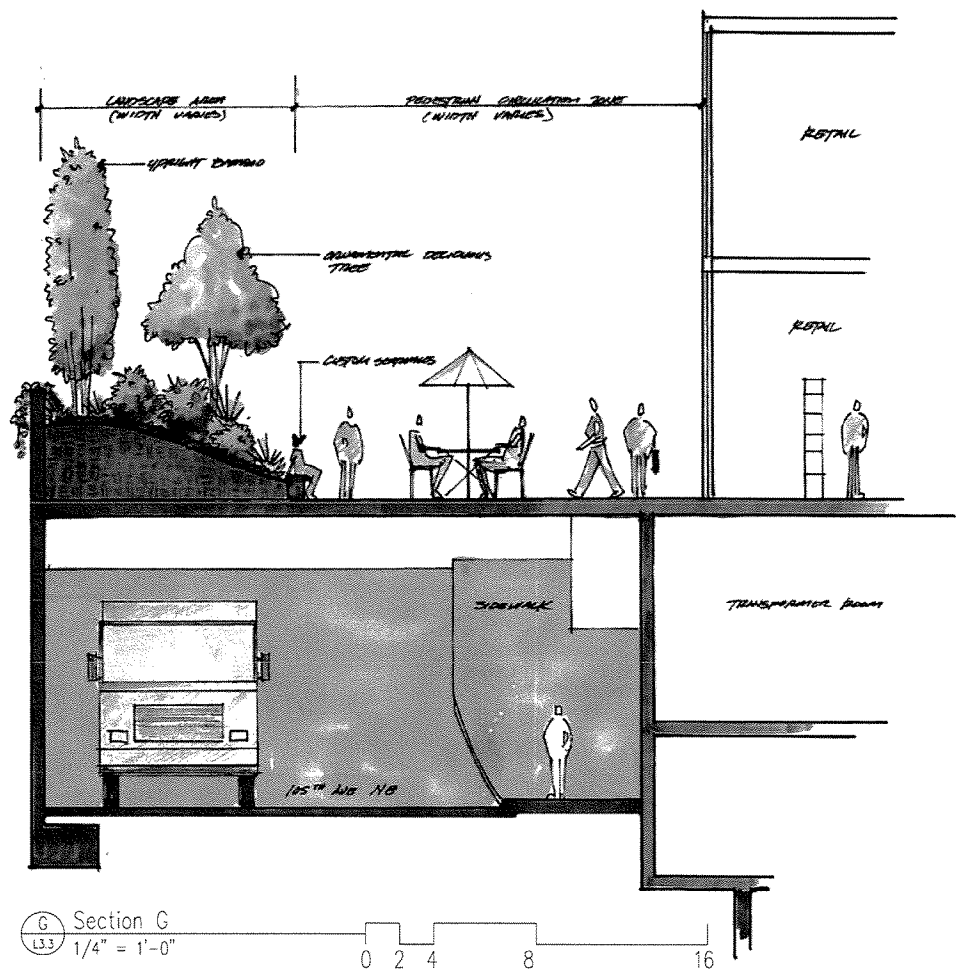
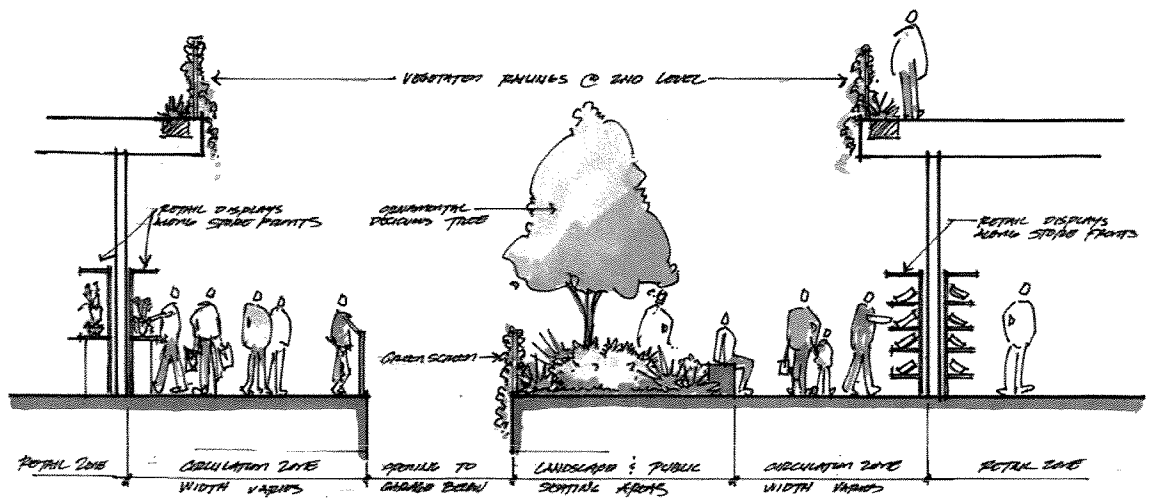
L3.2



I L3.3 Section I
1/4" = 1'-0"



G L3.3 Section G
1/4" = 1'-0"
0 2 4 8 16



H L3.3 Section H
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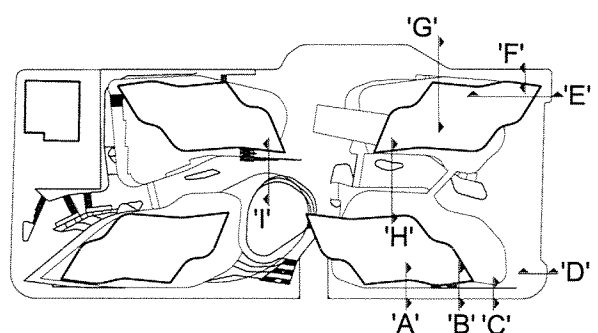

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DATE: December 27, 2007
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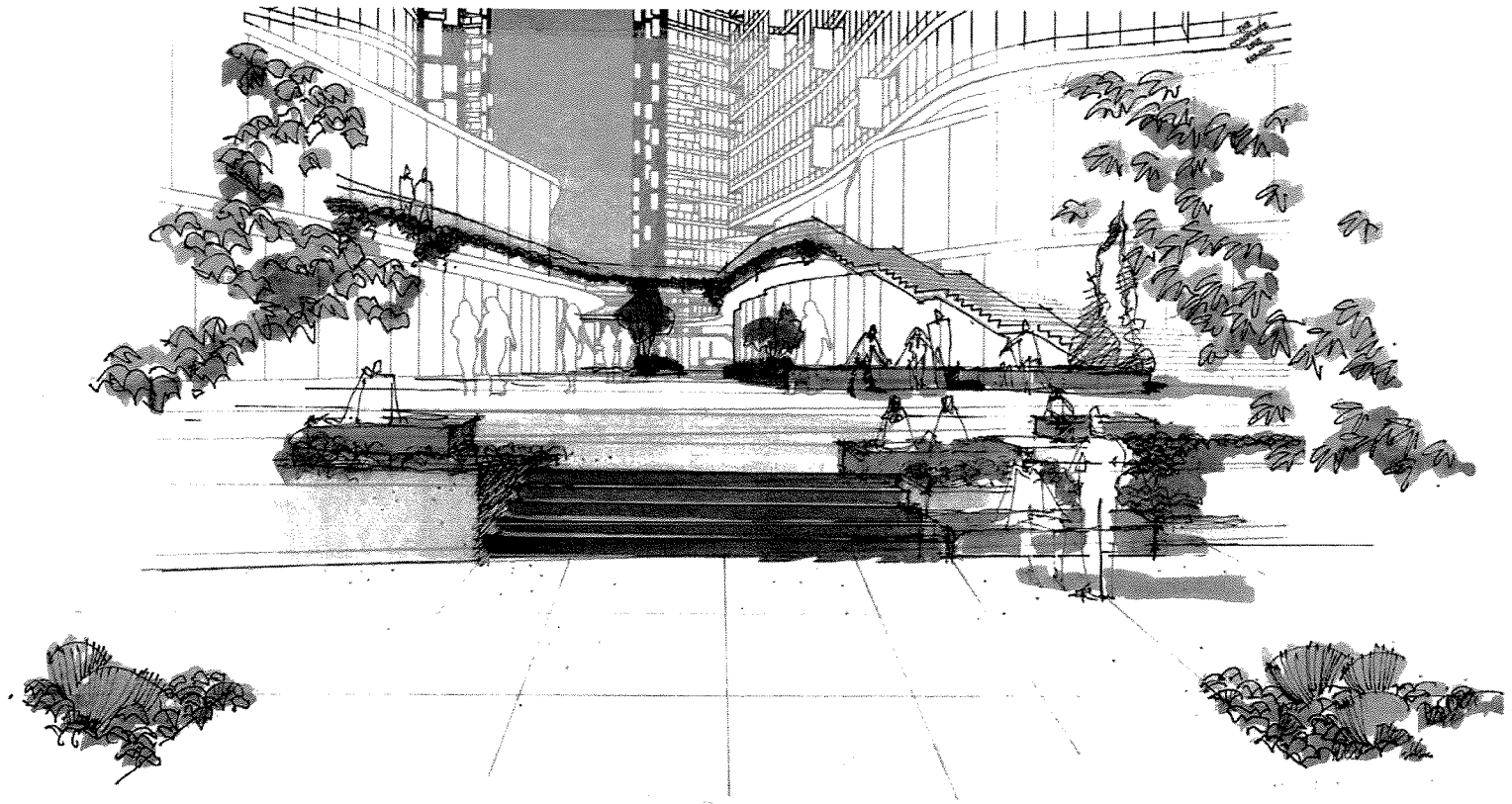
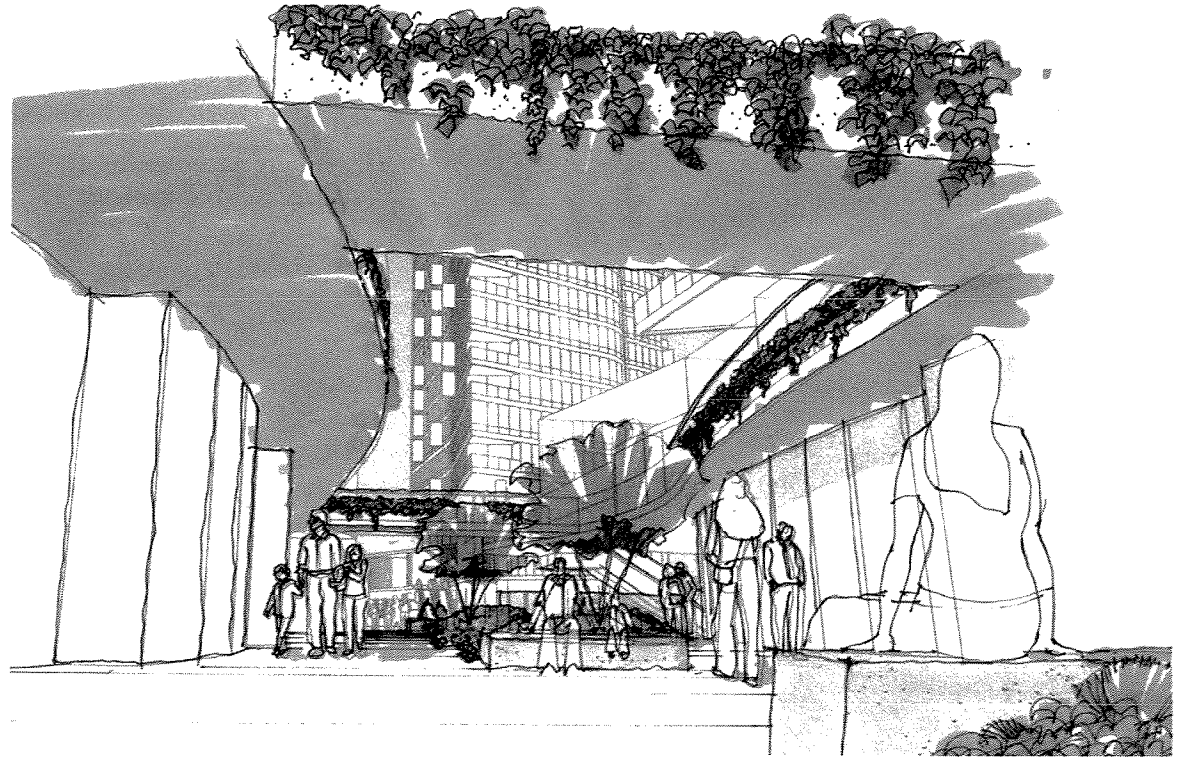
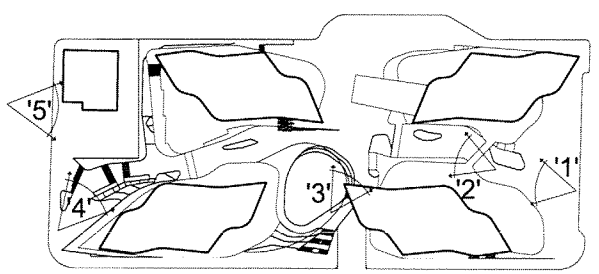


1 L4.0 PERSPECTIVE 1



2 L4.0 PERSPECTIVE 2



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LANDSCAPE PERSPECTIVES

DATE: December 27, 2007
PROJECT NO.
SCALE
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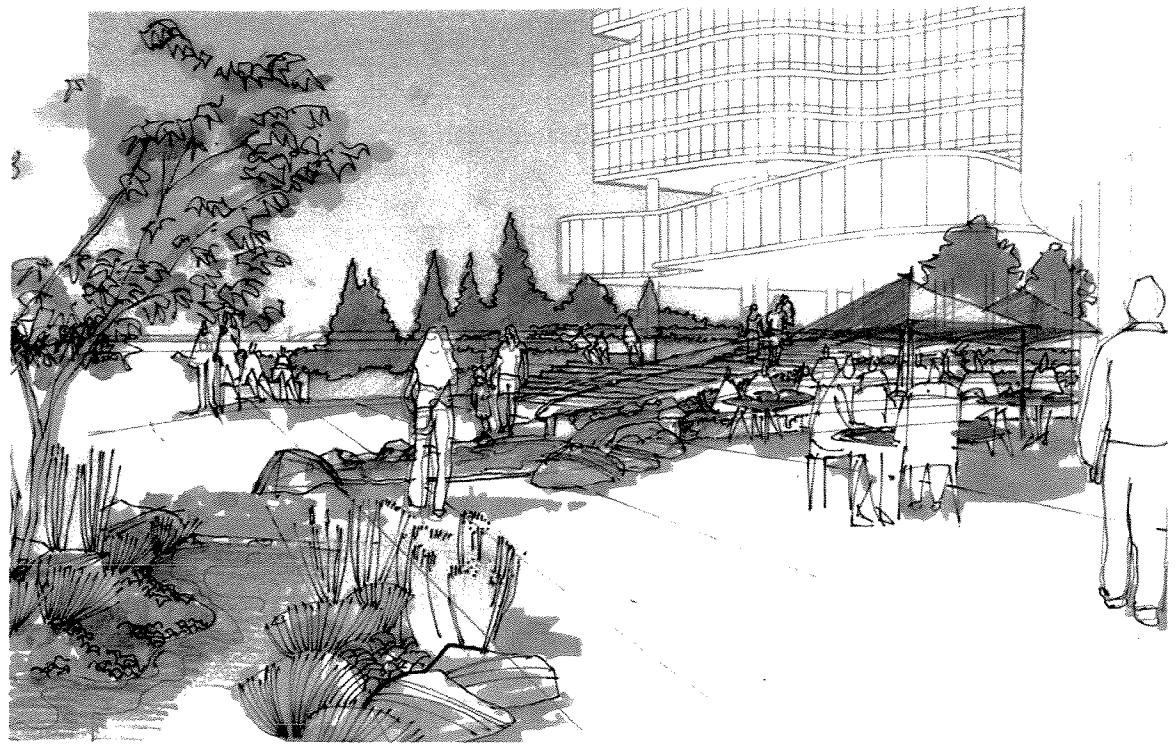
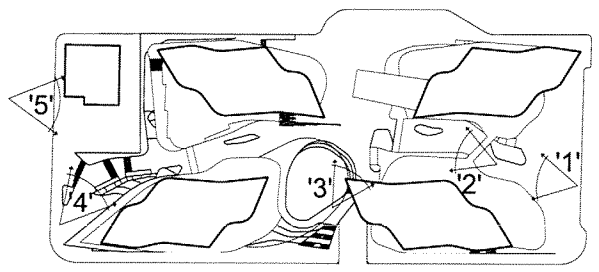
SHEET NUMBER: L4.0

3 L4.1 PERSPECTIVE 3



4 L4.1 PERSPECTIVE 4

5 L4.1 VIEW FROM MAIN OF LOCKSMITH SHOP



Key Plan
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LANDSCAPE PERSPECTIVES

DATE December 27, 2007
PROJECT NO
SCALE
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L4.1

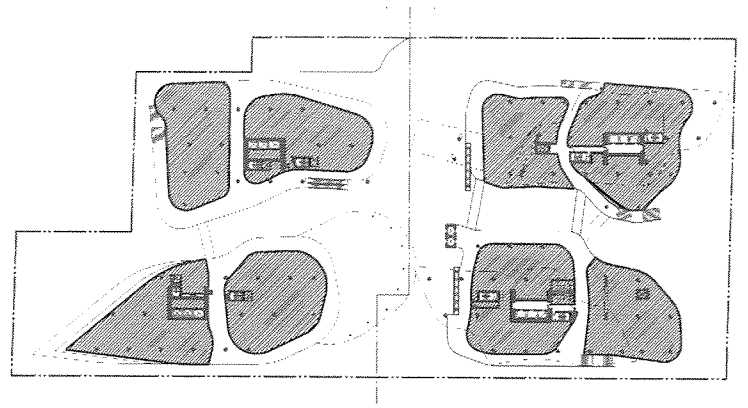
PARKING COUNT

Parking Count by Use & Phase	Phase I	Phase II	Total
1. Retail			
Net Area (nsf)	55,690	43,163	98,853
Min. 2/1000	111	86	198
Max. 4/1000	223	173	395
Actual	**205**	**146**	**351**
2. Restaurant			
Net Area (nsf)	12,000	12,000	24,000
Min. 10/1000	120	120	240
Max. 20/1000	240	240	480
Actual	**120**	**120**	**240**
3. Residential			
Number of Units	430	408	838
Min. 1/unit	430	408	838
Max. 2/unit	860	816	1,676
Actual	**582**	**552**	**1,134**
Total, Min. Count	661	614	1,276
Total, Max. Count	1,323	1,229	2,551
Total, Actual	**907**	**818**	**1,725**

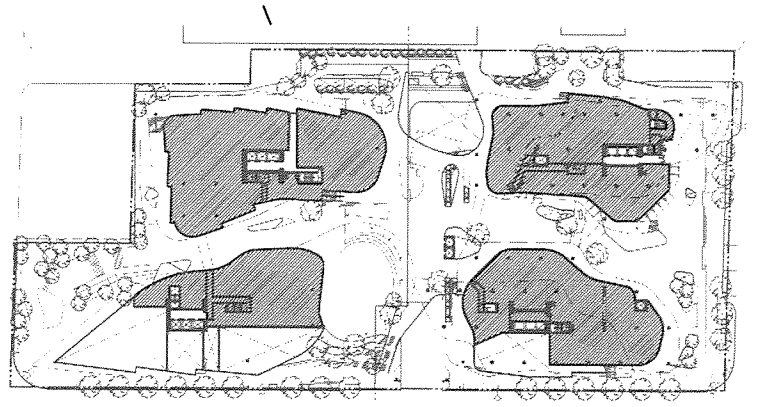
FAR RETAIL EXEPTIONS

LUC 20.25A.020.B3
LUC 20.25A.115.C

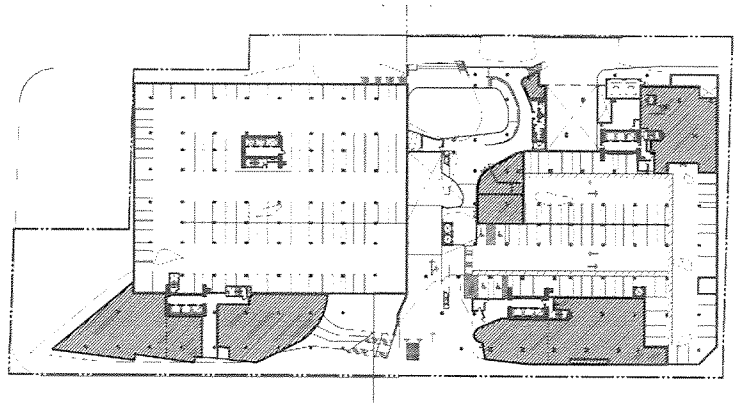
	Retail Area Provided			Provided x Exception Ratio		
Floor	Phase I	Phase II	Exception Ratio	Phase I	Phase II	Total Exception SF
Level P2	3,811	0	1:1	3,811 sf	0 sf	**3,811 sf**
Level P1	13,451 sf	9,749 sf	1:1	13,451 sf	9,749 sf	**23,200 sf**
Level 1	23,824 sf	21,349 sf	1:1	23,824 sf	21,349 sf	**45,173 sf**
Level 2	26,021 sf	23,778 sf	0.5:1	13,011 sf	11,889 sf	**24,900 sf**
Total	67,107	54,876		54,097 sf	42,987 sf	**97,084 sf**



LEVEL 2



LEVEL 1

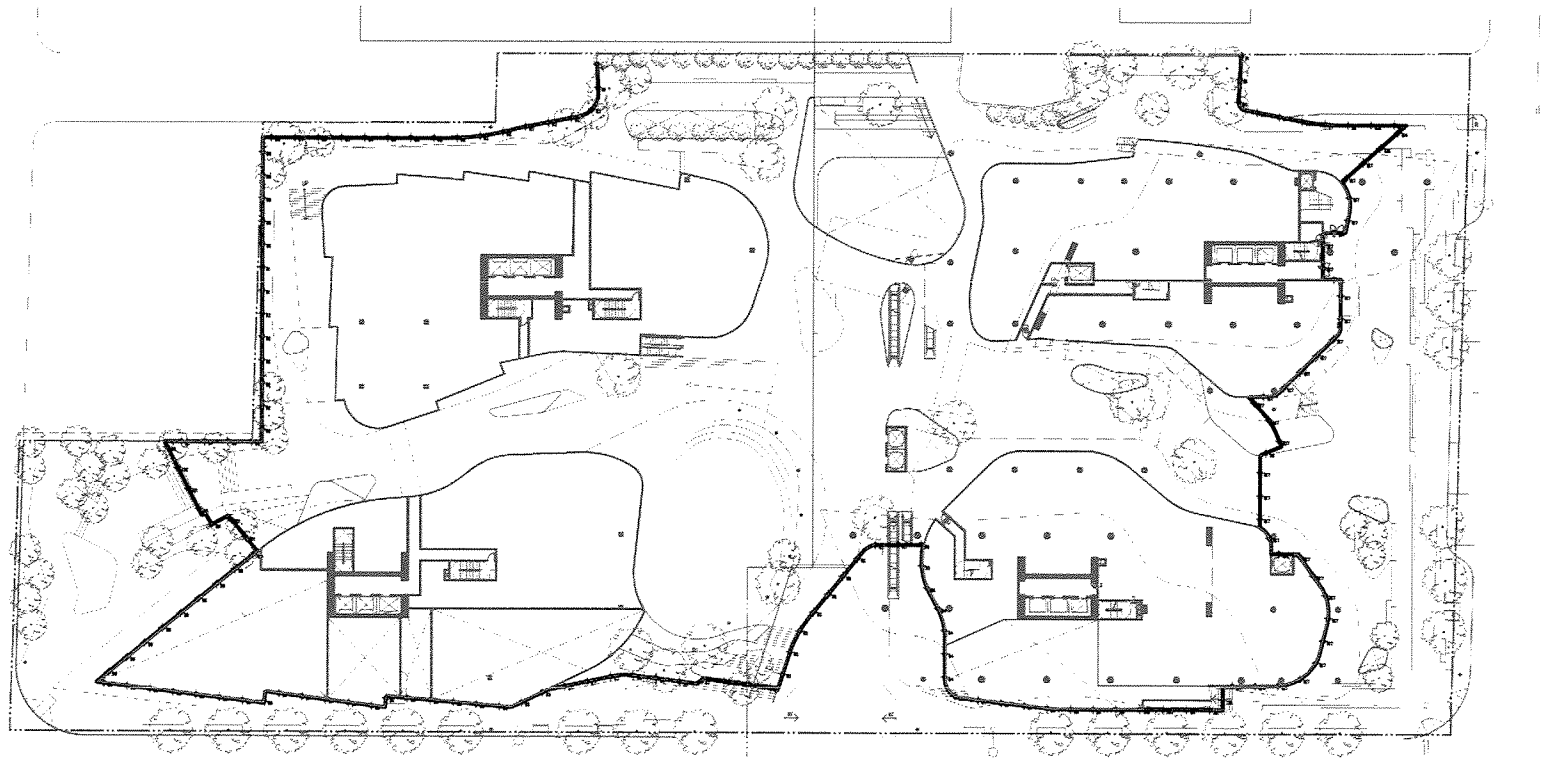


LEVEL P1

LEVEL P1

AVERAGE FINISHED GRADE

DEVELOPMENT SERVICES HANDOUT L-9



PHASE 2 AVERAGE FINISHED GRADE: 93' 8 5/8"

PHASE 1 AVERAGE FINISHED GRADE: 101' 3 3/4"

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Bellevue Plaza Towers
Bellevue, Washington, USA

NO.	DESCRIPTION	DATE

City of Bellevue
Design Review
Revised Submittal

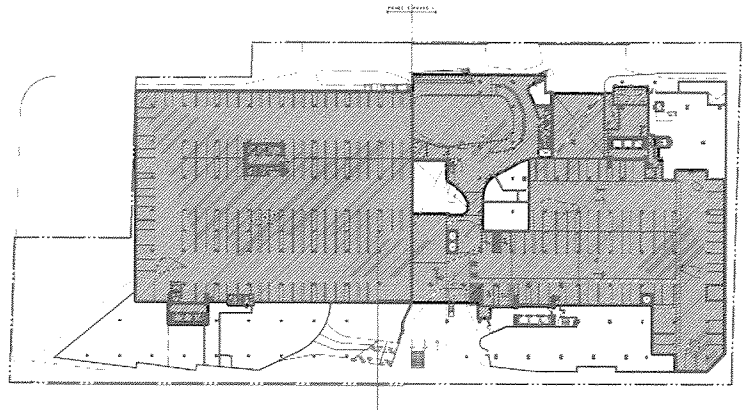
Not for Construction

FAR CALCULATIONS
AND PARKING COUNTS

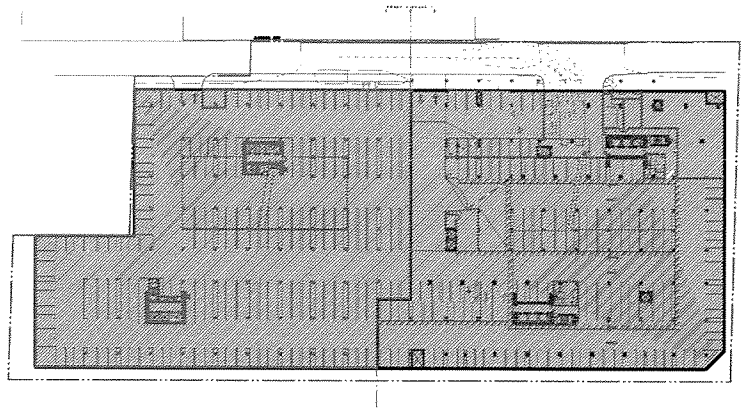
DATE: December 27, 2007
BCJ PROJECT NO.: 06413
SCALE:
DRAWN BY: BCJ
CHECKED BY: BCJ

SHEET NUMBER: A0.10

11 UNDERGROUND PARKING

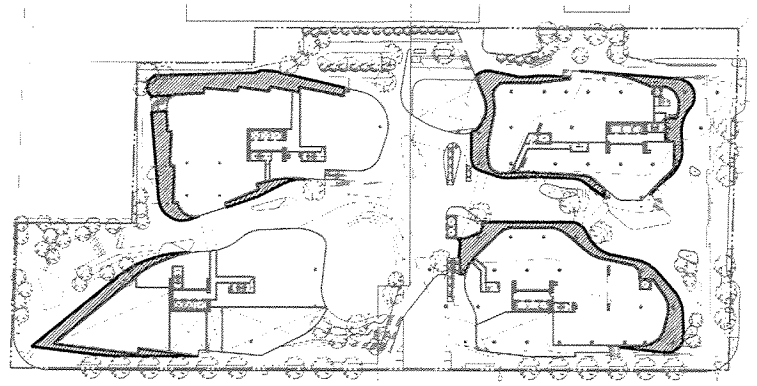


LEVEL P1



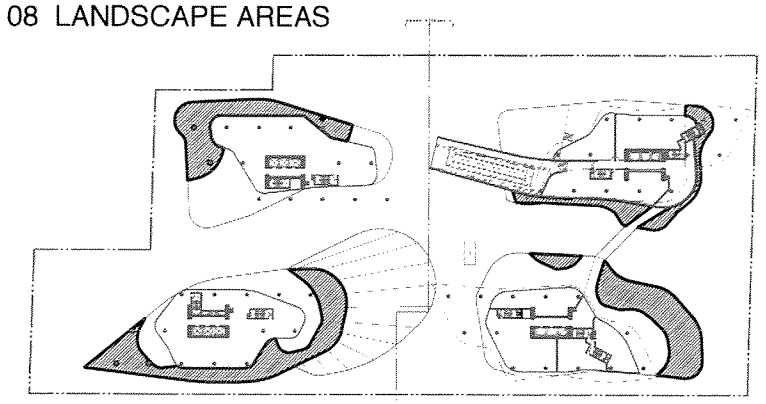
LEVELS P2-P6

05 ARCADE

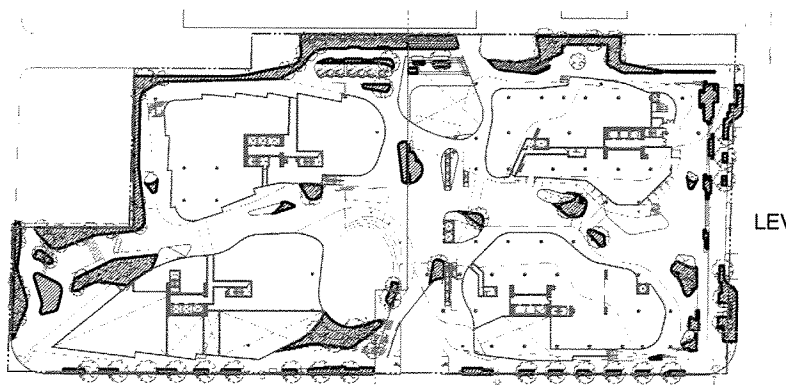


LEVEL 1

08 LANDSCAPE AREAS

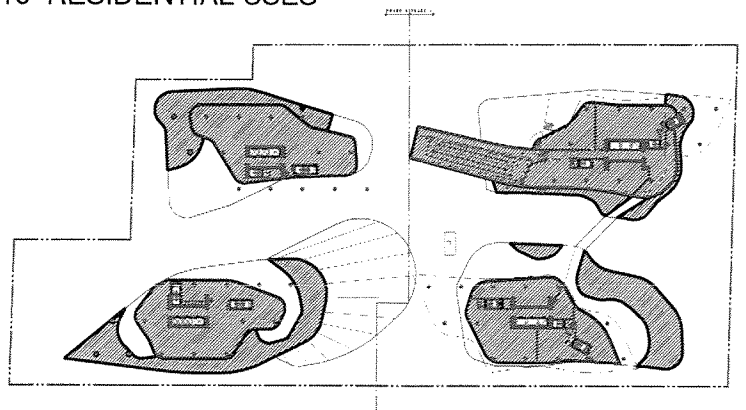


LEVEL 3



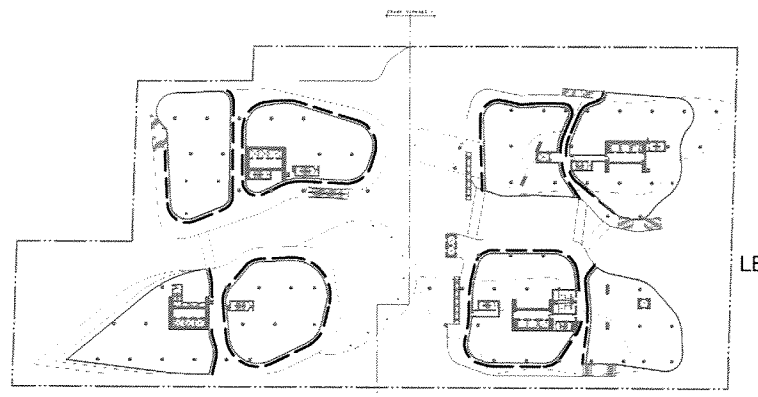
LEVEL 1

10 RESIDENTIAL USES

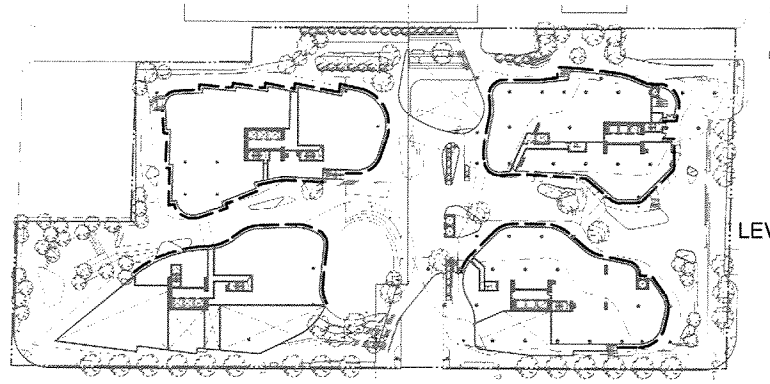


LEVEL 3

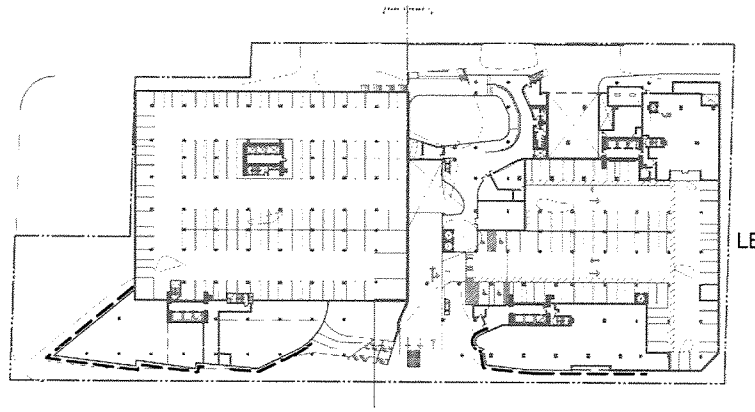
01 PEDESTRIAN ORIENTED FRONTAGE



LEVEL 2

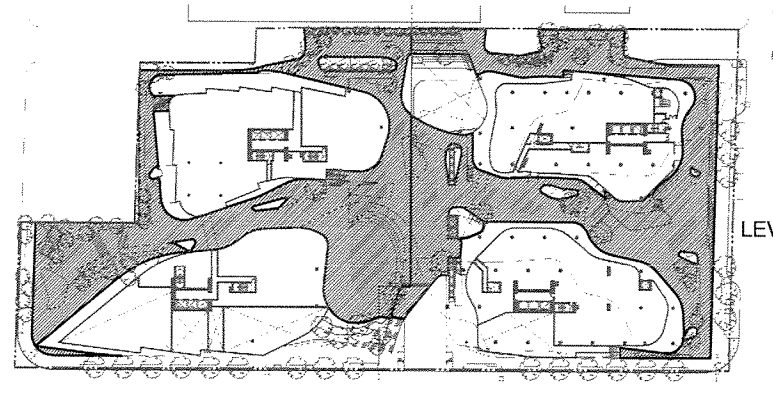


LEVEL 1



LEVEL P1

02 PLAZA



LEVEL 1

FAR Amenity Incentive System (LUC 20.25A.030)

		Provided			Provided x Bonus Ratio		
	Amenities	**Phase I**	**Phase II**	**Bonus Ratio**	**Phase I**	**Phase II**	**Total Bonus SF**
1	**Pedestrian-Oriented Frontage**						
	Level P1	184 lf	318 lf	100:1	18,400 sf	31,800 sf	50,200 sf
	Level 1	767 lf	773 lf	100:1	76,700 sf	77,300 sf	154,000 sf
	Level 2	734 lf	903 lf	50:1	36,700 sf	45,150 sf	81,850 sf
	Total	1,685 lf	1,994 lf		131,800 sf	154,250 sf	**286,050 sf**
2	**Plaza** (5000sf max each Phase)						
	Level 1	27,922 sf	29,380 sf	6:1	167,532 sf	176,280 sf	343,812 sf
	maximum allowable	2,500 sf	2,500 sf	6:1	15,000 sf	15,000 sf	**30,000 sf**
5	**Arcade**						
	Level 1	6,043 sf		4:1	24,172 sf		24,172 sf
	Level 1 (Upper Level)		5,760 sf	2:1		11,520 sf	11,520 sf
	Total						**35,692 sf**
8	**Landscape Areas**						
	Level 1	5,831 sf	8,775 sf	1:1	5,831 sf	8,775 sf	14,606 sf
	Level 3	5,928 sf	8,348 sf	1:1	5,928 sf	8,348 sf	14,276 sf
	Total	11,759 sf	17,123 sf		11,759 sf	17,123 sf	**28,882 sf**
10	**Residential Uses**						
	Level 3	17,127 sf	11,816 sf	2:1	34,254 sf	23,632 sf	**57,886 sf**
11	**Underground Parking**						
	Level P1	45,339 sf	42,230 sf	0.5:1	22,670 sf	21,115 sf	43,785 sf
	Level P2	59,878 sf	63,838 sf	0.5:1	29,939 sf	31,919 sf	61,858 sf
	Level P3	64,797 sf	63,838 sf	0.5:1	32,399 sf	31,919 sf	64,318 sf
	Level P4	65,007 sf	63,838 sf	0.5:1	32,504 sf	31,919 sf	64,423 sf
	Level P5	65,007 sf	63,838 sf	0.5:1	32,504 sf	31,919 sf	64,423 sf
	Level P6	33,748 sf	34,394 sf	0.5:1	16,874 sf	17,197 sf	34,071 sf
	Total	333,776 sf	331,976 sf		166,888 sf	165,988 sf	**332,876 sf**
Total Amenity Bonus					383,873 sf	387,513 sf	**771,386 sf**

	Phase I	**Phase II**	**Total**
Site Area	84,396 sf	78,081 sf	162,477 sf
Total Amenity Bonus	383,873 sf	387,513 sf	771,386 sf
Add Basic FAR Allowed (Site Area x 2.0)	168,792 sf	156,162 sf	324,954 sf
Less Basic Amenities Required (LUC 20.25A.020.C.2) *Site Area x 20% x Basic FAR Permitted for Non-Residential (0.5)*	-8,440 sf	-7,808 sf	-16,248 sf
Total Allowable Area with FAR Amenity Bonuses	544,225 sf	535,867 sf	**1,080,092 sf**
Maximum Allowable Area with 5.0 FAR	421,980 sf	390,405 sf	**812,385 sf**
Actual FAR Area of Proposed Project	418,064 sf	393,987 sf	**812,051 sf**
Actual FAR of Proposed Project	4.95	5.05	**5.00**

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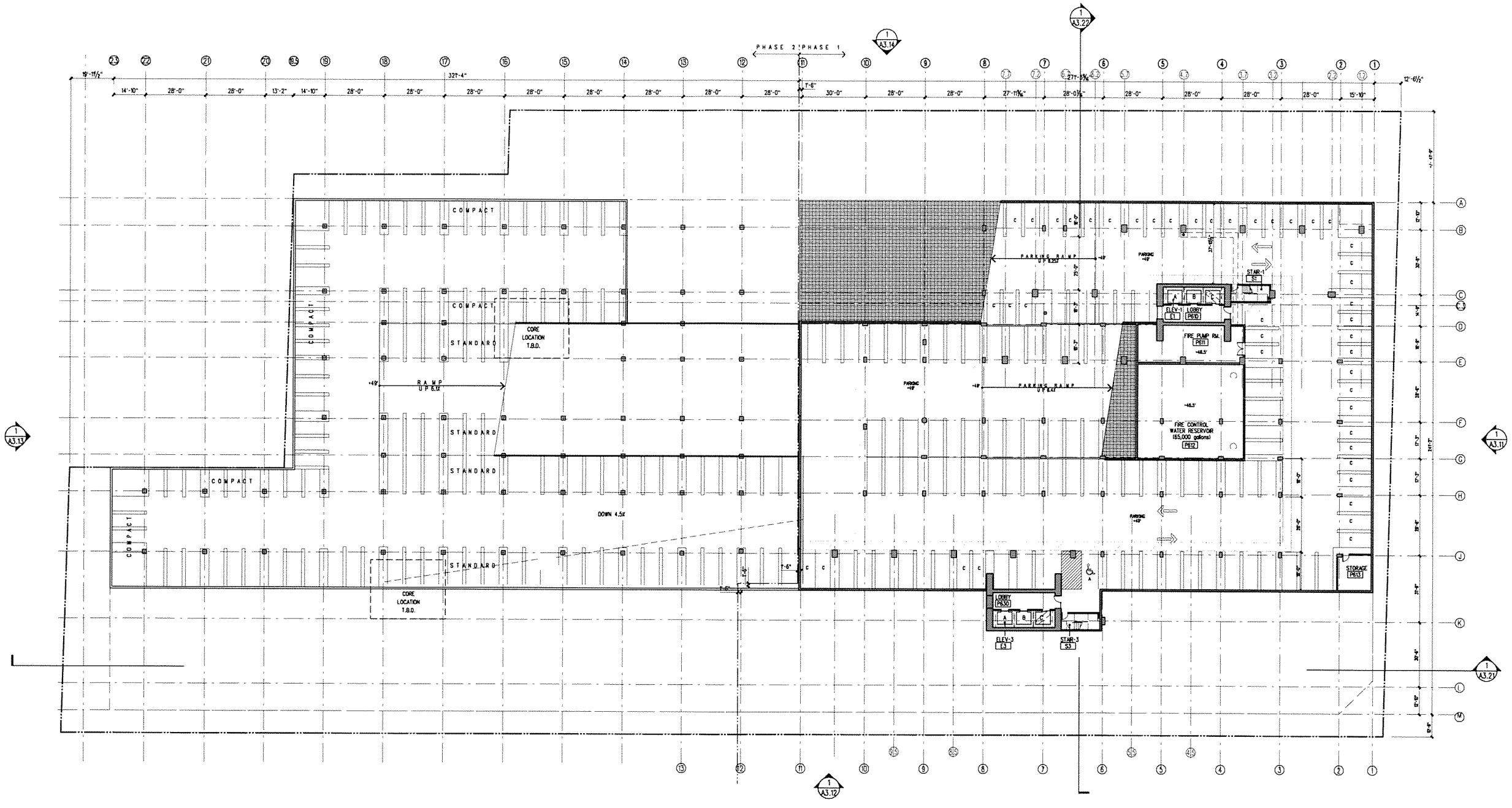
FAR AMENITY STANDARDS

DATE	December 27, 2007
BCJ PROJECT NO.	06413
SCALE	1" = 60'
DRAWN BY	BCJ
CHECKED BY	BCJ

SHEET NUMBER A0.11



1 A2.01 PLAN - PARKING LEVEL P6

SCALE: 1/20 " = 1'-0"

0 20 50 N

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PLAN - PARKING LEVEL P6

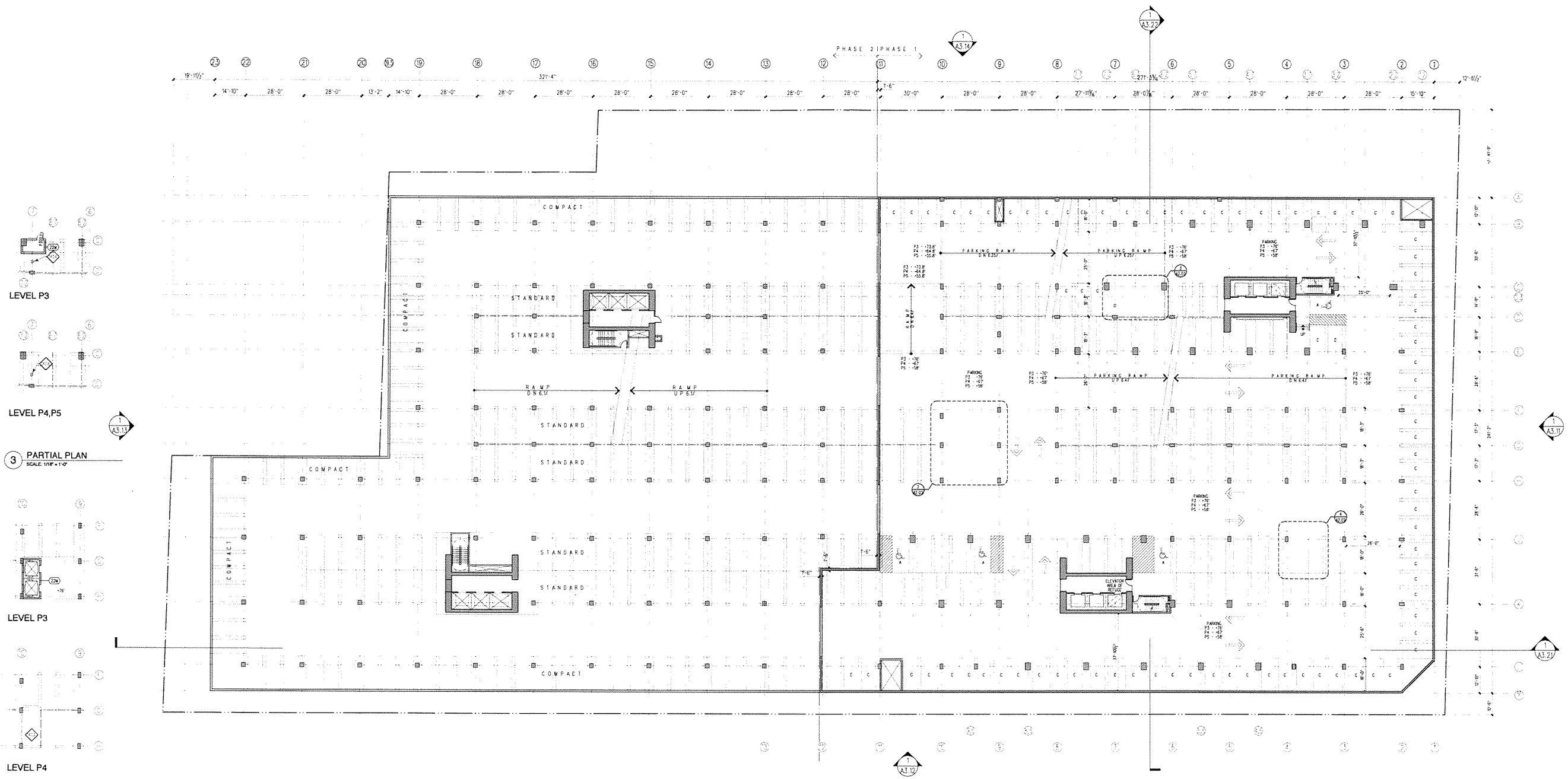
December 27, 2007

08413

1/20" = 1'-0"

BCJ | BCJ

A2.01



1 A2.02 PLAN - PARKING LEVELS TYP (P3, P4, P5)
SCALE: 1/20 " = 1'-0"

3 PARTIAL PLAN
SCALE: 1/16" = 1'-0"

2 PARTIAL PLAN
SCALE: 1/16" = 1'-0"

4 PARTIAL PLAN
SCALE: 1/16" = 1'-0"

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PLAN - PARKING LEVELS TYPICAL
(P3, P4, P5, P6)

DATE	December 27, 2007
BCJ PROJECT NO	06413
SCALE	1/20" = 1'-0"
DRAWN BY	BCJ
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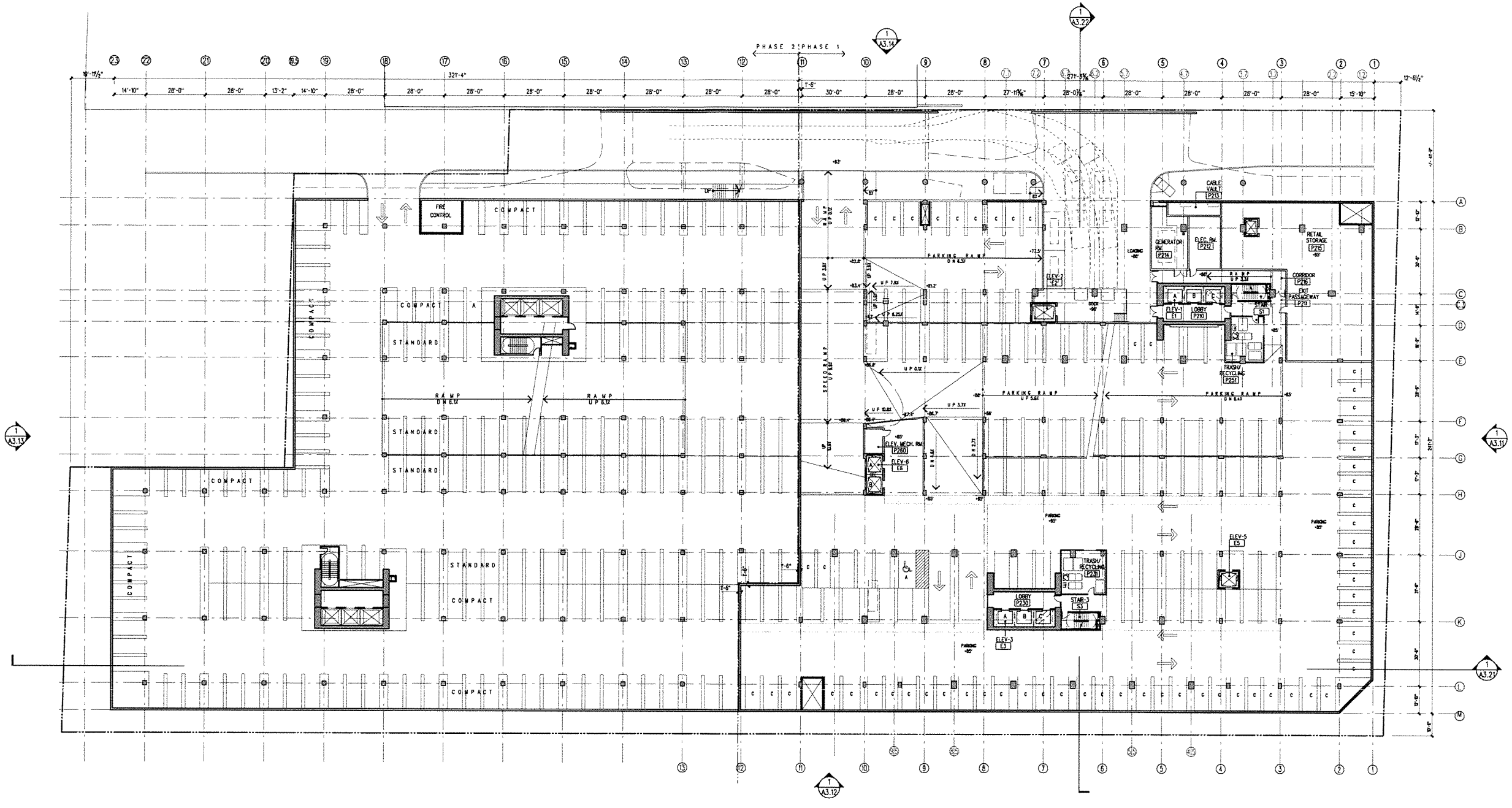
SHEET NUMBER A2.02



1 A2.03 PLAN - PARKING LEVEL P2
SCALE: 1/20 " = 1'-0"

0 20 50 N

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PLAN - PARKING LEVEL P2

DATE	December 27, 2007
BCJ PROJECT NO.	06413
SCALE	1/20" = 1'-0"
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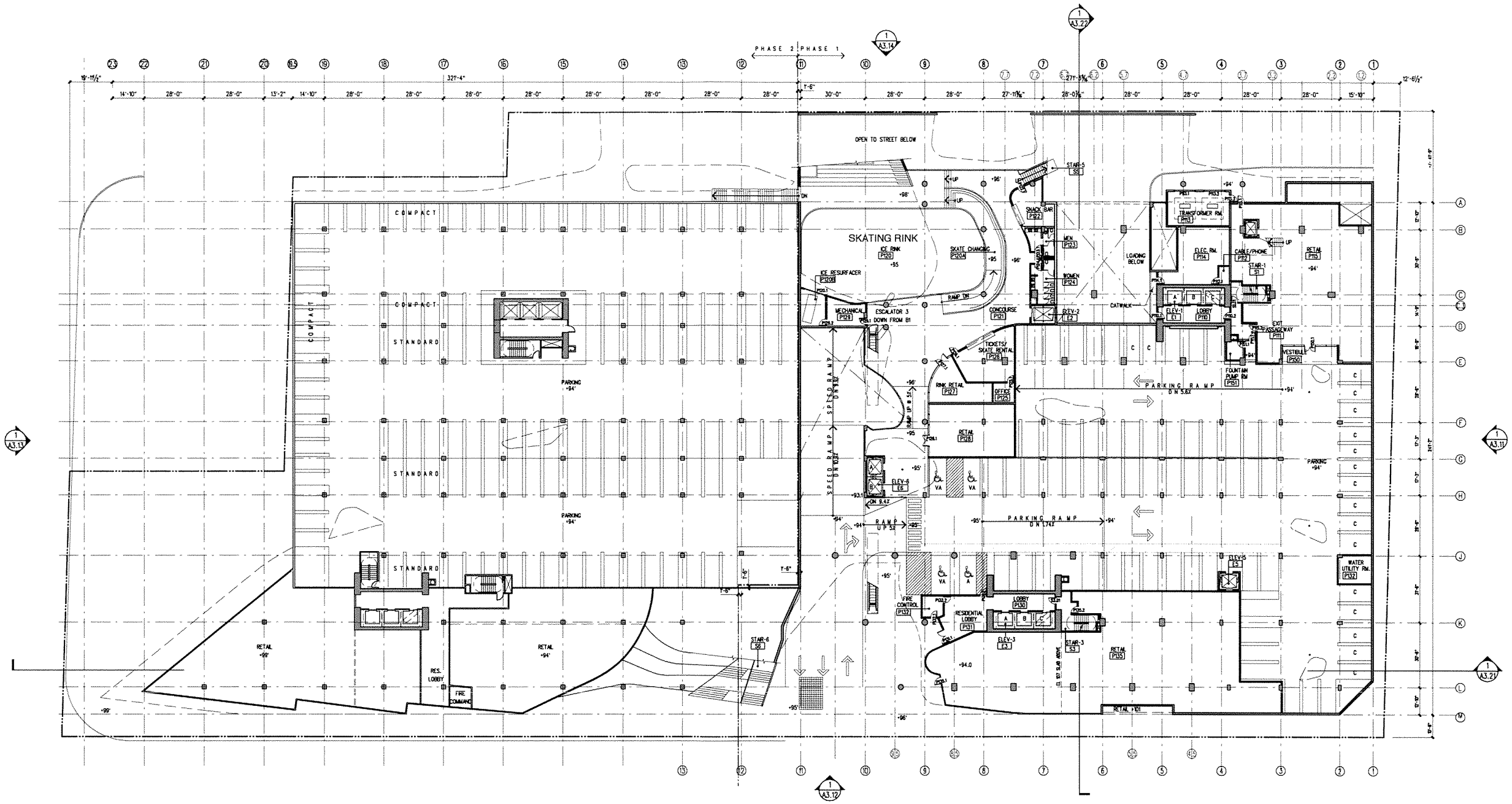
SHEET NUMBER A2.03



1 A2.04 PLAN - PARKING LEVEL P1

SCALE: 1/20 " = 1'-0"

0 20 50 N

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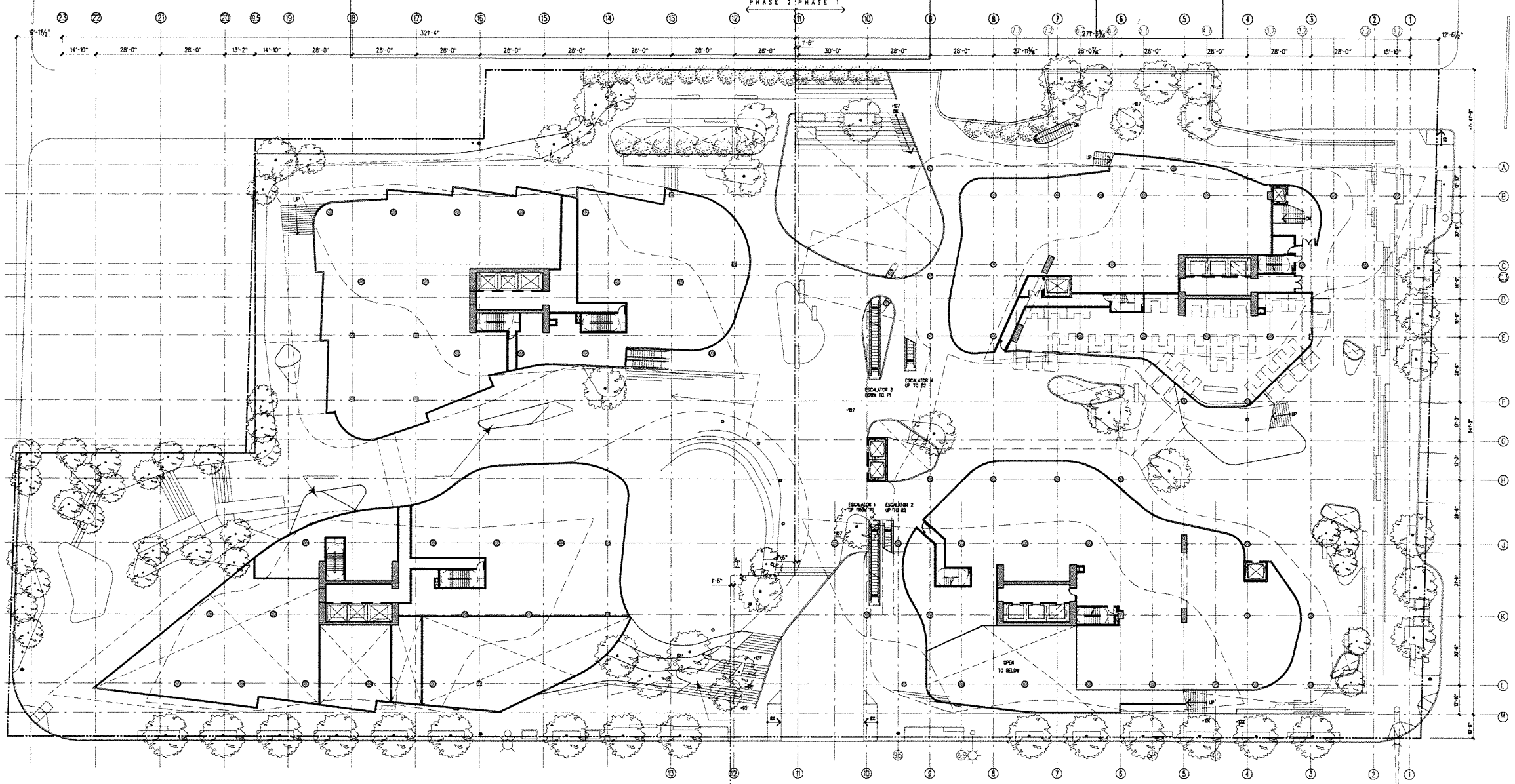
PLAN - PARKING LEVEL P1	DATE: December 27, 2007 BCJ PROJECT NO.: 06413 SCALE: 1/20" = 1'-0" DRAWN BY: BCJ CHECKED BY:	SHEET NUMBER: A2.04



1 / A2.11 PLAN - RETAIL LEVEL 1
SCALE: 1/20 " = 1'-0"

0 20 50 N

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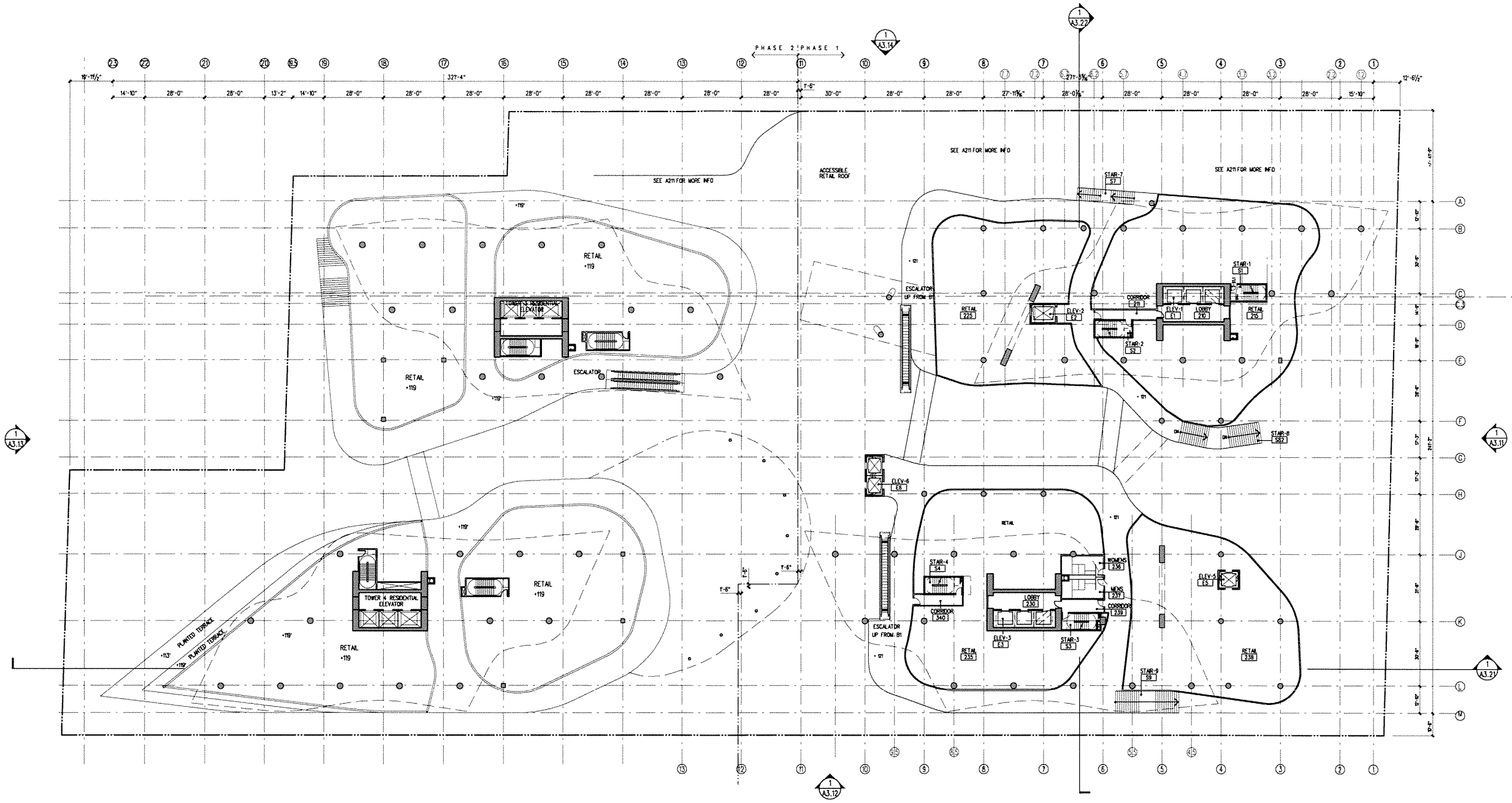
PLAN - RETAIL LEVEL 1

DATE	December 27, 2007
BCJ PROJECT NO	06413
SCALE	1/20" = 1'-0"
DRAWN BY	BCJ
CHECKED BY	BCJ

SHEET NUMBER A2.11



1 PLAN - RETAIL LEVEL 2
SCALE: 1/20 " = 1'-0"

0 20 50 N

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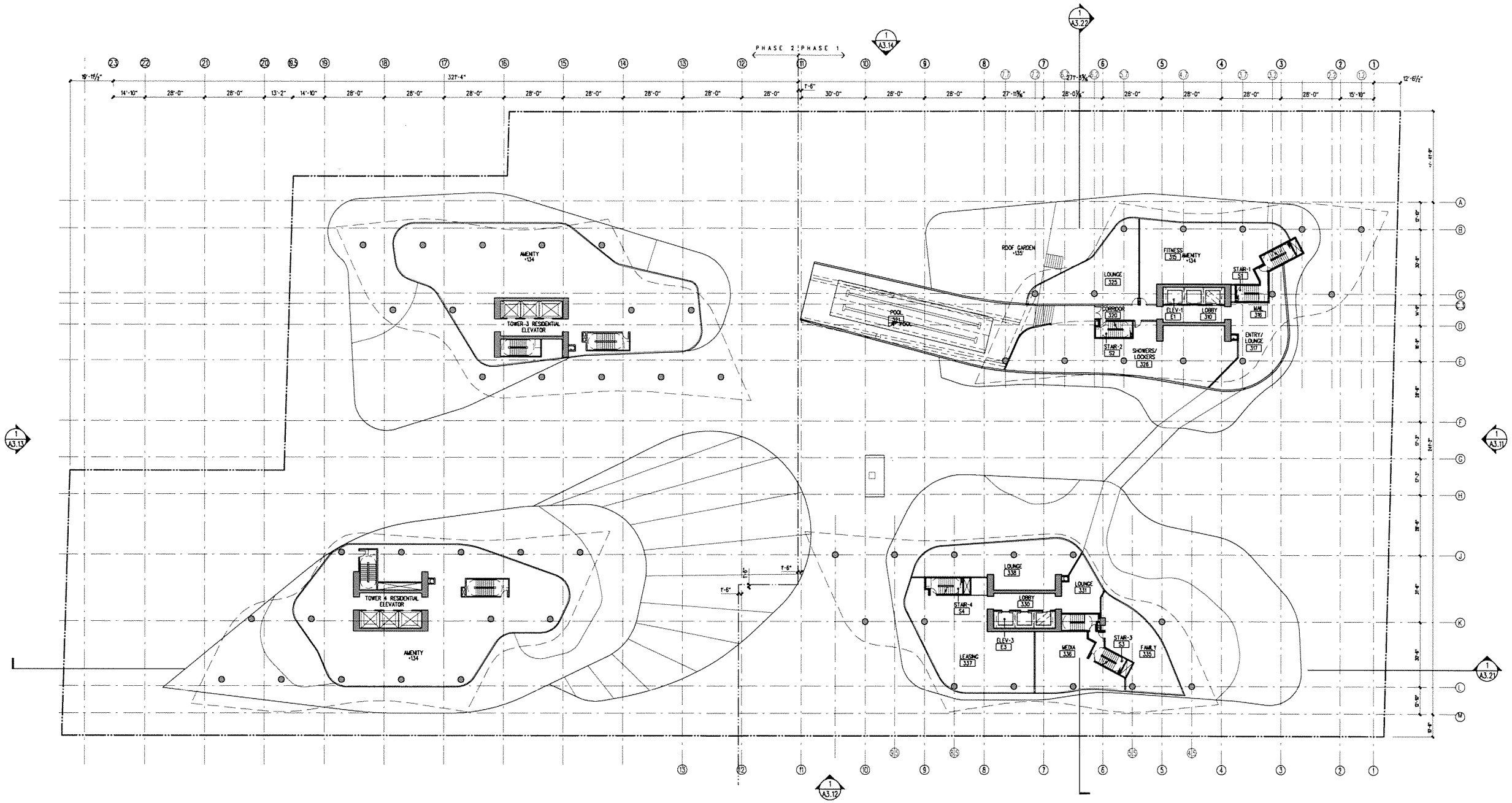
REVISIONS NO. DESCRIPTION DATE	City of Bellevue Design Review Revised Submittal Not for Construction
PLAN - RETAIL LEVEL 2	December 27, 2007 (DATE) 06413 (BCJ PROJECT NO.) 1/20" = 1'-0" (SCALE) BCJ (DRAWN BY) BCJ (CHECKED BY)
	A2.12 (SHEET NUMBER)



1 A2.13 PLAN - AMENITY LEVEL 3
SCALE: 1/20 " - 1'-0"

0 20 50 N

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PLAN - AMMENITY LEVEL 3

DATE	December 27, 2007
BCJ PROJECT NO	06413
SCALE	1/20" = 1'-0"
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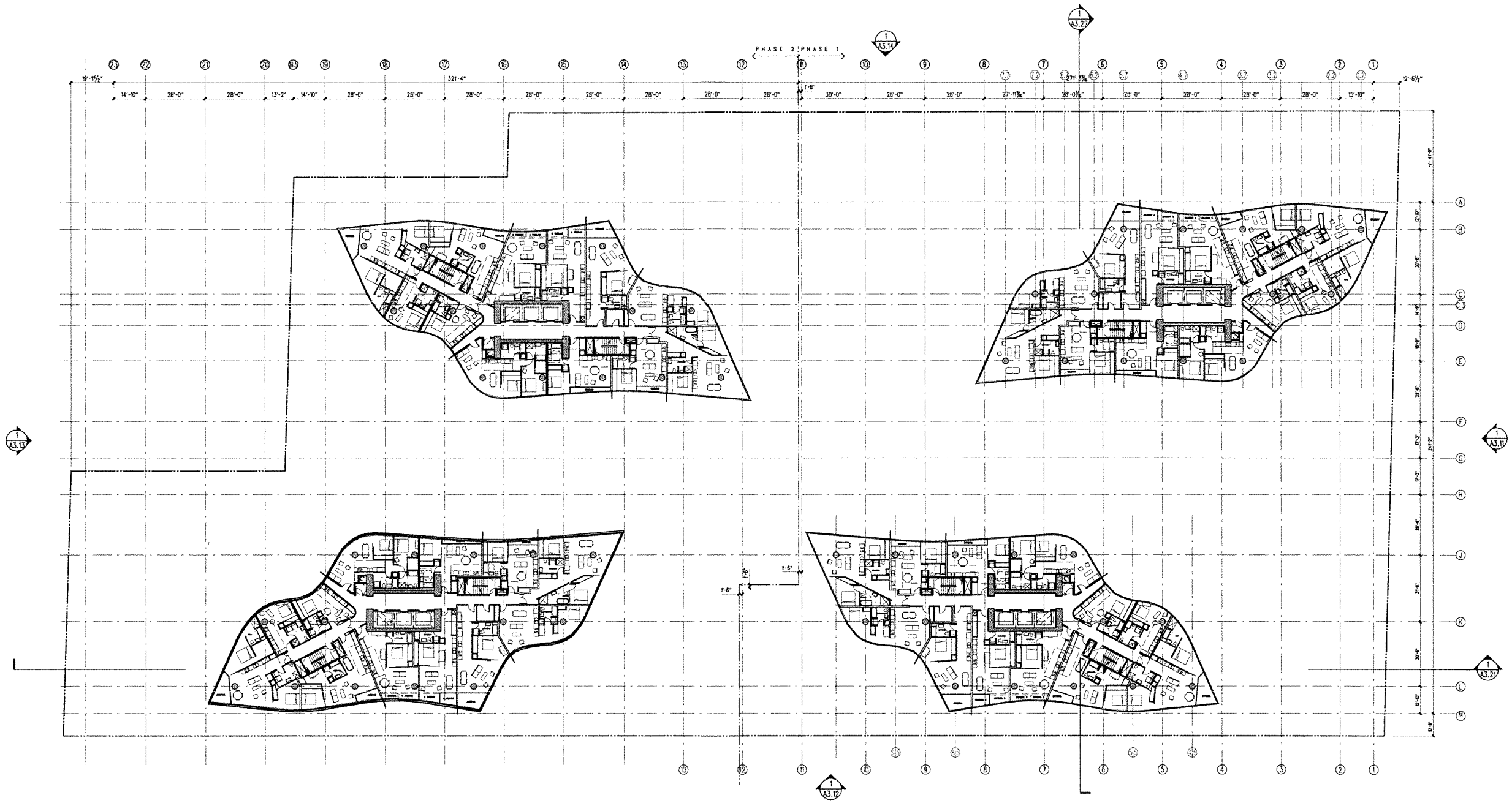
SHEET NUMBER A2.13



1 A2.14 PLAN - RESIDENTIAL LEVELS 4-20
SCALE: 1/20 " = 1'-0"

0 20 50 N

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PLAN - RESIDENTIAL LEVELS 4-20

DATE	December 27, 2007
BCJ PROJECT NO	06413
SCALE	1/20" = 1'-0"
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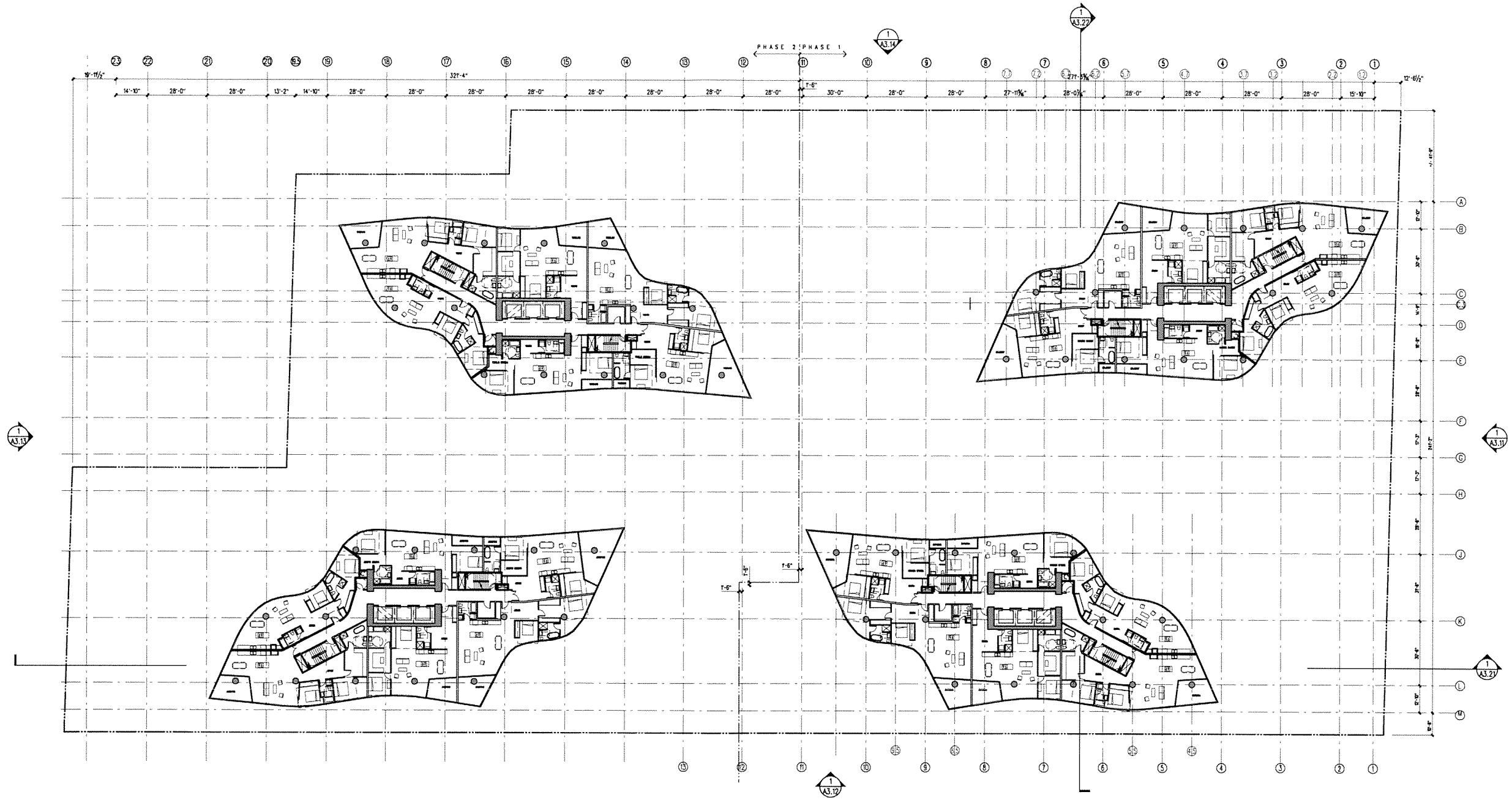
CHECKED BY	BCJ

SHEET NUMBER A2.14



1 A2.15 PLAN - RESIDENTIAL LEVELS 21-23
SCALE: 1/20 " = 1'-0"

0 20 50 N

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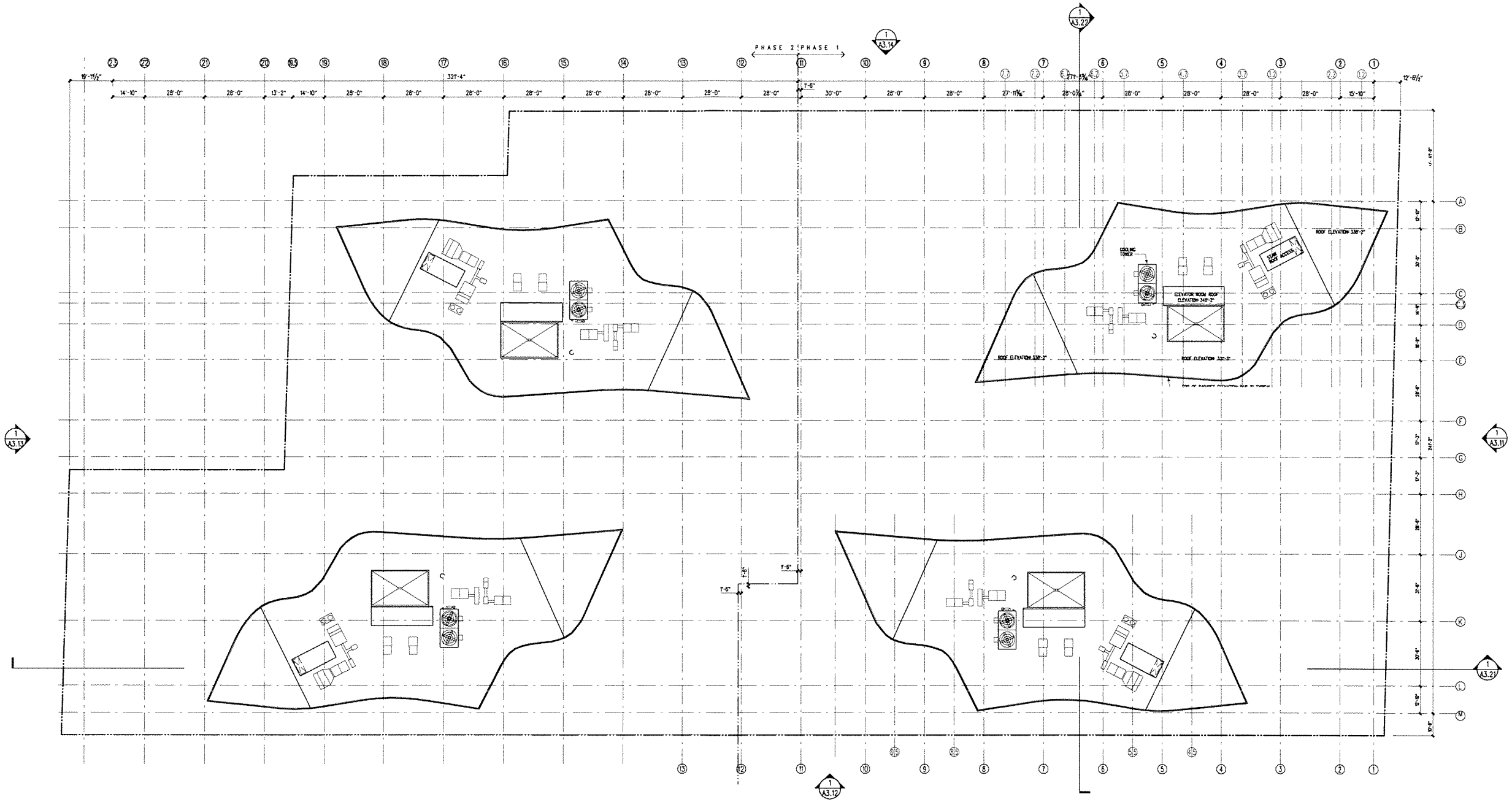
PLAN - RESIDENTIAL LEVELS 21-23

DATE	December 27, 2007
BCJ PROJECT NO.	06413
SCALE	1/20" = 1'-0"
DRAWN BY	BCJ
CHECKED BY	BCJ

SHEET NUMBER A2.15



1 ROOF PLAN
A2.15 SCALE: 1/20 " = 1'-0"

0 20 50 N

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ROOF PLAN

DATE	December 27, 2007
BCJ PROJECT NO.	06413
SCALE	1/20" = 1'-0"
DRAWN BY	BCJ
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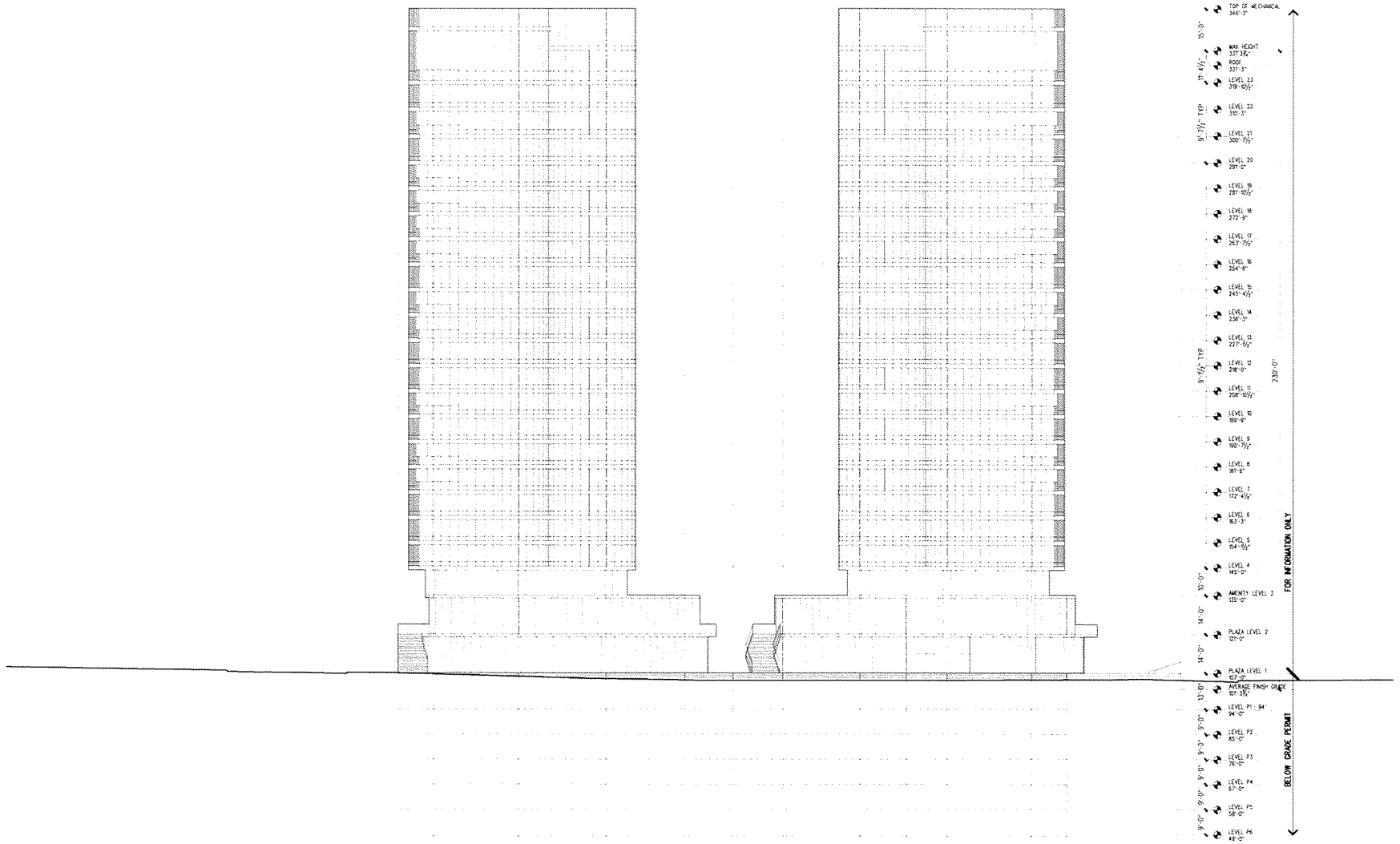
SHEET NUMBER A2.16



1 A3.11 BUILDING ELEVATION NORTH
SCALE: 1/20" = 1'-0"

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BUILDING ELEVATION NORTH

DATE	December 27, 2007
BCJ PROJECT NO.	06413
SCALE	1/20" = 1'-0"
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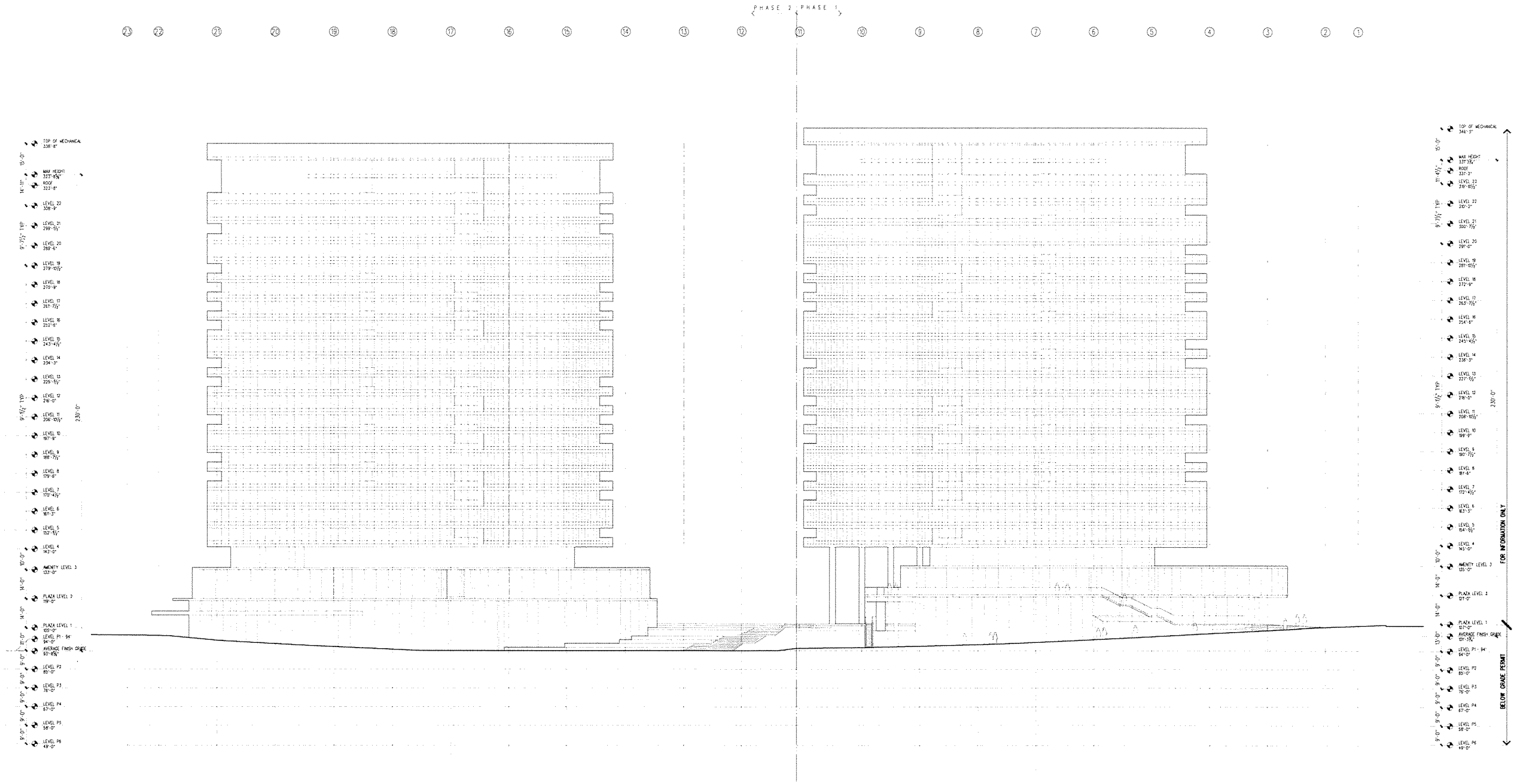
CHECKED BY	BCJ

SHEET NUMBER A3.11



1 / A3.12 BUILDING ELEVATION EAST
SCALE: 1/20 " = 1'-0"

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BUILDING ELEVATION EAST

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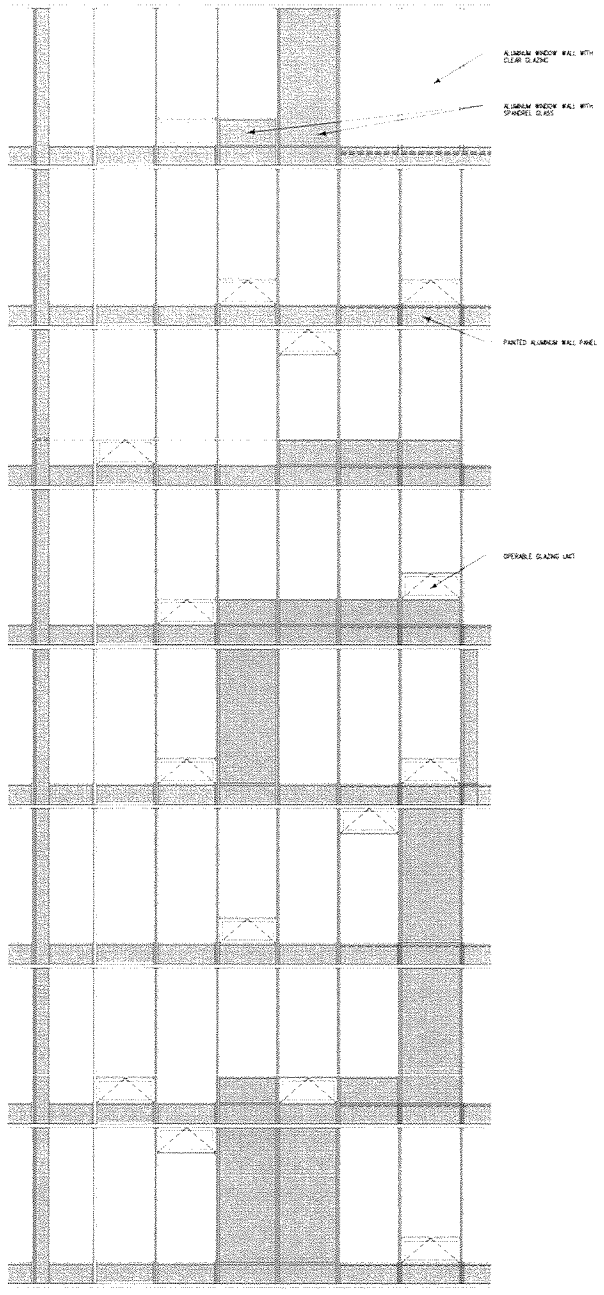
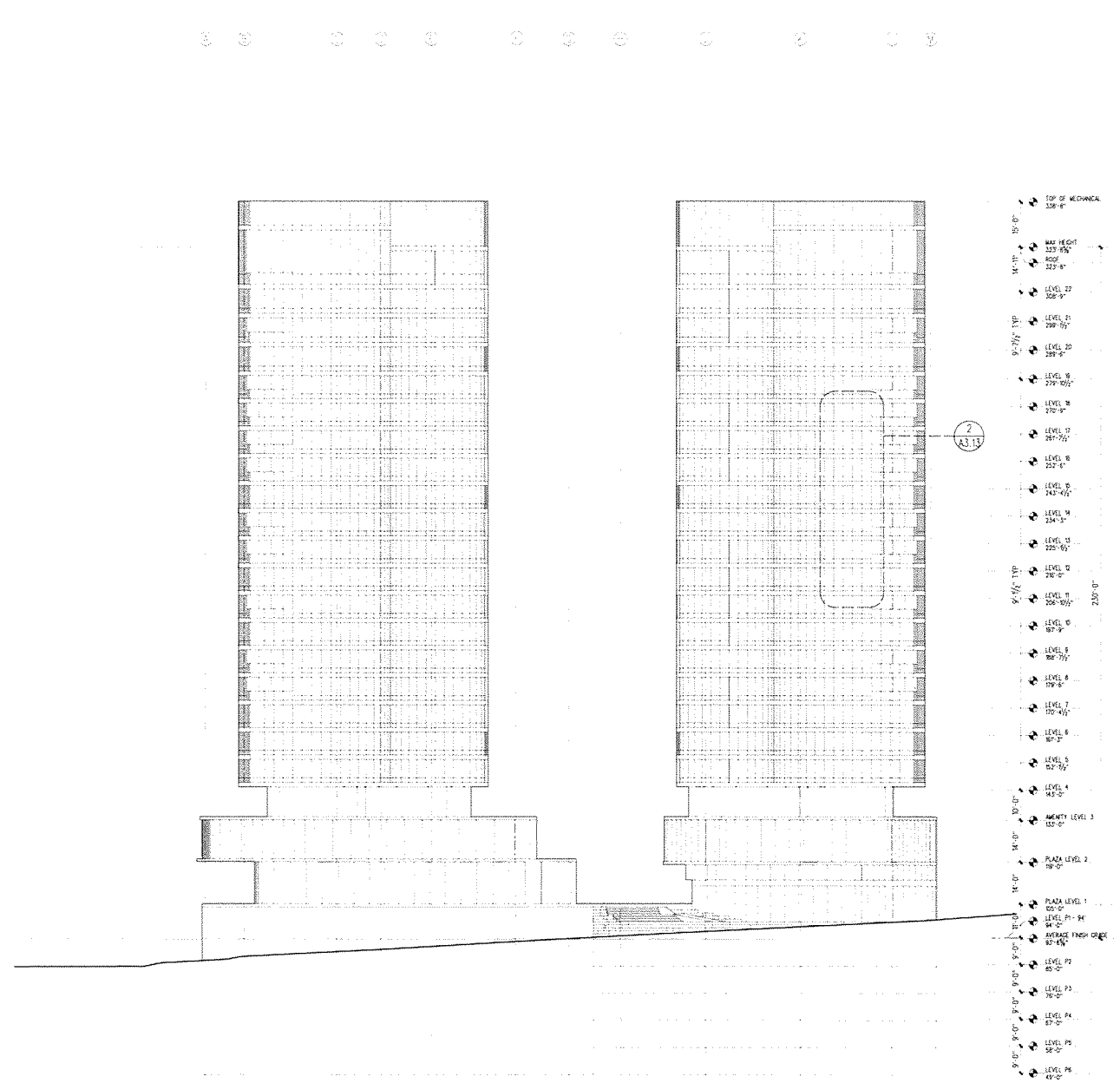
CHECKED BY	BCJ

SHEET NUMBER A3.12



2 A3.13 TYPICAL ENLARGED ELEVATION
SCALE: 1/4" = 1'-0"



1 A3.13 BUILDING ELEVATION SOUTH
SCALE: 1/20 " = 1'-0"

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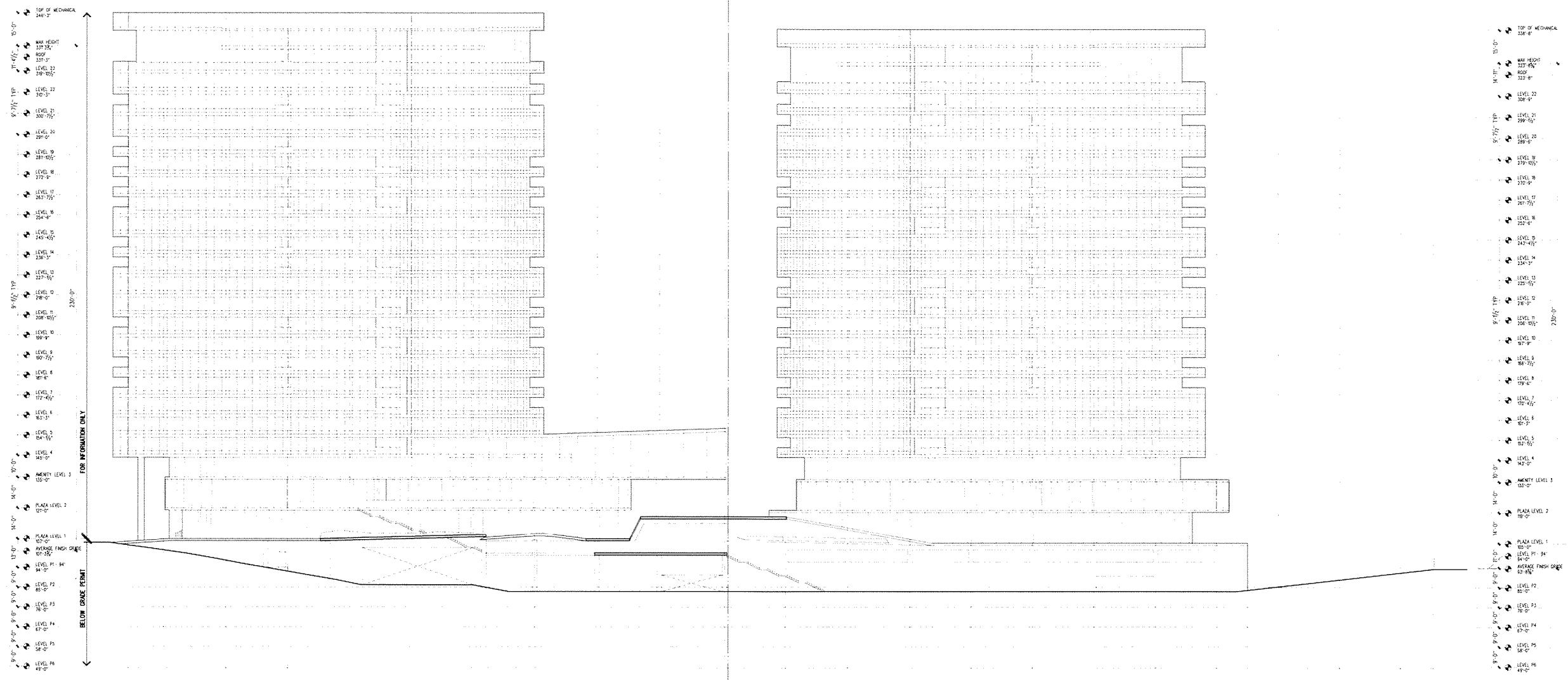
BUILDING ELEVATION SOUTH

DATE: December 27, 2007
BCI PROJECT NO: 06413
SCALE: 1/20" = 1'-0"
DRAWN BY: BCJ
CHECKED BY: BCJ

SHEET NUMBER: A3.13

PHASE 1 | PHASE 2

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23



1 A3.14 BUILDING ELEVATION WEST
SCALE: 1/20 " = 1'-0"

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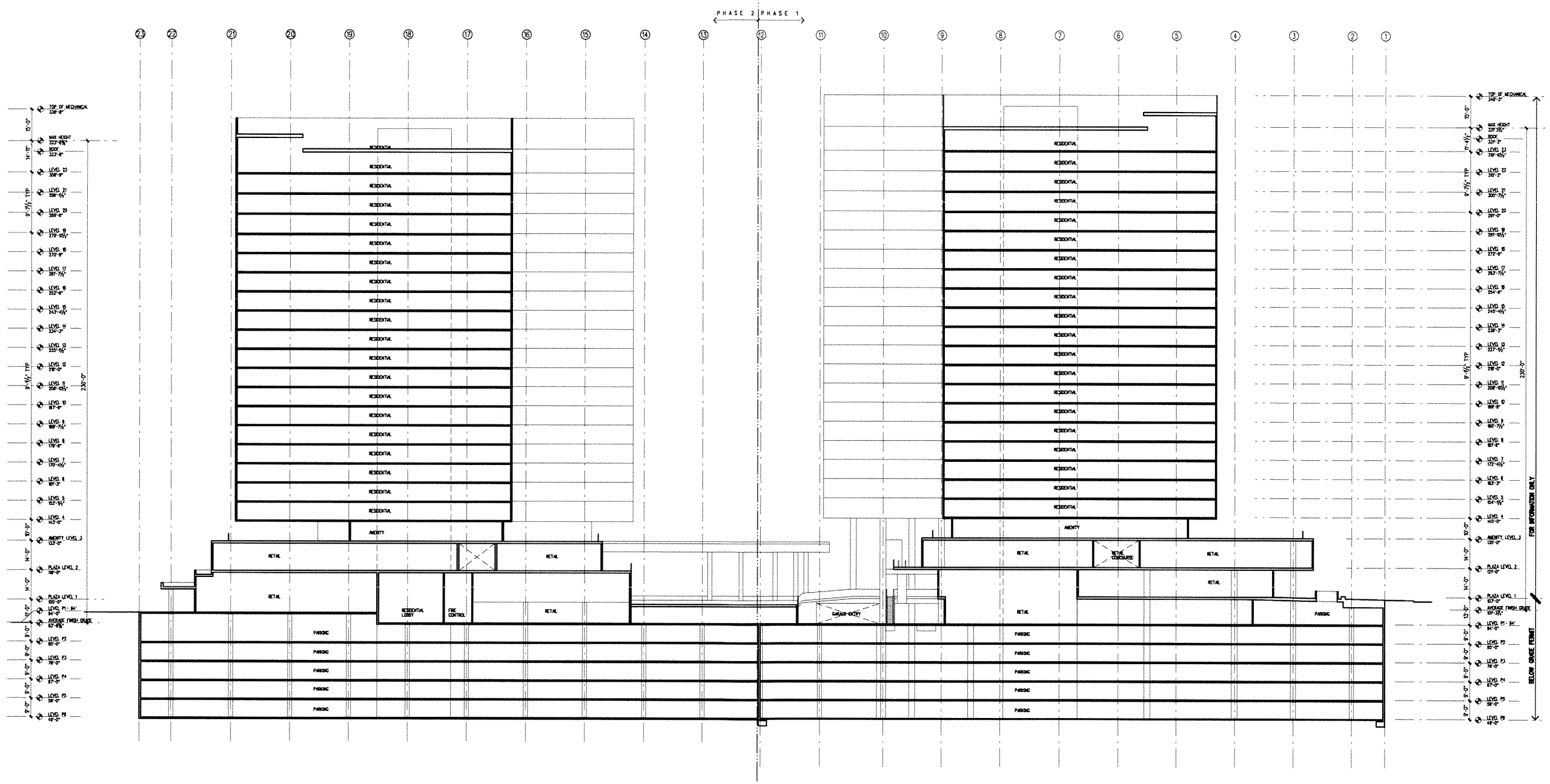
BUILDING ELEVATION WEST

DATE	December 27, 2007
BCJ PROJECT NO.	06413
SCALE	1/20" = 1'-0"
DRAWN BY	BCJ
CHECKED BY	BCJ

SHEET NUMBER A3.14



1 A3.21 BUILDING SECTION LOOKING WEST
SCALE: 1/20 " = 1'-0"

0 20 40

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BUILDING SECTION
LOOKING WEST

DATE	December 07, 2007
BCJ PROJECT NO.	06413
SCALE	1/20" = 1'-0"
DRAWN BY	BCJ
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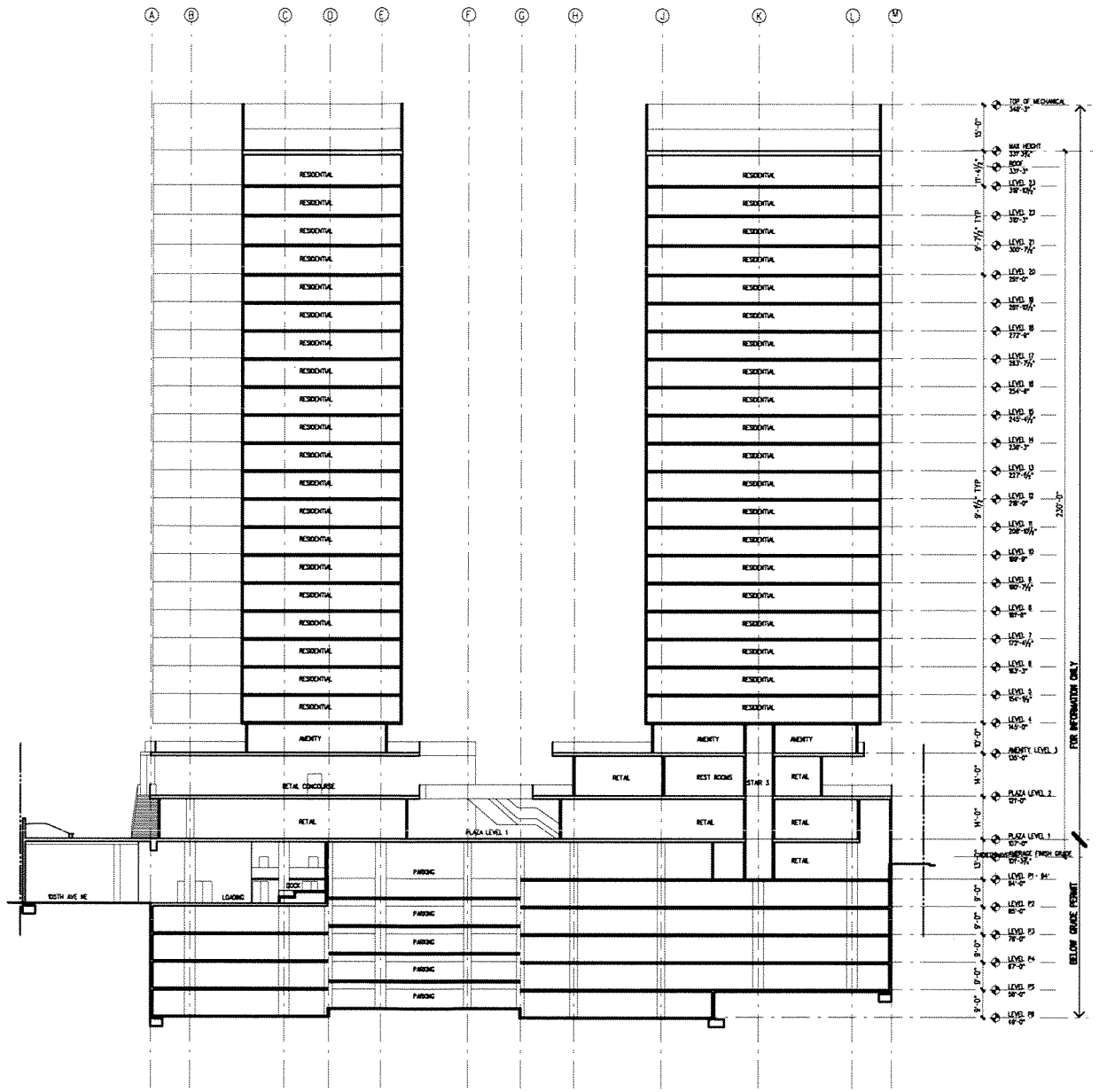
SHEET NUMBER A3.21



1 A3.22 BUILDING SECTION LOOKING NORTH
SCALE: 1/20 " = 1'-0"

0 20 40

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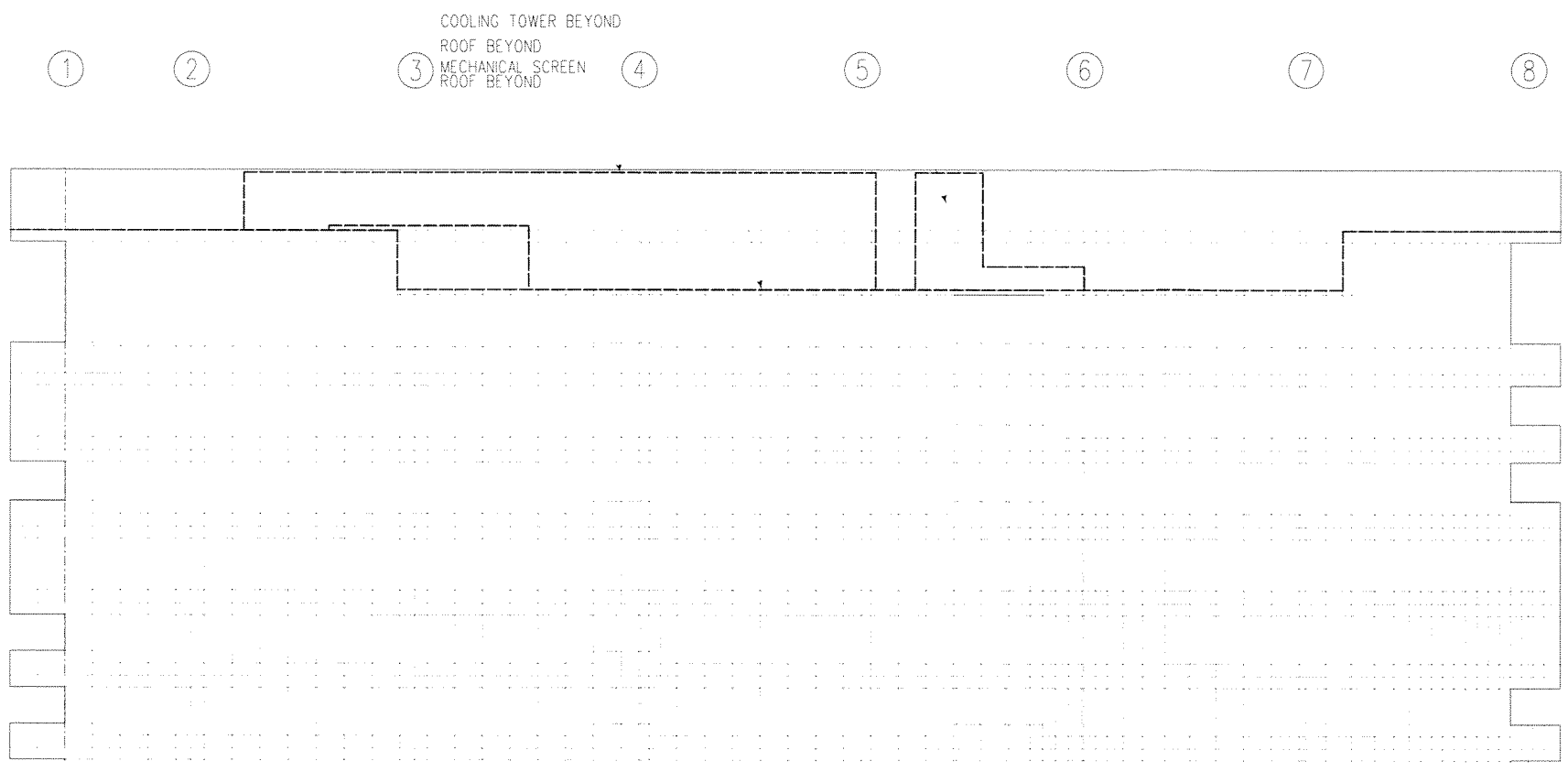
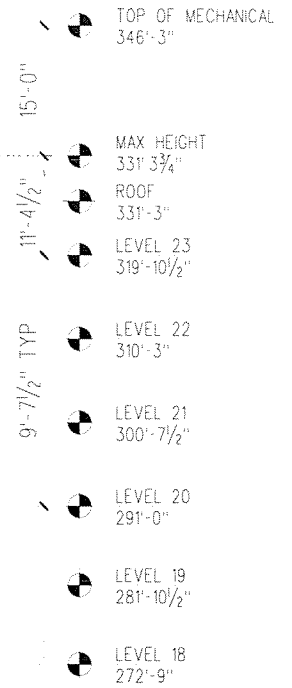
BUILDING SECTION
LOOKING NORTH

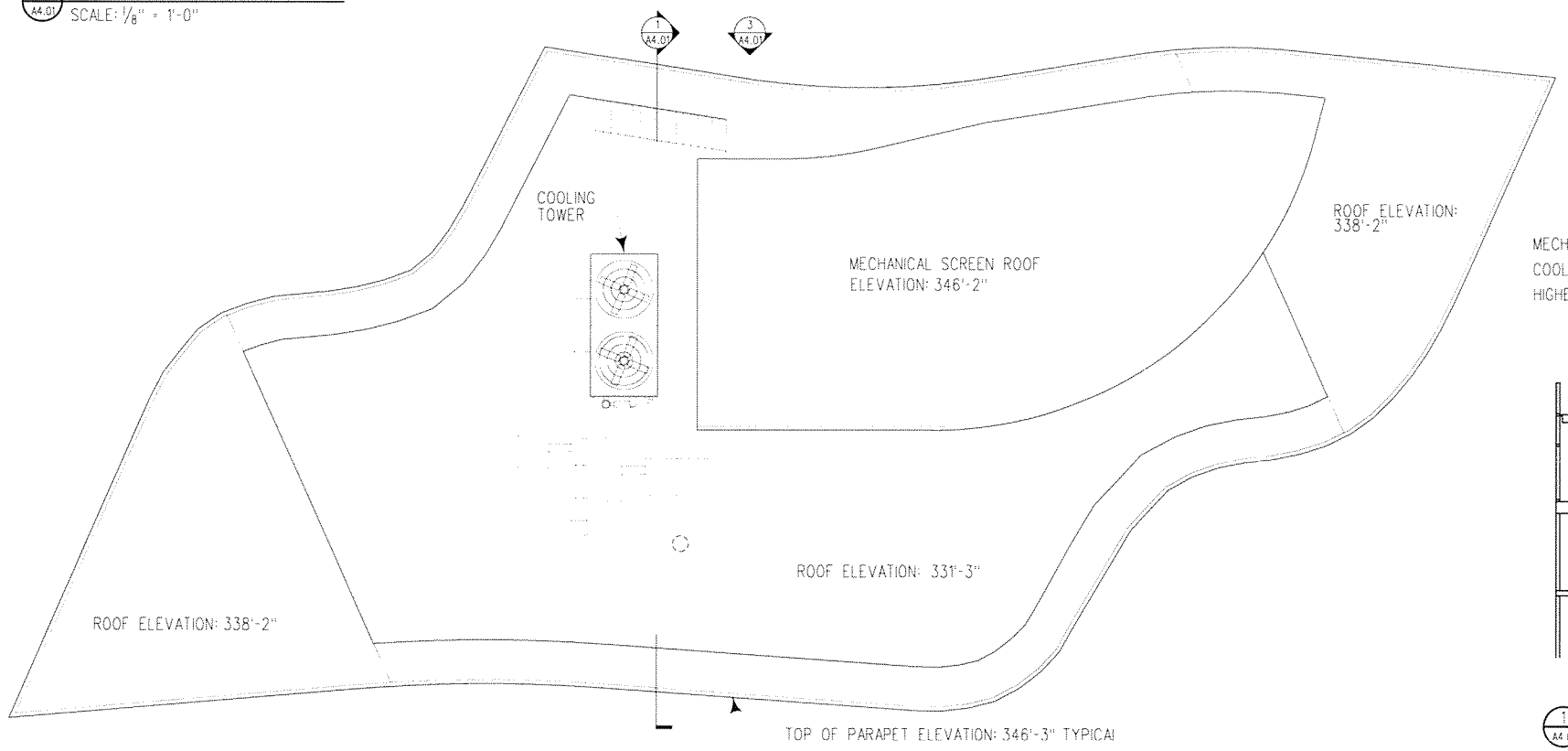
DATE	December 27, 2007
BCJ PROJECT NO	06413
SCALE	1/20" = 1'-0"
DRAWN BY	BCJ
CHECKED BY	BCJ

SHEET NUMBER A3.22

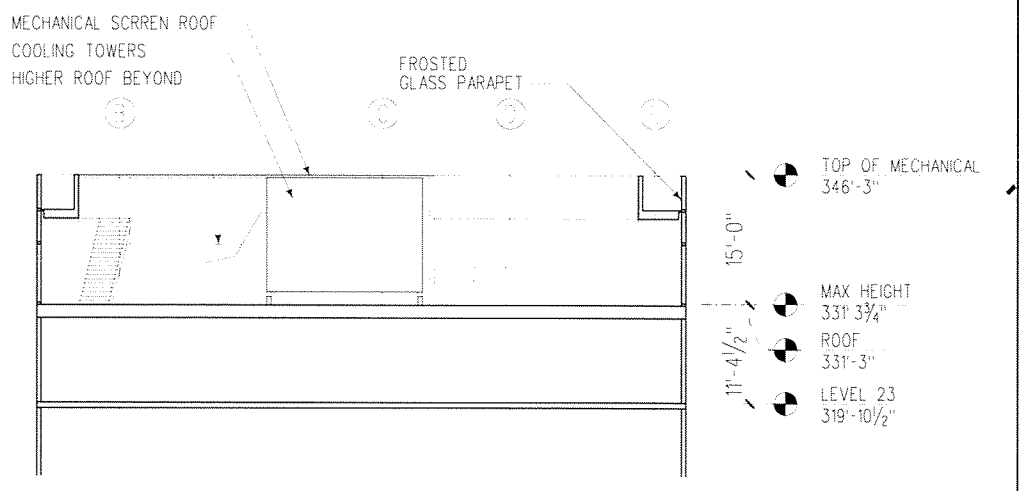


3 A4.01 WEST ELEVATION
SCALE: 1/8" = 1'-0"





3 A4.01 ROOF PLAN
SCALE: 1/8" = 1'-0"



1 A4.01 SECTION
SCALE: 1/8" = 1'-0"

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ROOF MECHANICAL SCREEN

DATE	December 07, 2007
BCJ PROJECT NO.	05413
SCALE	1/8" = 1'-0"
DRAWN BY	BCJ
CHECKED BY	BCJ

SHEET NUMBER

A4.01