DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
ENVIRONMENTAL COORDINATOR
450 110th Avenue NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT:
Cara Godwin, Ankrom Moisan Architects
LOCATION OF PROPOSAL:
939 Bellevue Way NE, Bellevue, WA

DESCRIPTION OF PROPOSAL:
Design Review application for a 19-story residential tower and a 9-story residential tower above a 4-story retail base and partially underground parking.

FILE NUMBER: 07-122343-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This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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

_____
Date

OTHERS TO RECEIVE THIS DOCUMENT:
State Department of Fish and Wildlife
State Department of Ecology, Shoreline Planner N.W. Region
Army Corps of Engineers
Attorney General
Muckleshoot Indian Tribe

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

Proposal Name:	Avalon @ NE 10th Street
Proposal Address:	939 Bellevue Way
Proposal Description:	Design Review application for a 19-story residential tower and a 9-story residential tower with 398 combined units above a 4-story retail base and partially underground parking.
File Number:	07-122343-LD
Applicant:	Cara Godwin, Ankrom Moisan Architects
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: 4/17/08
Appeal Deadline: 5/1/08

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.

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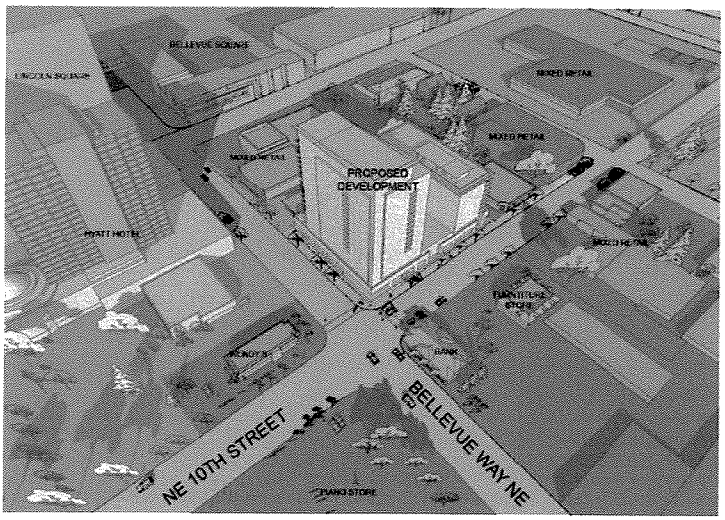
Attached: Project Plans & Drawings

I. REQUEST/PROPOSAL DESCRIPTION



The applicant requests Design Review approval to construct a 19-story residential tower and a 9-story residential tower above a 4-story podium and partially underground parking. The towers will contain 398 residential units. The podium will contain 6,000 square feet of ground-floor retail space, 10,787 square feet of restaurant space, 7,447 square feet of resident amenity space (fitness center, lobby, clubroom), and a parking garage with 636 stalls.

The proposed building(s) faces onto Bellevue Way and NE 10th Street and covers most of the site. Vehicular access will be from the vacated 103rd Avenue NE via two garage entries, and a third entry will accommodate loading and moving trucks.

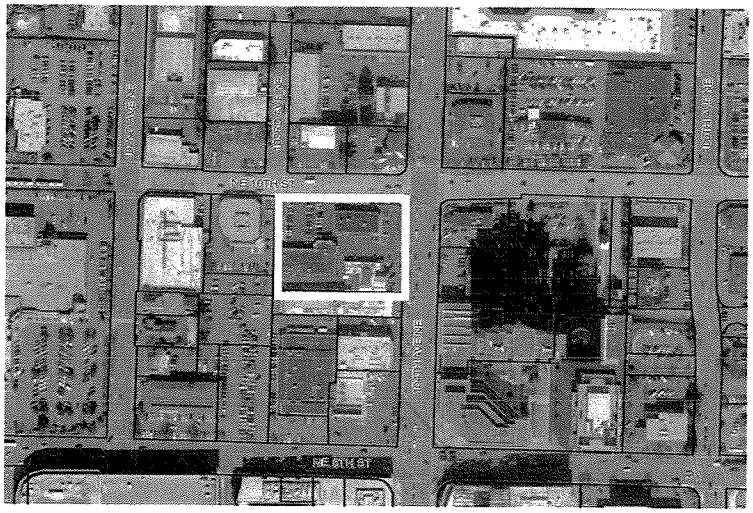
The project includes roadway frontage improvements along NE 10th Street and Bellevue Way, along with a vehicular and pedestrian mid-block connection along the west side of the site.

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

II. SITE, ZONING & LAND USE CONTEXT

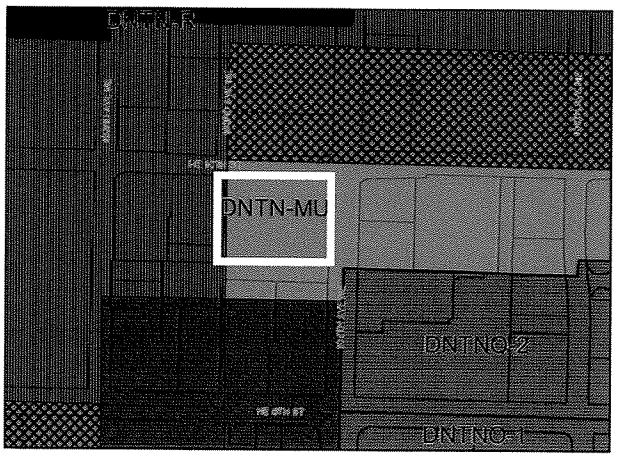
A. Site

The 65,398 SF (1.50 acre) project site is located on the southwest corner of NE 10th Street and Bellevue Way. The site occupies a prominent corner, with Bellevue Way being a major north-south arterial that connects the SR-520 and I-90 corridors. Bellevue Way is described within the City's Comprehensive Plan as a "grand shopping street" and carries a large volume of both vehicular and pedestrian traffic accessing a broad choice of shopping, restaurants and entertainment options that lie along, and in the vicinity of, this roadway.



NE 10th Street is a collector arterial connecting low-density residential neighborhoods to the west with Downtown. 103rd Avenue NE is a vacated (now private) street bounding the west side of the site.

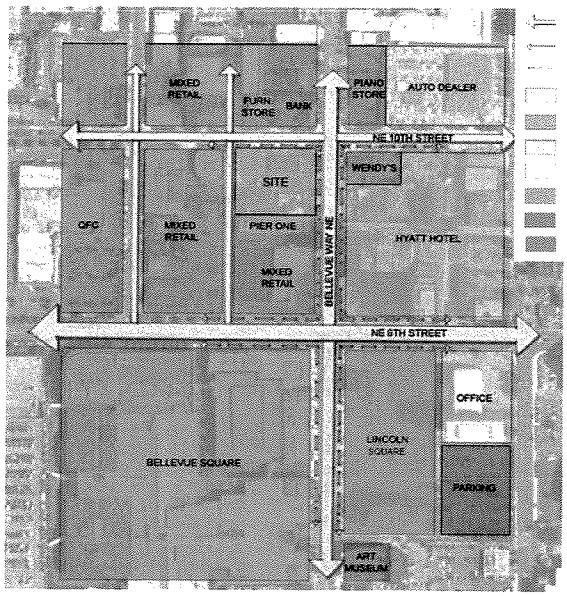
B. Zoning

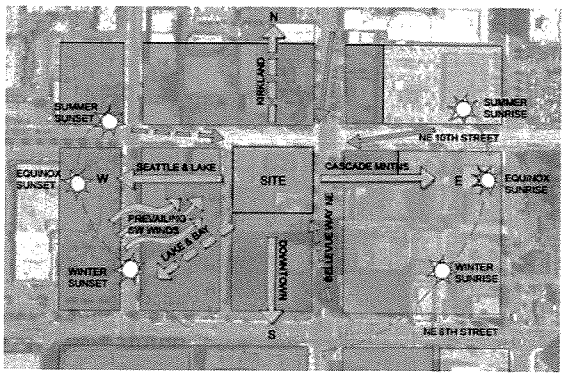


The property is located within the Downtown-Mixed Use (DNTN-MU) land use district. No concomitant agreement applies to the property.

C. Land Use Context

The site lies near the northwest limits of Downtown and is surrounded by existing low-rise residential development to the north and west. The best available views orient to the west overlooking low-rise neighborhoods to Lake Washington and the Seattle skyline and shoreline beyond. Views of the Cascades lie to the east and southeast. However, major high-rise development, appropriately mirroring this proposal along Bellevue Way, will soon block these views. Fortunately, NE 10th Street provides a protected view corridor to the east and west.





The proposed design is heavily influenced by its location and land use context. The building mass is basically expressed as two parallel bars oriented north to south with a large elevated plaza between. The taller, nineteen-story tower defines the eastern boundary and holds the urban edge at Bellevue Way NE while the nine-story tower restores the eastern boundary of 103rd Avenue NE. This massing minimizes blockage of southern sun exposure to the benefit of the courtyard and properties to the north. This asymmetrical massing is intended to mimic the reduction in building scale from downtown to the residential neighborhood to the west. It also allows a large proportion of tower units to overlook the existing mid-rise buildings on the west portion of this block to views of Lake Washington.

The narrow profile of the east tower orients to the north and is intended to read on two levels: first, as a gateway icon announcing the downtown shopping district to southbound car passengers approaching the area; and second, revealing the retail spaces below as users engage the building.

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

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

	Required/Permitted	**Proposed**
Height	245 feet maximum (LUC 20.25A.020)	234 feet
Lot Coverage	100% (LUC 20.25A.020.A.2)	95%
Floor Plates Above 40'	20,000 SF (LUC 20.25A.020.A.2)	Floor plates above 40 ft are averaged per LUC 20.25A.020.A.2, note 5. 9-story tower averages 13,996 SF. 19-story tower averages 14,147 SF.
Floor Plates Above 80'	12,000 SF (LUC 20.25A.020.A.2)	
Setbacks/ Stepbacks	Front: 0' Sides & Rear: 0' (below 40' bldg ht) 20' (above 40' bldg ht) (LUC 20.25A.020.A.2)	Front (north): 13' Front (east): 8' Side (west) below 40': 24' Rear (south) below 40': 8' Side (west) above 40': 36' Rear (south) above 40': 20'
FAR	5.0 max (LUC 20.25A.020.A.2)	4.8 (312,885 SF building area divided by 65,398 SF lot area)
Parking Residential Retail Restaurant	1/unit @ 398 units = 398 2 min–4 max/1,000 SF @ 6,000 SF =12-24 10 - 20/1,000 SF @10,787 nsf = 110-220 (LUC 20.25A.050.B) 520min - 642 max	398 residential 238 retail & restaurant 636 stalls total
Landscape	Perimeter sidewalk along both streets to include a minimum 4 foot wide landscape strip with street trees as follows: Bellevue Way – Cleveland Maple NE 10th Street – Marshall Seedless Ash (LUC 20.25A.060)	Existing street trees to be retained along Bellevue Way within new 4 foot wide planting strips. Street trees on NE 10th Street will be replaced within a new 4 foot wide planting strip as required. See Section X of this report for conditions of approval related to tree retention and replacement, as well as landscape installation and maintenance.
Loading	One off-street 10'x55' space, or other as approved by the Director (LUC 20.20.590K.4.a-c)	Provided within the garage accessed off 103rd Avenue NE.
Recycling & Solid Waste	1.5 SF/unit x 398 units = 597 SF 5 SF/1000 SF retail x 6,000 SF = 30 SF 5 SF/1000 SF rest. x 10,787 SF = 54 SF (LUC 20.20.725) 681 SF	791 SF

B. Special District Requirements

1. FAR Amenity System Requirements

Subject to LUC 20.25A.020C.2, the amount of bonus floor area in square feet generated by the amenities provided to meet the Basic Floor Area Ratio (FAR) requirement must at a minimum be equal to 20% of the Project Limit area times (X) the Basic FAR permitted for a non-residential building in the land use district. The Basic FAR requirement in square feet = 0.20 X the Project Limit area X the Basic Non-residential FAR (0.20 X 65,398 X 0.5 = 6,540 SF).

The amount of "Basic" FAR Amenity Earned (52,676 SF), calculated below, exceeds the minimum required 6,540 SF.

Table 1: Bonus Amenity Area Earned

Project Gross Floor Area (GFA)	312,885 SF
Basic Permitted Floor Area (Basic FAR X Project Limit)	130,796 SF (2.0 X 65,398 SF)
Additional Floor Area Requested	182,089 SF (312,885 – 130,796)
"Basic" FAR Amenity Earned	52,676 SF (Refer to Table 2 below)
Remaining ("Bonus") FAR Amenity to Earn (Project GFA - Basic Permitted Floor Area - FAR Earned)	129,413 SF (312,885 – 130,796 – 52,676)
Total FAR Amenity Earned	687,074 SF (Refer to Table 2 below)
Excess FAR Amenity Earned (Total FAR Amenity Earned – Basic FAR Amenity Earned – Bonus FAR Amenity to Earn)	504,985 SF (687,074 – 52,676 – 129,413)

Table 2: Bonus Amenities

	Amenity	Units of Measure	Bonus Ratio	Bonus Floor Area Earned	How it Meet the Description and Design Criteria? Public Benefit?
Basic	Residential Uses	Square Feet (SF)	2:1	2,520 SF (1,260 SF x 2)	Community area for residents.
Basic	Active Recreation Area	Square Feet (SF)	1:1	1,556 SF	Fitness facility for residents.
Basic	Pedestrian Oriented Frontage	Square Feet (SF)	100:1	48,600 SF (486 LF x 100)	Stimulates sidewalk pedestrian activity.
Basic	**Sub-Total Basic**			**52,676 SF**	

Non-Basic	Underground Parking	Square Feet (SF)	0.5:1	41,330 SF (82,660 SF x 0.5)	Hides unsightly parking area underground.
	Above-grade parking located under structure	Square Feet (SF)	4:1	593,068 SF (148,267 SF x 4)	Hides unsightly parking area behind podium façade.
	Sub-Total Non-Basic			**634,398 SF**	
	Combined Total			**687,074 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 182,089 square feet of amenity. The project provides 687,074 SF, well in excess of the amount required.

Subject to LUC 20.25A.030.D, the total amount of bonus floor area earned through the Amenity Incentive System for a project (*687,074 SF is earned for this project – refer to Table 2 above*), as well as the total amount of "Bonus" floor area to be utilized within the building (*129,413 SF is utilized for this project – refer to Table 1 above*), must be recorded with the King County Division of Records and Elections and with the Bellevue City Clerk. Therefore, a condition is included in Section X of this report requiring that the applicant record a copy of the approved bonus point calculations, project drawings and conditions of this Design Review approval.

2. Design Review Criteria and Design Guidelines

The proposal meets the Design Review criteria (LUC 20.25A.110) as follows:

Site Design Criteria

Vehicular Circulation and Parking

a. *Provide efficient vehicular access to parking and service areas which is coordinated on a superblock basis.* Finding: Vehicular circulation is available from the north off NE 10th Street, from the east off Bellevue Way and by the pedestrian and vehicular connection on the west side (vacated 103rd Avenue NE).

b. *Coordinate the location of vehicular and pedestrian mid-block connections, considering opportunities for mid-block crossings.* Finding: The vehicular and pedestrian mid-block connection is in the previous location of the vacated 103rd Avenue NE and the area currently serves as a mid-block connection.

c. *Provide for safe and pleasant movement within the Downtown for the pedestrian and bicyclist.* Finding: The mid-block connection provides pedestrian and bicycle through-way access from NE 10th Street and connects with other parcels to provide access to NE 8th Street.

d. *Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance, or landscaping.* Finding: The sidewalk is separated from the roadway by a six-inch curb and four-foot wide continuous planting strips.

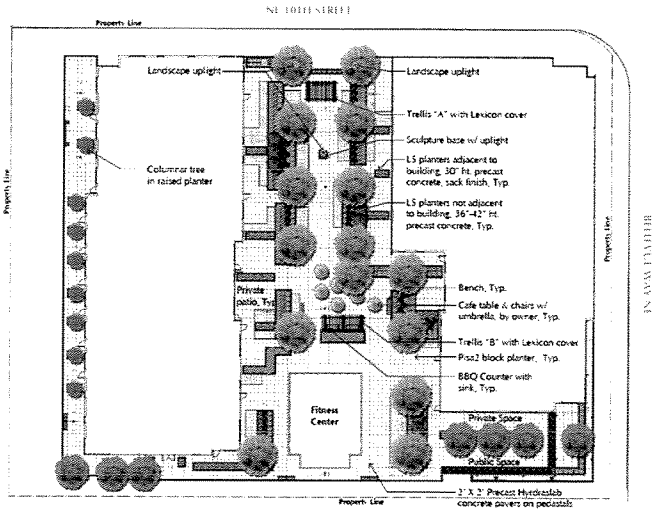
e. *Incorporate retail shopping space at ground level into parking structures whenever practical and appropriate.* Finding: The first level has retail on Bellevue Way, NE 10th Street, and wraps both the southeast and northwest corners of the building.

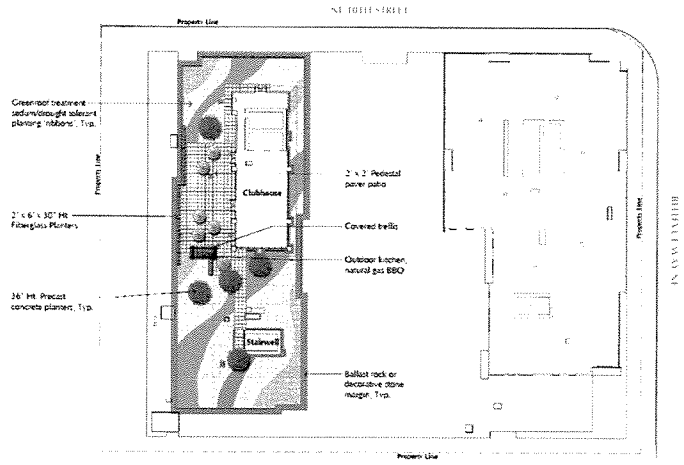
f. *Minimize the location of parking adjacent to pedestrian connections.* Finding: All parking is located within the building.
g. *Limit the number of driveway openings and the number of access lanes in each opening.* Finding: The driveway openings are limited to two garage entries which are necessary for the approximately 636 stalls provided and there is one additional entry for move-in area.
h. *Where appropriate, fit garages into the topography and make use of garage roofs for public open space, recreation or landscaped areas.* Finding: The roof of the parking garage provides a landscaped courtyard for residents to use with a fitness center located in the courtyard.
i. *Maximize the use of underground parking.* Finding: There are two levels of underground parking.

Pedestrian Circulation and Amenities
Pedestrians can circulate around the east, north and west sides of the building by way of sidewalks and the north-south mid-block pedestrian connection along the west side of the project. Street trees, landscaping, canopies and special paving are used to provide a more pleasant pedestrian experience. <u>Refer to Section X of this report for a condition of approval related to mid-block public access</u>.

Wind and Sun
The building is designed to have the taller tower to the east side of the property, the farthest from the single family residences to the west of the project. The courtyard is oriented to optimize southern exposure for sun in the courtyard, but also includes trees along the south end of the courtyard to block southern prevailing winds in the courtyard.

Open Space
The project has two large open space areas for residents: the courtyard at Level 5 (atop the podium) and the roof top terrace on the 9-story building. At street level, the building is pulled back four feet on Bellevue Way and NE 10th Street at the "Gateway" corner of the building to allow room for tables and chairs. A small plaza is provided at the residential entry with seating and landscape planters.





Light and Glare
The project is intending to meet the LEED standard for light pollution, and as such has very minimal light shining away from the property. The exterior skin is a combination of glass and matte finish metal panels with a low reflection and glare factor.

Downtown Patterns and Context

Natural Setting and Topography
The existing site has a grade variation from the southeast corner to the northwest corner of about ten feet. The building has been designed to respond to the change in grade at the first level. The massing of the towers provides for the most views of the mountains, Lake Washington and the Seattle skyline from the units as well as the amenity spaces placed on the rooftop of the mid-rise.

Landscape Design
There is significant landscaping in the courtyard on Level 5 and on the rooftop of the mid-rise. The site currently does not contain significant existing vegetation, with the exception of street trees on Bellevue Way which are planned to be saved. The current utility vaults are located below grade, and all new utility equipment will be in the building or below grade with the exception of the electrical primary switch, which will be located on the west side of the building between the garage doors.

Views
As discussed previously, the tower massing was set to reduce the impact of views from residences to the west and north of the site. The project will enhance the Bellevue skyline and therefore contribute to more interesting views from public spaces.

Building Height and Bulk
The building is oriented in the north-south direction to minimize the shadows to the north. The design has provided slender towers with a large, open and airy feeling courtyard. As discussed previously, attention has been paid to the residential neighborhoods to the north and west of the site. The roof of both towers creates interest by its unique form and the roof of the mid-rise will have landscaping that will create additional interest.

Transitions
The ground floor of the building contains retail and leasing functions for all of NE 10th and Bellevue Way. Additional area has been dedicated at the northeast corner to provide tables and chairs to promote activity at the street level. The areas contain mostly storefront glass with canopies above to provide natural light into the spaces.

Patterns of Activity
The building provides various opportunities for vital pedestrian-level activity at the ground plane, including ground level retail and residential lobby and leasing spaces. There are areas at the southeast, northeast and residential lobby with benches or tables and chairs with landscaping in planters.

Signage
Refer to attached Project Plans and Drawings for proposed signage designed with the building.

Design Guidelines – Building/Sidewalk Relationships (LUC 20.25A.115)

Bellevue Way is designated as a "C" Right-of-Way and NE 10th Street is designated as a "D" Right-of-Way; these are low to moderate pedestrian orientation designations. However, this is the north end of the Bellevue Way shopping street and NE 10th Street is becoming a dynamic, burgeoning Downtown residential neighborhood. Therefore, the building's ground floor incorporates service and commercial activities along both roadway frontages. On Bellevue Way, 100% of the ground level façade is dedicated to retail activities. On NE 10th Street the ground level is a combination of retail and residential functions.

IV. PUBLIC NOTICE AND COMMENT

Application Received: June 6, 2007
Public Notice Posting: July 26, 2007
Minimum Comment Period: August 10, 2006

Although the minimum required public comment period ended on August 10, 2007, comments were accepted up to the date of this decision. However, none were received.

V. TECHNICAL REVIEW

A. Utility Department

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

B. 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.

C. Transportation Department

Street Frontage Improvements
The Design Review plans depict street frontage improvements generally consistent with the City's requirements. However, conditions of approval are included in Section X of this report to address specific details to be shown on engineering plans for subsequent permit approval.

Site Access
The width of the proposed driveway off NE 10th Street as depicted on the Design Review plans is not adequate; it needs to be at least 26 feet wide for the first 100 feet into the site measured from the back of the new sidewalk, and accommodate all required vehicular turning movements.

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. In addition, there are some existing utility easements contained on this site which are affected by this development. Any negative impact that this development has on those easements shall be mitigated or easements relinquished. Further, 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 10th Street and Bellevue Way frontage. Finally, transformers and utility vaults to serve the building shall be placed inside the building or below grade.

Traffic Camera Installation and Its Associated Right of Entry
The applicant has proposed a building overhang that extends 5 feet 2 inches over the sidewalk at the corner of NE 10th Street & Bellevue Way where it stands 26 feet 4 inches above grade. In exchange, the applicant agrees to convey to the City a permanent right of entry for the location of a traffic camera that will be 202 feet above grade, to provide permanent access rights thereto, and to pay for and install the camera and related appurtenances.

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, NE 10th is classified as "No Street Cuts Permitted" and Bellevue Way is classified as "Standard Trench Restoration". Should street cuts prove unavoidable on NE 10th or if the street surface is damaged in the construction process, the entire concrete panel(s) must be replaced.

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 incorporation by reference of the *2006-2017 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS), dated November 2006. This document is available in the Records Office at City Hall, 450 110th Avenue NE. Transportation-related impacts associated with this project are consistent with the potential projected impacts analyzed within this document.

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 TFP 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 TFP are in place. The TFP EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. Avalon @ NE 10th

Street lies within MMA # 3, which has a 2017 total growth projection of 4,939,745 gross square feet of retail and 9,481 residential units. This development proposes 398 residential units and 18,000 gross square feet of retail space. Therefore, the proposed development is within the assumptions of the TFP 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 Comprehensive Plan.

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 TFP, 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 met.

This development will generate approximately 141 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, four 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's project file for this development.

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 public review in the project file.

The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.010.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 Heffron Transportation, Inc. (HTI) to analyze the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operation conditions during the p.m. peak hours. Issues that were analyzed in the Traffic Impact Analysis dated August 7, 2007, included Level of Service analysis at nearby intersections, level of service at site driveways, site vehicular and pedestrian circulation, transit availability, and accident history analysis for the past three years. Adverse operational impacts due to the proposed development are not anticipated. The HTI analysis is available for review in the project file.

NOISE

Noise will be generated from the construction phase of the development. The City of Bellevue Noise Ordinance, BCC 9.18.040 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 residents in the area, a condition of approval is included in Section X of this report regarding construction hours permitted.

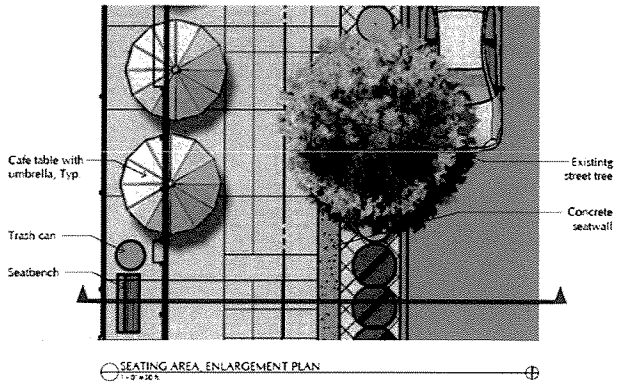
VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

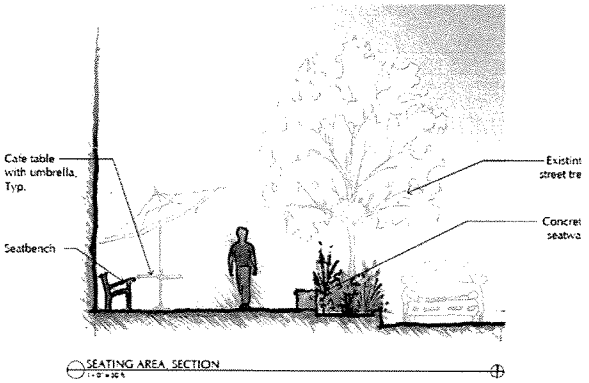
Building Design

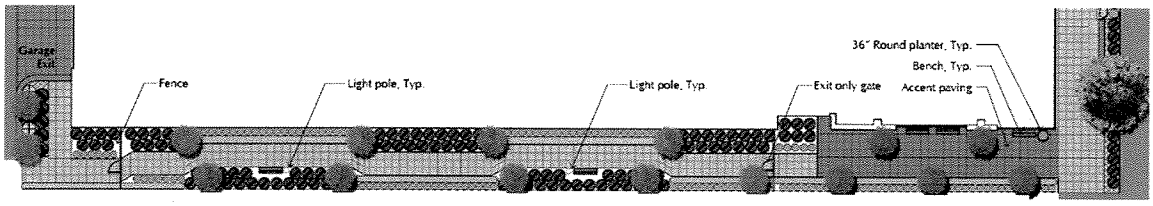
- The taller tower has been shortened by 20 feet and the shorter tower has been increased by two stories so that their proportions and orientations play off one another more strongly. See attached plan sheets 9, 19, 20 and 21.
- The proportion of materials applied to the taller tower's east elevation has been tailored to improve the building's scale along Bellevue Way. See attached plan sheets 9, 18 and 26.
- The project has operable windows and decks which diminish the originally commercial feel of the towers and make the project look more residential. See attached plan sheet 24.
- The podium has been redesigned as a stronger gateway element and canopies added for improved weather protection. See attached plan sheets 9, 18 – 21 and 24 – 27.
- The ground floor now has retail frontage wrapping the southeast corner of the building to highlight the retail to pedestrians moving south on Bellevue Way. See plan sheet 21.

Site Design

- A continuous and varied planting strip with low seat walls is now included along Bellevue Way similar to the treatment along the Lincoln Square segment of this busy shopping street. The top two drawings below depict the typical sidewalk cross-section. Also see attached plan sheets 28 and 29 for an overview of the entire frontage.
- The plans now depict this project's contribution to the required north-south mid-block pedestrian connection (refer to attached plan sheet 28).
- The plans now depict the portion of east-west mid-block pedestrian connection to be constructed by Avalon with this project (refer to the bottom drawing below; the portion to be built by Avalon now is denoted with red/brown paving and red trees). Construction of the rest of this connection will be required by the property owner to the immediate south when that property redevelops. The bottom drawing depicts what the completed east-west connection might look like when the Pier 1 property redevelops.







- A small outdoor space is provided on Bellevue Way at the SE corner of the site, setting the tone for the future east-west mid-block pedestrian connection. See the bottom drawing above and attached plan sheet 28.

VIII. DECISION CRITERIA

Design Review

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

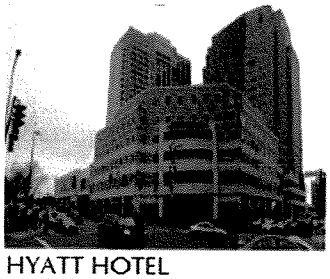
1. The proposal is consistent with the Comprehensive Plan.

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

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

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

Policy UD-3: *Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this plan.*



HYATT HOTEL

LINCOLN SQUARE

Policy UD-4: *Ensure that the development relates, connects, and continues design quality and site functions from site to site.* Finding: This project will be compatible with the high quality high rise and mid rise residential development already under construction along NE 10th Street to the east, as well as the lower rise retail development along Bellevue Way to the south and existing in the vicinity. The project includes three different scales of development from a pedestrian scale at the podium on Bellevue Way, to the mid-rise tower on 103rd Avenue NE & NE 10th Street, to the high rise tower above the podium on Bellevue Way & NE 10th Street.

BELLEVUE SQUARE

ART MUSEUM

Policy UD-6: *Design buildings located on the edge of public spaces using materials, forms, details and other architectural elements that will enrich the appearance of the places and encourage people to use them.* Finding: The west side of the podium facing the 103rd Avenue NE pedestrian easement incorporates façade articulation, overhead weather protection, and pedestrian-scaled lighting to create a low-scale and inviting environment. The proposed

sidewalk with bordering planting beds and street trees provide safe and comfortable pedestrian mobility along this otherwise service-oriented side of the project, and sets a precedent for combining mid-block pedestrian access even when it must travel through a project's back of house.

Policy UD-8: *Design rooftop mechanical screening so that it is integral with building architecture. Consider the visual effects of technical advances such as satellite dishes, on building design.* Finding: All roof-top mechanical equipment will be enclosed within a penthouse that has been designed in integration with the building design.

Policy UD-11: *Encourage architectural elements that provide for both rain cover and and access to sunlight in pedestrian areas.* Finding: Transparent/ translucent canopies are provided along all sides of the building where pedestrians will walk: the Bellevue Way retail side, the NE 10th Street residential side, and the 103rd Avenue NE service/garage access w/mid-block pedestrian connection side.

Policy UD-14: *Encourage seasonal color plantings in public and semi-public areas.*
Policy UD-15: *Use landscape design that is urban in character in more urban settings.*
Finding: The landscape design incorporates both hardscape and landscape to respond to the urban setting, and includes street trees along all public and private streets.

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

POLICY S-DT-1 promotes Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.
POLICY S-DT-2 encourages a variety of land uses to occur in mixed-use buildings or complexes where appropriate.
POLICY S-DT-3 promotes development of Downtown as an aesthetically attractive area.
POLICY S-DT-4 states that the highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown.
POLICY S-DT-5 sets out to organize Downtown to provide complementary functional relationships between various land uses.
POLICY S-DT-7 encourages the Downtown to continue to serve surrounding residential areas as a neighborhood retail district.
POLICY S-DT-9 promotes use of bonus incentives (related to permitted intensity, height, etc.) for private developments to accomplish the public objectives.
POLICY S-DT-24 promotes density incentives to encourage urban residential development throughout Downtown.
POLICY S-DT-25 supports for a range of Downtown urban residential types and densities.
POLICY S-DT-26 encourages residential uses to occur in mixed-use structures or complexes.
POLICY S-DT-35 promotes a pedestrian environment with a sense of activity, enclosure, and protection.
POLICY S-DT-36 seeks to utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives.
POLICY S-DT-37 supports linking building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance,

image, and design character of the Downtown.
POLICY S-DT-38 promotes minimizing the adverse impact of Downtown development on residential neighborhoods with consideration of through-traffic, views, scale, and land use relationships.
POLICY S-DT-40 seeks to enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate.
POLICY S-DT-57 promotes the creation of pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown.
POLICY S-DT-65 seeks to encourage the development of high-rise housing along NE 10th Street within this *City Center North* district.

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 and B.1 of this report for further information.

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

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

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

The project is designed to respond to existing site conditions and existing surrounding development, as well as development that is in planning and initial stages of construction along NE 10th Street to the east.

The building's overall design follows the classic architectural principles of a strong base supporting tower elements and culminating with a well defined capital element at the roof. The design intent is for a structure which is compatible with the nearby towers to the east including BRE, Vue Hanover, Ten20 Tower, and Washington Square, but doesn't mimic their design features. In addition, the building's prominent location at the intersection with Bellevue Way is reflected in the podium's response to the retail shopping uses to the south. Last, the adjacent property to the west lies within the Downtown's Subdistrict B designation; this project addresses that change in zoning heights by stepping down to a shorter tower on the west side.

While the larger part of the east elevation retains a formal character oriented to the Bellevue Way shopping street below, the balance of the building elevations on both the high rise and mid rise blocks display a more informal character. Residentially scaled, punched windows are set against a background of opaque panels and cantilevered decks. The NE corner provides a "gateway" feature to the Downtown core.

The dual character of the building skin is integral to the concept of asymmetric massing: east-facing units orient to the urban experience below while west-facing units orient to the residential neighborhoods and views to the west. Courtyard units overlook a landscaped plaza at Level 5

and a green roof topping the mid rise tower, providing added green views to future adjacent high rise development.

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

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

All required public services and facilities are available to the site. However, conditions of approval have been added to Section X of this report requiring confirmation from Rabanco that the solid waste and recycling areas are suitable and accessible, and that the owner will provide for the return of receptacles and trash not removed from the property back into the building the day of pick-up.

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 the authority referenced:

A. GENERAL CONDITIONS

1. CONCEPTUAL APPROVAL
Utility Department approval of the design review application (07-122343 LD) is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved.
Authority: BCC Title 24.02, 24.04, 24.06
Reviewer: Brad Ayers, 452-6054

2. CITY CODES & STANDARDS
The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. All design review, plan approval, and field inspection shall be performed under the Utility Developer Extension Agreements.
Authority: BCC Title 24.02, 24.04, 24.06
Reviewer: Brad Ayers, 452-6054

3. CONSTRUCTION HOURS
Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction noise is prohibited on all Sundays and WA state holidays. Posting of construction hours is required. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1&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. STREETSCAPE
Any existing street trees along Bellevue Way damaged during construction shall be replaced with the same size and type, and planted as specified by Parks Dept tree planting standards.
AUTHORITY: LUC 20.25A.040
Reviewer: Mike Upston, 452-2970

5. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS
Construction activities such as hauling and lane closures between November 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. TRAFFIC CAMERA INSTALLATION & ITS ASSOCIATED RIGHT OF ENTRY
The applicant has proposed a building overhang that extends 5 feet 2 inches over the sidewalk at the corner of NE 10th/ Bellevue Way intersection where it stands 26 feet 4 inches above grade. In exchange, the applicant agrees to convey to the City a permanent right of entry for the location of a traffic camera that will be 202 feet above grade, to provide permanent access rights thereto, and to pay for and install the camera and related appurtenances.
AUTHORITY: BCC 14.30 and 14.60
Reviewer: Abdy Farid (425) 452-7698 and Jon Regalia (425) 452-4599

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

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	425/452-4394
Trans. Improvement Program - BCC.22.16	"	

Right-of-Way Use Permit - BCC 14.30	Jon Regalia	425/425-4599
Bellevue Utilities Code - BCC Title 24	Brad Ayers	425/452-6054
Construction Codes - BCC Title 23	Doug Beck	425/452-4563
Land Use Code - BCC Title 20	Mike Upston	425/452-2970
Sign Code - BCC Title 22B	"	
Noise Control - BCC 9.18	"	
Uniform Fire Code - BCC 23.11	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.
i) Sufficient off-street parking for construction workers.

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.

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) Street Tree/ Street Light Plan. 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).
b) Sidewalk Cross-slope. 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.

c) Travel Path. 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. The building 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.
d) Sidewalk Differential Settling. At any location where the sidewalk extends over the garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.
e) Sidewalk Design. The design and appearance of the sidewalk and landscaping on NE 10th and Bellevue Way 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 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.
f) 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.
g) Irrigation & Lighting. Trees 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.
h) Driveway Width. The driveway on NE 10th Street shall have an approach width, as defined in standard drawing DEV-6, of at least 26 feet wide for the first 100 feet into the site measured from the back of the new sidewalk, and accommodate all required vehicular turning movements. The driveway apron design shall be consistent with standard drawing DEV-6.
i) Soil Nails. No soil nailing is allowed under a street right of way or sidewalk/utility easement

without an indemnification agreement that protects the city.

j) Vaults. 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.

k) Overhead Structures. 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.

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

m) Overhead Utilities. 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.

In addition to the requirements listed above, the plans must also show:

- Traffic signs and markings.
- 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.)
- Handicapped ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- Installation or relocation of streetlights and related equipment.
- Sight distance. (Show the required sight triangles and include any sight obstructions, including those off-site.)
- Location of fixed objects in the sidewalk or near the driveway approach.
- Trench restoration within any right of way or access easement.

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

B. The following conditions are required by City Code. These conditions must be complied with on plans submitted with the <u>Building permit application</u>:

1. 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

2. 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

3. 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

4. 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

5. PEDESTRIAN AND UTILITIES EASEMENTS

The applicant shall 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

6. 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

7. SOLID WASTE/RECYCLING

The applicant shall provide a written document showing that Allied Waste has been contacted to establish adequate sizing of the recycling and solid waste collection area for this building using current standards. In addition, the owner shall provide for the return of receptacles and trash not removed from the property back into the building the day of pick-up; all rights of way and public easements shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.
Authority: LUC 20.20.725
Reviewer: Mike Upston

8. FIRE & LIFE SAFETY

The following fire and life safety conditions must be addressed on the plans submitted with the building permit application. Authority is provided for each:

- Provide fire hydrants at approved locations around the building and one each within 50 feet of the Fire Department Connections. (International Fire Code IFC 508.5)
- Provide automatic fire sprinklers throughout the building using 2007 NFPA 13 design. (IFC 903)
- Seismic bracing and hangers for the sprinkler system shall be designed per 2007 NFPA 13.
- Provide 2 Fire Dept Connections at approved locations on 3 sides of the building (IFC 903).
- Provide 2 ½ inch hose connections at the intermediate landing in each required stairwell. (IFC 905)
- The most remote area of each floor shall be within 200 feet of the hose connection. (IFC 905.4)

- Provide a fire alarm notification system throughout the building. (IFC 903 & BCC 23.11)
- Provide an onsite fire pump and tank in addition to a fire pump from the domestic water supply. (IFC 903 & BCC 23.11)
- Provide an emergency voice/alarm communication system throughout the building. (IFC 907)
- Demolition and construction shall conform to the requirements of IFC Chapter 14.
- Provide a Building Radio Coverage system. (BCC 23.11)
- Provide a smoke control system for the entire building. (BCC 23.11)
- Smoke evacuation for the Truck Dock will consist of 10 air changes per hour on emergency power. (IFC 909)
- Provide information on the location, size, fuel tank size and fueling location and method for the generator. (IFC 604, 27 & 34)

D. The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with <u>prior to issuance of the Temporary Certificate of Occupancy (TCO)</u>:

1. BONUS SYSTEM RECORDING

The applicant shall record a copy of the approved bonus point calculations, a statement that 100% of the project frontage shall remain pedestrian-oriented retail, and the project drawings & conditions of this Design Review with the King County Records office.
Authority: LUC 20.25A.020.D.3
Reviewer: Mike Upston

2. LANDSCAPE INSTALLATION ASSURANCE DEVICE

All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the applicant shall submit the following: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized Assignment of Savings dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan.
Authority: LUC 20.40.490
Reviewer: Mike Upston

3. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

The applicant shall file with the Department of Planning & Community Development a landscape maintenance assurance device for a one-year period in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.
Authority: LUC 20.40.490
Reviewer: Mike Upston

4. PUBLIC ACCESS

24-hour public vehicular and pedestrian access shall be accommodated along 103rd Avenue NE. In addition, public access signs located prominently and visible to pedestrians from the public right-of-way shall be posted at every point where the public access easement intersects with the public right-of-way. A written agreement that meets the satisfaction of the Department of Planning & Community Development Director shall be recorded with the King County Records office.
AUTHORITY: BCC 22B and LUC 20.25B.040.G
Reviewer: Mike Upston

5. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements, including sidewalk, curb and gutter, landscaping and street lighting system on NE 10th and Bellevue Way, 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 to purchase a traffic camera that meets City's specifications and install it on the roof of the residential tower. The camera shall be fully operational prior to the issuance of the TCO.

b) Miscellaneous:

- The apron for the proposed driveway off NE 10th Street must be constructed in accordance with Design Manual Standard Drawing DEV-6.
- 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, DEV-3, DEV-6, DEV-10, TE-4, TE-5, TE-7, TE-10, TE-11, TE-12 and TE-21. LUC 20.25A.060
Reviewer: Abdy Farid (425) 452-7698

6. PAVEMENT RESTORATION

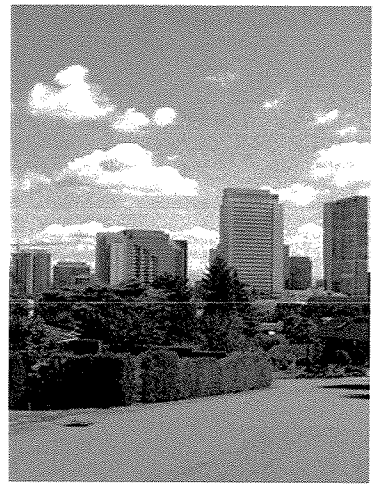
Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided. Currently, NE 10th is classified as "No Street Cuts Permitted" and Bellevue Way is classified as "Standard Trench Restoration". Should street cuts prove unavoidable on NE 10th or if the street surface is damaged in the construction process, the entire concrete panel or panels must be replaced.
AUTHORITY: BCC 14.60. 250; Design Manual Design Standard #21
Reviewer: Jon Regalia (425) 452-4599

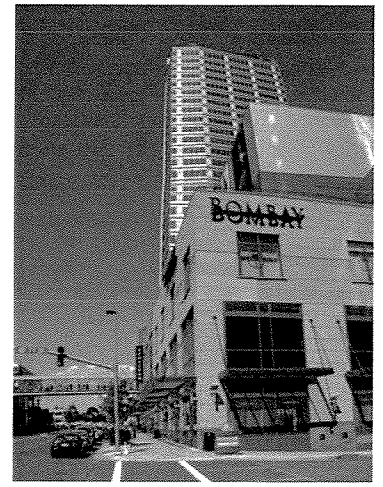
7. IMPLEMENTATION OF THE TRANSPORTATION MANAGEMENT PROGRAM

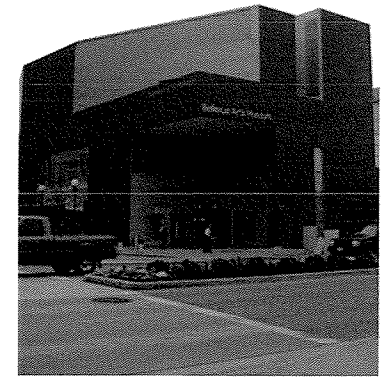
The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to the initial certificate of occupancy.
AUTHORITY: BCC 14.60.070, 14.60.080
Reviewer: Abdy Farid (425) 452-7698

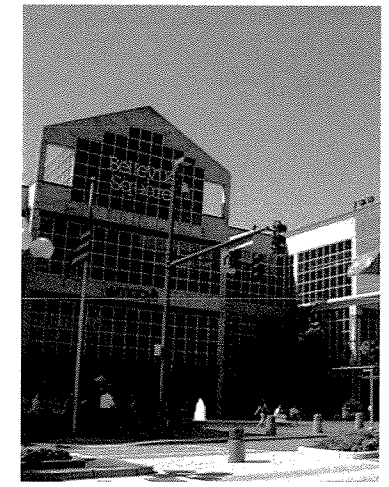
AVALON TOWERS BELLEVUE

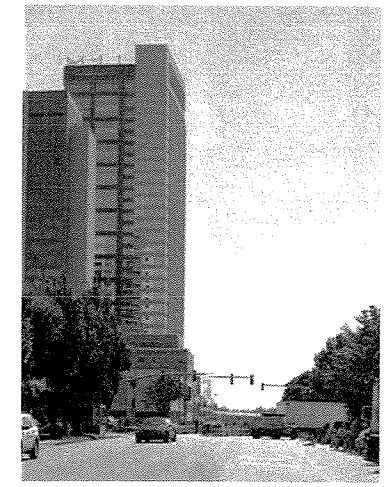
BELLEVUE WASHINGTON











AVALONBAY COMMUNITIES | ANKROM MOISAN ARCHITECTS

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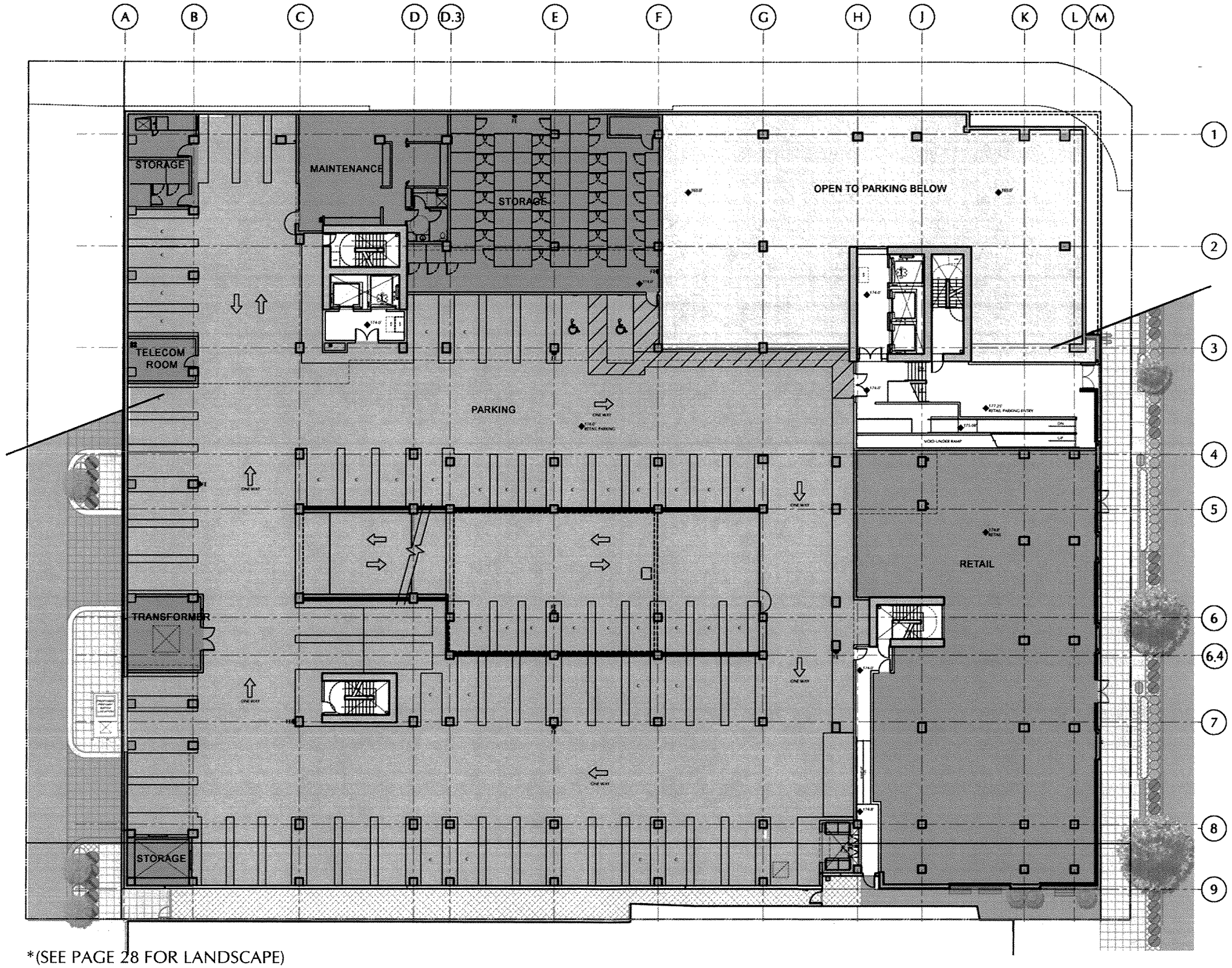
PERMIT PROCESSING

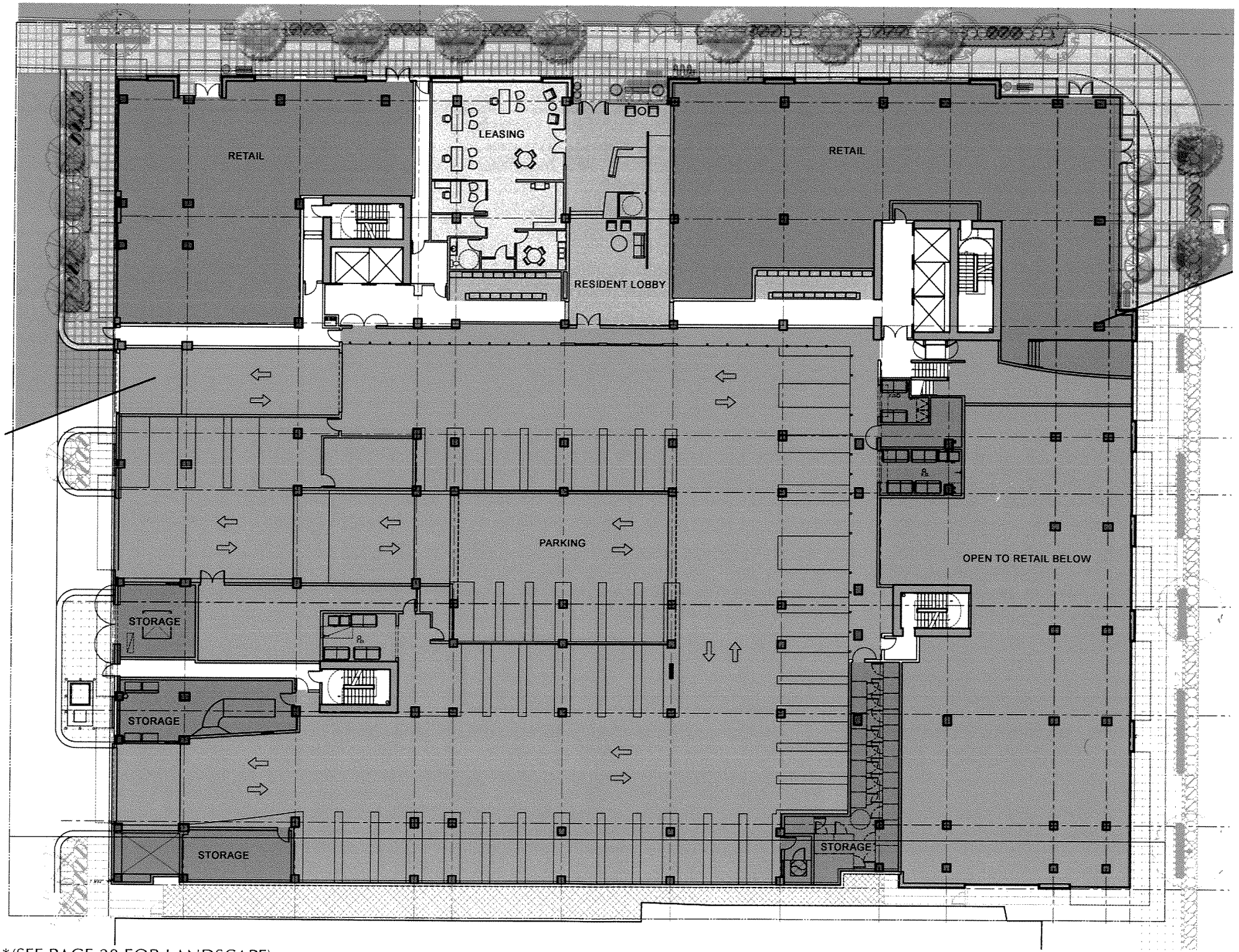
DESIGN REVIEW

DECEMBER 2007



*(SEE PAGE 28 FOR LANDSCAPE)

0 7.5' 15' 30' 60'

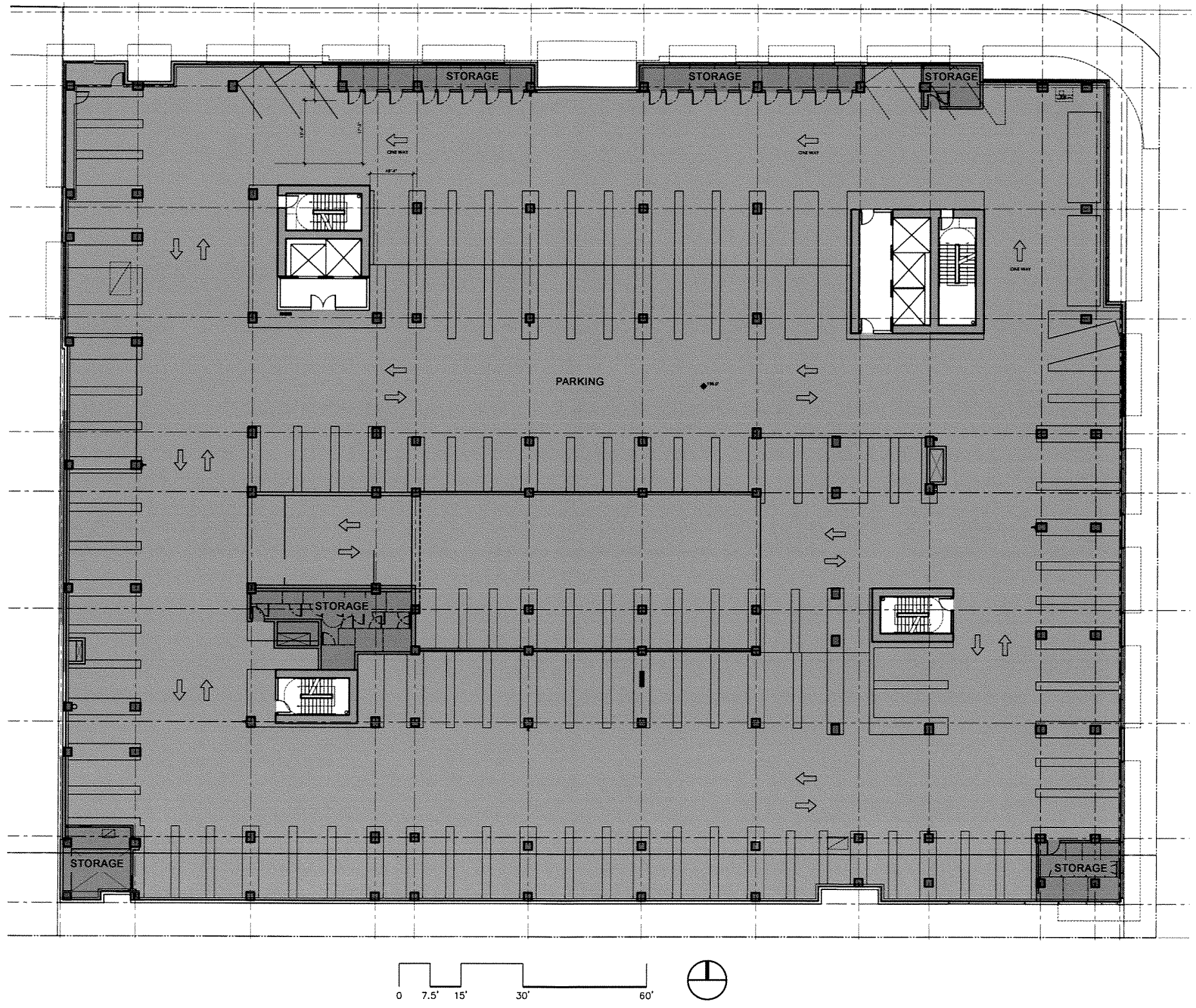


*(SEE PAGE 28 FOR LANDSCAPE)

ANKROM MOISAN ARCHITECTS

FLOOR PLAN - LEVEL 1
SCALE: 1"=30'-0"

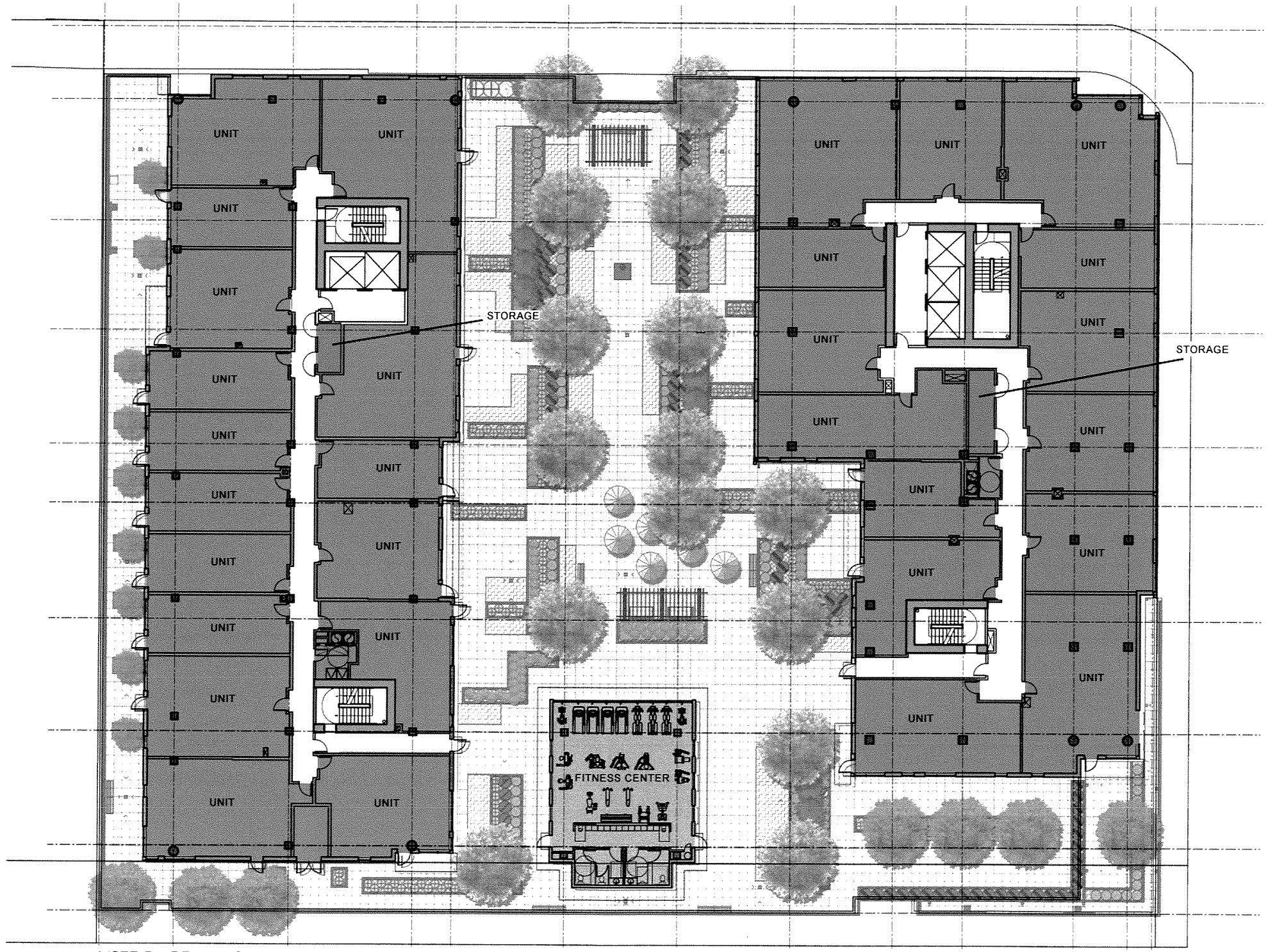
AVALON TOWERS BELLEVUE
AVALONBAY COMMUNITIES | BELLEVUE WA
DESIGN REVIEW | DECEMBER 2007



ANKROM MOISAN ARCHITECTS

FLOOR PLAN - LEVEL 2
SCALE: 1"=30'-0"

AVALON TOWERS BELLEVUE
AVALONBAY COMMUNITIES | BELLEVUE WA
DESIGN REVIEW | DECEMBER 2007



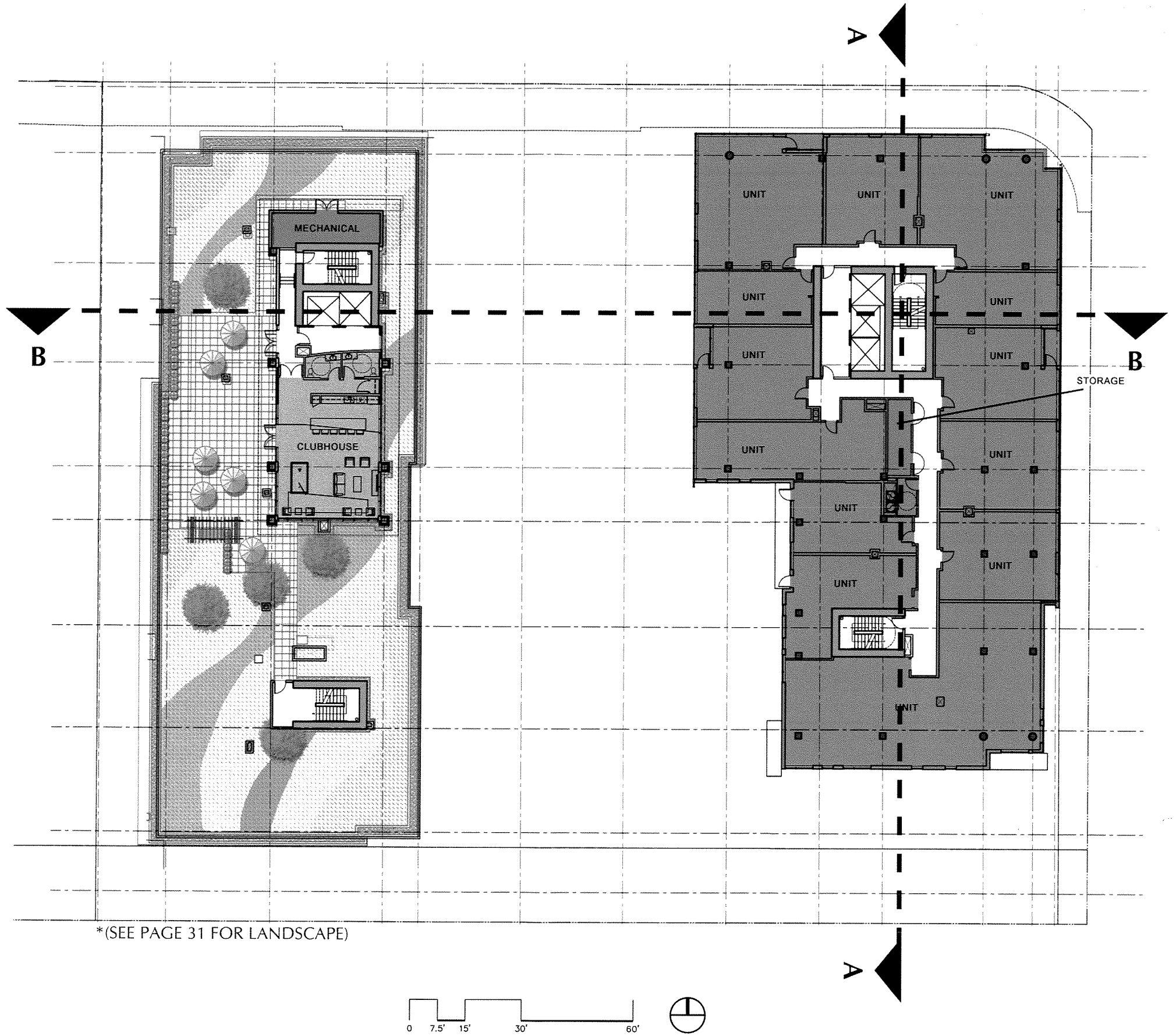
*(SEE PAGE 30 FOR LANDSCAPE)

0 7.5' 15' 30' 60'

ANKROM MOISAN ARCHITECTS

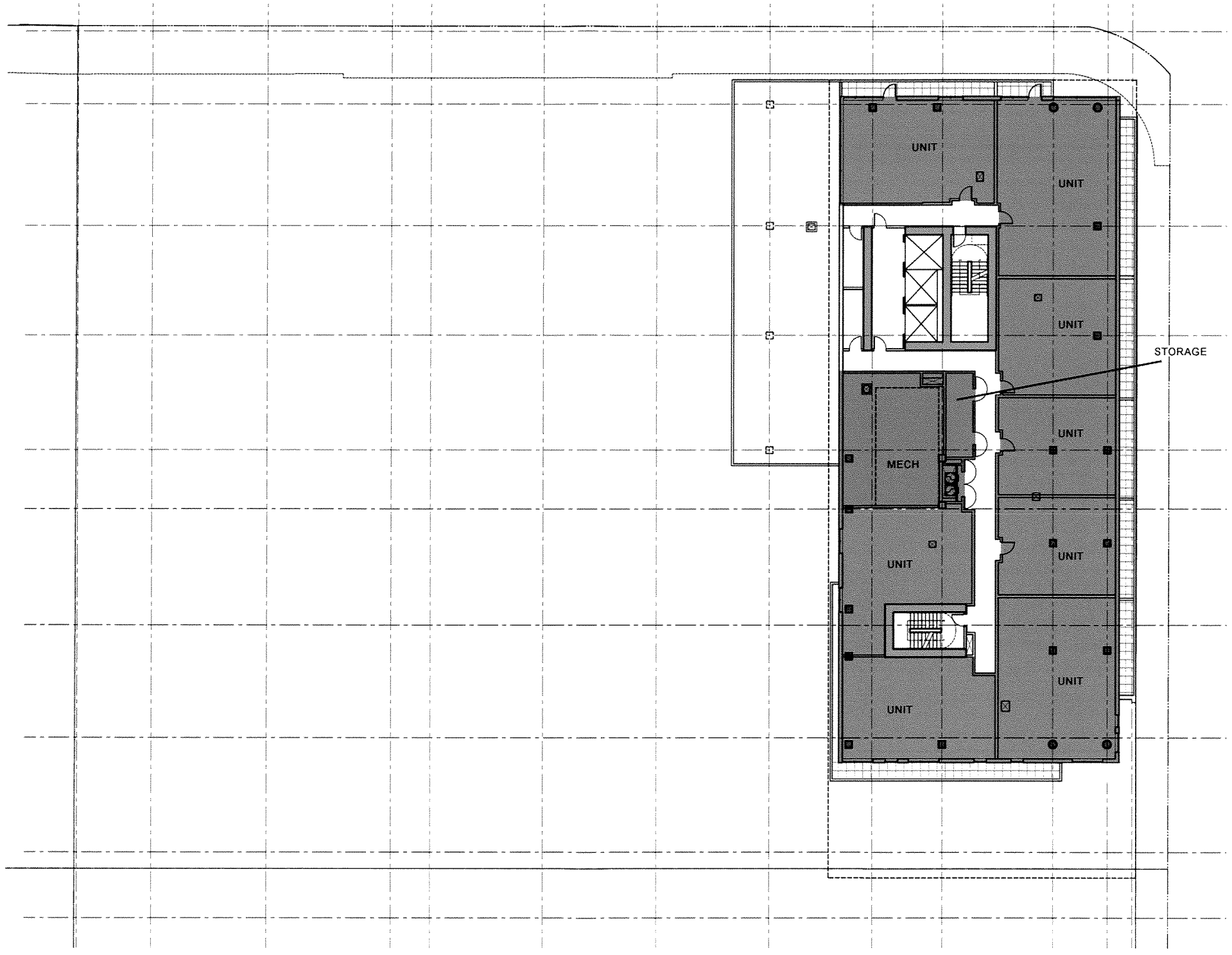
FLOOR PLAN - LEVEL 5
SCALE: 1"=30'-0"

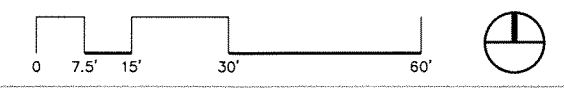
AVALON TOWERS BELLEVUE
AVALONBAY COMMUNITIES | BELLEVUE WA
DESIGN REVIEW | DECEMBER 2007



*(SEE PAGE 31 FOR LANDSCAPE)

FLOOR PLAN - LEVEL 14- 19
SCALE: 1"=30'-0"

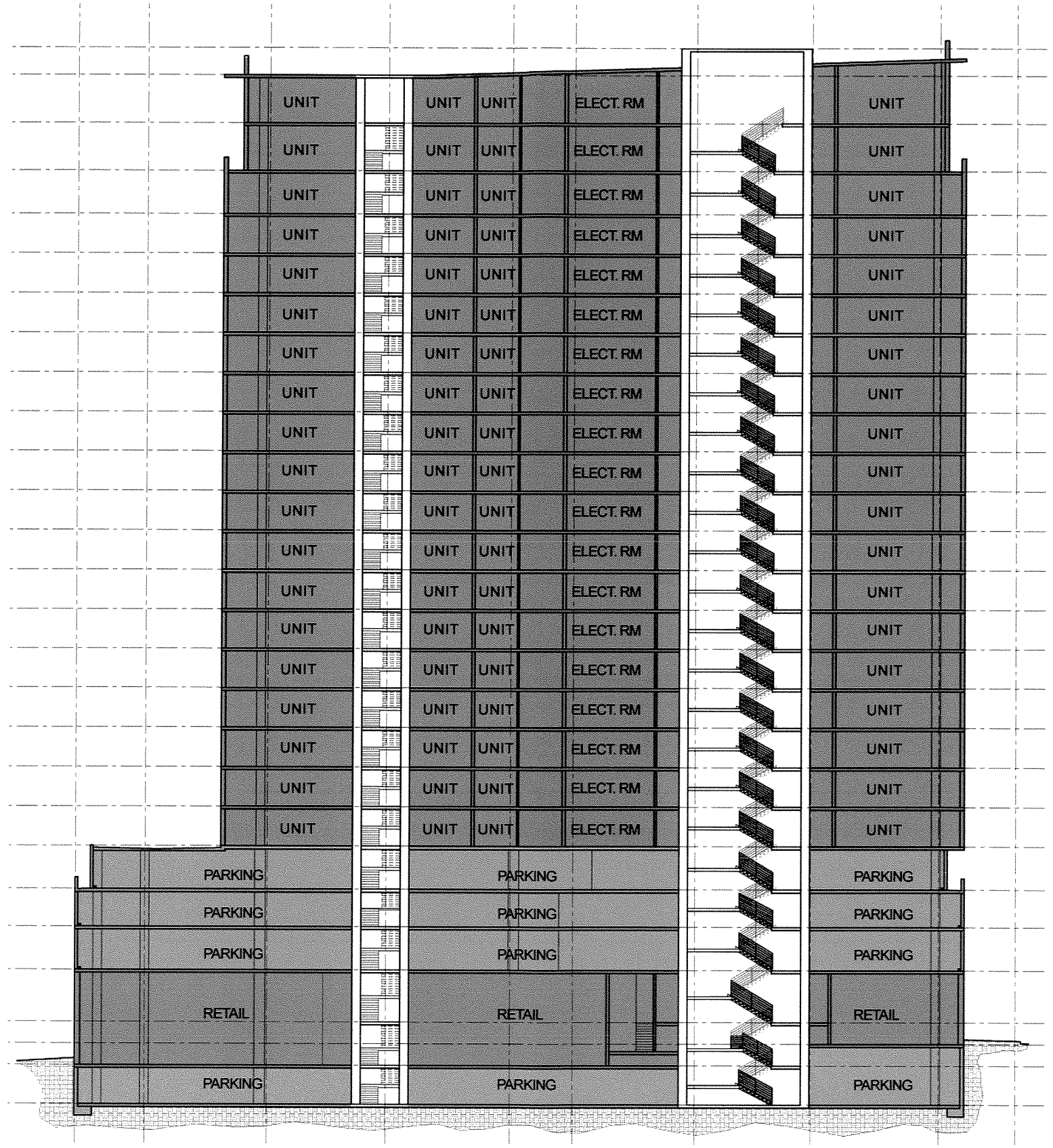




ANKROM MOISAN ARCHITECTS

FLOOR PLAN - LEVEL 22
SCALE: 1"=30'-0"

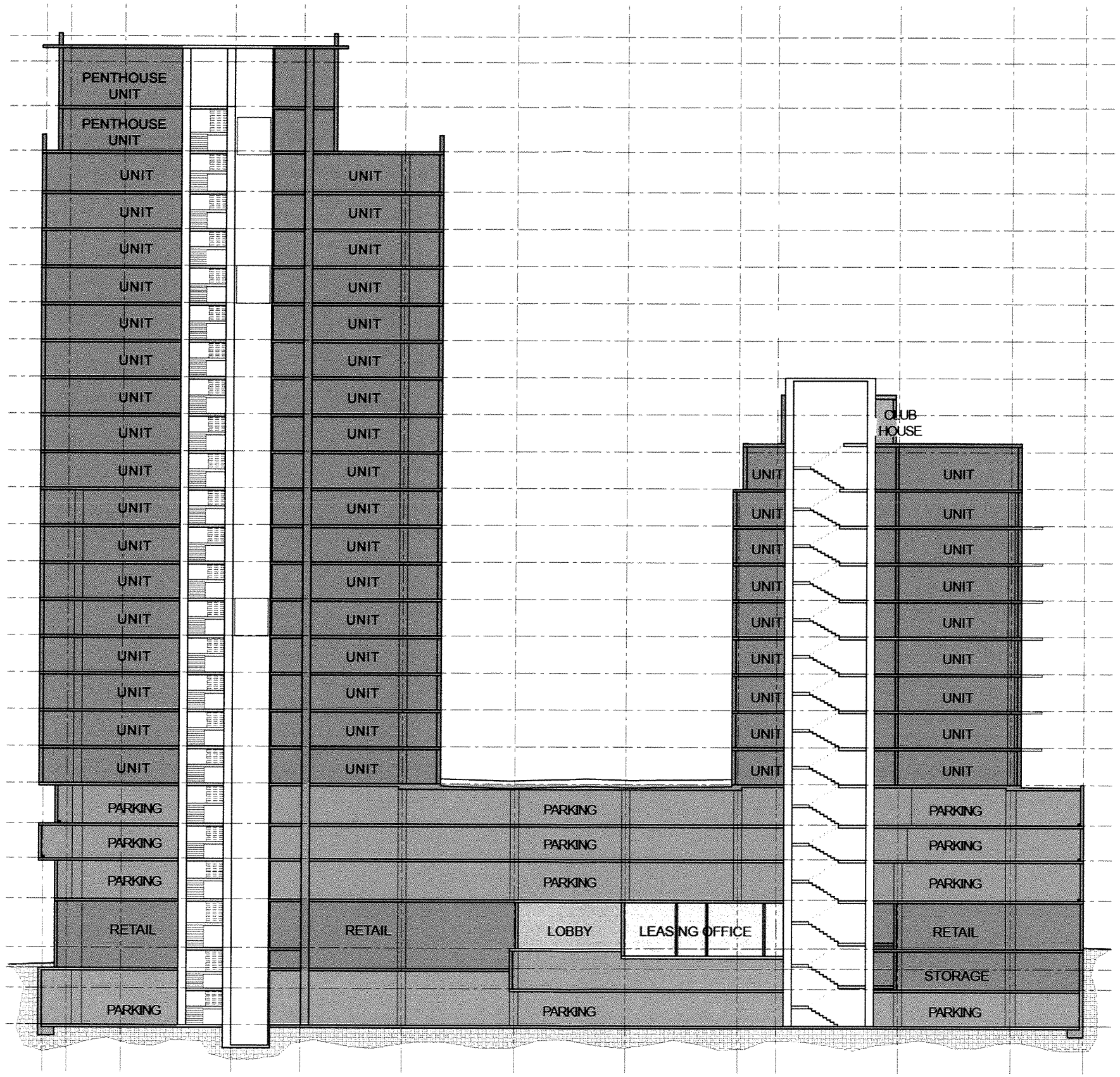
AVALON TOWERS BELLEVUE
AVALONBAY COMMUNITIES | BELLEVUE WA
DESIGN REVIEW | DECEMBER 2007



ANKROM MOISAN ARCHITECTS

SECTION A
SCALE: 1″=30′-0″

AVALON TOWERS BELLEVUE
AVALONBAY COMMUNITIES | BELLEVUE WA
DESIGN REVIEW | DECEMBER 2007



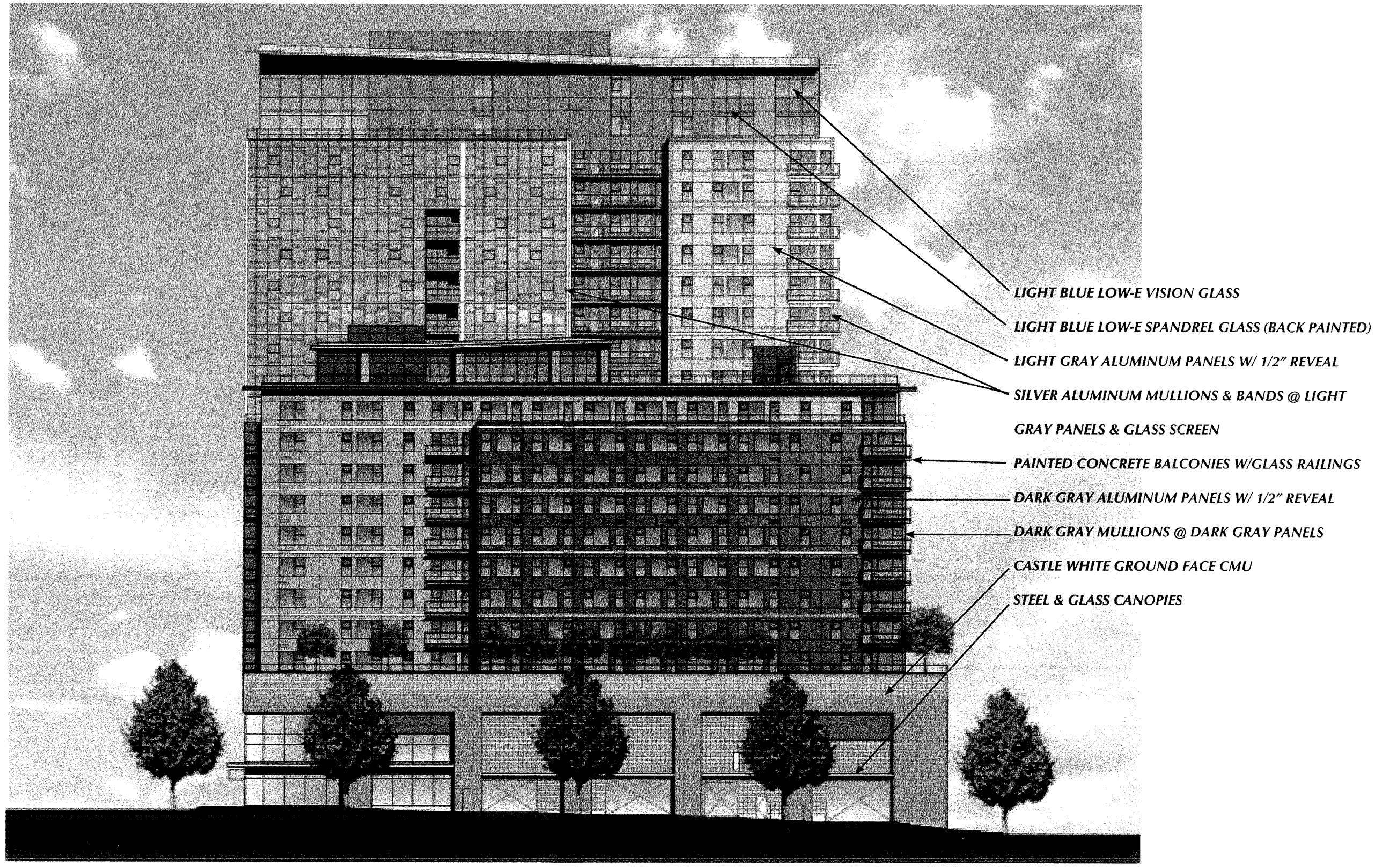
ANKROM MOISAN ARCHITECTS

SECTION B
SCALE: 1"=30'-0"

AVALON TOWERS BELLEVUE
AVALONBAY COMMUNITIES | BELLEVUE WA
DESIGN REVIEW | DECEMBER 2007

ELEVATION - EAST
SCALE: 1"=30'-0"

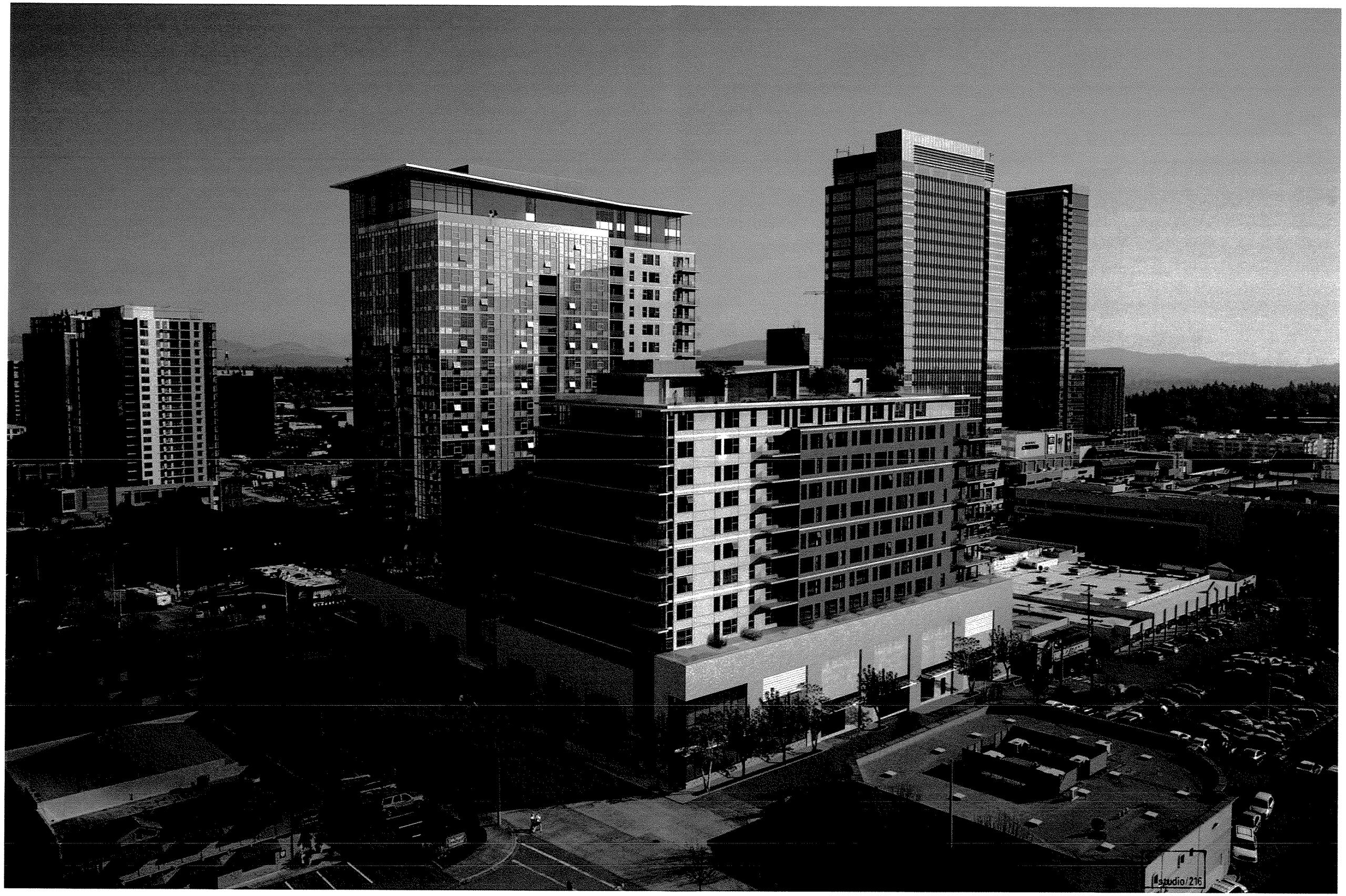
ELEVATION - NORTH
SCALE: 1"=30'-0"



ELEVATION - WEST
SCALE: 1"=30'-0"

*(SEE PAGE 29 FOR POTENTIAL OPTION FOR PEDESTRIAL CORRIDOR IF ADJACENT PROPERTY IS RE-DEVELOPED)
(SEE PAGE 33 FOR LIGHTING PLAN)

ELEVATION - SOUTH
SCALE: 1"=30'-0"

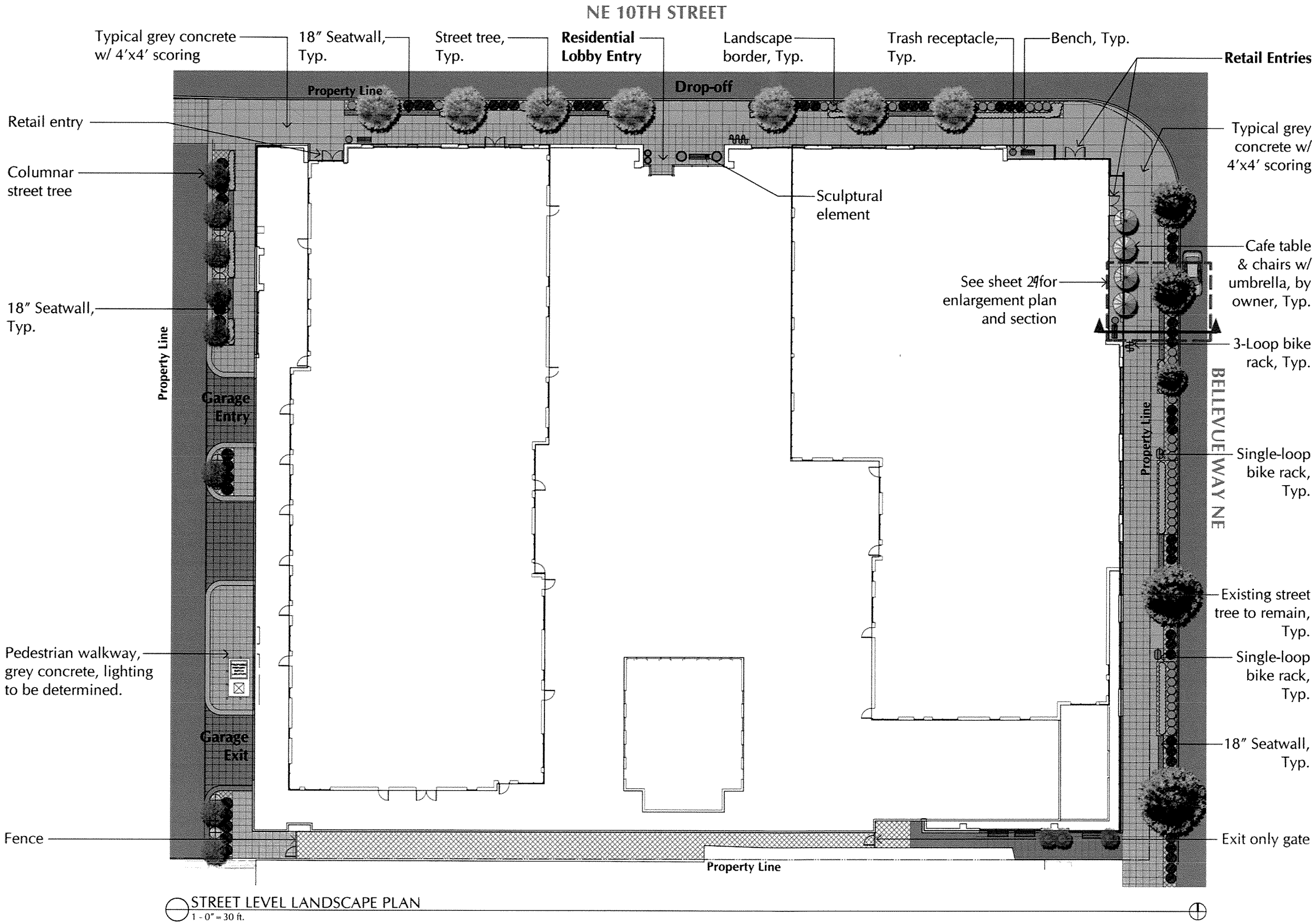


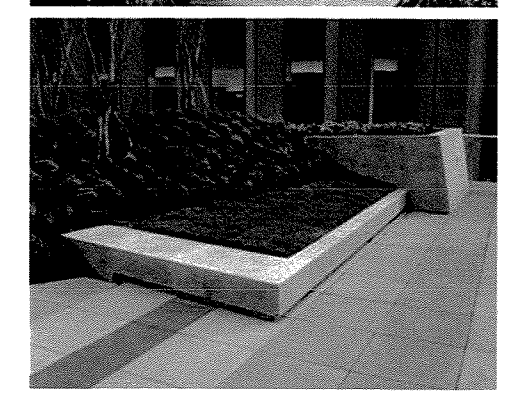
BUILDING PERSPECTIVE
AERIAL VIEW FROM NORTHWEST

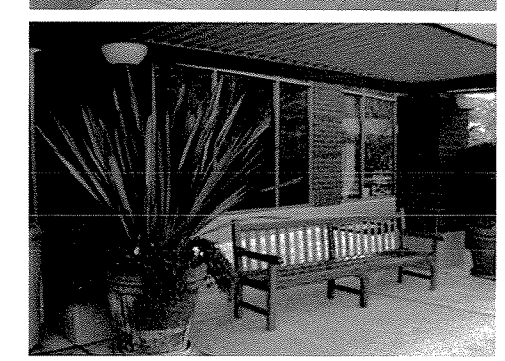
Bellevue Way NE

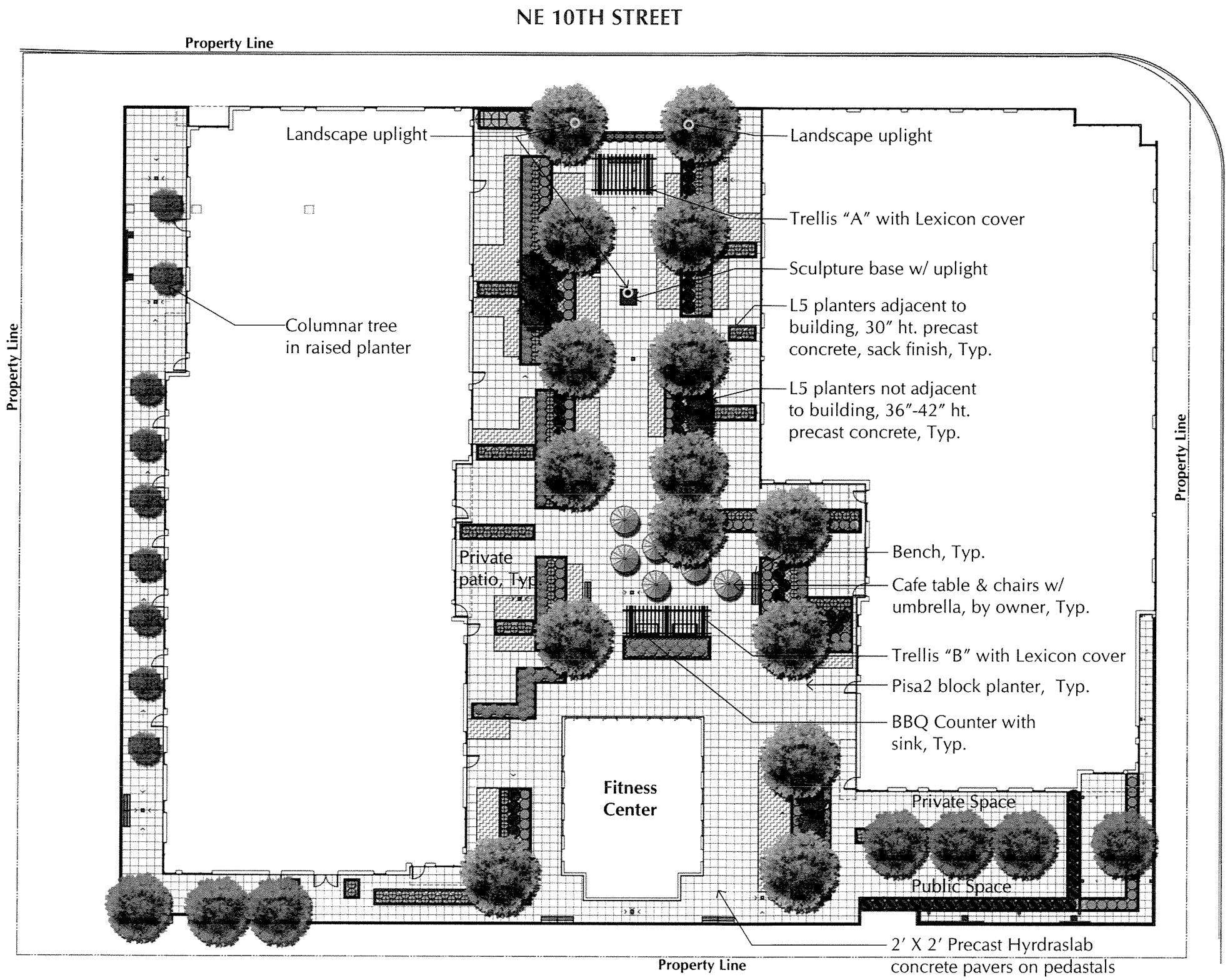
BUILDING PERSPECTIVE
LOOKING NORTH ON BELLEVUE WAY FROM NE 8TH STREET

BUILDING PERSPECTIVE
AERIAL VIEW FROM NORTH

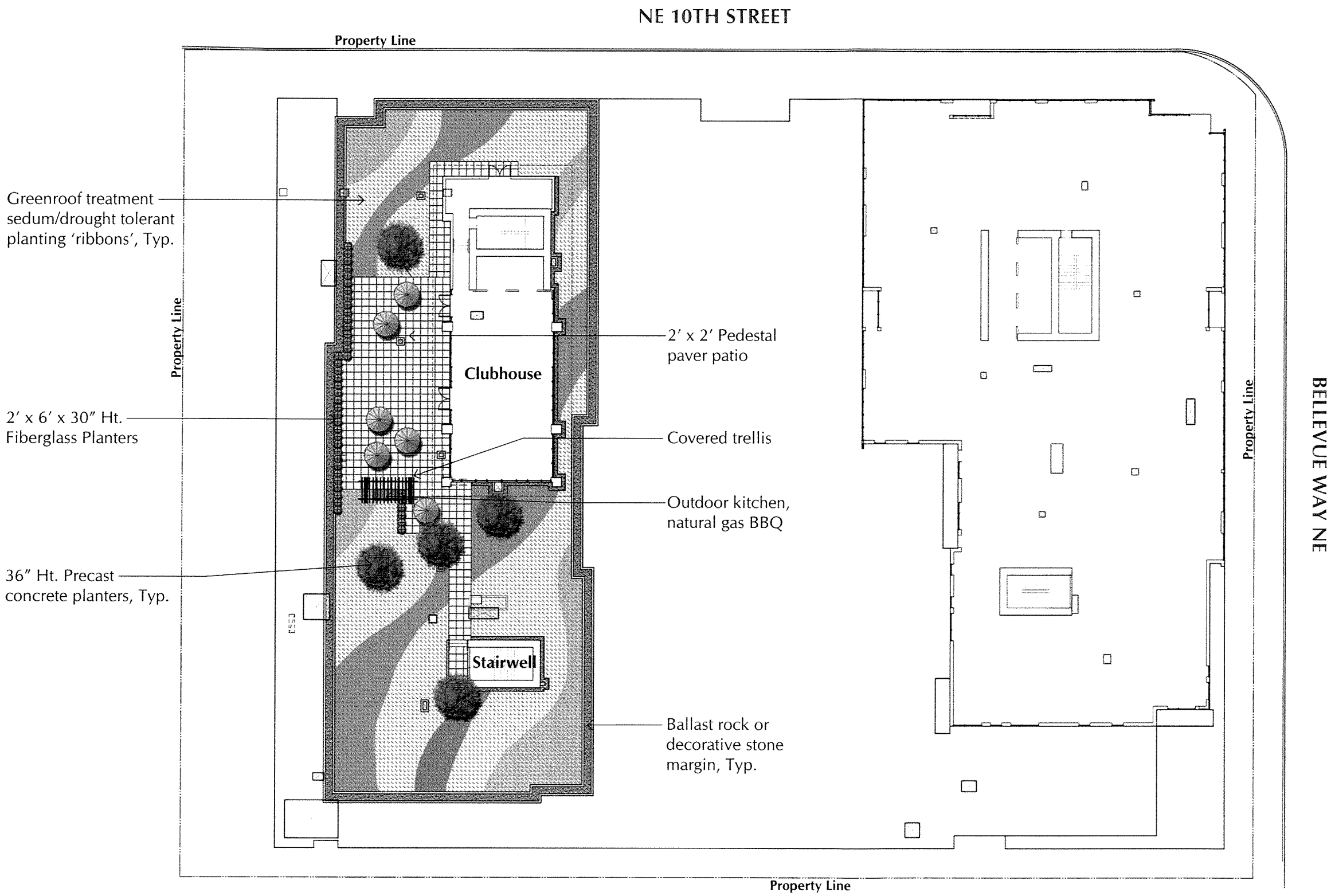

NE 10TH STREET
Typical grey concrete w/ 4'x4' scoring
18" Seatwall, Typ.
Street tree, Typ.
Residential Lobby Entry
Landscape border, Typ.
Trash receptacle, Typ.
Bench, Typ.
Retail Entries
Property Line
Drop-off
Retail entry
Columnar street tree
Sculptural element
Typical grey concrete w/ 4'x4' scoring
Cafe table & chairs w/ umbrella, by owner, Typ.
See sheet 29 for enlargement plan and section
18" Seatwall, Typ.
3-Loop bike rack, Typ.
Property Line
Garage Entry
BELLEVUE WAY NE
Property Line
Single-loop bike rack, Typ.
Existing street tree to remain, Typ.
Pedestrian walkway, grey concrete, lighting to be determined.
Single-loop bike rack, Typ.
Garage Exit
18" Seatwall, Typ.
Fence
Exit only gate
Property Line
STREET LEVEL LANDSCAPE PLAN
1 - 0" = 30 ft.







PODIUM LEVEL LANDSCAPE PLAN
1 - 0" = 30 ft.



ROOF LEVEL LANDSCAPE PLAN
1 - 0" = 30 ft.