City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	ELEV8
Proposal Address:	10833 NE 8th Street
Proposal Description:	Application for Design Review approval and SEPA threshold determination to construct two 450 foot tall residential towers with 797 residential units on a 109,034 square foot site (2.5 acres) in the Downtown-Office District 1 (DNTN-01) zone. Also includes approximately 88,500 square feet of retail and/or restaurant, and six levels underground parking for approximately 1,456 vehicles.
File Number:	16-124075-LD
Applicant:	10833 NE Eighth Street Associates LLC
Decisions Included:	Process II, Combined Design Review and SEPA
Planner:	Sally Nichols
State Environmental Policy Act Threshold Determination:	**Determination of Non-Significance** Carol V. Helland Carol V. Helland, Environmental Coordinator Development Services Department
Director's Decision:	**Approval with Conditions** Michael A. Brennan, Director Development Services Department By: Carol V Helland Carol V. Helland, Land Use Director

Application Date:	February 8, 2016
Notice of Application Date:	March 24, 2016
Notice of Decision Date:	September 29, 2016
Appeal Deadline:	October 13, 2016

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

CONTENTS

I. Request/Proposal Description ..... Pg 3

II. Site Description, Zoning and Land Use Context ..... Pg 11

III. Consistency with Land Use Code/Zoning Requirements ..... Pg 14

IV. Public Notice & Comment ..... Pg 26

V. Technical Review ..... Pg 26

VI. State Environmental Policy Act (SEPA) ..... Pg 33

VII. Changes to Proposal Due to Staff Review ..... Pg 37

VIII. Decision Criteria ..... Pg 37

IX. Decision ..... Pg 41

X. Conditions of Approval ..... Pg 41

ATTACHED:

A. Project Plans & Drawings
B. SEPA Checklist
C. Vehicular Mid-block vehicular connector Agreement
D. Certificate of Concurrency

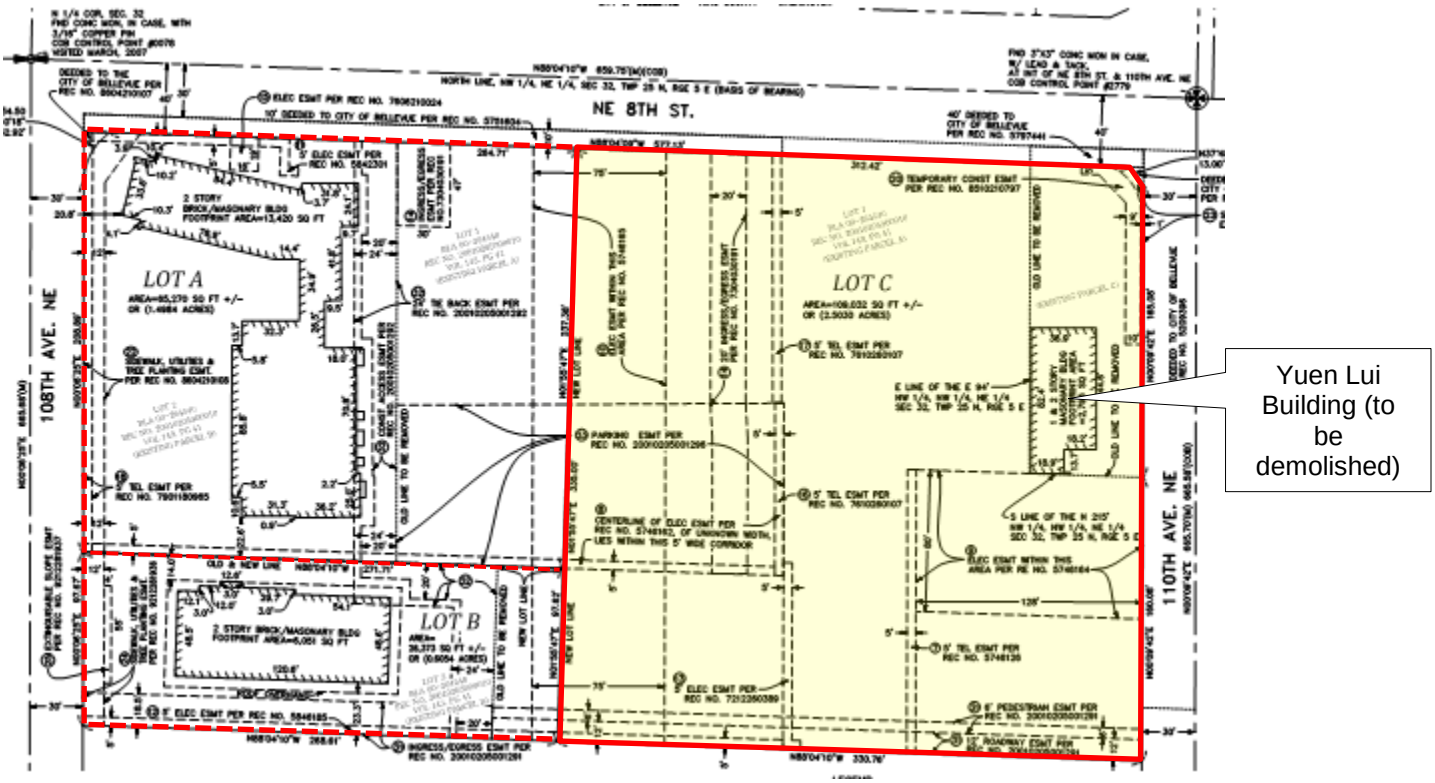
I. REQUEST/PROPOSAL DESCRIPTION

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Design Review approval to construct two 41-story towers (each 450 feet tall) with approximately 88,500 square feet of retail on a 2.5 acre site in the Downtown-Office District 1 (DNTN-01) zone. In addition to the two towers, the proposal includes large landscaped pedestrian plaza, a promenade running diagonally through the site, and six levels of underground parking for approximately 1,456 vehicles. **Refer to project drawings and Condition of Approval regarding modifications to the design review plans in Section X of this report.**

A. Site Design

The project site lies at the intersection of NE 8th Street and 110th Avenue NE. The site, Lot C, is one of three parcels on half of a Downtown superblock that were recently created via a boundary line adjustment. All

Boundary Line Adjustment Showing Three New Parcels



three parcels total approximately 4.6 acres. The project site is the eastern parcel and it is approximately 109,034 square feet or 2.5 acres. The site currently consists of a commercial surface parking lot and an existing retail building (Yuen Lui Photography Studio), which will be demolished with this proposal. The two adjacent parcels to the west are comprised of the former First Congregational Church building and a small office building. These two parcels together will be referred to in this report as the 'church site'. The buildings and the associated parking lots on the church site will remain. However, these parcels are envisioned to be developed as a second phase to this proposal and a master development plan is currently under review by the City that will encompass all three parcels.

Site Plan

Each of the two towers will be placed over a two-story retail podium. Tower 1 (north tower) will be located on NE 8th Street and Tower 2 (south tower) will front 110th Avenue NE. These tower locations will maximize solar orientation for the proposed interior pedestrian plaza and provide relief to the site interior from the density of The Bravern buildings across 110th Avenue NE to the east. The tower locations also helps maximize views from the proposed buildings to Mount Rainier to the south, the City of Seattle and the Olympic Mountains to the West, and Mount Baker to the North. The narrowness of the buildings, particularly in the east-west direction, will also help to minimize the impact the buildings have on views to these landmarks from surrounding buildings. The tower locations and retail podium will create a strong building edge and help create a gateway to the Downtown on NE 8th Street with an enhanced pedestrian experience at the corner

of NE 8th Street and 110th Avenue NE.

Vehicular Access:
Vehicular access will occur in two locations. Vehicles may enter the site off NE 8th Street to drop off passengers in the vehicular turn-around and front door to Tower 1. This entry will be a right in-right out access point and is intended for drop-off only. There will be no access at this location into the parking garage. Drop off to the pedestrian entry of Tower 2 will be allowed in a loading zone pullout on 110th Avenue NE.

The main vehicular access to the underground parking garage and all loading functions will be along the southern edge of the property via the new vehicular mid-block vehicular connector roadway off 110th Avenue NE. At this location, cars and all service vehicles and trucks will enter the site on the proposed vehicular connection. The roadway will slope down and the access to the garage and all loading areas will be at the P1 (underground) level via two separate garage entries. One half of this required roadway will be built on the adjacent property to the south via signed agreements. When the church site is developed, the roadway will be completed such that the connector will provide a continuous vehicular access roadway from 108th Avenue NE to 110th Avenue NE. Refer to the Transportation technical review discussion in Section V.C of this report.

Pedestrian Access:
There will be multiple opportunities for pedestrian access through and around the site. The main pedestrian access through the site will be accommodated via the open-air Promenade, which will be located between the two tower podiums and will be lined on both sides with retail uses. This retail walkway will begin at the corner of NE 8th Street and 110th Avenue NE and run diagonally through the site, terminating at the Feature Plaza along the western edge of the site. Pedestrians may continue walking to 108th Avenue NE via a walkway along the southern portion of the adjacent church site.

The proposal will also provide a required Through-Block Pedestrian Connection at the southern edge of the site along the southern podium façade of Tower 2. The walkway will be a minimum of 8'-6" wide, ADA compliant, and will be designed to accommodate both pedestrians and bicycles. It will connect up with the existing walkway on the church site to provide continuous pedestrian access from 110th Avenue NE to 108th Avenue NE. There will also be a secondary pedestrian connection internal to the podium of Tower 2 to connect users of the Pedestrian Connection with the retail Promenade on the site interior. This connection through the building will be required to remain open during business hours. **Refer to Condition of Approval regarding the ADA requirements for the Through-Block Pedestrian Connection, public access signage, and pedestrian and utilities easement, and public access signage and hours in Section X of this report.**

Pedestrians will also gain access to the site via a continuous sidewalk along the western edge of the property to connect NE 8th Street with the Through-Block pedestrian Connection. Pedestrian connections to the existing surface parking areas on the church site will also be provided.

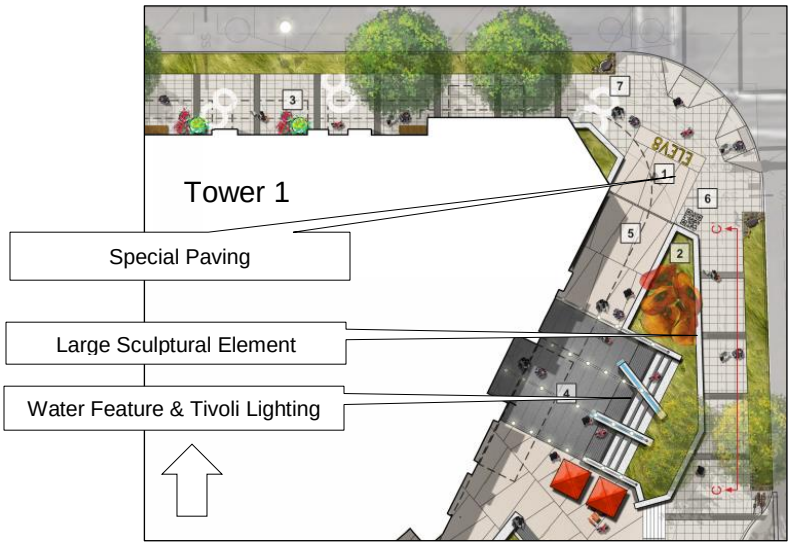
The proposal will also provide enhanced streetscapes that will enrich the pedestrian experience. There will be 11 to 12-foot wide sidewalks, 5-foot wide planting strips with landscaping and street trees, special paving, and an enriched pedestrian open space at the corner that will include special paving, a water feature, and a large art installation.

There will be weather protection along all street frontages. **Refer to Condition of Approval regarding additional weather protection on the 110th Avenue NE frontage in Section X of this report.**

Lastly, the City has identified this block of 110th Avenue NE as a location for a future non-signaled pedestrian crosswalk, which would cross the street from the proposal site to The Bravern development to the east. This crosswalk will also help to facilitate pedestrian traffic going to and from the future light rail station that will be located a half a block away to the south in front of City Hall. This crosswalk will be constructed by the applicant as part of this proposal. In addition, 110th Avenue NE will be widened along the east side of the former Yuen Lui site (corner with NE 8th Street) to conform to the rest of the street, which has already been widened along the remaining eastern edge of the proposal property.

Public Open Space:
Public open space will be provided throughout the proposal. The streetscape, including the public sidewalk, will have generous sidewalk widths with pleasant places to sit that can also accommodate informal gathering.

Gateway Corner

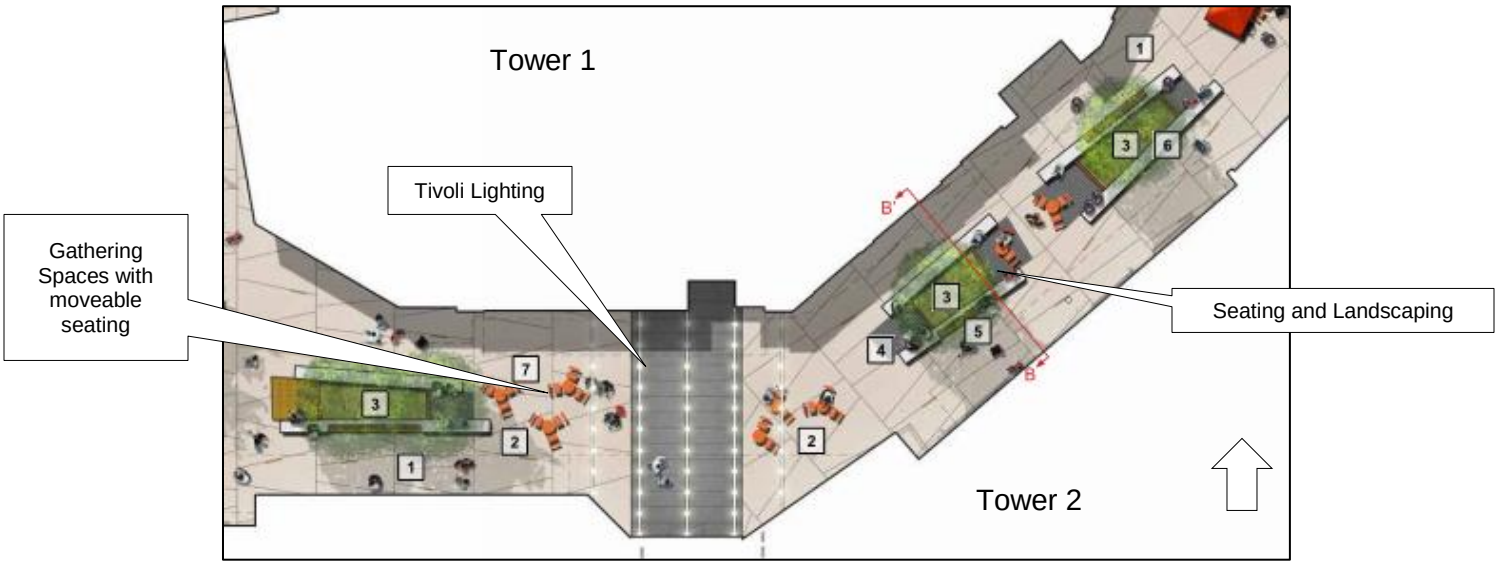


The corner of NE 8th Street and 110th Avenue NE will provide a larger space that will include special paving at the corner with brass lettering incorporated into the paving, plantings, a water feature, overhead Tivoli lighting, and a large vertical sculptural element. There will be places to site and spill out from the surrounding retail uses. This area will provide gateway feature for pedestrians and vehicles entering into the Downtown from the East. **Refer to Condition of Approval regarding the sculptural element design and sculpture and water feature documentation in Section X of this report.**

Conceptual View of Sculptural Element (looking west on 110th)

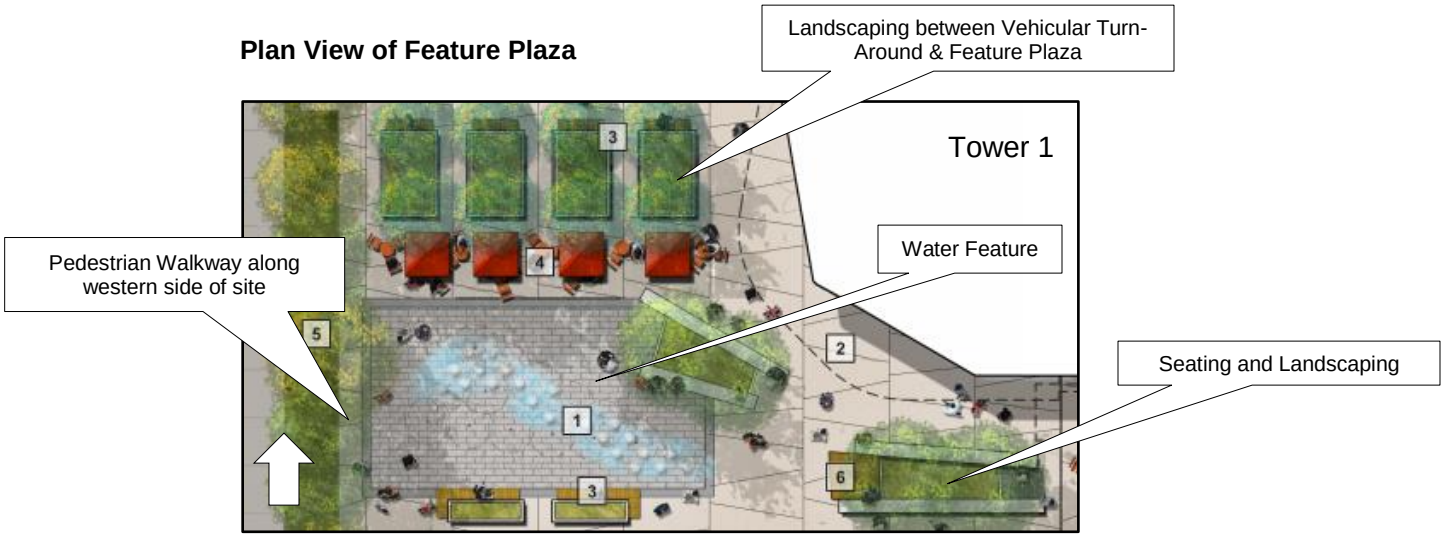
The connection between the gateway corner and the interior Feature Plaza will be provided via the interior Promenade that will not only serve as a retail street, taking pedestrians through the site in diagonal manner, but will provide numerous spaces for seating and gathering. Tivoli lighting will also highlight the middle of the Promenade.

Plan View of Promenade



The Promenade will terminate at the Feature Plaza, which will provide a large open space that will be a multi-purpose space for gathering with uses spilling out from the surrounding retail spaces. This space will be surrounded by plantings and will also contain a water feature with pop jets, fixed and moveable seating, a wooden seating platform, and wayfinding via “wet paint” in the concrete paving.

Plan View of Feature Plaza



Section View of Feature Plaza looking north from site interior

Perspective looking east and Wet Paint Sample

Additional open space will be provided for the buildings' residents via large landscaped roof gardens on the roof of the podium. Included in this space will be a pet relief area, pool deck for an indoor pool, and BBQ and gathering spaces. **Refer to Condition of Approval regarding the pet relief area in Section X of this report.**

Overhead View of Podium Rooftop Open Spaces

B. Building Design

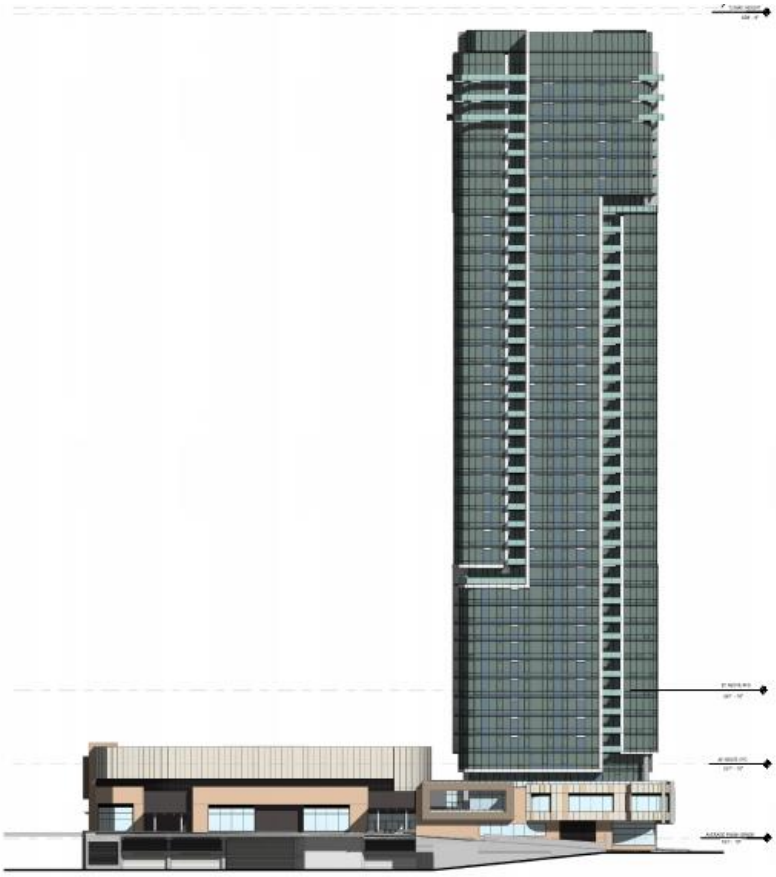
The proposed project is envisioned as the first phase of a two-phase project encompassing the entire half superblock. The two towers are the first two of four that are envisioned with future development. They form half of a crescent shape that will be completed with development on the church site.

Both residential towers are proposed to be 450 feet tall, with no part of the buildings exceeding this 450 foot height. The twin towers will be slender rectangles with glass curtain walls and rounded corners. The warm color and natural materials will represent the Northwest modern style. Although they are effectively identical in height and form, they will be perceived as being different due to the change in the color of the glass when seen at different times of the day and the slightly different treatment of each façade. All mechanical equipment will be hidden from view in a mechanical penthouse at the top of the building that will be surrounded by habitable space.

Building Elevations

West Elevation (facing church site)

East Elevation facing 110th Avenue NE



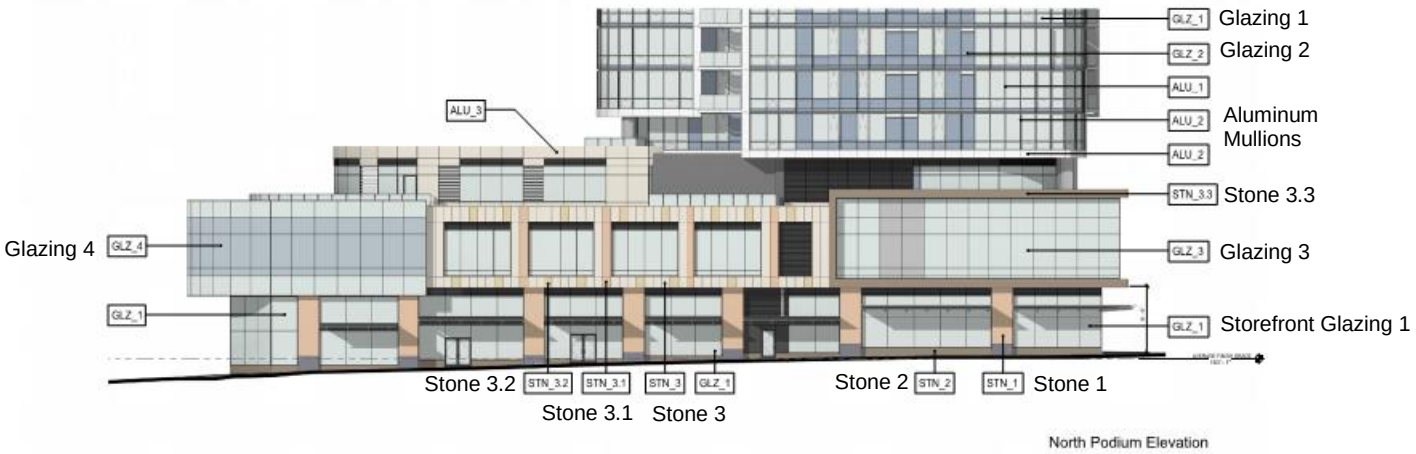
South Elevation facing mid-block vehicular connection

North Elevation facing NE 8th Street

The buildings will incorporate a variety of sustainable strategies to lower the impact of the project on the City. The retail podium will be covered with green roofs that will also provide outdoor amenities for the residents of the building, while capturing and filtering rain water and reducing the heat island effect. Energy efficient lighting and mechanical systems will also be integrated into the project.

Materials: The building will be clad is a variety of high-quality, urban materials. At the podium level, the applicant proposes to provide richness by using a variety of six different quartz and stone cladding materials in conjunction with aluminum mullions, screens and panels, and clear glazing. The towers will be a combination of two types of glazing and aluminum mullions. **Refer to Condition of Approval regarding street frontage glazing in Section X of this report.**

Materials Typical to all Facades



C. Process

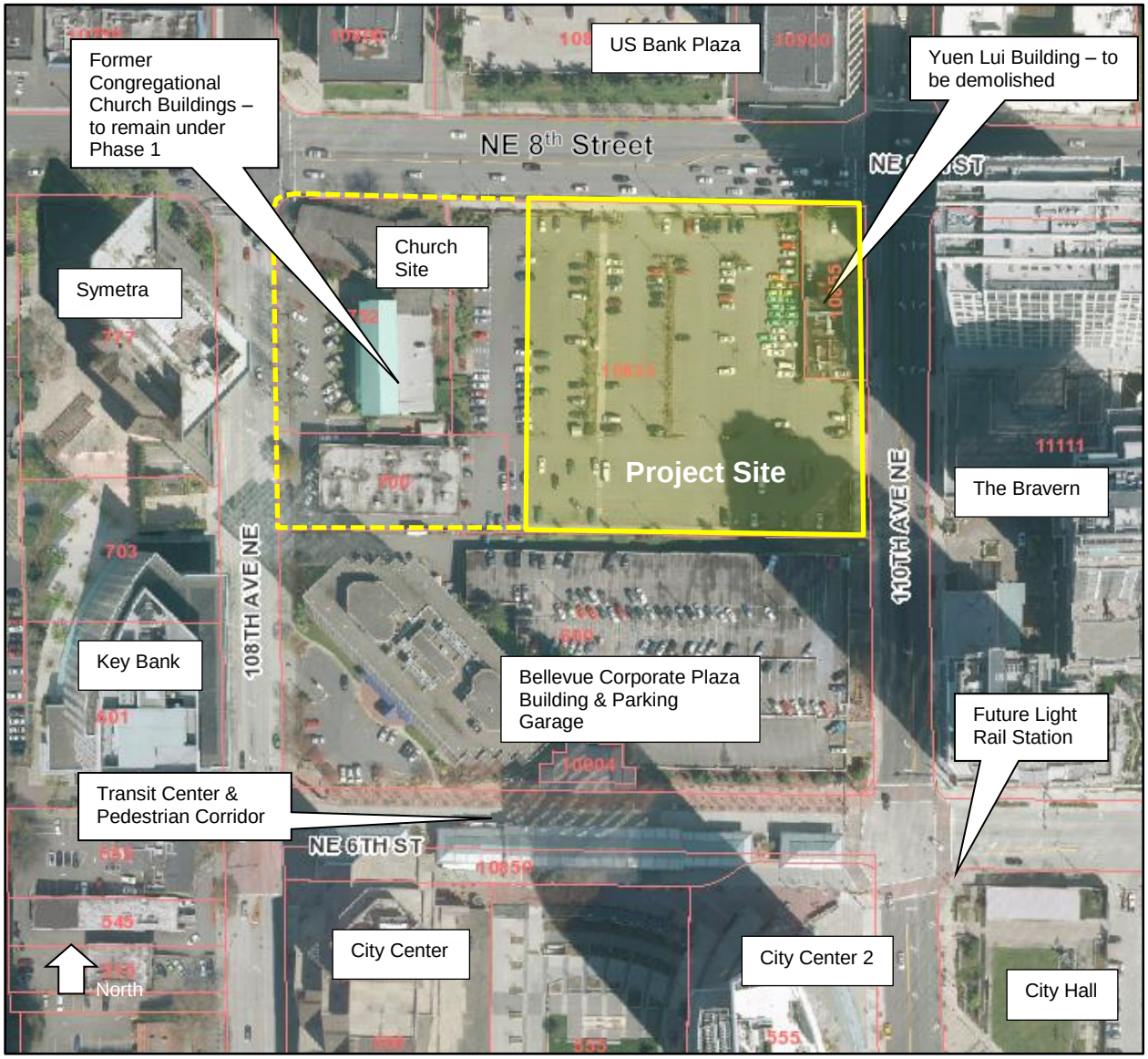
Design Review for Downtown proposals is required by Land Use Code (LUC) 20.25A.010.C. The Design Review, and SEPA Threshold Determination are both Process II decisions. Process II is an administrative process. The Environmental Coordinator issues the SEPA Threshold Determination and the Director of Development Services issues the Design Review decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

II. SITE DESCRIPTION, ZONING, & LAND USE CONTEXT

A. Site Description

The 109,034 square foot (2.5 acres) project site is located on the corner of NE 8th Street and 110th Avenue NE. A majority of the site is currently being used as a commercial surface parking lot. The Yuen Lui Photography Studio building lies in the northeast corner of the proposal site. A recently completed boundary line adjustment eliminated the property lines for the Yuen Lui site. The existing Yuen Lui building will be demolished for this proposal. This project site and the two parcels directly to the west on the church site have the same ownership and make up roughly one-half of a Downtown superblock. The church site property is envisioned to be redeveloped by the same developer under a second phase and the conceptual design for this redevelopment is currently being reviewed under a separate Master Development Plan permit.

VICINITY MAP



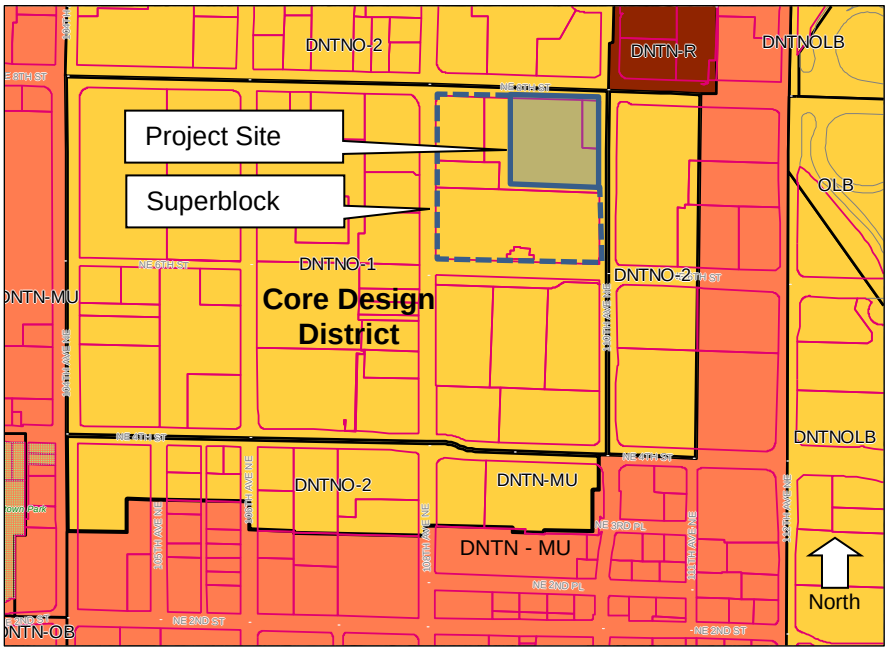
NE 8th Street is a major east-west arterial that brings traffic into and out of the heart of the Downtown; most notably from I-405 to the east. NE 8th Street rises in grade from I-405 and levels out at the proposal site near the intersection with 110th Avenue NE. The proposal property occupies the highest topographical point in the Downtown. Due to its elevation and prominent location, the proposal site is one of the first places where drivers entering from the east will first realize that they are entering Downtown. The proposed development, including both the site design and the building architecture, will help to create a gateway announcing this eastern entry into the Downtown.

110th Avenue NE is a minor arterial that runs in a north-south direction. A number of relatively recent projects, including The Bravern and City Center II, have already added to the vehicular and pedestrian traffic on this street. The new light rail station will also be constructed approximately one-half block to the south on the southeast corner of the intersection of 110th Avenue NE and NE 6th Street.

B. Zoning

The property is within the Downtown O-1 (Downtown Office) land use district, within the Core Design District. This site, along with all of Downtown, was rezoned in 1981 through Ordinance No. 3013 to implement the 1979 Downtown Subarea Plan Map. The proposed uses of office and retail are permitted outright.

ZONING MAP



C. Land Use Context

The proposal site lies in the northeast quadrant of the Downtown Core Design District. The Core allows higher, more intensively developed buildings than in any other part of the Downtown. Currently there is a mix of development around the project site (see below). The site also lies one-half block north of the Bellevue Transit Center which is on NE 6th Street, between 110th and 108th Avenues NE.

Adjacent properties are as follows:

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

West: DNTN-01 - The church site which includes the former First Congregational Church sanctuary building to the north and a two story office building to the south (The Bradford Center Building). These buildings will remain until an anticipated second phase is constructed.

South: DNTN-01 - A three level parking structure on the east side and an office building to the west on the Bellevue Corporate Plaza site. Both buildings extend along the northern edge of the Bellevue Transit Center and the southern edge of the proposal property.

North: DNTN-O2 - Across NE 8th Street is the Plaza Center development with two office buildings with ground floor retail, separated by a four story parking garage. This development is distinguished by a large planting area between the parking garage and NE 8th Street.

Other prominent building developments within a two block radius of the proposal site include the Symetra Building and Key Bank Center to the west, Meydenbauer Center to the east, and City Center I and II, The Summit Building, and Bellevue City Hall to the south. The proposal project will be required to provide a Through-Block Pedestrian Connection in the east-west direction and to construct a portion of an east-west vehicular connection that will, in the future, connect NE 110th Avenue with NE 108th Avenue when adjacent properties are redeveloped.

III. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Use

Uses are regulated by Land Use Code (LUC) Section 20.10.400 (Use Charts), LUC 20.25A (Downtown Office-1 land use district) and LUC 20.25A.100 (Downtown Core). The residential and retail uses proposed for this project are permitted with Design Review approval subject to meeting the Design Review criteria of LUC 20.25A.110 and the Design Guidelines – Building/Sidewalk Relationships of LUC Section 20.25A.115.

2. Dimensional Requirements

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

TABLE 1: DIMENSIONAL REQUIREMENTS

Item	Permitted/ Required	Proposed	Comments/Conditions
Project Limit	No minimum	124,800 SF	Meets LUC requirement
Building Height	450 FT maximum for residential use. LUC 20.25A.030.E and LUC 20.25A.100.E.4.d.vi	450 FT (both towers)	Meets LUC requirements and complies with “Heights in Core Design District” map LUC 20.25A.020 & 030.E

Item	Permitted/ Required	Proposed	Comments/Conditions
Lot Coverage	100%	100%	Meets LUC requirement LUC 20.25A.020.A.2
Floor Area Ratio (FAR) - Residential	Residential: 5 Min./Unlimited Max.	4.24 FAR	**Refer to discussion in Section III.B** Meets LUC requirement LUC 20.25A.020
Floor Area per Floor Above 40 Feet	20,000 SF Residential	Tower 1: Varies from 11,267 to 12,411 GSF Tower 2: Varies from 9,347 to 11,552 GSF	LUC 20.25A.020 Meets LUC requirement
Floor Area per Floor Above 80 Feet	12,000 SF Residential	Tower 1: Varies from 11,842 to 12,411 GSF Tower 2: Varies from 11,073 to 11,552 GSF.	Per LUC 20.25A.020, the floorplate can be increased up to 10%. **Refer to discussion in Section III.A.4 below.** Meets LUC requirement.
Setbacks/ Front(s) Side & Rear	Front: 0 FT/Back of required sidewalk Side/Rear: Min. 20 FT for all floors above 40 FT	Front: 0 FT/Back of required sidewalk Side: Approx. 75 FT Rear: Approx. 28 FT	LUC 20.25A.020 including Footnote (25) Meets LUC requirement
Upper Level Stepback In Core Design District on NE 8th Street	20 FT Stepback along NE 8th Street between 25 and 40 feet in height	No stepback for the tower is provided. Stepback modification is requested.	**Refer to discussion in Section III.A.3 below.** LUC 20.25A.100.E.7
Sidewalk Width	NE 8th Street: 16'-6" (11 FT sidewalk + 5 FT planting strip + 6" curb 110th Avenue NE: 16'-6" (11 FT sidewalk + 5 FT planting strip + 6" curb	NE 8th Street: 16'-6" minimum (including curb) with 5 FT planting strip 110th Avenue NE: 16'-6" (including curb) with 5FT planting strip	LUC 20.25A.060.A Meets LUC requirements

Item	Permitted/ Required	Proposed	Comments/Conditions
Street Tree/ Species & Caliper	NE 8th Street: Pacifica Sunset Maple – Acer truncatum x platanoides 'Warrenred' 110th Avenue NE: Zelkova - Zelkova serrata'Green Vase' All Street Trees shall have a 2 ½" caliper at time of planting.	Street trees are proposed as identified in LUC 20.25A.060 – Plate B.	Meets LUC requirements LUC 20.25A.060 Plate B **Refer to Condition of Approval regarding final landscape and irrigation plans, street trees and right-of-way/streetscape landscaping, streetscape irrigation, landscape installation and maintenance assurance devices, and maintenance agreement with the City of Bellevue in Section X of this report.**
Through-Block Walkways	Provide pedestrian connection in each superblock	A continuous Through-Block connection running east-west as shown on approved plans. Minimum width is 8'-6". Connection is ADA accessible and may be used by bicycles.	Meets LUC requirement LUC 20.25A.060.C **Refer to Condition of Approval regarding the pedestrian and utilities easements, ADA requirements for Through-Block Pedestrian Connection, and public access signage and hours in Section X of this report.**
Overhead Weather Protection	NE 8th Street: 75% of the street frontage (minimum) 110th Avenue NE: 50% of the street frontage (minimum)	NE 8th Street: Approximately 160 LF of weather protection = 78% of street frontage 110th Avenue NE: Approximately 140 LF of weather protection = approximately 42% of street frontage	110th Avenue: 42% of public sidewalk in front of Tower 2 has weather protection More will be required along this façade to meet the 50% requirement. **Refer to Condition of Approval regarding additional weather protection on 110th Avenue NE frontage in Section X of this report.** As conditioned, meets LUC requirement LUC 20.25A.060.B
Loading	One off-street 10' x 55' space, or other as approved by the Director	Provided within the garage accessed off 110th Avenue NE	Meets LUC requirements LUC 20.20.590K.4.a-c

Item	Permitted/ Required	Proposed	Comments/Conditions
Parking Residential 797 Units Retail in Mixed Use 88,500 NSF **Total Stalls**: Standard Stalls: (includes accessible and van parking and all tandem) Compact Stalls: Tandem Stalls:	Min. Max. 0 = 0 2 per unit = 1,594 Stalls Per 1,000 NSF: Min. Max. 0 = 0 3.3/1,000 = 292 0 1,886 65% of total max = 946 Allowed only if not required to meet parking minimum.	Proposed: 1,186 spaces (1.49 per unit) 270 spaces (3.05 per 1,000 nsf) Total Stalls Provided: 1,456 1,456 > 1,886 819 stalls 637 stalls 95 tandem stalls - allowed since they are not necessary to meet min. parking requirements. Each tandem stall was counted as one parking space.	Meets LUC requirements LUC 20.25A.050 LUC 20.25A.050.F Allocation of spaces will be reviewed under the Building Permit for the garage to identify specific locations for residential and retail parking. **Refer to Condition of Approval regarding allocation of parking for retail and/or restaurant uses and compact and retail parking stalls in Section X of this report.**
Recycling & Solid Waste	1 ½ SF per residential unit = 1,195 SF 5 per 1,000 SF retail = 443 SF Total: 1,638 SF	Approximately 2,400 SF in three trash/recycle areas in the garage on the on P-1 Level	Meets LUC requirements Will adequately accommodate all of the proposed building uses. **Refer to Condition of Approval regarding solid waste and recycling in Section X of this report.**

3. Modification of Upper Level Stepback (LUC 20.25A.100.E.7)

The applicant has requested a modification of the 20-foot upper level stepback for Tower 1 along NE 8th Street to eliminate the stepback entirely. The modification to the stepback, which was created to preserve a view corridor on NE 8th Street, can be supported due to the following:

a) NE 8th Street has been recently widened to create a roadway with 7 lanes of traffic and a width of approximately 75 feet. When the required 16 foot wide

sidewalk on either side of the street is added, the open view corridor along this arterial is over 100 feet wide. This widening along with the required street frontage has effectively preserved the view corridor from the street level.

b) The relationship of the building façade to the public streetscape is consistent with the treatment of the façade of The Bravern buildings to the east. The Bravern towers are also not stepped back from the podium levels.
c) Tower 1 is pulled as far north as possible to allow maximum light and air into the interior of the site where the public open space is located and to minimize the blocking of views from The Bravern towers.
d) Tower 1 has a slender profile with a northern façade that takes up less than 40% of the site's street frontage.

The stepback modification is granted for the proposed building design. This approval may be reconsidered if any modification of the project, building, or site design is proposed that would alter the design of the base, or the location of the building. **Refer to condition of approval regarding stepback and floorplate modification in Section X of this report.**

4. Modification of Tower Floorplate (LUC 20.25A.020.B.1)

The applicant has requested a 2% increase in the allowed floorplate size of Tower 1 by an average of approximately 259 square feet or 2% per floor. This total increase of 13,055 square feet can be modified per LUC 20.25A.020.B.1.A and the additional square footage will be require an equal amount of FAR amenity. This modification can be approved to allow reasonable development of the site, as outlined below:

a) Allows for an efficient floor plan while accommodating extra square footage needed to meet the new building code requirements for tower stair separation.
b) The project could be designed in more of a square plan that results in a slender tower that minimizes blockage of light, air and views from other properties.
c) The square plan will maximize structural efficiency of the floor slabs.

Refer to condition of approval regarding stepback and floorplate modifications in Section X of this report.

B. Special District Requirements

1. FAR Amenity System Requirements

Subject to LUC 20.25A.020C.2, the amount of bonus floor area in square feet generated by the amenities provided to meet the Basic Floor Area Ratio (FAR) requirement must at a minimum be equal to 20% of the Project Limit area times the Basic FAR permitted for a non-residential building in the land use district. The Basic FAR required in square feet is calculated by multiplying 0.20 x the Project Limit area x the Basic Non-Residential FAR (0.20 X 109,034 SF X 5) and equals 109,034 square feet. The amount of "Basic" FAR Amenity Earned (118,608 SF), calculated below, exceeds the minimum required by 9,573 square feet. **Refer to Conditions of Approval regarding amenity designs and statistics, sculpture and water feature documentation, and bonus system recording in Section X of this report.**

TABLE 2: BONUS AMENITY AREA EARNED

Project Area (Site) in DNTN-O-1		**109,034 SF**
Project Gross Floor Area (GFA) Proposed		**462,820 SF**
BASIC Permitted Floor Area (FAR) for *Residential DNTN-O-1* Basic Residential FAR (5.0) X Project Area		**545,175 SF** *5.0 X 109.035 SF =* **545,175** *SF*
MAXIMUM Permitted Floor Area (FAR) for *Residential DNTN-O-1*		**Unlimited**
Actual Proposed Project FAR – 4.24 FAR Project GFA divided by Project Area		**4.24 FAR** *462,820 SF divided by 109,034 SF = 4.24 FAR*
BASIC FAR	**BASIC** FAR Amenity Required Basic Non-Residential FAR (5.0) x 20% of the Project Area	**109,034 SF** *5.0 x (0.2 x 109,034) = 109,034 SF ** 109,034 *"buys"* 545,175 SF
	BASIC FAR Amenity Earned (See Table 4 below)	**118,608 SF** 118,608 SF > 109,034 SF – Meets requirement of LUC 20.25A 020.C
	Excess BASIC	**9,573 SF** *118,608 – 109,034 SF = 9,573 SF*
NON- BASIC FAR	**NON-BASIC** Earned (see Table 4 below)	**3,764,383 SF**
	Remaining **NON-BASIC** FAR Amenity to Earn Project GFA – Basic Permitted FAR of 5.0	**0 SF** 462,820 SF – 545,176 SF = -82,356 SF If Project GFA is less than BASIC Permitted FAR of 5.0, no additional FAR required
	Additional Floorplate on Tower 1 = 13,055 SF (see Section III.A.4 above)	**13,055 SF**
	Remaining FAR Available after BASIC **Excess BASIC Points + NON-BASIC Earned – Additional Floorplate SF**	**3,760,902 SF** *9,573 SF + 3,764,383 SF – 13,055 = 3,760,901 SF* Meets requirement of LUC 20.25A.030
Total FAR Amenity Earned BASIC FAR Amenity Earned + NON-BASIC FAR Amenity Earned		**3,882,991 SF** (Refer to Table 3 below) *118,608 SF + 3,764,383 SF = 3,882,991 SF*
Excess FAR Amenity Earned (Total FAR Earned – BASIC FAR Amenity Required – Remaining FAR Amenity to Earn – Additional Floorplate Square Footage)		**3,760,902 SF** *3,882,991 SF – 109,034 SF – 0 SF – 13,055 = 369,265 SF*

TABLE 3: 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	LF	200:1	261 LF x 200 = 52,520 SF	Building frontage devoted to retail/ commercial activity. **Refer to Condition of Approval regarding street frontage glazing in Section X of this report.**
	Marquees NE 8th Street and 110th Avenue NE	SF	4:1	6,852 SF x 4 = 27,408 SF	Overhead weather protection along the Through-Block Pedestrian Connection, pedestrian-oriented retail on NE 8th Street and 110th Avenue NE
	Water Feature	Per $100 construct. value	8:1	$300,000 divided by 100 x 8 = 24,000 SF	Visual and audible enhancement/mitigates heat-island effect of plaza
	Sculpture	Per $100 appraised value	5:1	$300,000 divided by 100 x 5 = 15,000 SF	Public Art **Refer to Condition of Approval regarding the sculptural element at the corner in Section X of this report.**
	Sub-Total BASIC			**118,608 SF**	
Non-BASIC	Residential Uses	SF	4:1	871,008 x 4 = 3,484,032 SF	
	Underground Parking	SF	0.5:1	498,397 SF x 0.5 = 249,199 SF	Hides parking under the building
	Landscape Area	SF	2:1	15,576 SF x 2 = 31,152 SF	6,154 SF in plaza and 9,422 SF building podium levels
	Sub-Total Non-BASIC			**3,764,383 SF**	
	COMBINED TOTAL			**3,882,991 SF**	

2. DNTN Core Design District

The applicable guidelines for this site within the Downtown Core Design District are found in LUC 20.25A.100.E.3 – Pedestrian Connections. Under these guidelines, the Through-Block Pedestrian Connection shall be provided and designed to respond to the Design Guidelines in LUC 20.25A.060.C.3.

Finding: The Through-Block Pedestrian Connection will provide a continuous, fully accessible route of travel for pedestrians and bicycles. It will run in the east-west direction from 110th Avenue NE to the church site to the west. Pedestrians and bicyclists may then continue on an existing pedestrian walkway across the church site to 108th Avenue NE. The Through-Block Pedestrian Connection on the proposal site will have weather protection in multiple locations along its length, and it will be further delineated with special paving and landscaping. The walkway will also have two secondary connections to the Feature Plaza and will connect up with The Bravern to the east via a new pedestrian mid-block crossing across 110th Avenue NE. Directional public access signage will be required at each end of the connection and any other points of access to or from the walkway. **Refer to Condition of Approval regarding the public access signage in Section X of this report.**

C. Design Review Criteria and Design Guidelines

Subject to LUC 20.25A.110 and 20.25A.115, the following design criteria must be met for Design Review approval. Note that should construction be suspended, a construction phasing plan must be submitted to ensure that the project will not be an eyesore or danger to the public and will conform to City guidelines, standards and requirements. **Refer to Condition of Approval regarding construction phasing plan in Section X of this report.**

1. LUC 20.25A.110 Design Review Criteria

SITE DESIGN CRITERIA – LUC 20.25A.110.A

a. Vehicular Circulation and Parking

Finding: Although a relatively level site, the applicant has made use of the topography such that all of the parking is underground in six levels of underground parking, with the garage 'roof' being used for the public open spaces and pedestrian circulation.

Vehicular access to parking and service areas will be via two garage entries off the new east-west vehicular connector, accessed off 110th Avenue NE. Entries off this roadway will provide access to the service and loading areas inside the building at the P-1 Level as well as to the general parking areas within the garage. The driveway for the mid-block vehicular connector off 110th Avenue NE will slope down one level to these garage entries and will be physically separated from the Feature Plaza and Through-Block Pedestrian Connection via a change in grade, railings and landscaping. With future development on the church site, this vehicular connection will continue between 108th Avenue NE and 110th Avenue NE. It is also important to note that one-half of the required roadway will be constructed by this applicant on the adjacent property to the south via a signed agreement between the property owner for this proposal (10833 NE Eighth

Street Associated LLC) and the owner of the property to the south (CW Nom LLC). The signed agreement is Attachment C to this report.

There will also be a turn-around for drop off functions for Tower 1 and the retail Promenade. This turn-around will have access off NE 8th Street and it will be required to have a right in, right out vehicular movement onto NE 8th Street. There will be no at-grade parking anywhere on the site. Lastly, there will be pull-out space on 110th Avenue NE to allow pedestrian drop-off to Tower 2 and to the retail uses.

Refer to Condition of Approval regarding the public vehicular access easement in Section X of this report.

b. Pedestrian Circulation and Amenities (see LUC 20.25A.060)

Finding: The Through-Block Pedestrian Connection runs parallel to, but will be physically separated from the vehicular connection. It will provide a continuous, accessible route for pedestrians and bicyclists from 108th Avenue NE to 110th Avenue NE. The Through-Block Connection will then connect up with the new mid-block crossing across 110th Avenue NE, which will be constructed as part of this proposal. The Through-Block Pedestrian Connection will also connect up with the site's interior open spaces via a series of secondary walkways. The pedestrian connection through the podium building of Tower 2 must remain open to the public during business hours and a minimum of seven public access signs will be required to delineate the various public pedestrian routes and access points. **Refer to Condition of Approval regarding public access signage and hours in Section X of this report.**

The activation of the street corner and provision of the internal Promenade and public access throughout the site, including through the Tower 2 podium, will provide multiple safe and accessible routes.

Both major street frontages will have pedestrian amenities including new street trees, spaces for seating and landscaping and there will be weather protection along the buildings street frontages. Seating will also be provided throughout the internal Promenade and Feature Plaza areas.

c. Wind and Sun

Finding: The two towers were placed close to both street frontages to maximize air and solar exposure to the site interior and public spaces such as the Feature Plaza. A two-story podium building was placed on the southern side of the site to further allow solar access into these public spaces. The slim towers have also been designed and sited to cast as little shadow as possible on surrounding properties. Refer to shadow (lighting) studies prepared by the applicant in the project file, which is available for public viewing at City Hall.

The winter storms and prevailing winds generally come from the southwest. By orienting Tower 1 close to NE 8th, the building will block some of the storm winds for pedestrians on NE 8th Street. In addition, the proposal will provide covered pedestrian walkways along both street frontages, through the interior Promenade, and in various points along the Through-Block Connection.

The Feature Plaza and Promenade will create a variety of spaces for refuge and calm throughout the year. The openness of the Feature Plaza, in conjunction with extensive landscaping and multiple water features will result in a variety of pleasant spaces. Plantings of primarily deciduous trees and shrubs will be planted throughout the site, including along the western property line, to provide summer breezes and shade.

d. Open Space

Finding: The proposed Feature Plaza, Promenade and overall pedestrian circulation pathways are designed to be part of an overall system of open spaces that occur throughout the Downtown. The proposed Feature Plaza will be open at all times and will be used as a pedestrian connection focal point for circulation in both the north-south and east-west directions. Upon redevelopment of the property to the south in the future, the plaza could potentially also connect directly with the Bellevue Transit Center.

The proposed Feature Plaza will lie in the relatively sunny, central core of the proposal site. The surrounding building to the south will only be two stories high. The open space will be connected to the public sidewalk on NE 8th Street as well as to 110th Avenue NE and the corner of 110th Avenue NE and NE 8th Street via the pedestrian Promenade, which will also act as a secondary open space. Both the Feature Plaza and the Promenade will include landscaping, water features, seating, and public art. Moveable seating will also be encouraged in the open spaces, as will the shared use of these spaces by restaurants.

All open spaces will be ADA accessible and will contain a variety of public amenities, including water features, different kinds of seating, Tivoli overhead lighting, and pedestrian-scaled lighting to provide safe travel throughout the site. Variety in the scale and character of spaces within the plaza will provide the opportunity for different activities – either programmed or spontaneous – to occur.

e. Light and Glare

Finding: Landscaped open spaces, ground level building facades, and walkways will include low level pedestrian scaled lighting fixtures with cut-off shields to minimize glare. All pedestrian scaled accent lighting and signage lighting must be adjustable/dimmable to reduce the impact of lighting on adjacent buildings and residents. **Refer to Condition of Approval regarding exterior lighting in Section X of this report.**

DOWNTOWN PATTERNS AND CONTEXT - LUC 20.25A.110.B

a. Natural Setting and Topography

Finding: The proposal site not only lies at the highest elevation in the Downtown, but it also lies in a prominent gateway location for people entering the Downtown from the east. The applicant has responded to this location by designing two slender towers over podiums that will keep a majority of the site open to the sky. Because the NE 8th Street roadway is seven lanes wide at this location, the views along the public right of way toward the mountains to the east and Downtown Bellevue to the west will continue to be preserved. Generous spacing between towers will provide panoramic views to the mountains, Lake Washington and the Seattle skyline from all sides of each tower and from adjacent buildings.

b. Landscape Design

Finding: The Feature Plaza, Promenade and both streetscapes will be planted with native and semi-native plant species. Overall, landscape elements and plant materials will be selected and arranged to define a variety of outdoor spaces, thereby allowing different activities to occur. The existing vegetation on site will not be retained. **Refer to Condition of Approval regarding the final landscape and irrigation plans, street trees and right of way/streetscape landscaping, and streetscape irrigation in Section X of this report.**

c. Views

Finding: By locating the slender towers along each street frontage, potential views from the proposed tower to the Cascade Mountains, Mount Rainier, the City of Seattle, the Olympic Mountains and Mount Baker will be enhanced and open visual access across the site in all directions will be maintained. The location of the building will also minimize obstruction of views from neighboring buildings.

d. Building Height and Bulk

Finding: The towers have been sited along the site edges to open up the site interior to sunlight and to minimize the shadows cast on surrounding properties. The towers have a slender profile and are pulled far apart to further open up the site and reduce the feeling of excessive bulk. The building facades adjacent to the public open spaces generally contain either retail or lobby spaces that will be visually and physically accessible to the public. Although Tower 1 will not stepback from NE 8th Street, the impact to the view corridor will be negligible since the overall roadway is seven lanes wide and generous 16-foot streetscapes are provided on each side of the road. The building façade will be consistent with the facades on The Bravern and other buildings to the west along the south side of the street.

e. Transitions

Finding: The building and the open spaces throughout the proposed development have been designed to provide clear connections with neighboring developments and future development to the west and south. The circulation through the site will be accessible and clearly defined. The

pedestrian openings from the public sidewalks into the interior Promenade and public open spaces are wide and gracious and also provide amenities such as landscaping, seating, retail uses, and water features.

f. Patterns of Activity

Finding: The proposed development with its open space, pedestrian circulation systems, and numerous pedestrian-oriented retail spaces will provide the opportunity for numerous pedestrian-level activities at the ground level. The Feature Plaza and Through-Block Pedestrian Connection will be open to the public at all times and a hierarchy of different spaces within the site interior is intended to encourage a variety of activities. **Refer to the Condition of Approval regarding the public access signage and hours Section X of this report.**

g. Signage

Finding: Project signage was included to show proposed locations for signage but the conceptual design of the signage was not addressed during this Design Review. The applicant will be required to submit an updated Sign Master Plan as part of the building permit application to show the conceptual design for all building signage, including directional and informational signage. In addition, the applicant will be required to install a minimum of seven City of Bellevue public access signs to identify the entry points to the Through-Block Pedestrian Connection and public walkways through the site. **Refer to Condition of Approval regarding project signage/sign design package, public access signage and hours, and individual sign permits in Section X of this report.**

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

Finding: NE 8th Street is designated as a "C" Right-of-Way and 110th Avenue NE is designated as a "D" Right-of-Way in the Building/Sidewalk Design Guidelines. These are low to moderate pedestrian orientation designations. However, due to large amount of retail space proposed, the addition 797 residential units, and the close proximity of the project to the new light rail station and the existing Transit Center, it is anticipated that two street frontages will experience significantly more pedestrian traffic and activity than anticipated when the Guidelines were written. Therefore, the streetscapes will provide a higher level of design detail than required by their streetscape designations.

On NE 8th Street, in addition to the required 11-foot wide sidewalk and 5-foot wide planting strip with new street trees, there will be pedestrian oriented retail, and weather protection for the pedestrian along the majority of the building façade. On 110th Avenue NE, the street frontage provided by this proposal will include the minimum required 11-foot wide sidewalk and a 5-foot wide planting strip with street trees, a vehicular drop-off area, retail spaces facing the street, and the development of the corner gateway with landscaping, a water feature, and a large sculptural element. The pedestrian entry to Tower 2 will also be off 110th Avenue NE.

The commercial and service uses on both street frontages must have clear glazing to allow visual access and encourage pedestrian activity. No mechanical equipment will be allowed in above ground cabinets in any pedestrian paths or walkways, including the public right-of-way. **Refer to Condition of Approval regarding street level glazing and ground-mounted mechanical equipment, screening, and street furniture in Section X of this report.**

IV. PUBLIC NOTICE AND COMMENT

Application Date: February 8, 2016
Notice of Application: March 24, 2016
Public Notice Sign: March 24, 2016
Minimum Comment Period: April 7, 2016
Public Meeting: April 12, 2016 at City Hall

Although the minimum required public comment period ended on April 7, 2016, comments were accepted up to the date of this decision. No written comments were received requesting information about the project. Three citizens came to the public meeting and did not submit written comments.

V. TECHNICAL REVIEW

A. Utilities

The City has adequate capacity for providing water, sanitary sewer and storm drainage service for this proposal.

The plans generally conform to the requirements applicable to this stage of the design process. It is the applicant's responsibility to verify the accuracy all field information and data gathered for the feasibility of this project. Future Utilities permit applications for this development must comply with Bellevue Codes 24.02, 24.04 and 24.06.

Refer to Condition of Approval regarding the utility code requirements in Section X of this report.

B. Clearing & Grading

The Clear and Grade Reviewer reviewed the plans and materials submitted for this project and determined that the clearing and grading portion of this Land Use application can be approved without conditions of approval. The future Clearing and Grading Permit application for this development must comply with City of Bellevue Clearing and Grading Code (BCC 23.76).

C. Transportation Department

Site Access

The primary vehicular access to the proposed development will occur at 110th Avenue NE via a 26-foot wide two-way private road (mid-block vehicular connector) running along the site's south property line where it will change to a one-way (outbound) partial

roadway connection to the west (108th Avenue NE). The one-way outbound access on 108th Avenue NE will provide full access for exiting left and right turns. In addition, there will be one driveway located at NE 8th Street. Outbound left turn vehicular movements will be prohibited at NE 8th Street and 110th Avenue NE access points. Larger trucks will also use the mid-block vehicular connector to reach the internal loading area. Note that the backing of trucks within any street right of way or across any public sidewalk easement is prohibited. **Refer to Conditions of Approval regarding vehicular access restrictions and provisions for loading in Section X of this report.**

Loading Zone Pullout

A parallel parking pullout for vehicles will be located adjacent to the City's 110th Avenue NE right-of-way where the applicant will be responsible for its operation and maintenance. This 10-foot wide dark colored concrete pullout will be used for passenger drop-off and pick-ups and/ or short term loading activity. **Refer to Condition of Approval regarding the loading zone pullout agreement in Section X of this report.**

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements including street widening at the corner of NE 8th Street and along 110th Avenue NE is required as a condition of development approval. In addition, the applicant will install a new mid-block pedestrian crosswalk with a pedestrian refuge traffic island on 110th Avenue NE. The design of the improvements must conform to the requirements of the Americans with Disabilities Act (ADA) and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual. **Refer to Conditions of Approval regarding civil engineering plans for transportation in Section X of this report.**

The City's adopted 2016-2027 Transportation Facilities Plan (TFP) includes project TFP-110, which calls for widening 110th Avenue NE between NE 6th Street and NE 8th Street to a five-lane roadway section with sidewalks (project implementation will be coordinated with approved and potential future private development in the immediate vicinity). Hence, this will require street widening on the applicant's entire frontage. Frontage improvements will be required along NE 8th Street and 110th Avenue NE and shall include: pavement widening on 110th Avenue NE, traffic signal installation and modification, curb return radius increase to 35 feet at the intersection of NE 8th Street/ 110th Avenue NE, storm drainage, Type "A" curb and gutter 16-foot wide sidewalks with tree wells for street trees, and street lighting.

At the intersection of NE 8th Street and 110th Avenue NE, revision of the curb alignment or ADA ramps will require revision of the traffic signal and pedestrian push button systems. A detailed plan and specifications for any such revisions must be prepared by an engineer familiar with City standards, and approved by the city with approval of the clearing and grading permit. It is advisable for any traffic signal design work to be done by the same firm that will do the streetlight design.

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

1. New street lights on street frontage must be provided and a combined street tree and street light plan is required for review and approval prior to completion of engineering

and landscape plans for their installation. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-7F). The final engineering plans must include a streetlight plan and specifications prepared by a qualified engineer familiar with street lighting and with Bellevue's streetlight requirements. All necessary engineering details, including standard drawings, for any new or relocated streetlight and associated equipment must be included in the final civil engineering plans for the Clearing and Grading Permit.

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

   ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings TE-12 or TE-13. **Refer to Condition of Approval regarding mechanical equipment, equipment screening, and street furniture in Section X of this report.**

3. The curb, gutter, and sidewalk on both 110th Avenue NE and NE 8th Street fronting the site shall be completely removed and reconstructed with a sidewalk width of at least 16 feet on NE 8th Street and 110th Avenue NE, not including the curb. The planter strips are included in the 16-foot adjacent to the curb. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling shall be used. Such method must be acceptable to the Transportation Department.

4. To meet the requirement of Through-Block Pedestrian Connection along the south edge of the property, the applicant will provide a sidewalk at least 8.5 feet wide within a public pedestrian access easement along the northern edge of the mid-block vehicular connector that starts from 110th Avenue NE and continues west.

5. The overall design and appearance of the sidewalk and landscaping on 110th Avenue NE and NE 8th 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, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features. Alternative paving samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features.

   The applicant may install pavers and different materials with different score pattern between the back of the curb and the building façade along the 110th Avenue NE and NE 8th Street frontage. The exact location and installation details of these enhancements must be provided on the appropriate civil, architectural and landscaping plans. The applicant is required to provide an indemnity agreement to the Transportation Department Right of Way Section as relates to the installation and maintenance of these pavers and any other materials. **Refer to Condition of Approval regarding alternative paving materials in Section X of this report.**

   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.

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

6. Landscaping within the planting strip on either adjacent city streetscape shall be irrigated with a separate metered and controller. Electrical connections for lighting in planting 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. **Refer to Condition of Approval regarding streetscape irrigation in Section X of this report.**

7. The applicant will be responsible for installing all street channelization and signage that is necessitated by their street frontage improvements on 110th Avenue NE and NE 8th Street. The installation of two enhanced crosswalks (14-foot wide) across 110th Avenue NE and NE 8th Street will be required. Ramps and pedestrian pushbuttons shall be ADA compliant. A channelization and signage plan must be included as part of clear and grading construction plans.

8. The mid-block vehicular connector two-way travel section (face of curb to face of curb) along the entire first phase frontage of the development will be 26 feet wide with curb return radiuses of 25 feet at 110th Avenue NE. The interim one-way westbound section of the connector will be at least 13 feet wide. The applicant will be responsible for installing all pavement markings and signage.

9. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement with at least 8 feet minimum clearance below the sidewalk. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city. **Refer to Condition of Approval regarding soil nailing and shoring in Section X of this report.**

10. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk.

11. All existing above-grade utility lines and cabinets on any city street fronting the site must be undergrounded. No new above grade lines will be permitted along or across any street or sidewalk easement. **Refer to Condition of Approval regarding ground-mounted mechanical equipment, screening, and street furniture in Section X of this report.**

12. Any awning, marquee, balcony, etc. over a public sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement) and must have at least three feet horizontal clearance from any streetlight or traffic signal pole. No supports for such features shall be installed in the public sidewalk. No structure will be allowed above a city right of way without a long-term lease of airspace.

13. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing DEV-7F. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.

14. Fire standpipes and similar equipment must be outside the public sidewalk, if feasible. If the sidewalk cannot be avoided, then such equipment must meet the requirements for fixed objects and must not be within the pedestrian travel zone.

15. Street furnishings not required by the Transportation Department, such as benches or raised planters, will be allowed with an indemnification agreement making the adjacent property owner responsible for such furnishings. The appearance, style, and location of such features must be acceptable to both the Transportation and Development Services Departments.

16. Per IBC section 3201.4, drains from the building or roof shall not discharge onto a public sidewalk. In addition, treatment of storm water from the site flowing to any city street or public sidewalk shall meet the standards of the Utilities Department.

17. Doors shall not swing out into the public sidewalk area.

18. Vehicle and pedestrian sight triangles shall be achieved per BCC 14.60.240 and 14.60.241, and Design Standards 21 and 22 including consideration of all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

19. As much as feasible, any new manhole lids and other metal covers shall be located outside the tire paths of through lanes on any city street.

Refer to Condition of Approval regarding street frontage improvements, soil nailing and shoring, civil engineering plans for transportation, and building and site plans for transportation in Section X of this report.

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

The applicant shall provide public ingress and egress on and over the mid-block vehicular connector as a public access easement.

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area on the 110th Avenue NE, NE 8th Street, mid-block vehicular connector frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

Refer to Conditions of Approval regarding existing easements, easements for traffic signal, street light boxes and vaults, pedestrian and utilities easements and public vehicular access easement in Section X of this report.

Right of Way Dedication
To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way. This requirement applies to 110th Avenue NE and NE 8th Street and the ultimate curb return at 110th Avenue NE/ NE 8th Street intersection due to street widening on 110th Avenue NE. **Refer to Condition of Approval regarding dedication of right of way in Section X of this report.**

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. **Refer to Condition of Approval regarding holiday construction and traffic restrictions in Section X of this report.**

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

Pavement Restoration
The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. Near this project, NE 8th Street is classified as "Overlay Required" streets. Should street cuts prove unavoidable or of the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required. Details of any trench restoration must be shown on the engineering plans. **Refer to Condition of Approval regarding pavement restoration in Section X of this report.**

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

D. Fire Department

1. The Fire Department has reviewed the access to the site in accordance with IFC chapter 5 as part of this design review. Between the three public streets NE 8th, 110th Ave NE, and 108th Ave NE along with the private vehicular connection between 108th and 110th and the interior courtyards, we find the access to be acceptable and in accordance with the code.
2. The location and access to Fire Command Centers has been reviewed and the proposed locations have been accepted as part of this review.
3. Preliminary water locations for fire protection systems and hydrants has been reviewed and commented on. Final approval will happen on subsequent permits.

4. Proposed Fire Department connections have also been reviewed and coordinated with the utilities design along with the access arrangements.
5. The generator room has been sighted and further building design must take into account venting, exhaust, combustion and cooling air intakes.

E. Addressing

The address for the new buildings will be the following:

North Building (Tower 1): 10909 NE 8th Street
South Building (Tower 2): 735 110th Avenue NE

Commercial/Retail addresses will be assigned after the building permits for the north and south buildings are submitted.

These addresses shall be used for all future permits. **Refer to Condition of Approval regarding addressing in Section X of this report.**

VI. STATE ENVIRONMENTAL POLICY ACT

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

This section of the staff report is an addendum to the adopted EIS referenced above and the environmental checklist - Attachment B to this report. Adverse impacts which are less than significant are usually subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process. A discussion of the impacts is noted below together with specific conditions of approval. These impacts will be mitigated through exercise of Code authority as well as through project-specific conditions of approval, contained in Section X of this report.

A. Earth

There are no Critical Areas or environmental issues associated with this site. An issuance of a DNS is the appropriate threshold determination under the SEPA requirements.

C. Environmental Health/Noise

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

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

Interior Noise: Bellevue City Code, 9.18, prohibits the approval of new residential structures where the exterior noise level exceed Ldn (day-night average sound level) of 65 dBA anywhere along the site boundary, unless the construction can achieve *interior* noise levels of 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. *Prior to the issuance of any building permit*, the applicant must submit an Acoustical Engineer's report on the proposed construction and the anticipated maximum noise thresholds inside the units facing a street frontage. Before any occupancy permits are issued, the noise levels must be measured inside a random sample of the residential units and the report revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report must include recommendations to modify the construction to meet the interior noise thresholds. **Refer to Conditions of Approval regarding the acoustical engineer's report and noise measurements prior to TCO in Section X of this report.**

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

Construction Vehicle Pollution: To mitigate for air pollution generated by construction vehicles while transporting materials to and from the site, all construction vehicles will be required to cover their loads per the requirements of the Revised Code of Washington (RCW) 46.61.655.

Refer to Conditions of Approval regarding noise & construction hours, use of best available noise abatement technology, air pollution from construction vehicles and equipment, and mechanical equipment exhaust and noise levels at the property line and in pedestrian areas in Section X of this report.

C. Surface Water

The project site currently drains two directions, the west half drains toward the Meydenbauer Creek Drainage Basin while the east half currently drains to the Sturtevant Creek Drainage Basin. The current proposal is for Phase 1 of the development. Phase 1 currently drains east before turning south on 112th Avenue NE which takes the flow to Sturtevant Creek and ultimately Lake Washington.

D. Water and Sewer

Domestic water will be provided by connections to an existing 8" main in 110th Avenue NE.

Sanitary sewer will be provided by extending a new main south along 110th Avenue NE from NE 8th Street.

E. Transportation

Long Term Impacts and Mitigation
The long-term impacts of development projected to occur in the City by 2027 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2027 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. ELVE8 development lies within MMA # 3, which has a 2027 total growth projection of 4,645 multi-family dwelling units and 1,595,183 Gross Square Feet (GSF) of Retail. Although this development will have 797 residential units, the traffic analysis was analyzed for 820 multi-family dwelling units, 80,000 GSF of shopping center and 20,000 GSF of grocery store. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

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

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

Based on the traffic analysis, this development will generate approximately 639 new p.m. peak hour trips, with credit for removal of existing use. 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, 28 system intersections received 20 or more p.m. peak hour trips.

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

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated July 21, 2011. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.040.F). At the time of a complete building permit application, the Certificate of Concurrency will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090.H. 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, Transportation Engineering Northwest (TENW), to analyze the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. Issues that were analyzed in the Traffic Impact Analysis, dated May 25, 2016, included Level-of-Service (LOS) analysis at nearby intersections, LOS and vehicle queues at the site driveways, site vehicular and pedestrian circulation, delivery truck circulation/ operations, transit availability, and accident history analysis for the past three years.

The ELEV8 traffic impact analysis shows that under the current development application, the proposal will increase demand on the westbound left-turns at 110th Avenue NE/ NE 8th Street intersection. This is primarily due to the relatively limited access options available for traffic coming from the east, with the primary entrance being a private road (mid-block vehicular connector) which can only be accessed via southbound 110th Avenue NE. Although the proposal will increase the westbound left-turn queue at 110th Ave NE/NE 8th Street intersection, these conditions are considered to be acceptable with the current development proposal and will not require project-specific mitigation.

However, with future development on adjacent parcels, the mid-block vehicular connector will be completed as a two-way facility for its entire length between 110th

Avenue NE and 108th Avenue NE through the superblock, with a full access driveway on 108th Avenue NE.

The engineering plans such as the roadway plan with detailed roadway cross-sections, street lighting, traffic signal installation or modification, street channelization markings and signage were submitted in conjunction with frontage improvements on 110th Avenue NE and NE 8th Street that include pavement widening.

VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

Building Design

- The building height was adjusted so that no portion of the building could be taller than 450 feet.
- The building was pulled back from the sidewalk such that the structure was not in the right of way.
- The NE 8th building façade was redesigned to create a more interesting and pedestrian friendly streetscape.
- The main pedestrian entry for Tower 2, which was originally facing south on the Through-Block Pedestrian Connection, was moved to face 110th Avenue NE.

Site Design

- The pedestrian plaza now has a more open, expansive entry from the corner intersection of NE 8th Street and 110th Avenue NE. The addition of a large sculptural element, a water feature, special paving, and an interesting building corner all work to create a gateway into the Downtown for pedestrians and vehicles traveling from the east.
- Interior open spaces were enhance to create more interest and pedestrian activity.
- A sculptural element was placed at the intersection of NE 8th Street and 110th Avenue NE to provide a large, memorable gateway feature.

Refer to Condition of Approval the sculptural element design and regarding street frontage improvements in Section X of this report.

VIII. DECISION CRITERIA

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

1. The proposal is consistent with the Comprehensive Plan.

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

Urban Design & the Arts Policies

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

Finding: The proposed building will create an attractive, high-quality project due to its building design, site design, architectural detailing and materials. Due to the superior elevation of the site, these towers will become visual reference points against the skyline and serve as a gateway for people entering the Downtown; especially from

the east.

UD-4*. Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.*
UD-12. *Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.*
UD-21. *Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.*
UD-27. *Integrate high quality and inviting public and semi-public open spaces into major development.*
UD-35. *Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.*
Finding: The site design of the proposed development is focused on the pedestrian. There will be numerous pedestrian connections through the site and the streetscapes along the public streets have been enhanced to promote pedestrian activity. Pedestrian routes will also connect multiple public open spaces that will provide gathering and resting spaces.

UD-23. *Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.*
UD-24. *Encourage the creation of iconic visual reference points in the community through innovative site and building designs.*
UD-25. *Ensure that site and building design relates and connects from site to site.*
Finding: The proposal has been designed to provide a memorable statement via the placement and clean design of the twin towers, which will be placed at the highest topographical location in the City. The enhancement of the streetscape and the punctuation of the corner at NE 8th Street and 110th Avenue NE with a large sculptural element will further create a strong, visually recognizable gateway into the City.

UD-28. *Encourage private and public developers to integrate art into the design of the public areas of their projects.*
Finding: Art will be incorporated in the project. The most important art feature will be the large sculptural element that will be placed at the gateway corner at the intersection of NE 8th Street and 110th Avenue NE. This large sculptural element will help to announce the entry into the Downtown and will create a memorable focal point for the development.

UD-29. *Integrate rooftop mechanical equipment screening with building architecture.*
Finding: All rooftop mechanical equipment will be located in the center of each tower such that it will be screened with surrounding habitable space and will not be visible from surrounding development.

UD-31. *Utilize greenroofs and walls where they enhance the character of Bellevue as a "City in a Park" and soften the visual impact of development*.
Finding: Green roofs will be used extensively on the podium roof to provide green outdoor spaces for the residents and soften the visual impact of the buildings from surrounding development.

UD-31. *Encourage public and private development to incorporate access to sunlight.*
UD-34. *Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.*
UD-31. *Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.*
Finding: The two towers have been located to allow as much natural sunlight as possible into the interior of the site. In addition, marquees along both street frontages and weather protection via building overhangs will encourage pedestrian activity throughout the year. Successful public spaces will be created through many different types of seating opportunities, landscaping, and multiple pedestrian connections to all surrounding street frontages and throughout the site.

UD-74. Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)
Finding: The corner treatment at the intersection at NE 8th Street and 110th Avenue NE will be designed to create a gateway into the City from the east.

Downtown Subarea Policies:

Policy S-DT-1: *Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.*
Finding: The retail spaces, pedestrian plaza, Promenade, and pedestrian connections will provide additional activities for area residents.

Policy S-DT-3: *Develop Downtown as an aesthetically attractive area.*
Finding: This high-quality proposal will add to the aesthetic environment of the Downtown.

Policy S-DT-5: *Organize Downtown to provide complementary functional relationships between various land uses.*
Finding: This proposal will complement the surrounding office, residential and retail developments in the Downtown Core and will provide pedestrian connection through the superblock.

Policy S-DT-35: *Create a pedestrian environment with a sense of activity, enclosure, and protection.*
Finding: This proposal will provide a pedestrian plaza and Promenade with a variety of subordinate spaces and access opportunities.

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

Finding: This project provides a variety of streetscape enhancements. Refer to the project drawings and discussion of design guidelines for building/sidewalk relationships in Section III.C.2 of this report.

Policy S-DT-48: *Provide for a sense of approach to Downtown at key entry points through the use of gateways and identify treatments that convey a sense of quality and permanence.*
Finding: The location of the building and the treatment of the northeast corner of the site (NE 8th Street and 110th Avenue NE intersection) with a large sculptural element will help to create a dynamic, visual gateway for people entering the Downtown from the east.

Policy S-DT-57*: Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown.*
Finding: The project will provide an accessible Through-Block Pedestrian Connection between 110th Avenue NE and 108th Avenue NE as well as pedestrian connections through the site in multiple directions, drawing pedestrians from both NE 8th Street and 110th Avenue NE.

Policy S-DT-70: *Encourage uses that will bring additional pedestrian activity to the area.*
Finding: The combination of retail and residential uses within the building and the provision of a pedestrian-oriented open spaces throughout the site will provide a variety of opportunities for pedestrian activity.

Policy S-DT-103*: Encourage developers to provide open space amenities accessible to the public. Such amenities must be clearly identified and maintained for public use.*
Finding: The proposal will provide a Feature Plaza, Promenade, and east-west Through-Block Pedestrian Connection, and numerous subordinate public open spaces that will be open to the public and maintained for public use.

Policy S-DT-144: *Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement than as development occurs in each superblock.*
Finding: This proposal will provide a portion of the vehicular mid-block access that also will provide access to the parking and service entries below the building podium. The vehicular connection will be completed with future development of the entire superblock.

Policy S-DT-162: *Provide pedestrian linkages through superblocks that help create a finer-grained pedestrian network.*
Finding: The proposal has provided a Through-Block Pedestrian Connection along the southern property line that will link 110th Avenue NE to 108th Avenue NE. In addition, there will be additional pedestrian connections through the site to connect pedestrians to the public streetscapes.

2. **The proposal complies with the applicable requirements of this Code.**
Finding: As conditioned, the proposal complies with applicable requirements of the Land Use Code. Refer to section III.A of this report for how the general provisions of the Land Use Code have been met.

3. **The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**
   Finding: As conditioned, the proposal addresses all applicable design guidelines and criteria of this Code. Refer to Section III.C of this report for discussion relating to how the applicable design criteria and guidelines have been 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.**
   Finding: The project will take advantage of its urban site by placing the two towers along both street frontages, thereby opening up the interior of the site to light and air. The upgraded streetscape and development along the public right-of-way and intersection corner will reinforce the idea of gateway and will energize the pedestrian experience on NE 8th Street and 110th Avenue NE.

   The towers will be tall and slender, and will reach the allowed height of 450 feet. Although taller than some of the surrounding development, they will fit contextually due to their location, massing, site design and high quality architectural detailing.

   The pedestrian plaza and Promenade, which will be flanked by retail uses, will provide a welcome open area adjacent to developments that are more intensively developed. This system of open space throughout the site is particularly important with the anticipated increase in the pedestrian population that will occur with this project and the close proximity to the existing transit center and to the future light rail station located a half a block away. The open space will also complement and provide links to other public spaces within the Downtown.

5. **The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**
   Finding: All required public services and facilities are available to the site.

IX. DECISION

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

X. CONDITIONS OF APPROVAL:

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Applicable Codes, Standards and Ordinances	Contact Person
Clearing & Grading Code – BCC 23.76	Savina Uzunow, 425-452-7860
Construction Codes – BCC Title 23	Bldg. Division, 425-452-6864
Fire Code – BCC 23.11	Travis Ripley, 425-452-6042

Land Use Code – BCC Title 20	Sally Nichols, 425-452-2727
Environmental Procedures Code – BCC Title 22.02	Sally Nichols, 425-452-2727
Noise Control – BCC 9.18	Sally Nichols, 425-452-2727
Sign Code – BCC Title 22	Sally Nichols, 425-452-2727
Transportation Code – BCC 14.60	Abdy Farid, 425-452-7698
Transportation R.O.W. – BCC 11.70, 14.30, 14.60	Tim Stever, 425-452-4294
Utility Code – BCC Title 24	Brad Ayers, 425-452-6054

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

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

1. Construction Noise Hours

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity would likely have a significant impact on the surrounding residents. In order to minimize detriment to nearby residential uses, the contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. *Requests for exemption from the Noise Control Code must be submitted in writing two weeks prior to the scheduled onset of extended hour construction activity*.

AUTHORITY: BCC 9.18.020 and 9.18.040
REVIEWER: Sally Nichols, Land Use

2. Holiday Construction & Traffic Restrictions

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

AUTHORITY: BCC 14.30.060
REVIEWER: Tim Stever, Transportation/Right-of-Way

3. Vehicular Access Restrictions

Outbound vehicular left turn movements at the proposed mid-block vehicular connector access point (110th Avenue NE) will be restricted. The city may restrict future left turns at 108th Avenue NE driveway if maneuvers are found by the city to be hazardous.

AUTHORITY: BCC 14.60.150
REVIEWER: Abdy Farid, Transportation

4. Provisions for Loading

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

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

5. Use of Best Available Noise Abatement Technology

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

AUTHORITY: BCC 9.18.020F
REVIEWER: Sally Nichols, Land Use

6. Air Pollution from Construction Vehicles and Equipment

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

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

7. Utilities Conceptual Approval

Utility Department approval of the Design Review application is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under Utilities Permit Processes. All connection charges will be due with Utility permits prior to issuance.

AUTHORITY: BCC 24.02, 24.04, and 24.06
REVIEWER: Brad Ayers/Don Rust, Utilities

8. Pet Relief Area

No individual, uncovered pet relief area may exceed 200 square feet in area.

AUTHORITY: BCC 24.04.215, 2016 Sewer Engineering Standards S3-01.4
REVIEWER: Brad Ayers/Don Rust, Utilities

9. Modification to the Design Review Plans

Any modification to this approval shall be documented as an Amendment to this Design Review OR as an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report when the

modification occurs within the two-year vesting period. Any modification of the project design must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project.

AUTHORITY: LUC 20.30F.175, 20.25A.060
REVIEWER: Sally Nichols, Land Use

10. Solid Waste/Recycling

Prior to the issuance of any construction permit, the applicant shall provide a written document demonstrating that Republic Services has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for this building using current standards. In addition, all rights of way and public easement shall not be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.720
REVIEWER: Sally Nichols, Land Use

11. Addressing

Addresses for the buildings and residential units have assigned by the City's Address Coordinator and will be the following:

- North Building (Tower 1): 10909 NE 8th Street
- South Building (Tower 2): 735 110th Avenue NE

These addresses should be used on all subsequent permits for this development.

AUTHORITY: BCC 14.02
REVIEWER: Jami Carter, Address Coordinator

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

12. Right-of-Way Use Permit

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

a) Designated truck hauling routes.
b) Truck loading/unloading activities.
c) Location of construction fences.
d) Hours of construction and hauling.
e) Requirements for leasing of right of way or pedestrian easements.
f) Provisions for street sweeping, excavation and construction.
g) Location of construction signing and pedestrian detour routes.
h) All other construction activities as they affect the public street system.

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements prevents access. General materials storage and contractor convenience are not reasons for preventing access. The applicant shall secure sufficient off-street parking for construction workers before the issuance of a clearing and grading, building, a foundation or demolition permit.

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

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

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

as well as horizontal line of sight must be considered when checking for sight distance.

Specific requirements are detailed below.

a) In conjunction with frontage improvements on 110th Avenue NE and NE 8th Street that include pavement widening and a curb return of 35 feet at 110th Avenue NE/NE 8th Street, final engineering plans such as a road plan with detailed roadway cross-sections, street lighting and street channelization markings and signage are required.
b) A final traffic signal plan and specifications must be included as part of the clear and grading plan.
c) In conjunction with frontage improvements on 110th Avenue NE and the proposed mid-block vehicular connector, a mid-block pedestrian crosswalk on 110th Avenue NE along with modification of the existing traffic island is required. Appropriate civil engineering, architectural and landscaping plans, details and specifications are needed.
d) ADA curb ramp landings at the 110th Avenue NE / NE 8th Street intersection must comply with city standards. In addition, the crosswalk width for both 110th Avenue NE and NE 8th Street must be 14-foot wide.
e) ADA curb ramp landings for the mid-block vehicular connector curb returns and mid-block pedestrian crosswalk must comply with city standards.
f) Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

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

14. Final Landscape and Irrigation Plans

a) General: Final Landscape and Irrigation Plans shall be submitted with the Clearing and Grading Permit application for review by Land Use, the Parks Department, and the Utilities Department. See Condition of Approval regarding the streetscape irrigation (right-of-way) below.

b) The final design for the all site development including the Feature Plaza, Promenade, gateway corner and all associated landscaping must be included on a landscape plan that shall be submitted and constructed per the approved clear & grade and building permit applications. Any significant modification of these open spaces will require additional review and approval.

c) The final design for any site improvements on any adjacent properties must be included for informational purposes only on the final landscape and pedestrian plaza plans.

d) Final Landscape and Irrigation Plans approved under the Clearing and Grading Permit shall be included in the Building Permit set, but each sheet shall be labeled "**FOR REFERENCE ONLY – REFER TO CLEARING AND GRADING PERMIT FOR APPROVED LANDSCAPE AND IRRIGATION PLANS**".

AUTHORITY: LUC 20.20.520, LUC 20.25A.060B and 110
REVIEWER: Sally Nichols, Land Use

15. Street Trees and Right-of-Way/Streetscape Landscaping

a) All street trees along NE 8th Street and 110th Avenue NE shall be planted as specified by Parks Department tree planting standards.
- NE 8th Street: Pacifica Sunset Maple – Acer truncatum x platanoides 'Warrenred' – 2 ½" caliper
- 110th Avenue NE: Zelkova - Zelkova serrata'Green Vase' – 2 ½" caliper

b) Planting shall be done according to the Parks Department Best Management Practices and Design Standards in place at the time of construction.

c) *Prior to ordering*, confirm cultivar with City of Bellevue Parks Department. Contacts are:
- Tom Kuykendall, tkuykendall@bellevuewa.gov, 425-452-7924, or
- Melissa Kerson, mkerson@bellevuewa.gov, 425-452-4100

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

AUTHORITY: LUC 20.25A.060.B
REVIEWER: Tom Kuykendall, Parks Department
Sally Nichols, Land Use

16. Streetscape Irrigation (Right-of-Way and Site)

a) Right-of-Way: Any irrigation system for all landscaping within the City right-of-way will be on a **separate meter and controller** which can be accessed 24 hours a day by the City of Bellevue Parks Department and shall remain separate from the on-site systems. The irrigation system shall include automatic operations and rain sensors to override the automatic cycle if needed. Coordinate the exact location with the Parks Department prior to irrigation installation and submit proof that the irrigation design for the right-of-way has been approved by the Parks Department prior to building permit issuance. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.

b) Drip irrigation will **not** be allowed in the right-of-way planting strip. Schedule 40 irrigation pipe is required in the right-of-way and there shall be a minimum 4-inch diameter sleeves under all new sidewalks and driveways.

c) A private irrigation service line(s) is required for all on-site landscape

areas. Where feasible, drip irrigations should be used to reduce water loss due to over-spray and evaporation. The Utilities Department is responsible for reviewing all irrigation designs.

d) 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. As-built drawings shall be submitted to the City of Bellevue Parks Department and Land Use. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

e) Parks Department Contacts:
- Tom Kuykendall, tkuykendall@bellevuewa.gov or (425) 452-7925; or
- Melissa Kerson, mkerson@bellevuewa.gov or (425) 45204100

AUTHORITY: BCC 24.02.205, LUC 20.25A.060 and 20.25A.520
REVIEWER: Sally Nichols, Land Use

17. ADA Requirements for Through-Block Pedestrian Connection
The proposed Through-Block Pedestrian Connection along the southern side of the podium buildings along the southern edge of the site must be designed such that the connection is barrier free and meets construction code handicapped requirements.

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

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

18. Sculptural Element Design
The final design for the large sculptural element at the gateway corner shall be reviewed and approved by Land Use prior to building permit issuance. The sculpture must have the same overall concept, including height, color, and mass as the conceptual design presented for this Design Review approval.

AUTHORITY: LUC 20.25A.030.C.14
REVIEWER: Sally Nichols, Land Use

19. Transportation Impact Fee
Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance for the above ground building permit will apply. Removal of existing uses is eligible for traffic impact fee credit. In addition, the applicant is entitled to receive credit against the assessed impact fee, up to the amount of the fee related to the cost of frontage improvement construction and the fair market value of the dedication of land as related to the street widening along 110th Avenue NE and at the intersection of 110th Avenue NE/ NE 8th Street, where TFP-110 is on the city's traffic impact fee project list.

AUTHORITY: BCC 22.16
REVIEWER: Abdy Farid, Transportation

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

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

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

AUTHORITY: BCC 14.60.100
REVIEWER: Abdy Farid, Transportation

22. Easements for Traffic Signal, Street Light Boxes and Vaults
The applicant shall provide easements to the City for location of traffic signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100
REVIEWER: Abdy Farid, Transportation

23. Pedestrian and Utilities Easements
The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any public sidewalks located outside the city rights of way fronting this site (*including the Through-Block Pedestrian Connection* adjacent to/north of the mid-block vehicular connector). Documents granting such easements shall be signed by the property owner.

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

24. Public Vehicular Access Easement
The applicant shall provide public access easement to the City as relates to the proposed private road (mid-block vehicular connector) as needed to encompass the required width of 26-foot road cross-section located along the site's south property and including the neighboring property to the south. Documents granting such easement shall be signed by both property owners.

AUTHORITY: BCC 14.60.100
REVIEWER: Abdy Farid, Transportation

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

AUTHORITY: BCC 14.60.090
REVIEWER: Abdy Farid, Transportation

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

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

27. Loading Zone Pullout Agreement
The applicant will sign and record an agreement acknowledging that the applicant is responsible for operation and maintenance of the dark colored concrete pullout. In addition, the agreement will provide for utilities easements under the area of the pullout.

AUTHORITY: BCC 14.60.100
REVIEWER: Abdy Farid, Transportation

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

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

29. 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, Transportation

30. Additional Weather Protection on 110th Avenue NE Frontage

In order to provide weather protection on 50% of the building frontage, additional marquees shall be placed along the podium of Tower 2, including but not limited to a marquee over the entry door to the Tower 2 lobby. All marquees shall be shown on building permit drawings.

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

31. Mechanical Equipment, Equipment Screening, and Street Furniture

a) Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND

b) No mechanical equipment (including power, telephone, traffic control, etc) shall be located in above ground cabinets in sidewalk areas within pedestrian pathways and walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of Land Use/DSD. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk.

c) No permanent street furniture shall be located within the "pedestrian travel zone."

AUTHORITY: LUC 20.20.525, 20.25A.110.B
REVIEWER: Sally Nichols, Land Use

32. Mechanical Equipment Exhaust and Noise Levels at the Property Line and in Pedestrian Areas

Vents shall be located such that exhaust and odors are directed away from pedestrians. All vents shall be architecturally integrated to the building.

Prior to issuance of any mechanical permit for any equipment, including garage exhaust, that will create noise at the property line on the public sidewalk, any publicly accessible space, the Through-Block Pedestrian Connection, and/or walkways adjacent to street frontages, the applicant shall provide certification by a noise consultant that the noise from the project exhaust fans and any other such equipment will not exceed 60 dBA at the property line and a determination by the City's Mechanical Plans Examiner that the velocity and direction of airflows from the exhaust system within pedestrian areas not exceed 500 CFM. The City may require certification of compliance following installation.

AUTHORITY: BCC 9.18 and LUC 20.25A.045
REVIEWER: Sally Nichols, Land Use

33. Acoustical Engineer's Report

The applicant shall submit an Acoustical Engineer's report on the proposed construction and the *anticipated* maximum noise thresholds inside the residential units facing the street frontages. Verification of the noise levels will be required prior to TCO. See Condition of Approval D.49.

AUTHORITY: BCC 9.18 and LUC 20.25A.045.F

REVIEWER: Sally Nichols, Land Use

34. Amenity Designs and Statistics
The building permit plans shall include a detailed design for each proposed amenity with a design component and a statistical summary for each amenity included in the building permit drawings.

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

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

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

36. Stepback and Floorplate Modification
The modification for the *step*back on NE 8th Street and an increase in the maximum floorplate over 80 feet is granted based on the building design approved with this Design Review. This approval may be rescinded if any modification of the project or building design is proposed that would alter the exterior design or location of the building.

AUTHORITY: LUC 20.30F.145, 20.25A.020.B
REVIEWER: Sally Nichols, Land Use

37. Construction Phasing Plan
In the event that construction is suspended for any reason, the development shall not rely on improvements occurring in subsequent phases as a means for not providing a compliant built development. Prior to building permit issuance, the applicant must submit a Construction Phasing Plan which identifies each phase of construction and demonstrates that at the end of each phase, the result will be a development that will not be an eyesore or danger to the public and will be compliant with all City guidelines, standards, and requirements. This plan shall also include, but not be limited to, the following:

a) Street frontage improvements
b) Right-of-way improvements
c) Coordination items with subsequent phases (utilities, structures, buildings, site improvements, etc.)

AUTHORITY: LUC 20.25a, 20.20.010, 20.30f
REVIEWER: Sally Nichols, Land Use

38. Street Level Glazing
To ensure visibility from the sidewalk into any commercial/retail use spaces on street frontages identified in the Building/Sidewalk Design Guidelines, clear (non-tinted, non-reflective) window glass shall be used. If glass has changed from the sample submitted under this Design Review, a new sample of the glass shall be submitted to the Land Use Division of DSD for review and approval prior to building

permit issuance. The storefront windows shall not be obstructed with devices such as curtains, blinds, etc. to allow continuous visual access into the spaces.

AUTHORITY: LUC 20.30F.145 and LUC 20.25A.115 - Building/Sidewalk Design Guidelines
REVIEWER: Sally Nichols, Land Use

39. Exterior Lighting
The applicant shall submit a detailed design for all building exterior and landscape lighting. Lighting shall be contained to this site and not be permitted to spill-over to adjacent sites. All exterior building lighting shall be adjustable/dimmable and include cut-off shields to minimize impacts of light and glare.

AUTHORITY: LUC 20.25A.110.A.5
REVIEWER: Sally Nichols, Land Use

D. PRIOR TO *ANY* CERTIFICATE OF OCCUMPANCY: 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):

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

a) Driveway and roadway widths and approaches must be constructed in accordance with the approved civil engineering plans.

b) Landings on sloping approaches are not to exceed a grade of 10% for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.

c) Streetlights shall be located per the approved streetlight plan and street trees shall have the required spacing from the streetlights in order to achieve the required on-street lighting levels.

d) Traffic signal poles, signs and equipment shall be located per the approved traffic signal plan.

e) Fixed objects shall be at least ten feet from any driveway edge, as defined by

Point A in standard drawing DEV-7F, and at least three feet behind the face of curb, unless the Transportation Department approves less space.

f) Public sidewalks, ramps, crosswalks and pedestrian pushbuttons shall be ADA compliant.

g) Street and sidewalk improvements shall have an acceptable cross slope and shall have adequate provisions for drainage.

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

i) Required traffic signs, markings, c-curb and other traffic controls shall be installed.

j) Vehicle and pedestrian sight distance shall be provided per BCC 14.60.240 and 14.60.241. Vertical as well as horizontal line of sight and all fixed objects, structures, and mature landscaping must be considered when checking for sight distance.

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

41. Pavement Restoration

Pavement restoration associated with street frontage improvements, utility installation, or to repair damaged street surfaces shall be provided as follows. On NE 8th Street any trenching or construction-related street damage will require half street or full street grind and overlay. The exact extent of the pavement restoration will be determined in the Right of Way Use Permit for the development.

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

42. Implement the Transportation Management Program

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

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

43. Public Pedestrian Access Easements

In addition to the easement for the Through Block Pedestrian Connection, the applicant shall provide public access easements for the following pedestrian routes through the site.

a) The Promenade, from the public streetscape at the corner of NE 8th Street and 110th Avenue NE, and including the Feature Plaza. This public access easement shall include language stating that this easement area will be open for public access at all times.
b) Walkway that runs along the entire western property line. This public access easement shall include language stating that this easement area will be open for public access at all times.
c) Walkway through the podium building of Tower 2. This public access easement shall include language stating that this easement area will be open to the public during business hours – 7:00 AM – 9:00 PM.

The applicant shall then record these easements with King County Records and Elections that includes site plans and the public access hours outlined above.

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

44. Public Access Signage and Hours

a) A *minimum* of seven "Public Access" signs, as depicted in the Bellevue Wayfinding Manual, shall be prominently located to clearly convey the message that the public is welcome in the following: the Feature Plaza, the Promenade, along the entire Through-Block Pedestrian Connection, and through secondary access routes including the connection through the interior of the Tower 2 podium. The final number and exact location of these signs (generally placed on building or planter walls) shall be coordinated with and approved by Land Use.

b) The Promenade, Feature Plaza, and Through-Block Pedestrian Connection must remain open to the public at all times.

c) The pedestrian connection through the podium of Tower 2 must remain open during building business hours - minimum 7:00 am – 9:00 pm.

AUTHORITY: LUC 20.25A.060.C and LUC 20.30F.145
REVIEWER: Sally Nichols, Land Use

45. Bonus System Recording

The applicant shall record a copy of the following with the King County Office of Records and Elections:

a) Final, approved bonus point calculations (Tables 2, 3 and 4 in Section III.B of this report), including any modifications made during building permit review and building construction.
b) Final FAR Worksheet – revised if needed from the worksheet submitted under the Design Review.
c) The Conditions of Approval for this Design Review.
d) Black and white drawings that clearly show the locations of any bonus amenities.
e) Documentation of the cost for the water feature and large sculptural element.

AUTHORITY: LUC 20.25A.030.D and 20.30F.145
REVIEWER: Sally Nichols, Land Use

46. Sculpture and Water Feature Documentation
Prior to TCO, the applicant shall provide documentation of $880,000 cost or appraised value of the water feature and $410,000 cost or appraised value of the sculpture.

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

47. Changes to Existing and/or New Easements
a) If any existing easements, including those with any adjacent property owner(s), change as a result of this project, the changes shall be recorded with the King County Office of Records and Elections and the applicant shall supply a copy of the revised easements regarding this proposal property to Land Use for informational purposes and to be included in the project file.

b) Any new easements created as a result of this project shall be recorded with the King County Office of Records and Elections and the applicant shall supply a copy of all new easements regarding this proposal property to Land Use for informational purposes and to be included in the project file.

AUTHORITY: LUC 20.25A.050, BCC 14.60.100
REVIEWER: Sally Nichols, Land Use

48. Allocation of Parking for Retail and/or Restaurant Uses
Prior to TCO, applicant shall submit plans of the parking garage to Land Use, identifying the exact location of the parking stalls to be assigned to the retail and/or restaurant uses in the building and identify any conditions and/or restrictions for these spaces, including how they are to be monitored. All restaurant/retail use spaces shall be marked as such and all commercial parking spots must be available during regular business hours.

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

49. Project Signage/Sign Design Package
The applicant shall submit a complete sign design package for the entire development for City review and approval prior to the issuance of any occupancy permits for the building, tenant improvement permits for the commercial spaces, or sign permits. The design package shall include the conceptual design of all building signage, including directional and informational signage. The signs shall be consistent with the Bellevue Sign Code and their designs shall be an integral part of the overall architectural design. Signs at or near the street shall be scaled to the pedestrian environment.

AUTHORITY: LUC 20.25A.110.B.7.a-c, BCC 22B.10 (Sign Code)
REVIEWER: Sally Nichols, Land Use

50. Noise Measurements
The noise levels must be measured inside a random sample of the residential units facing each street and the original acoustical report shall be revised to reflect the results. If the actual noise levels exceed the maximum required thresholds, the acoustical report must include recommendations to modify the construction to meet the interior noise thresholds.

AUTHORITY: BCC 9.18 and LUC 20.25A.045.F
REVIEWER: Sally Nichols, Land Use

51. Landscape Installation Assurance Device
All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the following may be submitted: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas (labor and materials); and 3) a notarized Assignment of Savings (prepared by Land Use) 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: Sally Nichols, Land Use

52. Landscape Maintenance Assurance Device
File with the Development Services Department a landscape maintenance assurance device for a one-year period in the form of an assignment of savings (prepared by Land Use) or letter of credit for 20% of the cost of labor and materials for all required landscaping.

AUTHORITY: LUC 20.40.490
REVIEWER: Sally Nichols, Land Use

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

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

E. PRIOR TO ISSUANCE OF SIGN PERMITS

54. Individual Sign Permits
All signage shall be pedestrian oriented. Design review of individual signs for the building and all commercial tenants and compliance with the approved sign package will occur through review of each sign permit application. The sign permit submittal plans, elevations, and/or sketches shall include but are not limited to:

a) Location
b) Illumination

c) Color and Materials
d) Design/Dimensions

AUTHORITY: LUC 20.25A.110, LUC 20.30F, BCC 22B.10.025.B.4
REVIEWER: Sally Nichols, Land Use

Attachments:

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

PAGE 12

NE 8th Street

108th AVE NE

110th AVE NE

LEGEND

1	Pedestrian Oriented Street Frontage
2	Arrival Court
3	Feature Plaza
4	Sculpture / Water Feature
5	Water Feature
6	Promenade
7	Major Pedestrian Corridor
8	Feature Corner
9	Tivoli Lighting
10	Wood Seating Platform
11	ADA Accessible Ramp
12	Stormwater Cell
13	Public Art

TOWER 1

TOWER 2

268.60

330.76

GCH planning & landscape architecture

PHASE 1 - ILLUSTRATIVE SITE PLAN
SCALE: 1" = 40'-0"

07/12/2016
PARK 8

PLUS Investment

MZA

NE 8th Street

108th AVE NE

110th AVE NE

LEGEND

1. Level 2 - Gathering Area
2. Level 2 - Dog Run (Below Level 3)
3. Level 2 - BBQ Stations
4. Level 3 - Gathering Area
5. Level 3 - Pool Deck
6. Level 3 - Private Balcony
7. Level 3 - Raised Planters
8. Level 4 - Private Balcony
9. Level 4 - Grass & Groundcover

TOWER 1

TOWER 2

268.60

330.76

GCH planning & landscape architecture

PHASE 1 - ILLUSTRATIVE SITE PLAN - ROOF LEVELS
SCALE: 1” = 40’-0”

07/12/2016
PARK 8

PLUS Investment

MZA

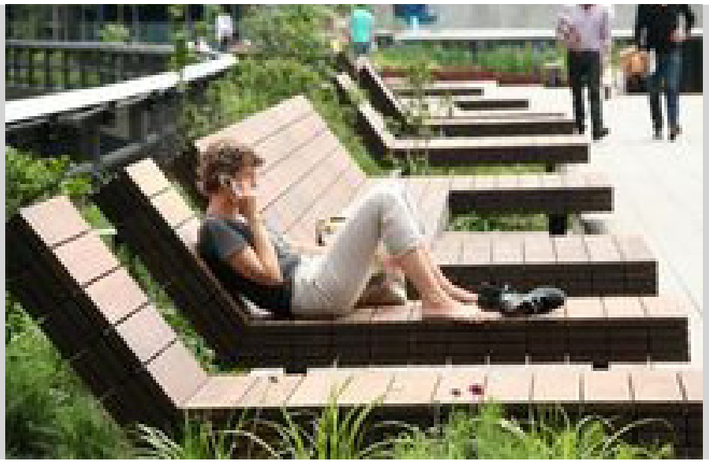
GROUNDCOVERS

ROOFTOP GROUP SEATING

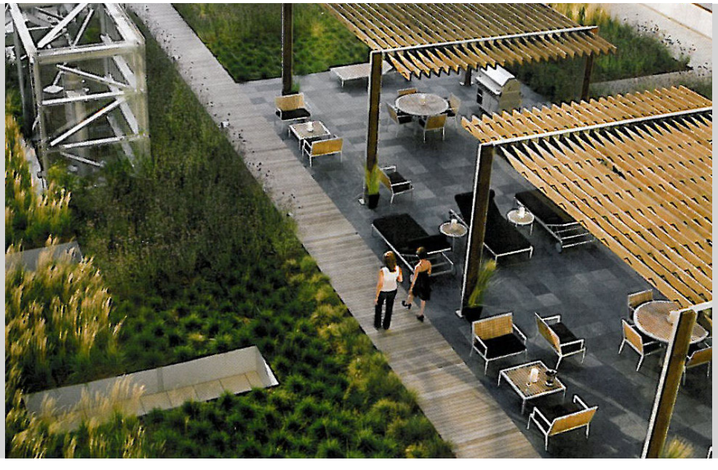
KIDS PLAY AREA

DOG RUN

POOL SEATING

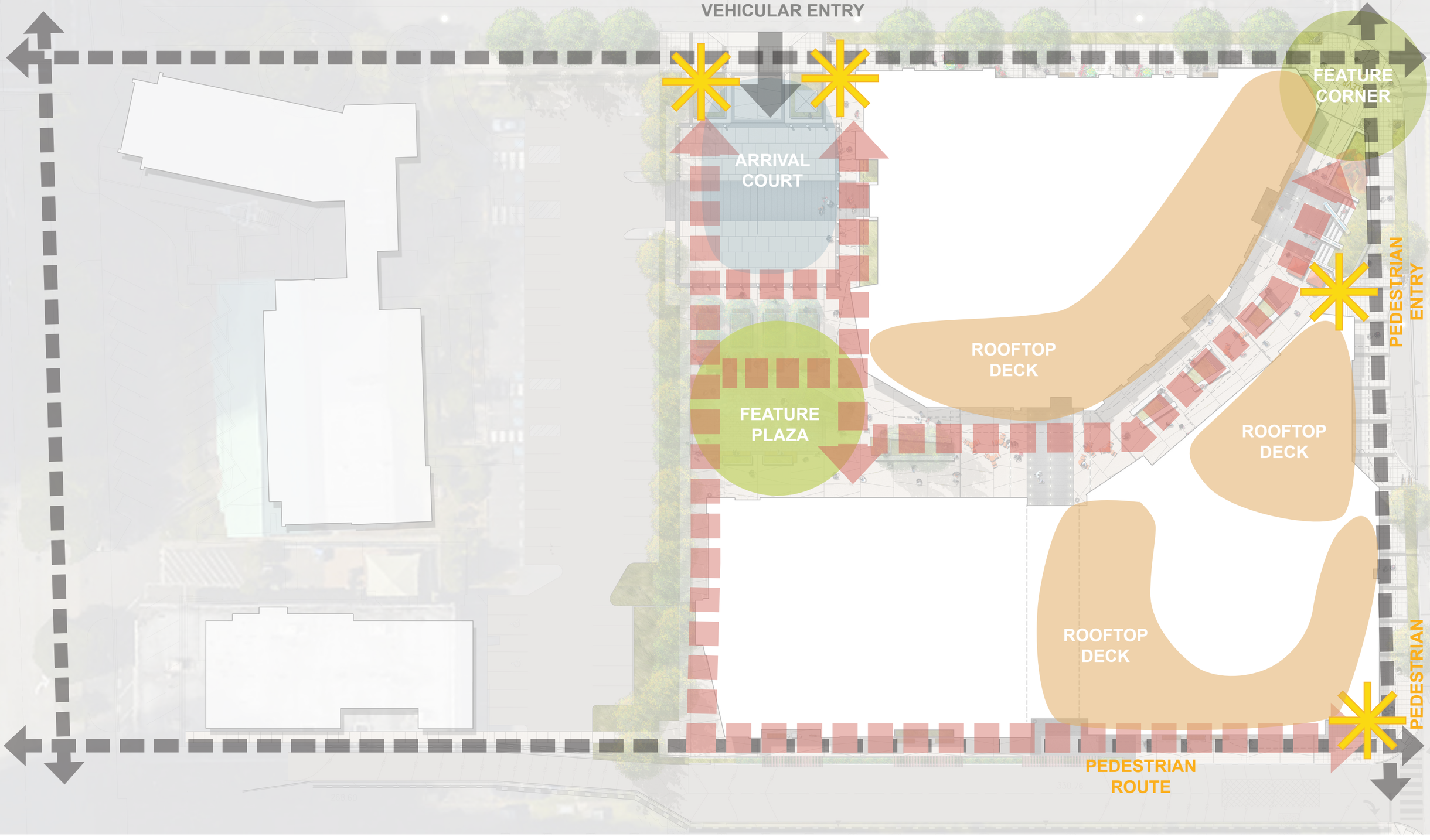


ROOFTOP OPEN SPACE



ROOFTOP LINEAR SEATING

PING PONG



GCH planning & landscape architecture

PHASE 1 - SITE ZONES & ACCESS DIAGRAM
SCALE: 1” = 40’-0”

07/12/2016
PARK 8

PLUS Investment

MZA

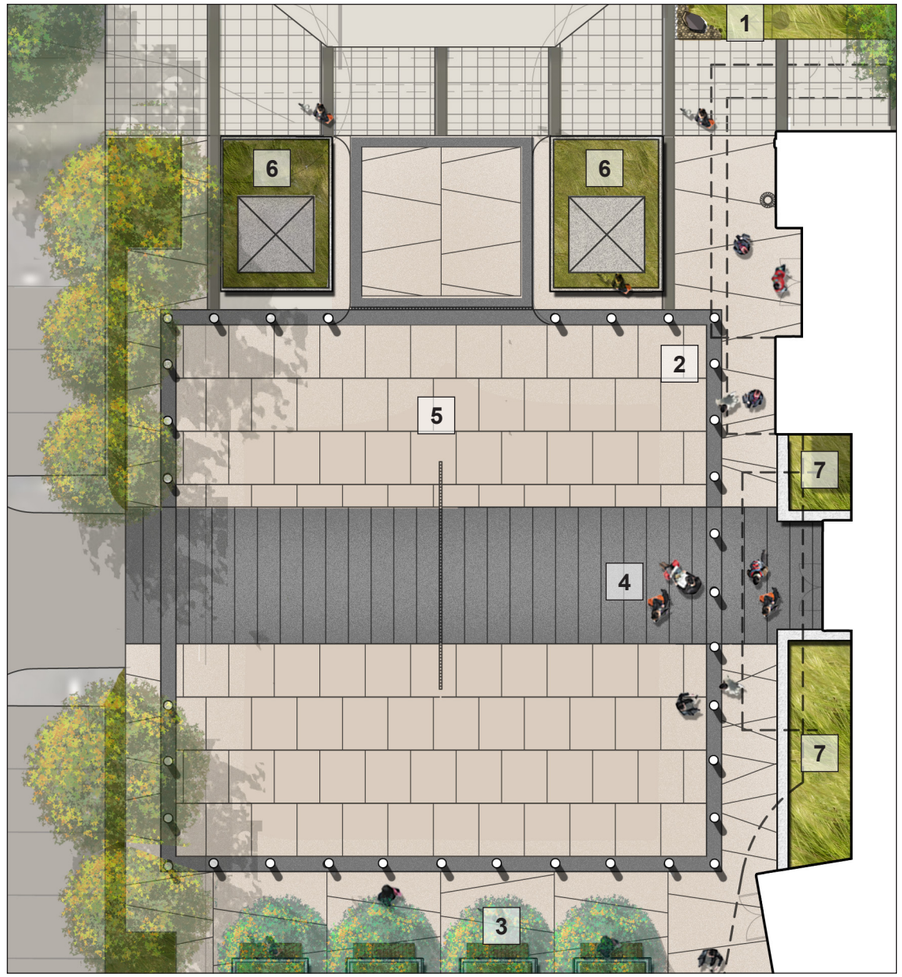
GCH
planning & landscape architecture

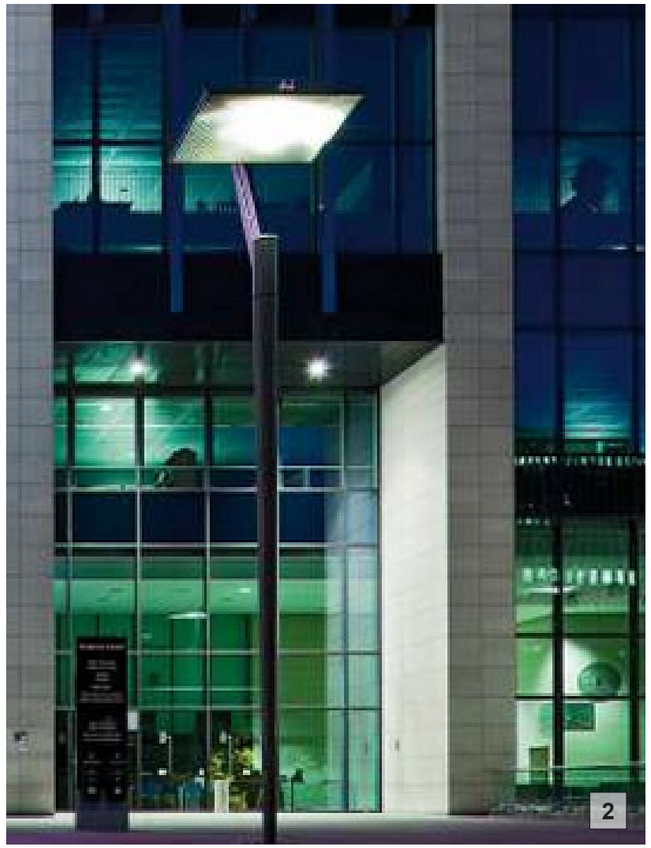
PHASE 1 - ILLUSTRATIVE NIGHT RENDERING
SCALE: 1" = 40'-0"

07/12/2016
PARK 8

PLUS Investment

MZA





KEY PLAN

LEGEND

1	R.O.W PLANTER
2	BOLLARDS
3	SEATING
4	ENTRY (SPECIALTY PAVING)
5	ARRIVAL COURT
6	STORMWATER CELL
7	RAISED PLANTER

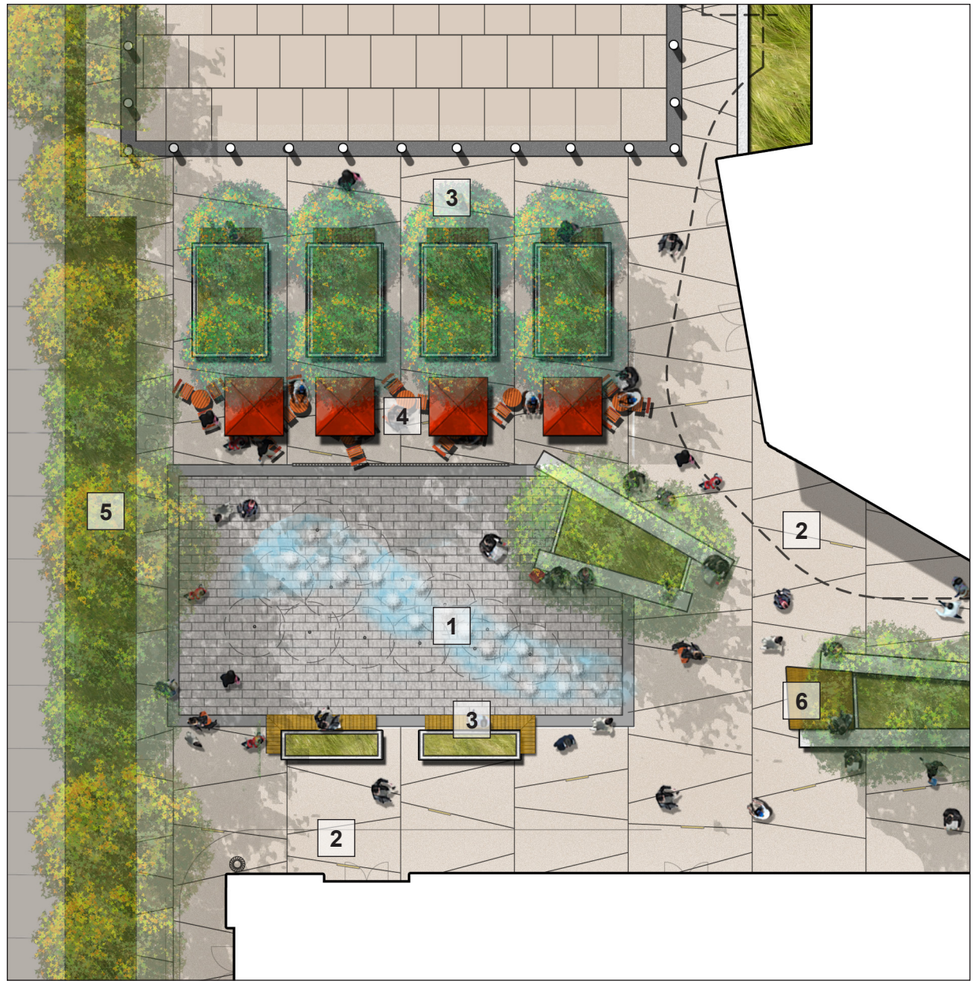
GCH planning & landscape architecture

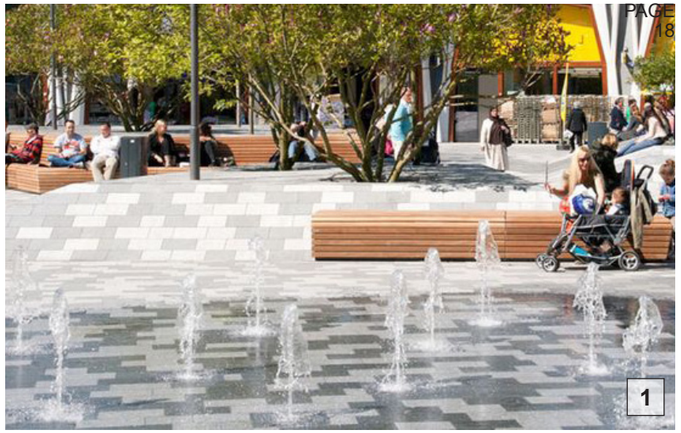
PHASE 1 - ILLUSTRATIVE PLAN ENLARGEMENT 1
SCALE: 1” = 20’-0”

07/12/2016
PARK 8

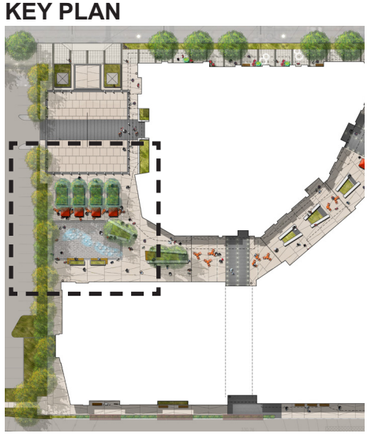
PLUS Investment

MZA





KEY PLAN



LEGEND

1	POP JETS / WATER FEATURE
2	WAY-FINDING / WET PAINT
3	LINEAR SEATING
4	BISTRO SEATING / GROUP SEATING
5	GREEN BUFFER
6	WOOD SEATING PLATFORM

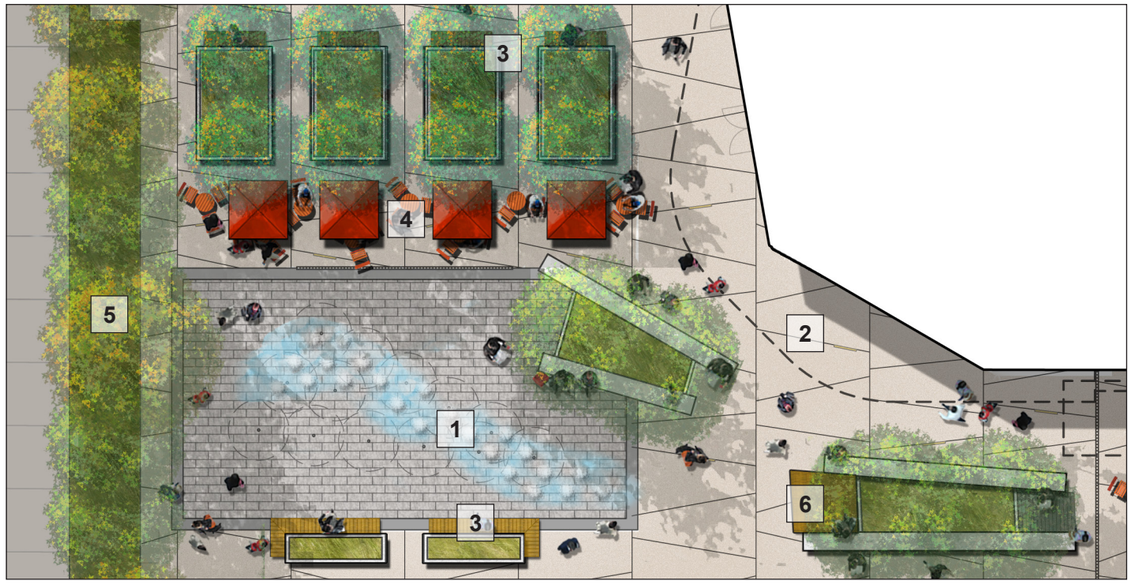
GCH planning & landscape architecture

PHASE 1 - ILLUSTRATIVE PLAN ENLARGEMENT 2
SCALE: 1” = 20’-0”

07/12/2016
PARK 8

PLUS Investment

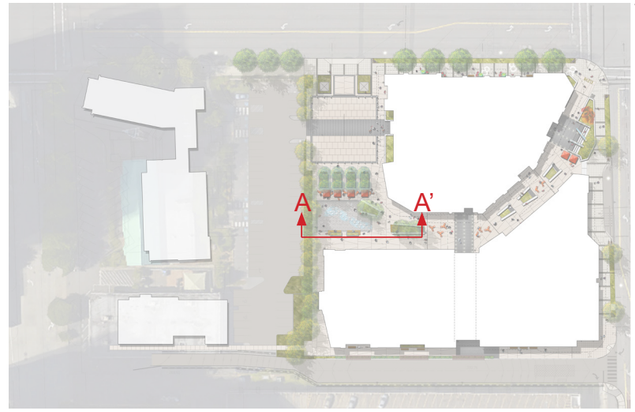
MZA



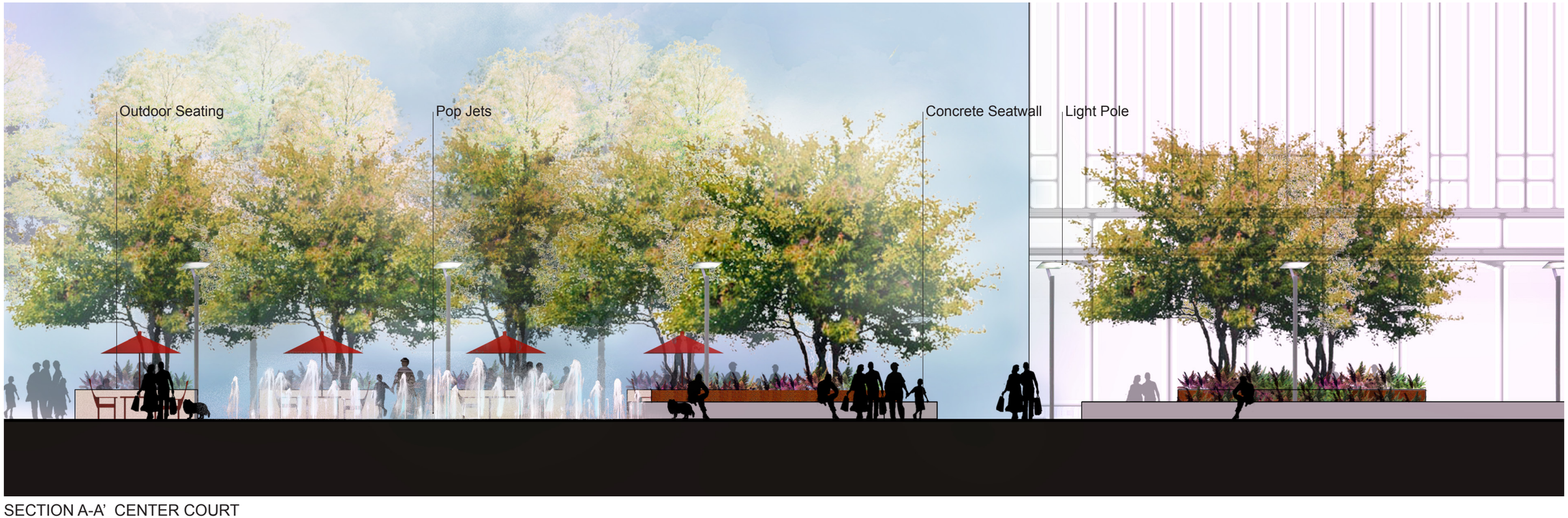
KEY PLAN

LEGEND

1. POP JETS / WATER FEATURE
2. WAY-FINDING / WET PAINT
3. LINEAR SEATING
4. BISTRO SEATING / GROUP SEATING
5. GREEN BUFFER
6. WOOD SEATING PLATFORM



KEY PLAN



SECTION A-A' CENTER COURT

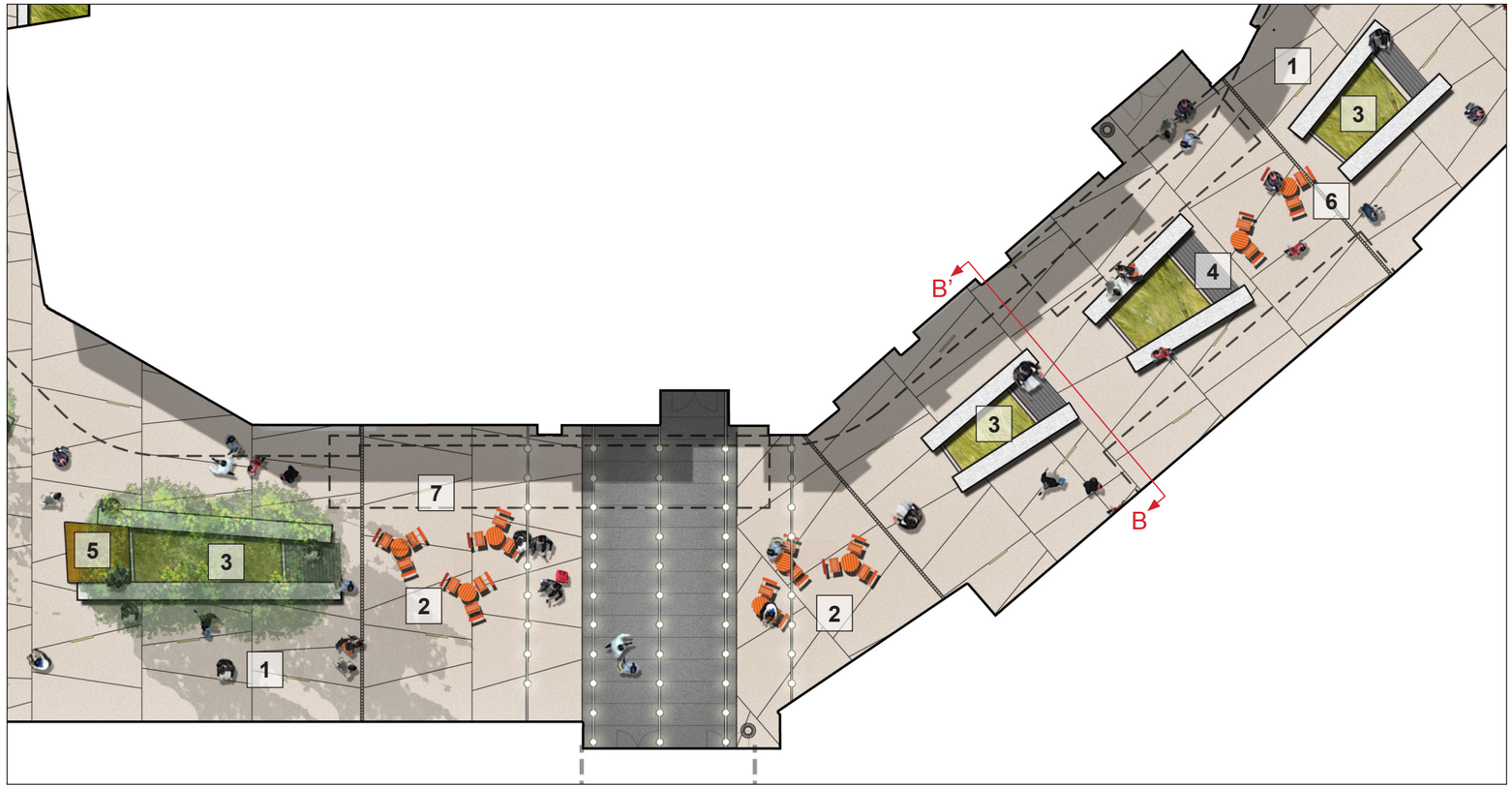
GCH
planning & landscape architecture

PHASE 1 - SITE SECTION
SCALE: 1" = 20'-0"

07/12/2016
PARK 8

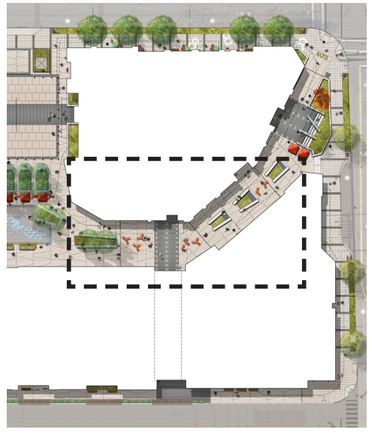
PLUS Investment

MZA



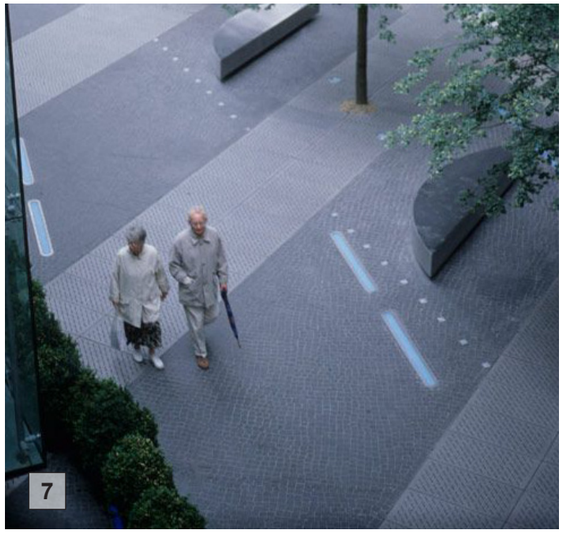
3 RAISED PLANTER

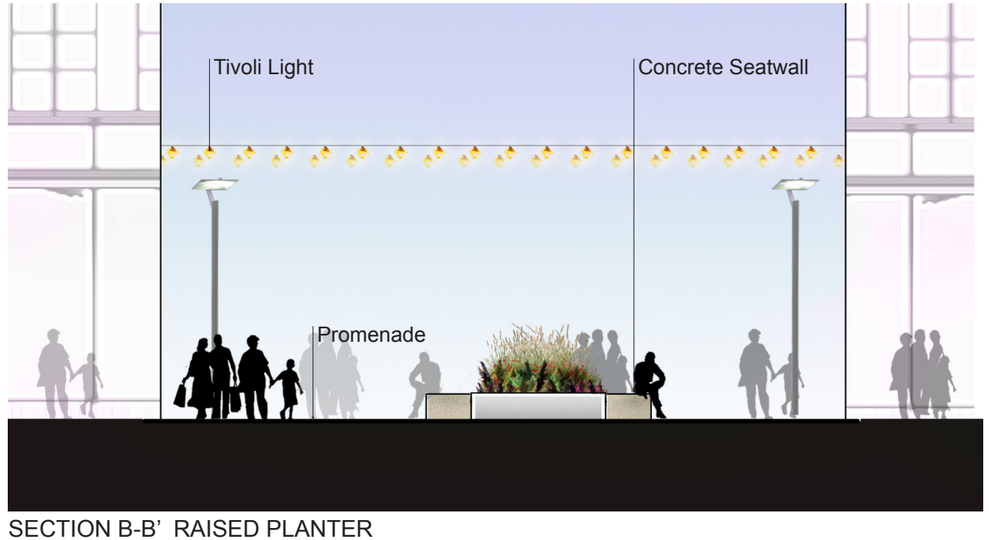
KEY PLAN



LEGEND

1	PROMENADE
2	BISTRO SEATING
3	RAISED PLANTER
4	SPECIALTY PAVING
5	WOOD PLATFORM SEATING
6	CONCRETE SEATING WALL
7	LIGHT BANDS PROMENADE PAVING





SECTION B-B' RAISED PLANTER

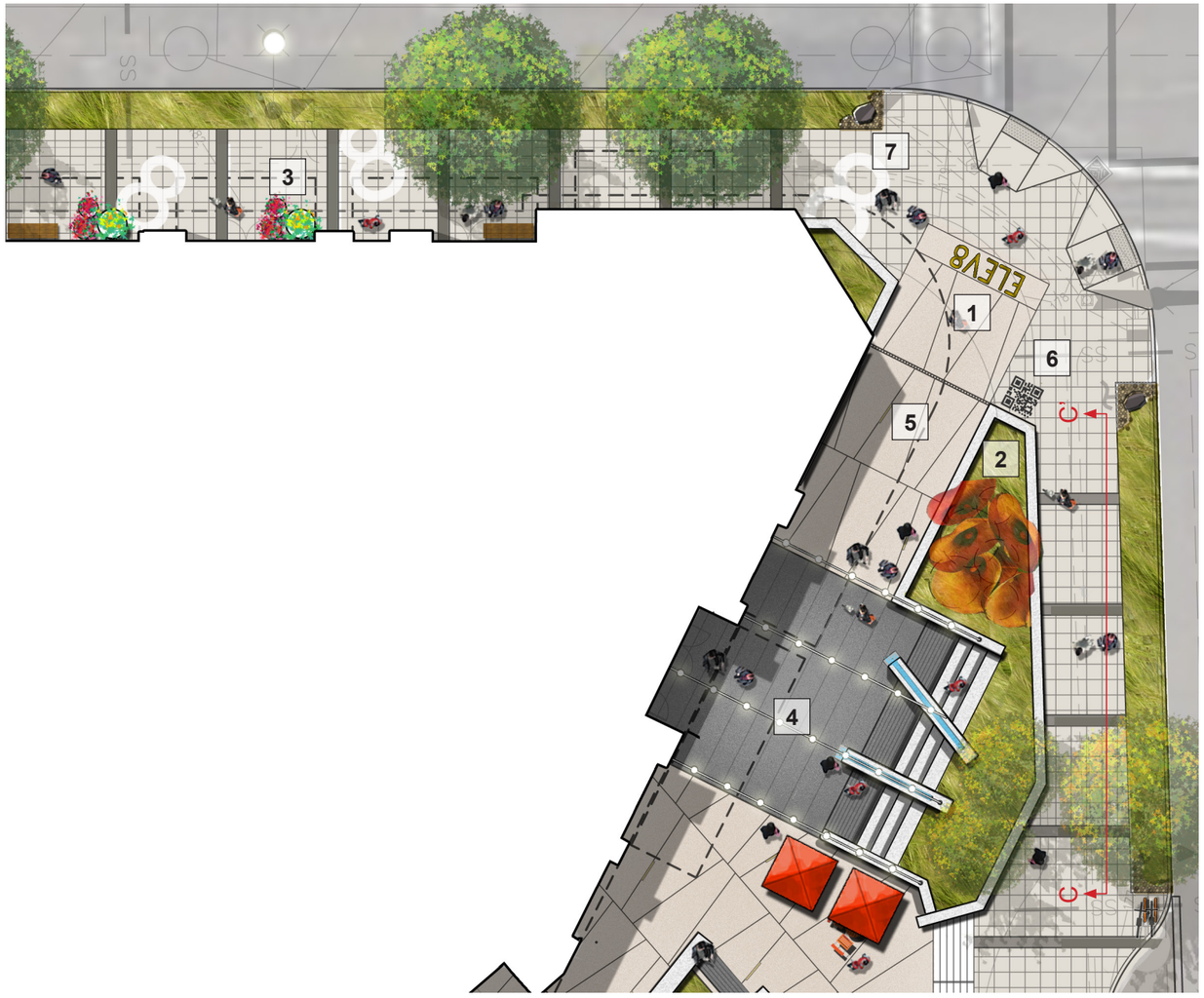
GCH planning & landscape architecture

PHASE 1 - ILLUSTRATIVE PLAN ENLARGEMENT 3
SCALE: 1" = 20'-0"

07/12/2016
PARK 8

PLUS Investment

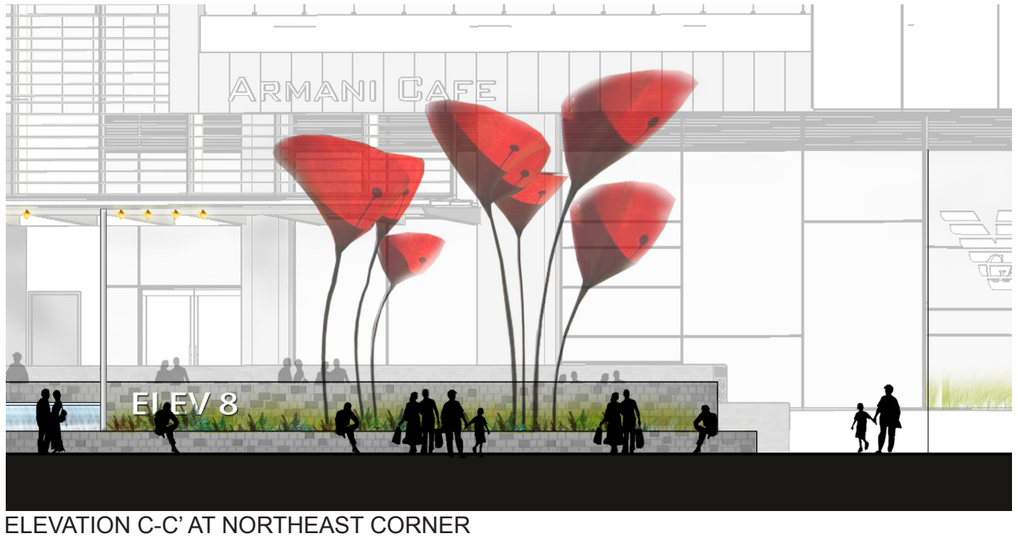
MZA



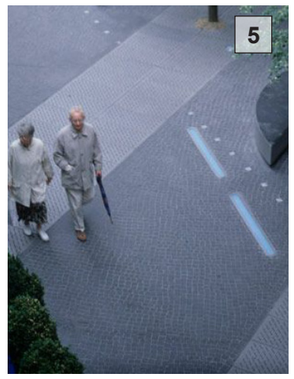
KEY PLAN

LEGEND - FEATURE CORNER

1. Extend Specialty Paving at NE Corner Incorporate Brass Lettering Into Paving
2. Vertical Art Sculpture Element
3. Pedestrian Scale Potted Plants
4. Tivoli Lighting
5. LED Light Strips
6. QR Code Information Piece
7. Rain-Activated Art (Graphic 8's)



ELEVATION C-C' AT NORTHEAST CORNER



GCH planning & landscape architecture

PHASE 1 - ILLUSTRATIVE PLAN ENLARGEMENT 4
SCALE: 1" = 20'-0"

07/12/2016
PARK 8

PLUS Investment

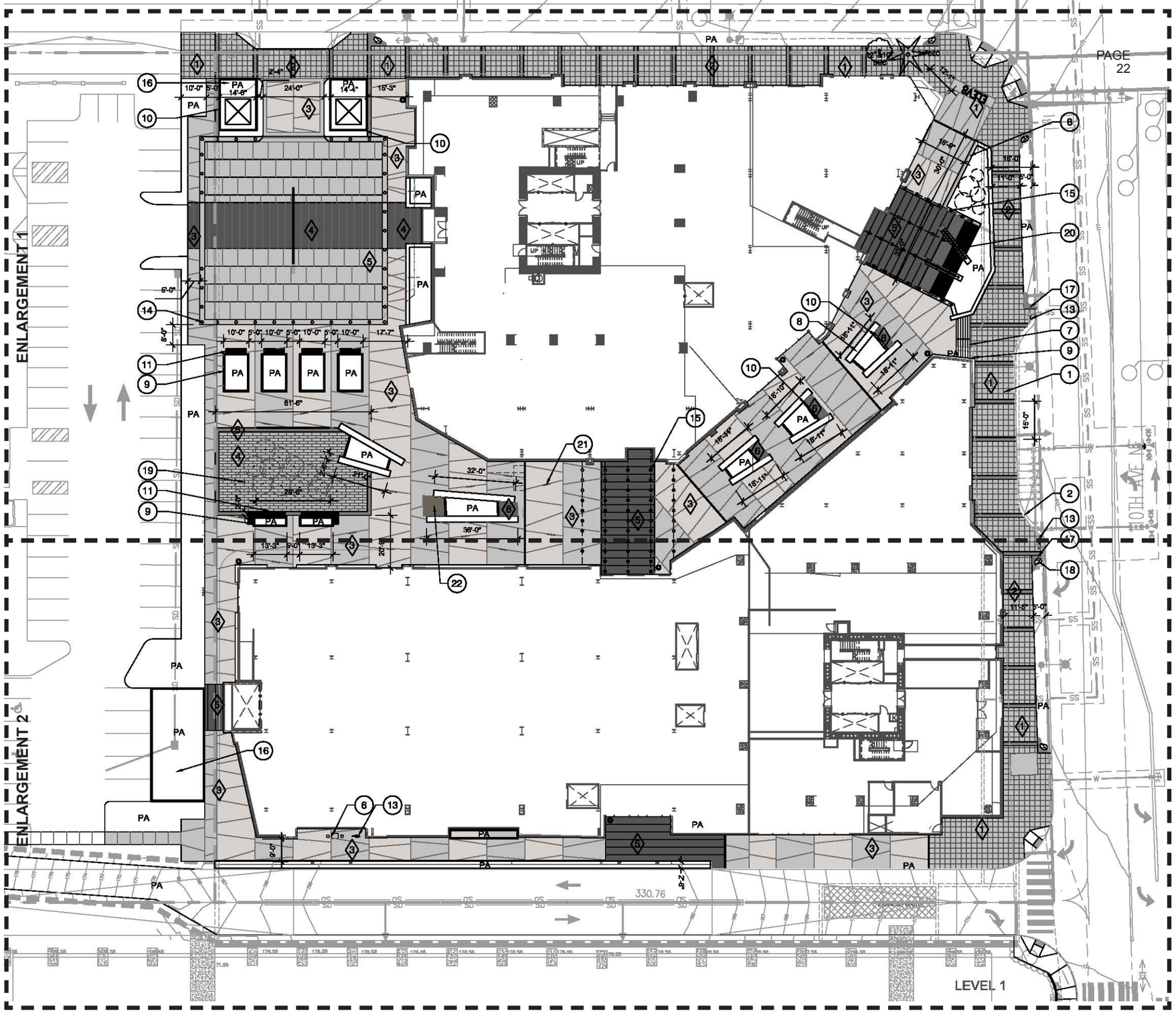
MZA

PAVING & SURFACE SCHEDULE

CODE	TYPE	COLOR	FINISH	SIZE	REF. DETAIL
1	C.I.P. CONCRETE	NATURAL	MEDIUM BROOM FINISH	N/A	X/L5.3X
2	C.I.P. CONCRETE	MEDIUM / DARK GRAY. INTEGRAL COLOR TBD.	MEDIUM BROOM FINISH	N/A	X/L5.3X
3	C.I.P. CONCRETE	LIGHT GRAY INTEGRAL COLOR TBD.	MEDIUM SANDBLAST	N/A	X/L5.3X
3	C.I.P. CONCRETE	WARM GRAY INTEGRAL COLOR TBD.	MEDIUM SANDBLAST	N/A	X/L5.3X
4	C.I.P. CONCRETE	VARIOUS GRAYS INTEGRAL COLORS TBD.	MEDIUM SANDBLAST	N/A	X/L5.3X
5	C.I.P. CONCRETE	DARK GRAY INTEGRAL COLOR TBD.	MEDIUM SANDBLAST	N/A	X/L5.3X
6	UNIT PAVER BY STEPSTONE INC.	FRENCH GRAY #1804	LIGHT SANDBLAST	6" x 36" x 2.5"	X/L5.3X

HARDSCAPE KEY

1. PEDESTRIAN CONC. PAVING; CITY STANDARD SCORE PATTERN
2. C.I.P. CONC. BANDING 18" WIDE, TYP.
3. VEHICULAR CONCRETE PAVING - DRIVEWAY SEE CIVIL PLANS
4. PEDESTRIAN CONC. PAVING WITH SCORE PATTERN
5. MORTAR-SET UNIT PAVERS ON CONCRETE SLAB
6. BICYCLE REPAIR STATION (1)
7. CONCRETE STAIRS WITH HANDRAIL
8. CONCRETE SEATING
9. CONCRETE WALL
10. CONCRETE PLANTER WALL FACED WITH STONE TO MATCH ARCHITECTURE
11. WOOD INLAY BENCH
12. TRASH RECEPTACLE, TYP. (5)
13. BICYCLE RACK, TYP. (3)
14. BOLLARD, TYP. (34)
15. ORNAMENTAL HANGING LIGHTS, SEE ELECTRICAL
16. RAIN GARDEN
17. RIVER COBBLE
18. LANDSCAPE BOULDER
19. POP JET FOUNTAIN, DESIGNED BY OTHERS (9 POP JETS)
20. ENTRY WATER FEATURE
21. LED LIGHT STRIPS SET IN PAVING (38)
22. WOOD PLATFORM SEATING



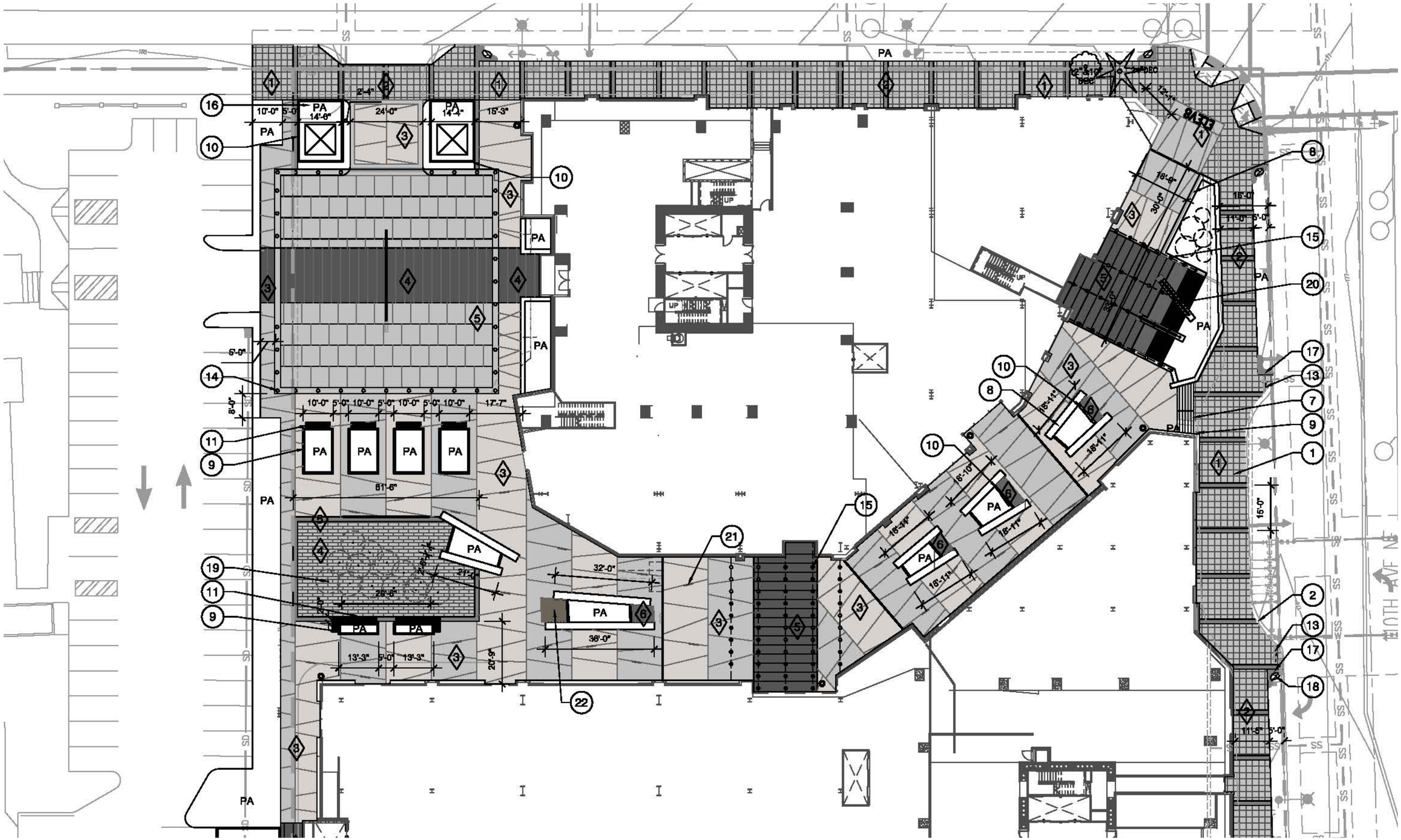
GCH planning & landscape architecture

PHASE 1 - HARDSCAPE PLAN
SCALE: 1" = 40'-0"

07/12/2016
PARK 8

PLUS Investment

MZA



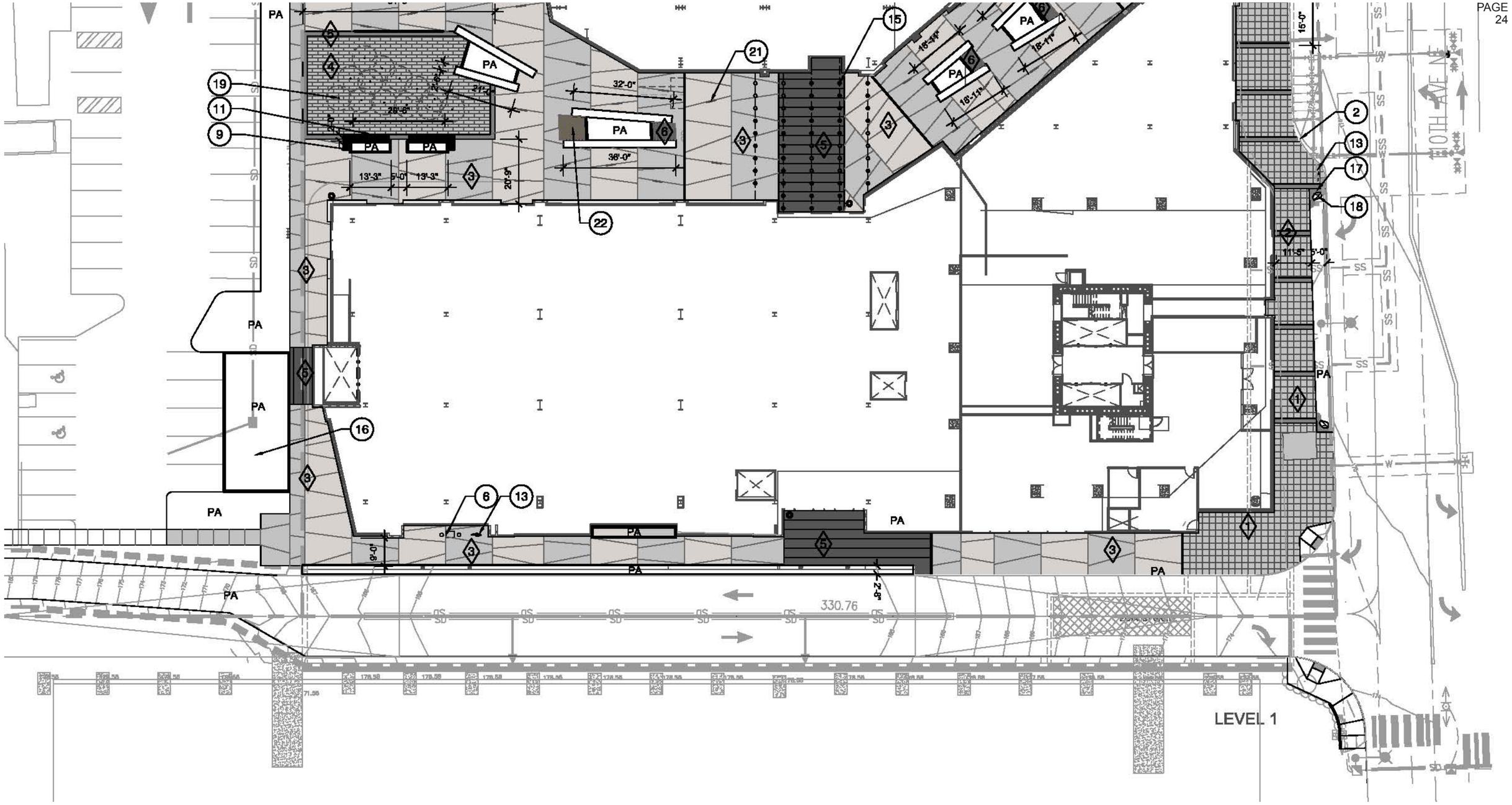
GCH planning & landscape architecture

PHASE 1 - HARDSCAPE PLAN ENLARGEMENT 1
SCALE: 1" = 30'-0"

07/12/2016
PARK 8

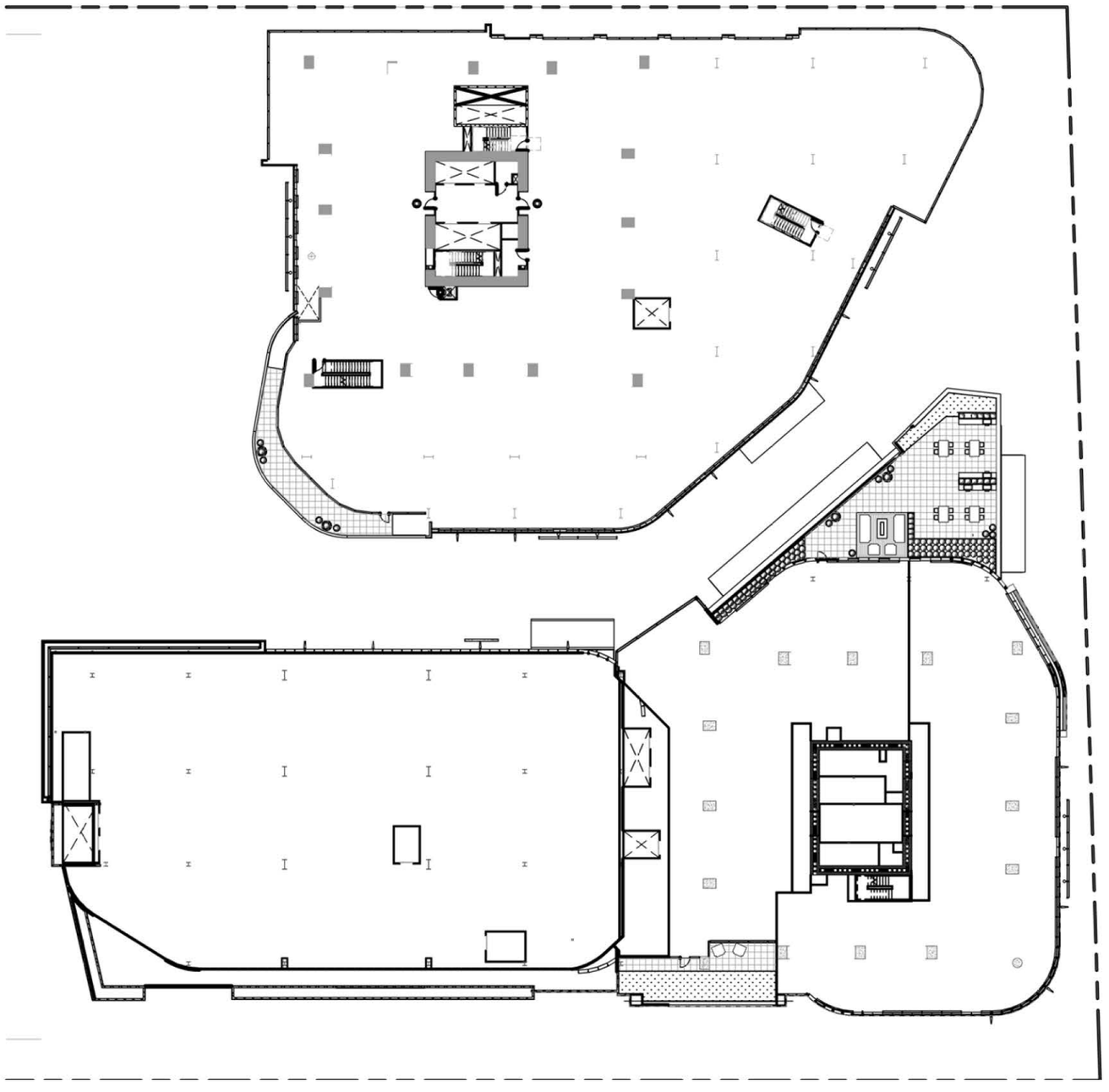
PLUS Investment

MZA



PHASE 1 - HARDSCAPE PLAN ENLARGEMENT 2
SCALE: 1" = 30'-0"

07/12/2016
PARK 8



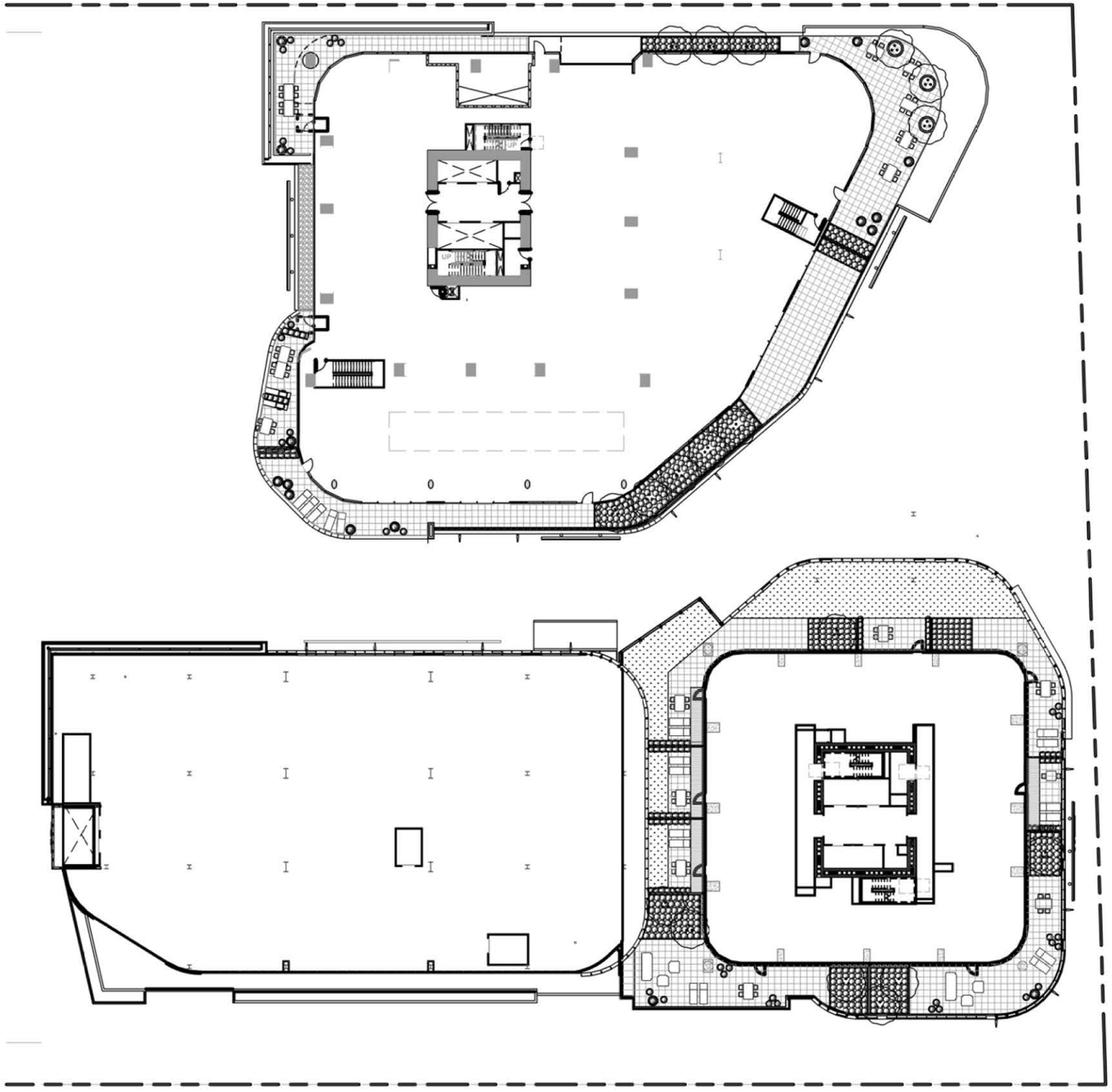
GCH
planning & landscape architecture

PHASE 1 - LEVEL 2 PLAN ENLARGEMENT 1
SCALE: 1” = 30’-0”

07/12/2016
PARK 8

PLUS Investment

MZA



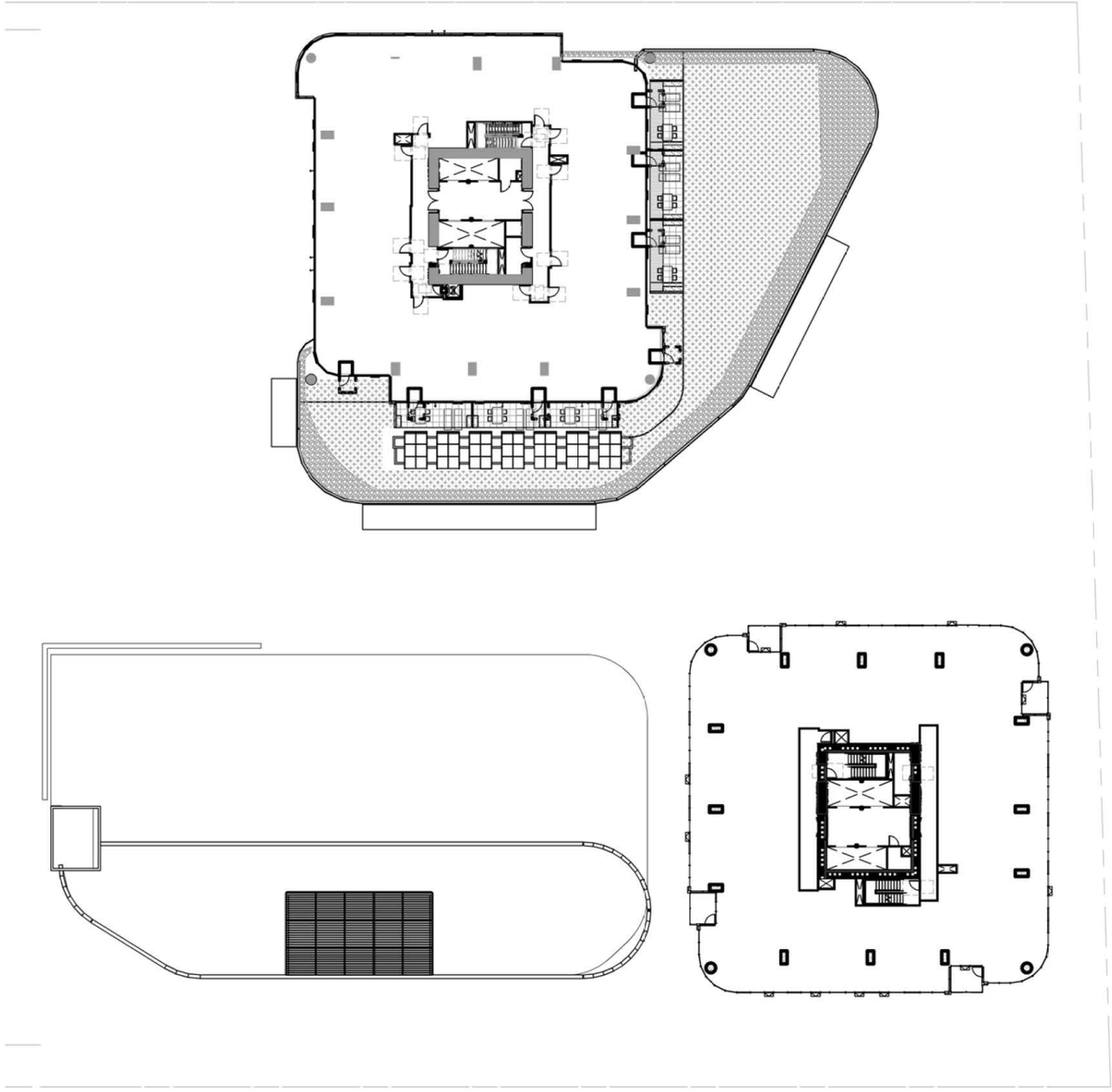
GCH
planning & landscape architecture

PHASE 1 - LEVEL 3 PLAN ENLARGEMENT 1
SCALE: 1” = 30’-0”

07/12/2016
PARK 8

PLUS Investment

MZA



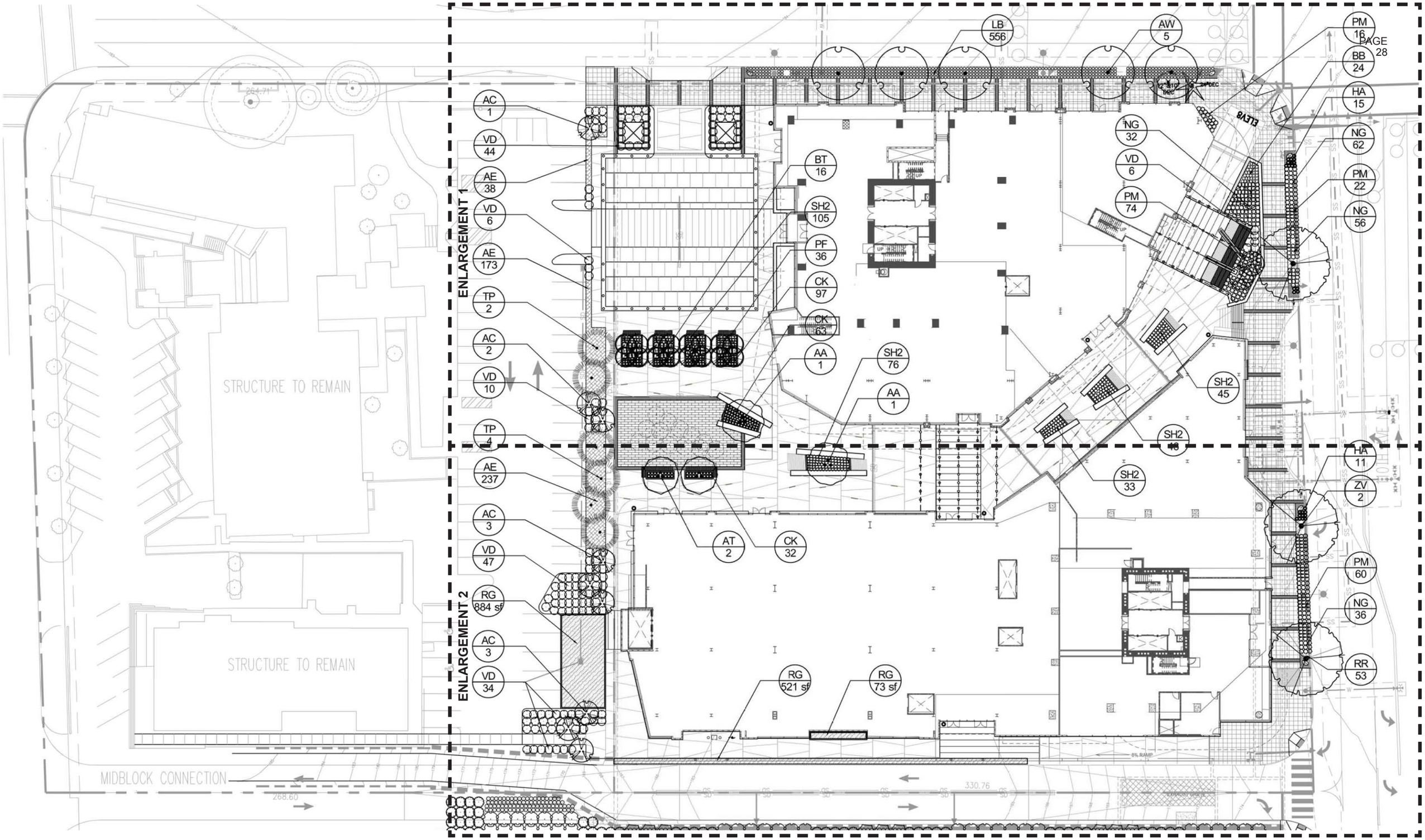
GCH
planning & landscape architecture

PHASE 1 - LEVEL 4 PLAN ENLARGEMENT 1
SCALE: 1” = 30’-0”

07/12/2016
PARK 8

PLUS Investment

MZA



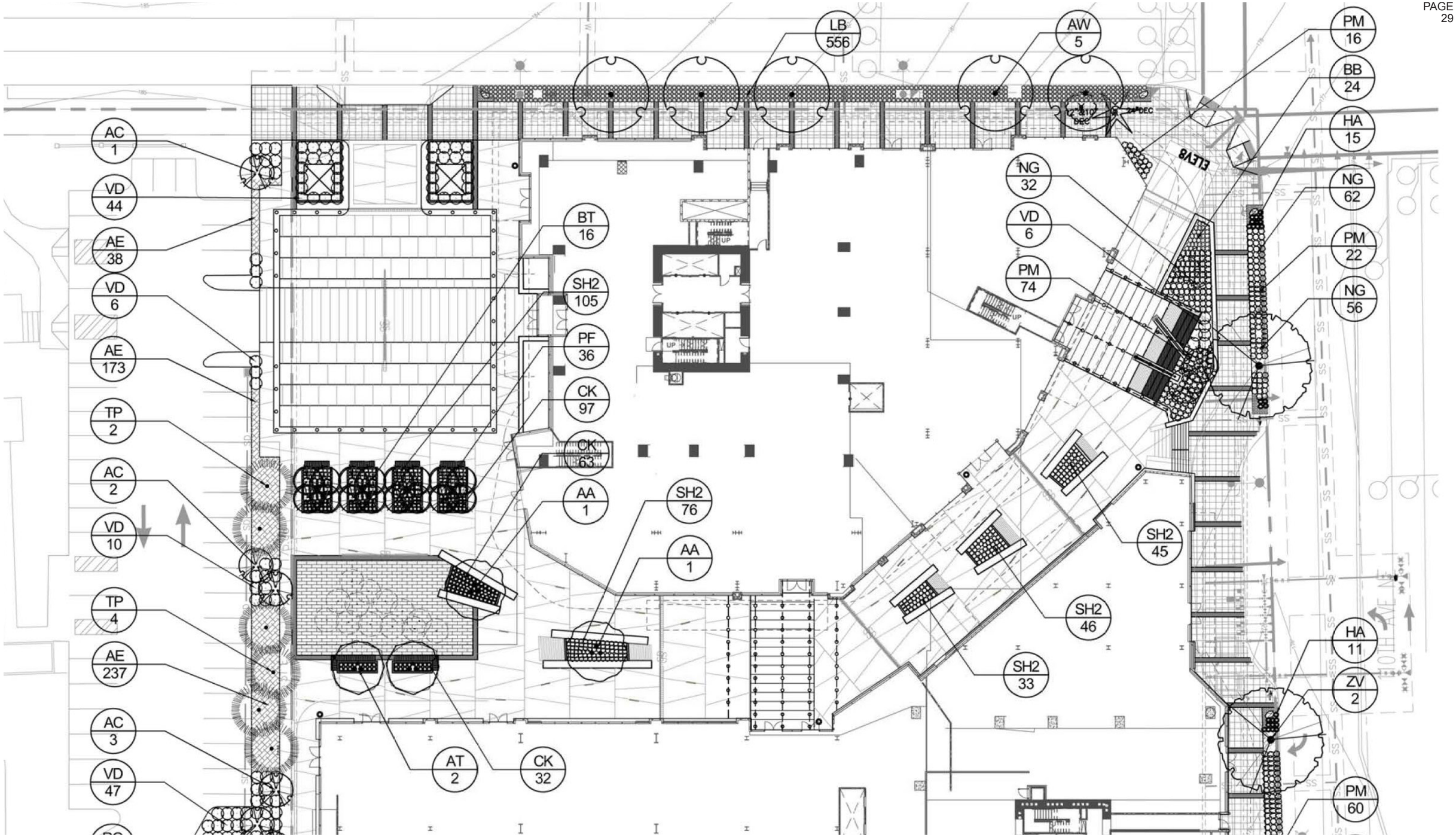
GCH planning & landscape architecture

PHASE 1 - SOFTSCAPE PLAN
SCALE: 1" = 40'-0"

07/12/2016
PARK 8

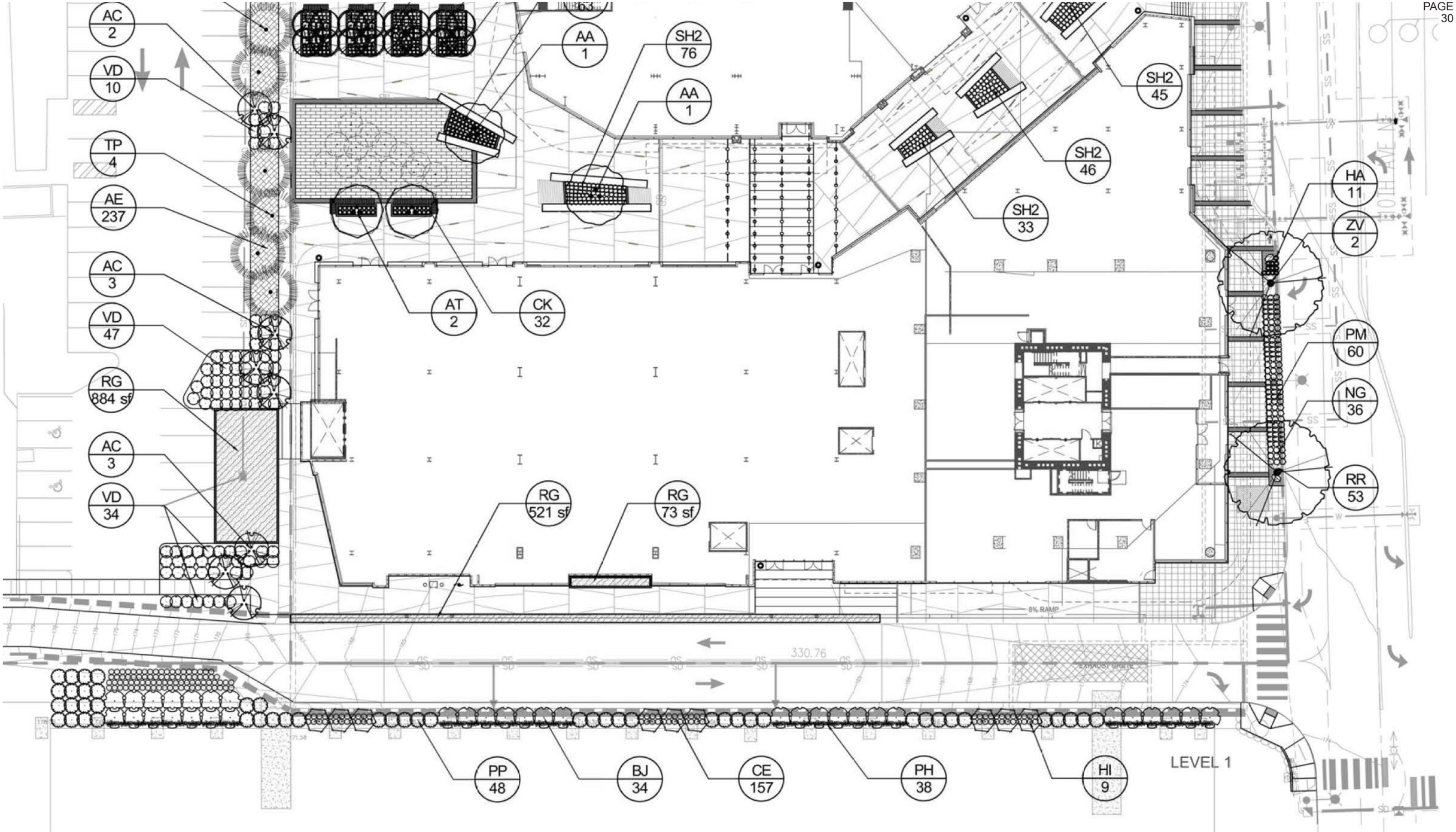
PLUS Investment

MZA



PHASE 1 - SOFTSCAPE PLAN ENLARGEMENT 1
SCALE: 1” = 30’-0”

07/12/2016
PARK 8



GCH planning & landscape architecture

PHASE 1 - SOFTSCAPE PLAN ENLARGEMENT 2
SCALE: 1" = 30'-0"

07/12/2016
PARK 8

PLUS Investment

MZA

PLANT SCHEDULE PHASE 1

TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	HEIGHT	QTY
	AC	Acer circinatum `Pacific Fire` / Vine Maple	B & B	3 STEM, 1.5" MIN EA		11
	AA	Acer shirasawanum `Aureum` / Golden Fullmoon Maple	B & B	3 STEM, 1.5" MIN EA		2
	AT	Acer tegmentosum `Joe Witt` / Manchurian Snakebark Maple	15 gal			2
	AW	Acer truncatum x platanoides `Warrenred` / Pacific Sunset Maple	B & B	2" CAL. MIN.		5
	BT	Betula jacquemontii / Jacquemontii Birch	B & B	3 STEM MIN. 2" EA.		16
	TP	Thuja plicata `Green Giant` / Green Giant Arborvitae	B & B		10` HT. MIN.	6
	ZV	Zelkova serrata `Village Green` / Sawleaf Zelkova	B & B	2" CAL. MIN.		3

SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT	HEIGHT	SPREAD	QTY
	BB	Bessia deltophylla / Bessia	1 gal			32
	BJ	Berberis julianae / Wintergreen Barberry	2 gal			34
	CK	Calamagrostis x acutiflora `Karl Foerster` / Feather Reed Grass	1 gal			192
	CE	Carex oshimensis `Evergold` / Variegated Japanese Sedge	1 gal			157
	HA	Hakonechloa macra `All Gold` / Japanese Forest Grass	1 gal			26
	HI	Hamamelis x intermedia `Jelena` / Hybrid Witchhazel	5 gal			9
	LB	Liriope muscari `Big Blue` / Big Blue Lilyturf	1 gal			556
	NG	Nandina domestica `Gulf Stream` TM / Heavenly Bamboo	1 gal			130
	PH	Parthenocissus henryana / Silvervein Creeper	1 gal			38
	PF	Persicaria amplexicaulis `Firedance` / Bistort Mountain Fleece	1 gal			36
	PP	Pieris japonica `Valley Valentine` / Valley Valentine Japanese Pieris	2 gal			46
	PM	Polystichum munitum / Western Sword Fern	1 gal			209
	SH2	Sarcococca hookeriana var. hookeriana / Sweetbox	1 gal			305
	VD	Viburnum davidii / David Viburnum	2 gal			147

GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	CONT	??	FIELD3	SPACING	QTY
	AE	Arctostaphylos uva-ursi `Emerald Carpet` / Emerald Carpet Manzanita	4" pot			18" o.c.	448
	RG	Rain Garden/Bioretention	10" Plugs				1,476 sf
	RR	Rubus pentalobus / Creeping Raspberry	4" pot			12" o.c.	80

Acer circinatum `Pacific Fire`
Vine Maple

Acer shirasawanum `Aureum`
Golden Fullmoon Maple

Acer truncatum x platanoides
Pacific sunset Maple

Betula jacquemontii
Himalayan birch

Cercidiphyllum japonicum
Katsura Tree

Thuja plicata 'green giant'
Green Giant Arborvitae

Zelkova serrata `Village Green`
Sawleaf Zelkova

Beesia deltophylla
Beesia

Berberis julianae
Wintergreen Barberry

Calamagrostis x acutiflora `Karl Foerster`
Feather Reed Grass

Carex oshimensis 'Evergold'
Variegated Japanese Sedge

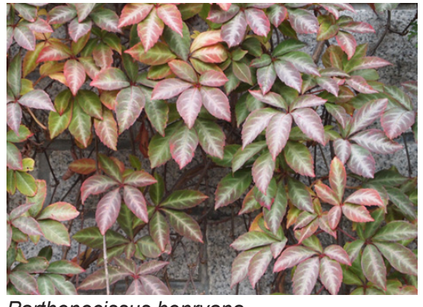
Hakonechloa macra `All Gold`
Japanese Forest Grass

Hamamelis × intermedia 'Jelena'
Jelena Witchhazel

Liriope muscari `Big Blue`
Big Blue Lilyturf

Miscanthus sinensis 'Yaku Jima'
Yaku Jima Dwarf Mainden Grass

Nandina domestica `Gulf Stream`
Heavenly Bamboo



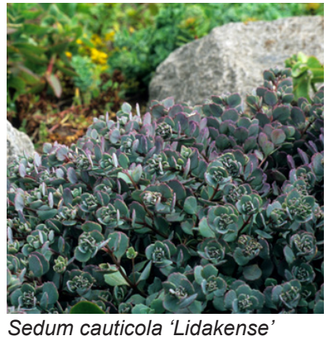
Parthenocissus henryana
Silvervein Creeper

Persicaria amplexicaulis `Firedance'
Bistort Mountain Fleece

Pieris japonica 'Valley Valentine'
Valley Valentine Lily of the Valley

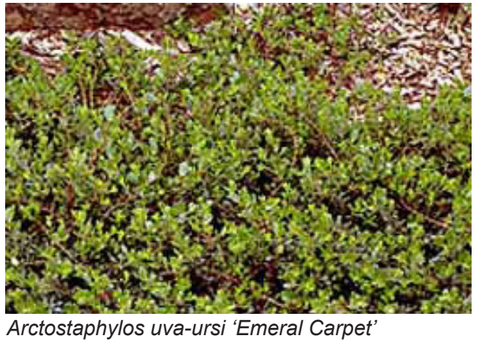
Polystichum munitum
Western Sword Fern

Sarcococca hookeriana var. hookeriana
Sweetbox



Sedum cauticola 'Lidakense'
Purple Stonecrop

Viburnum davidii
David Viburnum



Arctostaphylos uva-ursi 'Emeral Carpet'
Emerald Carpet Manzanita

Rubus pentalobus
Creeping Raspberry

Project Name	ELEV8			
Project Address	10833 NE 8TH ST Bellevue, WA 98004			
Project Site Area	Phase 1 =	114,391 SF	Full Site =	210,397 SF
Project Zoning	DNTN-O-1			
Uses Proposed	Residential Retail	Residential Retail Office Hotel		

	PHASE 1			PHASE 2			
	Permitted/Required	**Proposed**		**Permitted/Required**	**Proposed**		**LAND USE CODE**
Max lot coverage	100%	53%		100%	51%		LUC 20.25A.020.A.2
Setbacks							LUC 20.25A.020
Front	0	0		0	0		
Rear	20’-0”	N.A.		20’-0”	N.A.		
Side	20’-0”	24’-3”		20’-0”	24’-3”		
Building Height (200’ Basic)	450’-0” - included mechanical	Tower 1 449.2 ft	Tower 2 446.9 ft	450’-0” - included mechanical	Tower 3 449.8 ft	Tower 4 449.3 ft	LUC 20.25A.020 LUC 20.25A.030.E
FAR (Base 5.0)	Unlimited (requires participation in FAR Amenity Incentive System)	8.4		Unlimited (requires participation in FAR Amenity Incentive System)	12.1		LUC 20.25A.020
Avg. floor area above 40’	20,000 GSF (Residential)	23,931.4 SF		20,000 GSF (Residential) 24,000 GSF (Nonresidential)			LUC 20.25A.020
Avg. floor area above 80’	12,000 SF (Residential)	12,348.7 SF 11,501.2 SF		12,000 SF (Residential) 24,000 GSF (Nonresidential)	13,200.0 SF 22,000.0 SF		LUC 20.25A.020
Upper Level Setback from NE 8th St.	20’	18’		20’	18’		LUC 20.25A.100.E.7
ROW Dimensional Reqs.	16.5’			16.5’			LUC 20.25A.060.A
Parking							LUC 20.25A.050
Residential	Min: 0/unit = 0 Max: 2.0/unit = 1,594	1,186 stalls		Min: 0/unit = 0 Max: 2.0/unit = 718	0 stalls		
Retail (Mixed Development)	Min: 0/1000 nsf = 0 Max: 3.3/1000 nsf = 292	270 stalls		Min: 0/1000 nsf = 0 Max: 3.3/1000 nsf = 92	208 stalls		
Office				Min: 2.0/1000 nsf = 546 Max: 2.7/1000 nsf = 737	690 stalls		
Hotel					230 stalls		

	Amenity Bonus Area	3,882,958 SF
-	GFA Over 200’	521,017 SF
		3,361,941 SF OK

PHASE 1 PARKING

Level	Accessible Std.	Accessible Van	Standard	Compact	Tandem (STD)	Total
P1	0	0	11	35	15	61
P2	4	1	123	73	8	209
Retail Subtotal	4	1	134	108	23	**270**
P3	6	1	124	113	3	247
P4	5	2	142	141	25	315
P5	5	2	142	145	25	319
P6	6	0	150	130	19	305
Res. Subtotal	22	5	558	529	72	**1186**
TOTAL	**26**	**6**	**692**	**637**	**95**	**1456**
PERCENTAGE OF OVERALL	**1.8%**	**0.4%**	**47.5%**	**43.8%**	**6.5%**	
MAX COMPACT PERCENTAGE ALLOWED: 65%				**OK**		

FAR AMENITY INCENTIVE

	PHASE 1	PHASE 2	MASTER PLAN
SITE AREA	114,391 SF	96,005 SF	210,397 SF
BASE FAR	5.0	5.0	5.0
BASE ALLOWABLE AREA	571,956 SF	480,026 SF	1,051,983 SF
AMENITY BONUS AREA	3,881,452 SF	982,413 SF	4,863,864 SF
TOTAL ALLOWABLE AREA	4,453,408 SF	1,462,429 SF	5,915,847 SF
PROPOSED AREA	962,658 SF	1,164,594 SF	2,127,253 SF
EFFECTIVE FAR	8.4	12.1	10.1

AMENITY BONUS AREA

	Bonus Ratio	PHASE 1 Site Area = 109,035 SF, Lot Coverage = 56%	FAR Bonus Area	PHASE 2 Site Area = 91,632 SF, Lot Coverage = 51%	FAR Bonus Area	Master Plan Site Area = 200,667 SF, Lot Coverage = 54%	FAR Bonus Area
Ped. Oriented Frontage	200 : 1	261 LF	52,167 SF	1,230 LF	246,000 SF	1,491 LF	298,167 SF
Marquee	4 : 1	6,852 SF	27,408 SF	8,000 SF	32,000 SF	14,852 SF	59,408 SF
Water Feature	8 : 1	$300,000.00	24,000 SF	300,000 SF	24,000 SF	$600,000.00	48,000 SF
Sculpture	5 : 1	$300,000.00	15,000 SF	300,000 SF	15,000 SF	$600,000.00	30,000 SF
Subtotal for Min. Amenity	-		**118,575 SF**		**317,000 SF**		**435,575 SF**
Residential Uses	4 : 1	871,182 SF	3,482,526 SF	106,446 SF	425,786 SF	977,628 SF	3,908,312 SF
Underground Parking	0.5 : 1	498,397 SF	249,199 SF	399,249 SF	199,625 SF	897,646 SF	448,823 SF
Landscaped Area	2 : 1	15,576 SF	31,152 SF	1 SF	2 SF	15,577 SF	31,154 SF
Plaza	8 : 1	0 SF	0 SF	20,300 SF	40,000 SF	20,300 SF	40,000 SF
TOTAL			**3,881,452 SF**		**982,413 SF**		**4,863,864 SF**
Min. Amenity Area (.20 x Site Area x Basic FAR)			**114,391 SF**		**96,005 SF**		**210,397 SF**

PROJECT ZONING INFO

	TOWER 1 (Average Finish Grade = 183'-1")							AMENITY						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR	BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA	
ROOF TOP	632.3'	449.2'												
L 41	611.2'	428.1'	21.1'	3,812 SF	0 SF	3,812 SF	0 SF		0 SF					Roof
L 40	595.2'	412.1'	16.0'	12,391 SF	670 SF	118 SF	11,603 SF		11,603 SF					
L 39	584.5'	401.4'	10.7'	12,391 SF	670 SF	118 SF	11,603 SF		11,603 SF					
L 38	573.8'	390.7'	10.7'	12,391 SF	670 SF	118 SF	11,603 SF		11,603 SF					
L 37	563.8'	380.7'	10.0'	12,391 SF	670 SF	118 SF	11,603 SF		11,603 SF					
L 36	553.8'	370.7'	10.0'	12,391 SF	670 SF	118 SF	11,603 SF		11,603 SF					
L 35	543.8'	360.7'	10.0'	12,391 SF	670 SF	118 SF	11,603 SF		11,603 SF					
L 34	533.8'	350.7'	10.0'	12,391 SF	670 SF	118 SF	11,603 SF		11,603 SF					
L 33	523.8'	340.7'	10.0'	11,848 SF	670 SF	118 SF	11,060 SF		11,060 SF					
L 32	513.2'	330.1'	10.7'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 31	503.2'	320.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 30	493.2'	310.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 29	483.2'	300.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 28	473.2'	290.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 27	463.2'	280.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 26	453.2'	270.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 25	443.2'	260.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 24	433.2'	250.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 23	423.2'	240.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 22	413.2'	230.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 21	403.2'	220.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 20	393.2'	210.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 19	383.2'	200.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 18	373.2'	190.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 17	363.2'	180.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 16	353.2'	170.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 15	343.2'	160.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 14	333.2'	150.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF		11,581 SF					
L 13	323.2'	140.1'	10.0'	11,842 SF	670 SF	118 SF	11,053 SF		11,053 SF					
L 12	312.5'	129.4'	10.7'	12,411 SF	670 SF	118 SF	11,623 SF		11,623 SF					
L 11	302.5'	119.4'	10.0'	12,411 SF	670 SF	118 SF	11,623 SF		11,623 SF					
L 10	292.5'	109.4'	10.0'	12,411 SF	670 SF	118 SF	11,623 SF		11,623 SF					
L 9	282.5'	99.4'	10.0'	12,411 SF	670 SF	118 SF	11,623 SF		11,623 SF					
L 8	272.5'	89.4'	10.0'	12,411 SF	670 SF	118 SF	11,623 SF		11,623 SF					80'
L 7	262.5'	79.4'	10.0'	12,411 SF	670 SF	118 SF	11,623 SF		11,623 SF					
L 6	252.5'	69.4'	10.0'	12,411 SF	670 SF	118 SF	11,623 SF		11,623 SF					
L 5	242.5'	59.4'	10.0'	12,411 SF	670 SF	118 SF	11,623 SF		11,623 SF					
L 4	232.5'	49.4'	10.0'	11,267 SF	670 SF	118 SF	10,479 SF		10,479 SF				4,447 SF	Start of Tower
L 3	219.0'	35.9'	13.5'	20,320 SF	1,006 SF	118 SF	19,196 SF		19,196 SF				946 SF	
L 2	203.0'	19.9'	16.0'	27,040 SF	956 SF	118 SF	25,966 SF							
L1 WEST	185.0'	1.9'	18.0'	24,434 SF	956 SF	337 SF	23,479 SF		2,712 SF	260.8 LF		3,766 SF	6,154 SF	
L1 EAST	175.5'	-7.6'	27.5'											Ground Floor
P 1	161.5'	-21.6'	15.0'	103,949 SF	2,664 SF	6,921 SF		19,334 SF						
P 2	151.3'	-31.8'	10.2'	108,510 SF	1,735 SF	1,935 SF		88,408 SF						
P 3	141.5'	-41.6'	9.8'	108,510 SF	1,735 SF	521 SF		87,402 SF						
P 4	132.2'	-50.9'	9.3'	108,510 SF	1,735 SF	238 SF		100,072 SF						
P 5	122.8'	-60.3'	9.3'	108,510 SF	1,735 SF	238 SF		101,970 SF						
P 6	113.5'	-69.6'	9.3'	108,510 SF	1,735 SF	951 SF		101,211 SF						

ABSOLUTE HEIGHT	RELATIVE HEIGHT		AVG. GFA OVER 80'	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	TOTAL GFA FOR FAR	BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
632.3'	449.2'		12,349 SF	39,044 SF	19,562 SF	495,485 SF	498,397 SF	448,752.0 SF	260.8 LF	0 SF	3,766 SF	11,547.0 LF

	TOWER 2 (Average Finish Grade = 181'-10")							AMENITY				
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA	
ROOF TOP	628.8'	446.9'										
L 42	607.7'	425.8'	21.1'	3,812 SF	0 SF	3,812 SF	0 SF					Roof
L 41	591.7'	409.8'	16.0'	11,539 SF	670 SF	118 SF	10,751 SF	10,751 SF				
L 40	581.0'	399.2'	10.7'	11,539 SF	670 SF	118 SF	10,751 SF	10,751 SF				
L 39	570.3'	388.5'	10.7'	11,539 SF	670 SF	118 SF	10,751 SF	10,751 SF				
L 38	560.3'	378.5'	10.0'	11,539 SF	670 SF	118 SF	10,751 SF	10,751 SF				
L 37	550.3'	368.5'	10.0'	11,539 SF	670 SF	118 SF	10,751 SF	10,751 SF				
L 36	540.3'	358.5'	10.0'	11,539 SF	670 SF	118 SF	10,751 SF	10,751 SF				
L 35	530.3'	348.5'	10.0'	11,539 SF	670 SF	118 SF	10,751 SF	10,751 SF				
L 34	520.3'	338.5'	10.0'	11,073 SF	670 SF	118 SF	10,285 SF	10,285 SF				
L 33	509.7'	327.8'	10.7'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 32	499.7'	317.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 31	489.7'	307.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 30	479.7'	297.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 29	469.7'	287.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 28	459.7'	277.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 27	449.7'	267.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 26	439.7'	257.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 25	429.7'	247.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 24	419.7'	237.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 23	409.7'	227.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 22	399.7'	217.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 21	389.7'	207.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 20	379.7'	197.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 19	369.7'	187.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 18	359.7'	177.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 17	349.7'	167.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 16	339.7'	157.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 15	329.7'	147.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF	10,733 SF				
L 14	319.7'	137.8'	10.0'	11,010 SF	670 SF	118 SF	10,222 SF	10,222 SF				
L 13	309.0'	127.2'	10.7'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				
L 12	299.0'	117.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				
L 11	289.0'	107.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				
L 10	279.0'	97.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				
L 9	269.0'	87.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				
L 8	259.0'	77.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				80'
L 7	249.0'	67.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				
L 6	239.0'	57.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				
L 5	229.0'	47.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF	10,764 SF				
L 4	219.0'	37.2'	10.0'	10,642 SF	670 SF	118 SF	9,854 SF	9,854 SF				
L 3	209.0'	27.2'	10.0'	9,347 SF	670 SF	118 SF	8,559 SF	9,502 SF			3,080 SF	Start of Tower
L 2	193.5'	11.7'	15.5'	17,219 SF	0 SF	118 SF	17,101 SF				949 SF	
L1 WEST	185.0'	3.2'	21.0'	35,442 SF	1,555 SF	355 SF	35,087 SF			3,086 SF	-	
L1 EAST	175.5'	-6.3'	18.0'					5,951 SF				Ground Floor
P 1	161.5'	-20.3'	15.0'	-	-	-	-	-				
P 2	151.3'	-30.5'	10.2'	-	-	-	-	-				
P 3	141.5'	-40.3'	9.8'	-	-	-	-	-				
P 4	132.2'	-49.7'	9.3'	-	-	-	-	-				
P 5	122.8'	-59.0'	9.3'	-	-	-	-	-				
P 6	113.5'	-68.3'	9.3'	-	-	-	-	-				

ABSOLUTE HEIGHT	RELATIVE HEIGHT		AVG. GFA OVER 80'	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	TOTAL GFA FOR FAR	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
628.8'	446.9'		11,501 SF	27,685 SF	8,895 SF	467,173 SF	421,880 SF	0.0 LF	3,086 SF	4,029 SF

AMENITY ZONING DATA & CALCULATIONS

PLUS Investment

MZA

NE 8TH ST LOOKING WEST

NE 8TH STEPBACK

TOWER PLACEMENT ON THE SITE HAS BEEN A LONG, COMPLICATED, AND EVOLVING PROCESS. WE HAVE CONSIDERED NUMEROUS FACTORS FOR THE FINAL SITING OF THE TOWERS INCLUDING PROXIMITY TO OTHER TOWERS BOTH ON OUR SITE AND ADJACENT SITES. WE'VE LOOKED AT THE IMPACTS TO OPEN SPACE AND DAYLIGHT IN THE CENTRAL PLAZA AND ROW AND THE FUNCTIONALITY OF BELOW GRADE CIRCULATION. ONE OF THE MOST SIGNIFICANT FACTORS IS THE IMPACT OF THE TOWERS UPON THE OVERALL URBAN CONTEXT. WHEN CONSIDERING ALL OF THESE ELEMENTS, WE FEEL WE HAVE ARRIVED AT THE MOST APPROPRIATE POSITION FOR ALL OF THE TOWERS ON THE SITE. THE SOUTH TOWER IS PLACED IN THE SE CORNER AS THIS IS DIAGONALLY ACROSS FROM THE BRAVERN ALLOWING FOR THE MOST VIEWS FOR US AND OUR NEIGHBORS WHILE ALSO CREATING A PRESENCE ALONG 110TH. THE NORTH TOWER IS OFFSET FROM THE SOUTH TOWER TO PRESERVE VIEWS. THE TWO TOWERS ARE PLACED AS FAR NORTH AND AS FAR SOUTH AS POSSIBLE TO MAXIMIZE THE SEPARATION BETWEEN THEM. THE PLACEMENT ALONG NE 8TH IS ALSO INTENTIONAL TO MAINTAIN THE SIDEWALK AND BUILDING RELATIONSHIP THAT WE OBSERVE AND EXPERIENCE ON OTHER DOWNTOWN DEVELOPMENTS ALONG THE SOUTH SIDE OF NE 8TH.

THE BRAVERN PROJECT IS SET BACK FROM THE ASSUMED EXTENSION OF OUR PROPERTY LINE AS SEEN IN THE BELOW PLAN DIAGRAM. HOWEVER, THE RELATIONSHIP BETWEEN THE TOWER AND PODIUM IS ALMOST A STRAIGHT LINE. THE RELATIONSHIP BETWEEN THE TOWER, THE SIDEWALK, AND PLANTING AREA (16' CURB TO BUILDING) IS ACTUALLY LESS THAN OURS (16'-9"). CONTINUING FURTHER WEST ALONG NE 8TH, YOU ENCOUNTER THE SYMMETRA BUILDING WHOSE CORNER COMES TO A POINT WITHIN 16' OF THE CURB. IN PLAN THIS LOOKS LIKE A VERY SLENDER PORTION OF THE BUILDING EXTENDING TOWARD THE CURB, BUT THE REALITY FROM A DISTANCE IS THE PERCEPTION OF A SIGNIFICANT WALL WITH NO STEP BACK FROM ANY PODIUM. FURTHER DOWN 8TH YOU HAVE THE LINCOLN SQUARE OFFICE TOWER WHICH CANTS OUT TOWARD THE STREET AND ACTUALLY OVERHANGS THE SIDEWALK. SIMILAR TO THE CANTING NATURE OF THE LINCOLN SQUARE TOWER, OUR PROJECT WOULD HAVE PENTHOUSE BALCONIES THAT EXTEND TO WITHIN 14'-3" OF THE NE 8TH CURBLINE WHICH IS WELL BACK OF THE LINCOLN EXAMPLE. THE MAJORITY OF THE LINCOLN SQUARE TOWER HAS A SLIGHT STEPBACK RELATIVE TO ITS PODIUM BUT NOWHERE NEAR 20'.

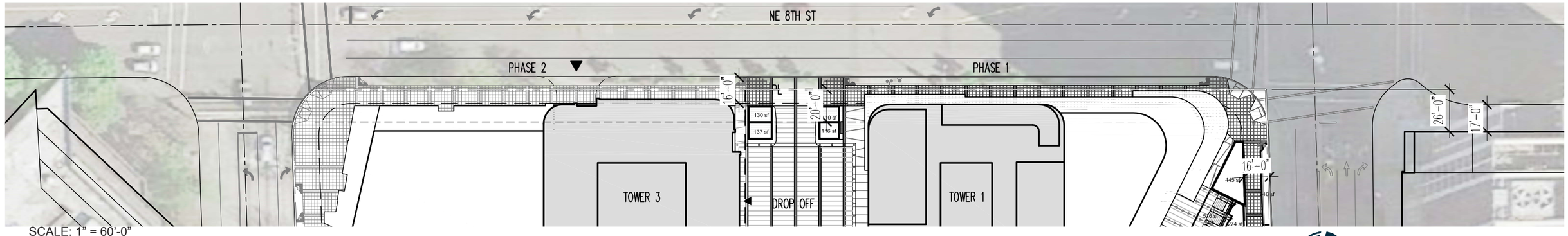
MAXIMUM TOWER PLATE EXCEPTION – 20.25A.020.B.1.A

PURSUANT TO CODE, THE MAXIMUM FLOOR PLATE IS PERMITTED TO EXCEED 12,000SF BY UP TO 10% IF THE EXCESS IS NECESSARY FOR THE REASONABLE DEVELOPMENT OF THE BUILDING AND WILL NOT HAVE A SIGNIFICANT ADVERSE EFFECT ON OTHER PROPERTIES. OUR PROPOSED TOWERS HAVE AN AVERAGE FLOOR PLATE ABOVE 40' OF 12,259SF OR A MERE 2% OVER THE BASELINE SIZE. THIS IS SIGNIFICANTLY LESS THAN OTHER DOWNTOWN PROJECTS ON SIMILARLY SIZED SITES. THE ADDITIONAL SQUARE FOOTAGE ACCOMPLISHES A NUMBER OF THINGS THAT BENEFIT THE SITE DESIGN AND THE VIABILITY OF THE PROJECT.

1) DUE TO NEW BUILDING CODE REQUIREMENTS FOR TOWER STAIR SEPARATION TOWER PROJECTS ARE SEEING THEIR EFFICIENCY SUFFER FROM A SALEABLE AREA STANDPOINT. OUR PROPOSED INCREASE ALLOWS US TO MAINTAIN A REASONABLE EFFICIENCY ON THE FLOOR. THE FINANCIAL IMPLICATIONS OF WHICH AIDS IN THE REASONABLE DEVELOPMENT OF THE PROJECT.

2) IT HAS ALLOWED US TO DESIGN THE PROJECT IN MORE OF A SQUARE PLAN, INSTEAD OF A LONG WALL BUILDING THAT WINDS UP BLOCKING VIEWS FROM OTHER TOWERS OR WALLING OFF NE 8TH. GIVEN THE SQUARE SHAPE, THE FLOOR PLATE WE'VE DESIGNED HELPS TO MAXIMIZE THE STRUCTURAL EFFICIENCY OF THE FLOOR SLABS. THIS ALSO HAS FINANCIAL IMPLICATIONS WHICH AIDS IN THE REASONABLE DEVELOPMENT OF THE PROJECT. THE BUILDING SHAPES ARE A BENEFIT TO THE NEIGHBORS OF OUR SITE AND VISITORS TO BELLEVUE BY CREATING LESS OBSTRUCTION AND ALLOWING FOR MORE DAYLIGHT.

3) ALLOWING A LARGER PLATE PERMITS US TO DEVELOP THE ENTIRE 200,000SF SITE WITH ONLY 4 TOWERS INSTEAD OF THE ORIGINALLY PLANNED FIVE TOWERS. BY ONLY HAVING 4 TOWERS WE CAN USE THE CRESCENT SHAPED ARRANGEMENT AND LEAVE THE ENTIRE SOUTH SIDE OPEN TO SUNLIGHT AND VIEWS. THE IMPROVEMENTS TO THE PEDESTRIAN ENVIRONMENT IN OUR PLAZA AND NE 8TH ARE CONSIDERABLE. FEWER TOWERS MEANS MORE VIEWS TO/FROM/THOUGH OUR PROJECT FOR THE RESIDENTS AND OUR NEIGHBORS.



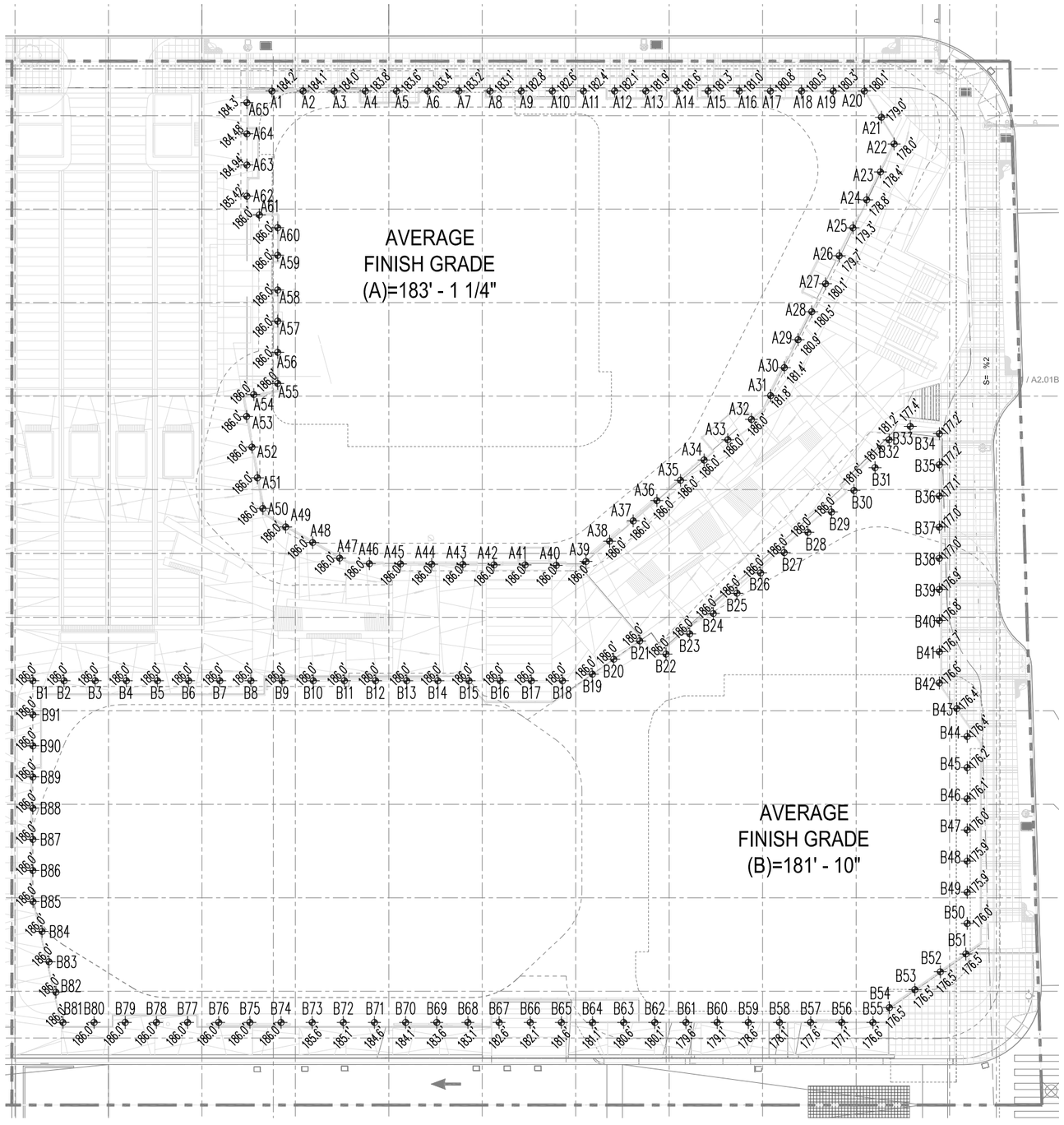
SCALE: 1" = 60'-0"

UPPER LEVEL SETBACK ONTO NE 8TH ST (ENCROACHMENT STUDY)

08/17/2016
ELEV8

PLUS Investment

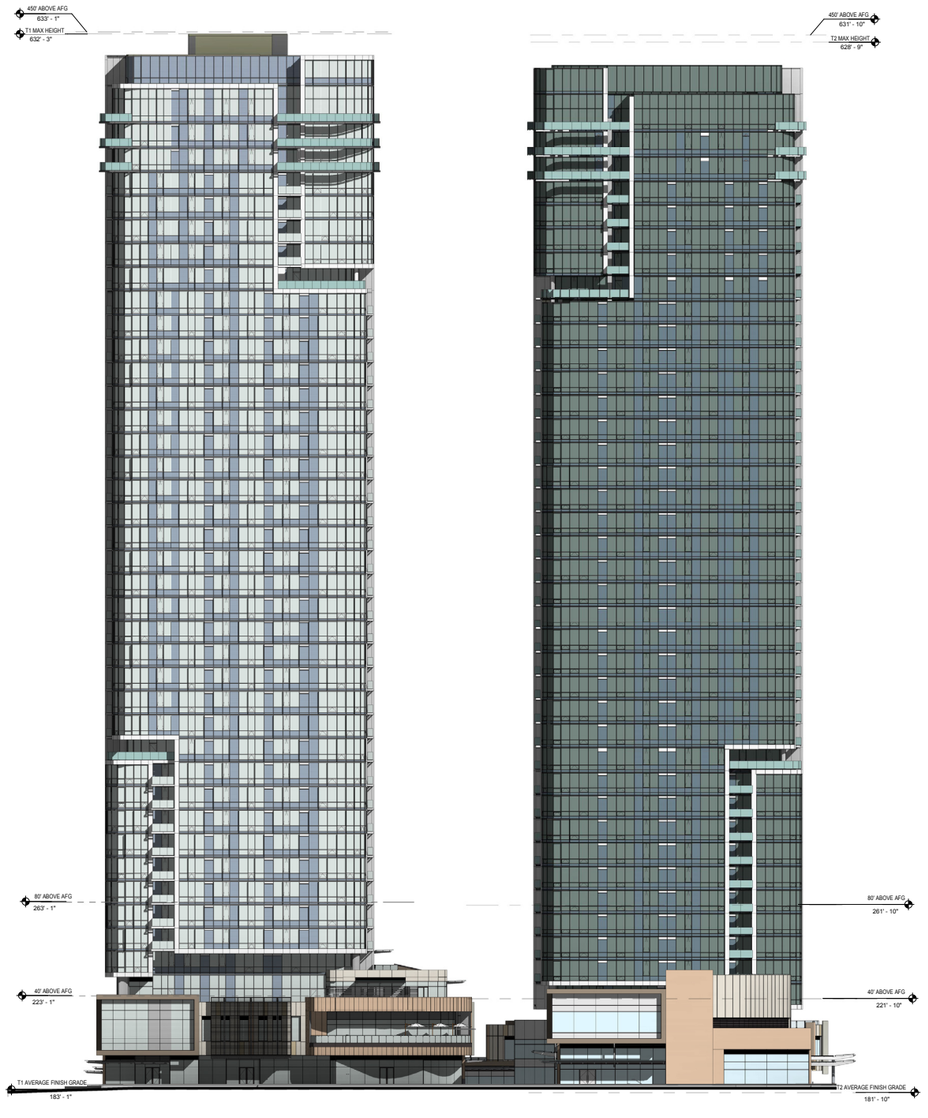
MZA



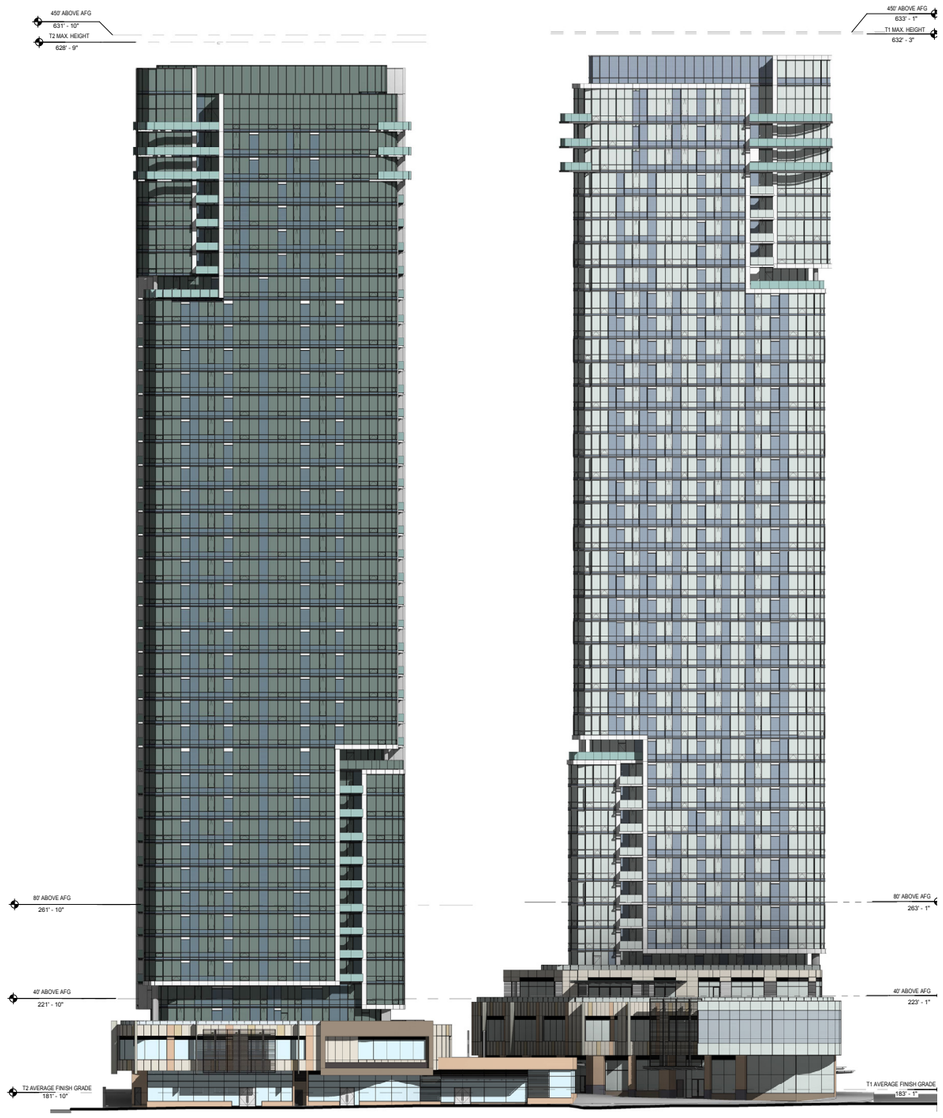
TOWER 1			
SPOT TAG	ELEVATION	SPOT TAG	ELEVATION
A1	184.2	A31	181.8
A2	184.1	A32	182.2
A3	184.0	A33	182.6
A4	183.8	A34	183.0
A5	183.6	A35	183.5
A6	183.4	A36	183.9
A7	183.2	A37	184.3
A8	183.1	A38	184.7
A9	182.8	A39	185.0
A10	182.6	A40	185.0
A11	182.4	A41	185.0
A12	182.1	A42	185.0
A13	181.9	A43	185.0
A14	181.6	A44	185.0
A15	181.3	A45	185.0
A16	181.0	A46	185.0
A17	180.8	A47	185.0
A18	180.5	A48	185.0
A19	180.3	A49	185.0
A20	180.1	A50	185.0
A21	179.0	A51	185.0
A22	178.0	A52	185.0
A23	178.4	A53	185.0
A24	178.8	A54	185.0
A25	179.3	A55	185.0
A26	179.7	A56	185.0
A27	180.1	A57	185.0
A28	180.5	A58	185.0
A29	180.9	A59	185.0
A30	181.4	A60	184.9
		A61	184.8
		A62	184.7
		A63	184.6
		A64	184.4
		A65	184.3
AVERAGE FINISH GRADE			183.10’

TOWER 2					
SPOT TAG	ELEVA-TION	SPOT TAG	ELEVA-TION	SPOT TAG	ELEVA-TION
B1	185.0	B31	181.4	B61	179.6
B2	185.0	B32	181.2	B62	180.1
B3	185.0	B33	177.4	B63	180.6
B4	185.0	B34	177.2	B64	181.1
B5	185.0	B35	177.2	B65	181.6
B6	185.0	B36	177.1	B66	182.1
B7	185.0	B37	177.0	B67	182.6
B8	185.0	B38	177.0	B68	183.1
B9	185.0	B39	176.9	B69	183.6
B10	185.0	B40	176.8	B70	184.1
B11	185.0	B41	176.7	B71	184.6
B12	185.0	B42	176.6	B72	185.1
B13	185.0	B43	176.4	B73	185.6
B14	185.0	B44	176.4	B74	186.0
B15	185.0	B45	176.2	B75	186.0
B16	185.0	B46	176.1	B76	186.0
B17	185.0	B47	176.0	B77	186.0
B18	185.0	B48	175.9	B78	186.0
B19	185.0	B49	175.9	B79	186.0
B20	185.0	B50	176.5	B80	186.0
B21	184.5	B51	176.5	B81	186.0
B22	184.2	B52	176.5	B82	185.0
B23	183.8	B53	176.5	B83	185.0
B24	183.4	B54	176.5	B84	185.0
B25	183.0	B55	176.6	B85	185.0
B26	182.6	B56	177.1	B86	185.0
B27	182.2	B57	177.6	B87	185.0
B28	182.0	B58	178.1	B88	185.0
B29	181.8	B59	178.6	B89	185.0
B30	181.6	B60	179.1	B90	185.0
				B91	185.0
AVERAGE FINISH GRADE					181.83’

AVERAGE FINISH GRADE CALCULATION
SCALE: 1” = 40’-0”



Overall West Elevation



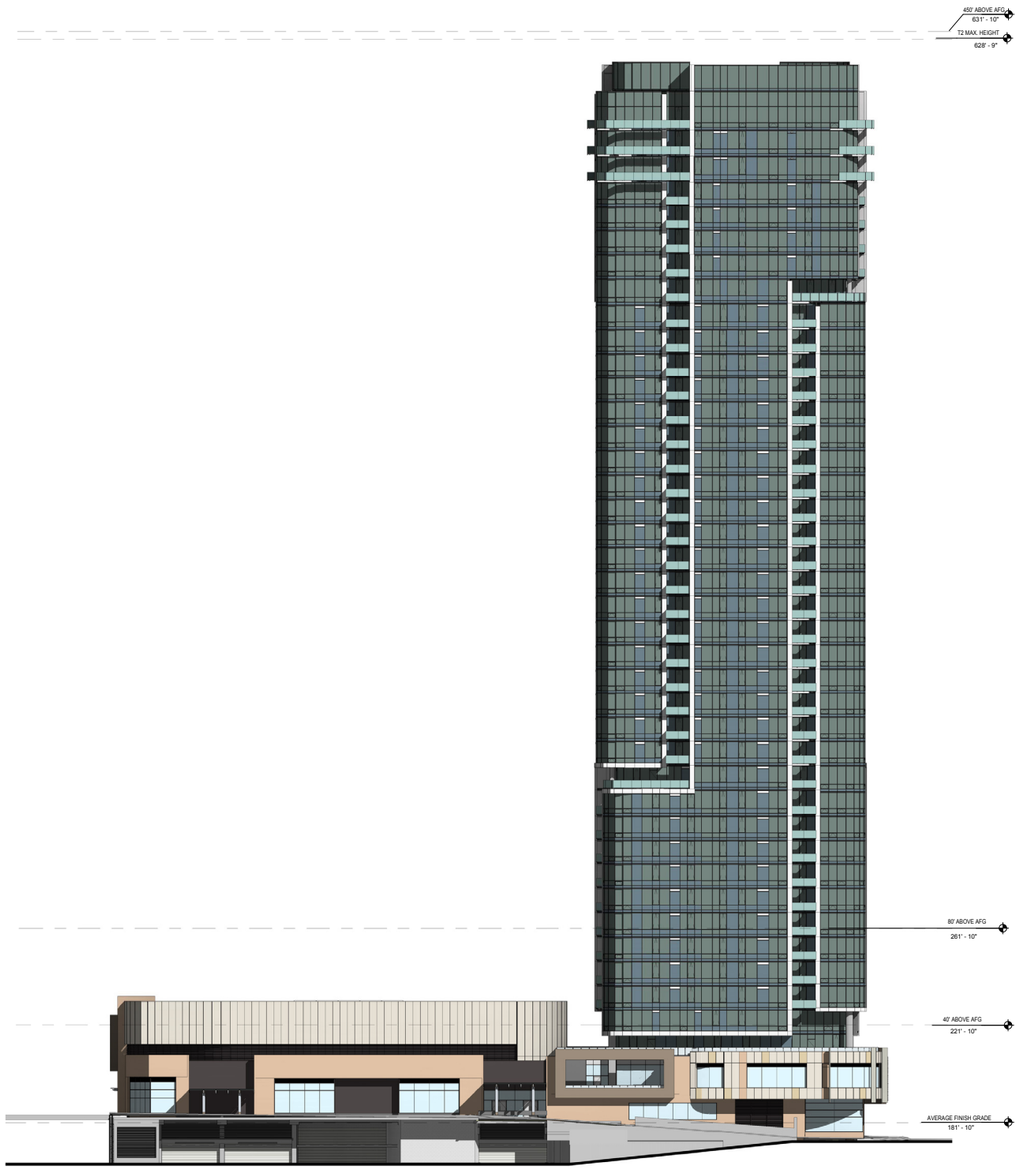
Overall East Elevation

BUILDING ELEVATIONS
SCALE: 1/64" = 1'-0"

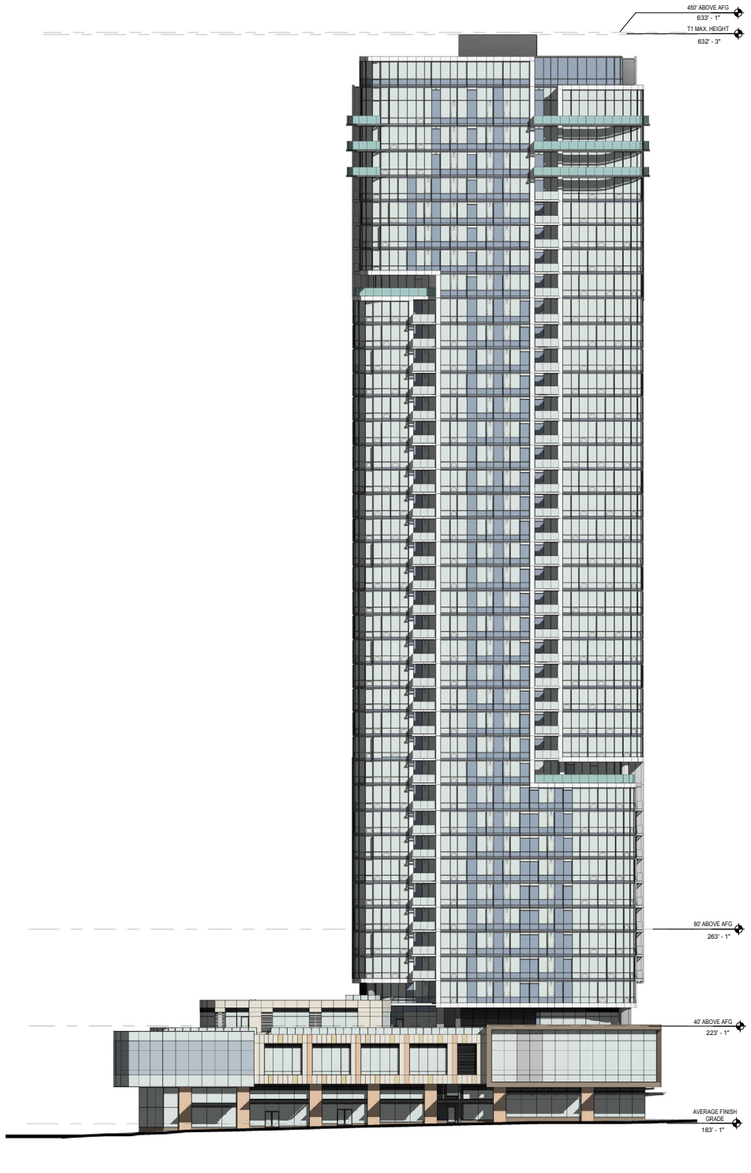
07/27/2016
PARK 8

PLUS Investment

MZA

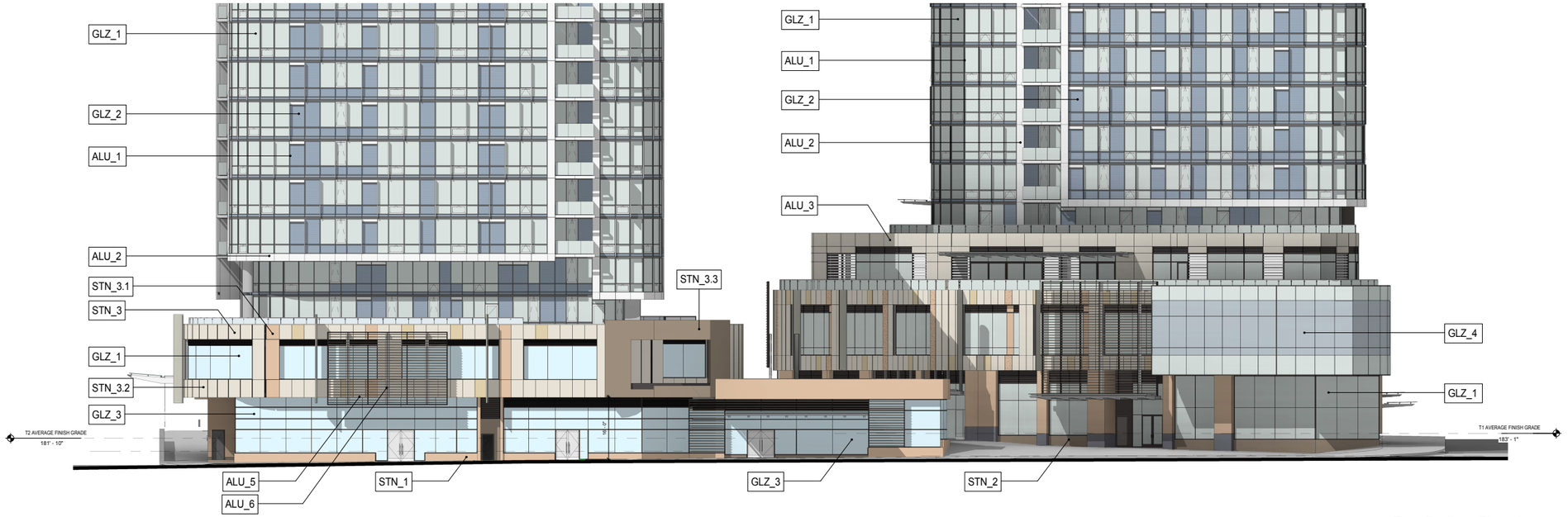


Overall South Elevation

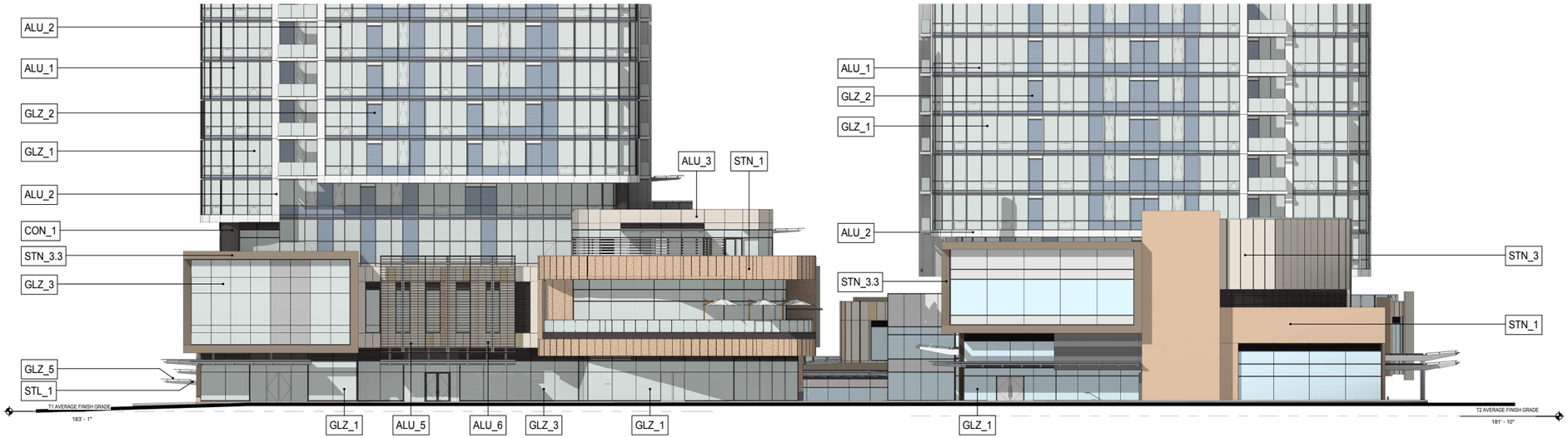


Overall North Elevation

BUILDING ELEVATIONS
SCALE: 1/64" = 1'-0"



East Podium Elevation



West Podium Elevation

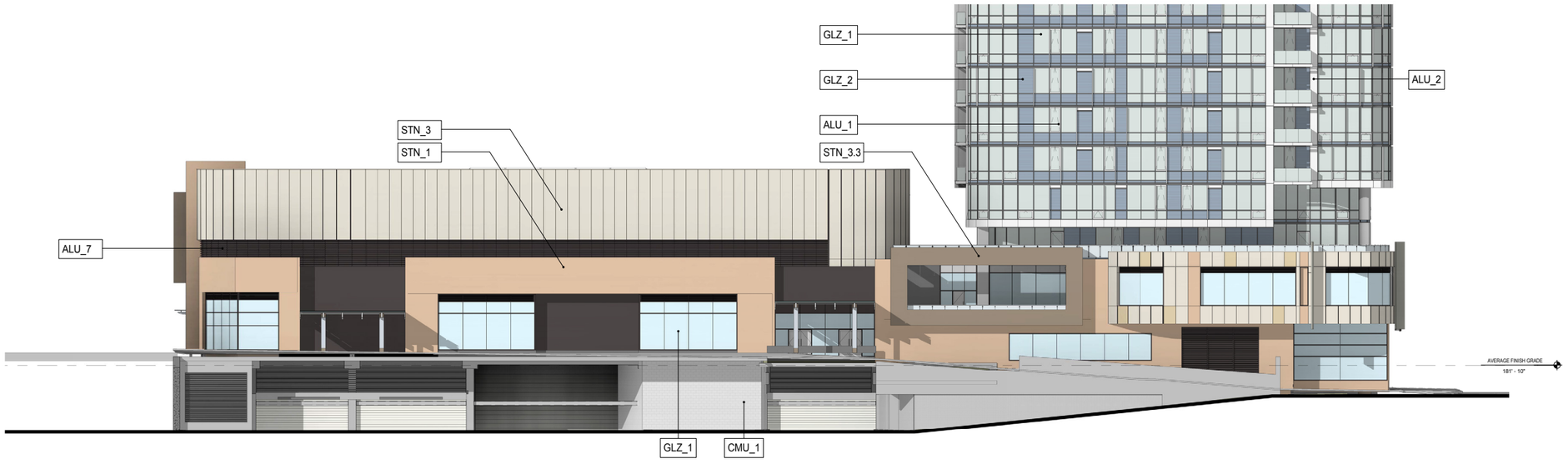
BUILDING ELEVATIONS - PODIUM
SCALE: 1/32” = 1’-0”

07/27/2016
PARK 8

PLUS Investment

MZA

North Podium Elevation



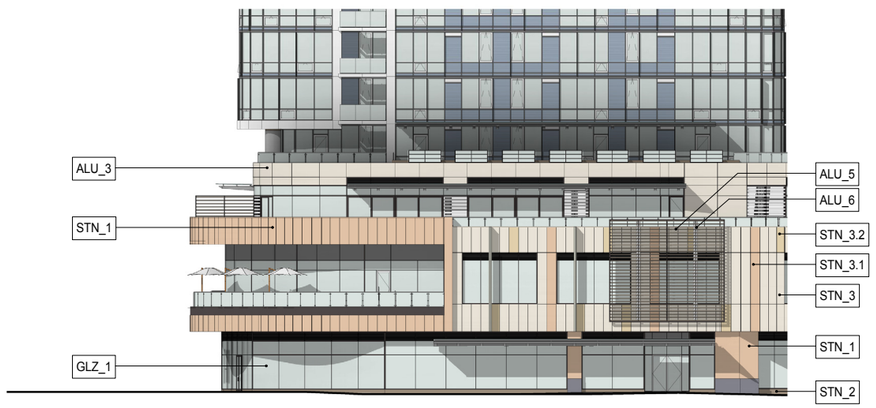
South Podium Elevation

BUILDING ELEVATIONS - PODIUM
SCALE: 1/32” = 1’-0”

07/27/2016
PARK 8

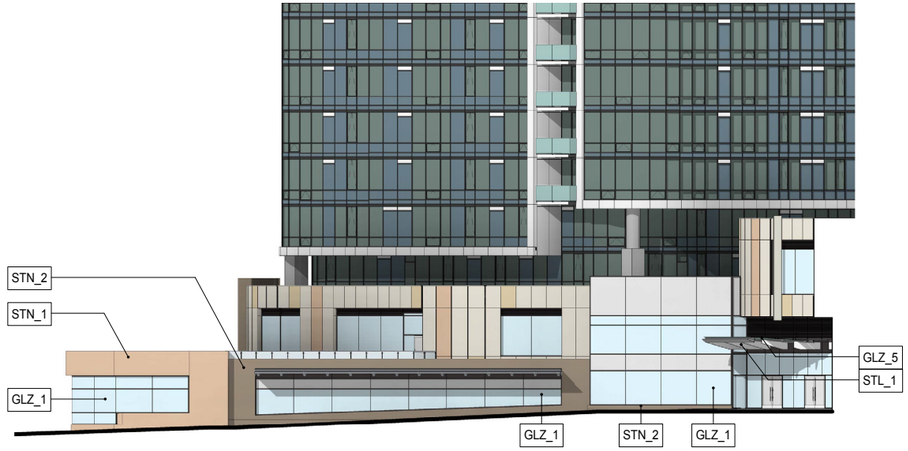
PLUS Investment

MZA

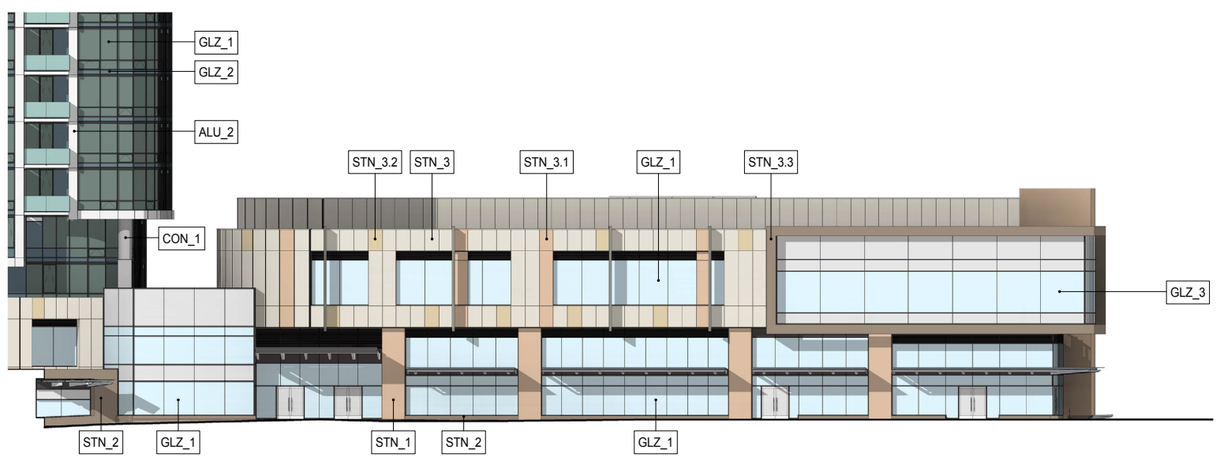


Podium - South Elevation - T1

Podium - South Elevation _T1



Podium - North Elevation - T2



Podium - North Elevation - T2

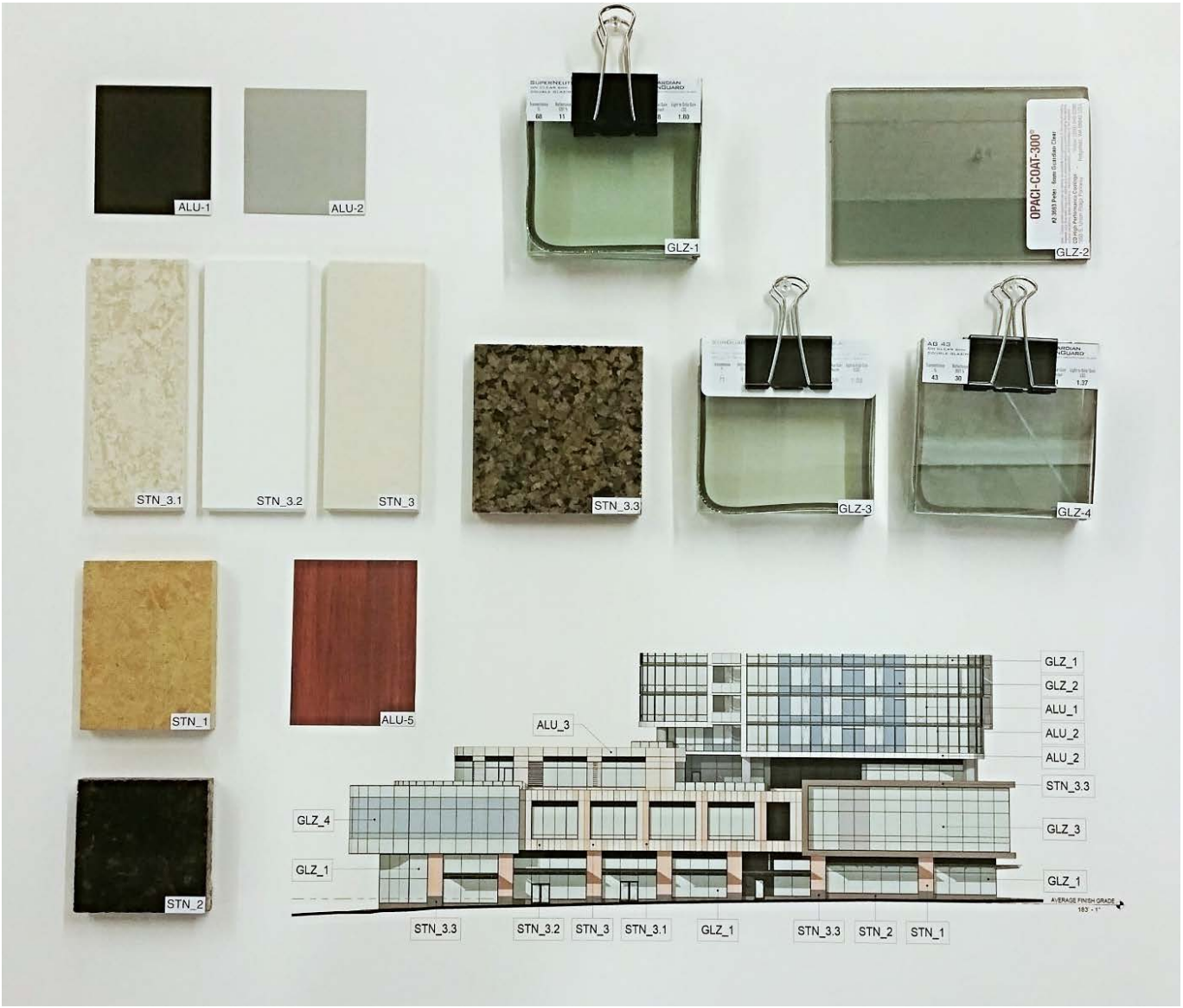
BUILDING ELEVATIONS - PODIUM
SCALE: 1/32” = 1’-0”

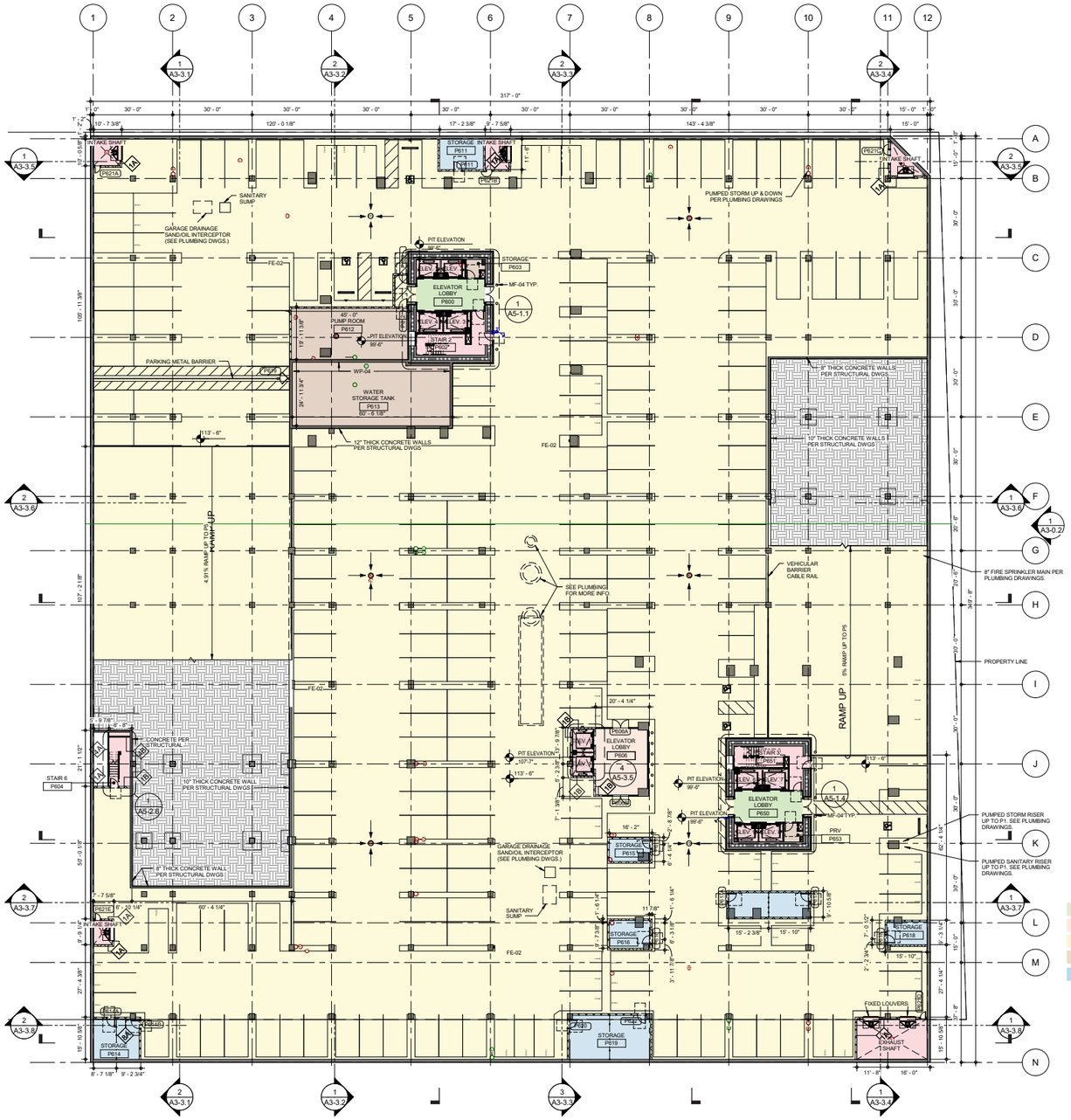
07/27/2016
PARK 8

PLUS Investment

MZA

Materials Demonstration Board





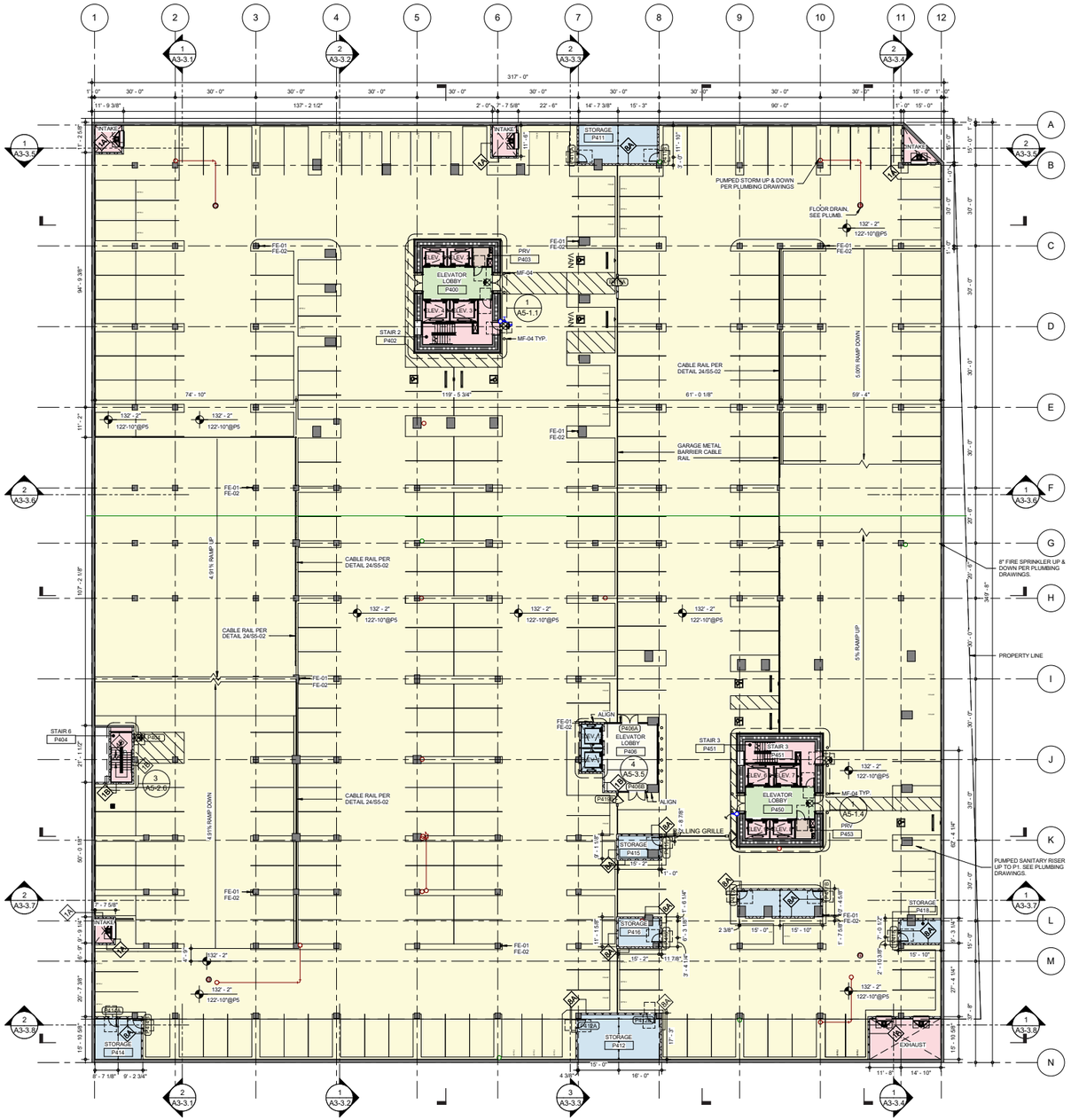
PHASE 1 PARKING						
	Accessible					
Level	Std.	Van	Standard	Compact	Tandem	Total
P 6	6	0	150	130	19	305

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
P 6	113.5	-69.6'	9.3'	108,510 SF	1,736 SF	951 SF	

AMENITY						
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA	WATER FEATURE
101,211 SF						

P6 FLOOR PLAN
SCALE: 1" = 50'-0"

07/27/2016
PARK 8



PHASE 1 PARKING						
	Accessible					
Level	Std.	Van	Standard	Compact	Tandem	Total
P 5	5	2	142	145	25	319

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
P 5	122.8'	-60.3'	9.3'	108,510 SF	1,735 SF	238 SF	

AMENITY						
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA	WATER FEATURE
101,970 SF						

RESIDENTIAL/ AMENITY
RETAIL
PARKING
MECHANICAL
STORAGE

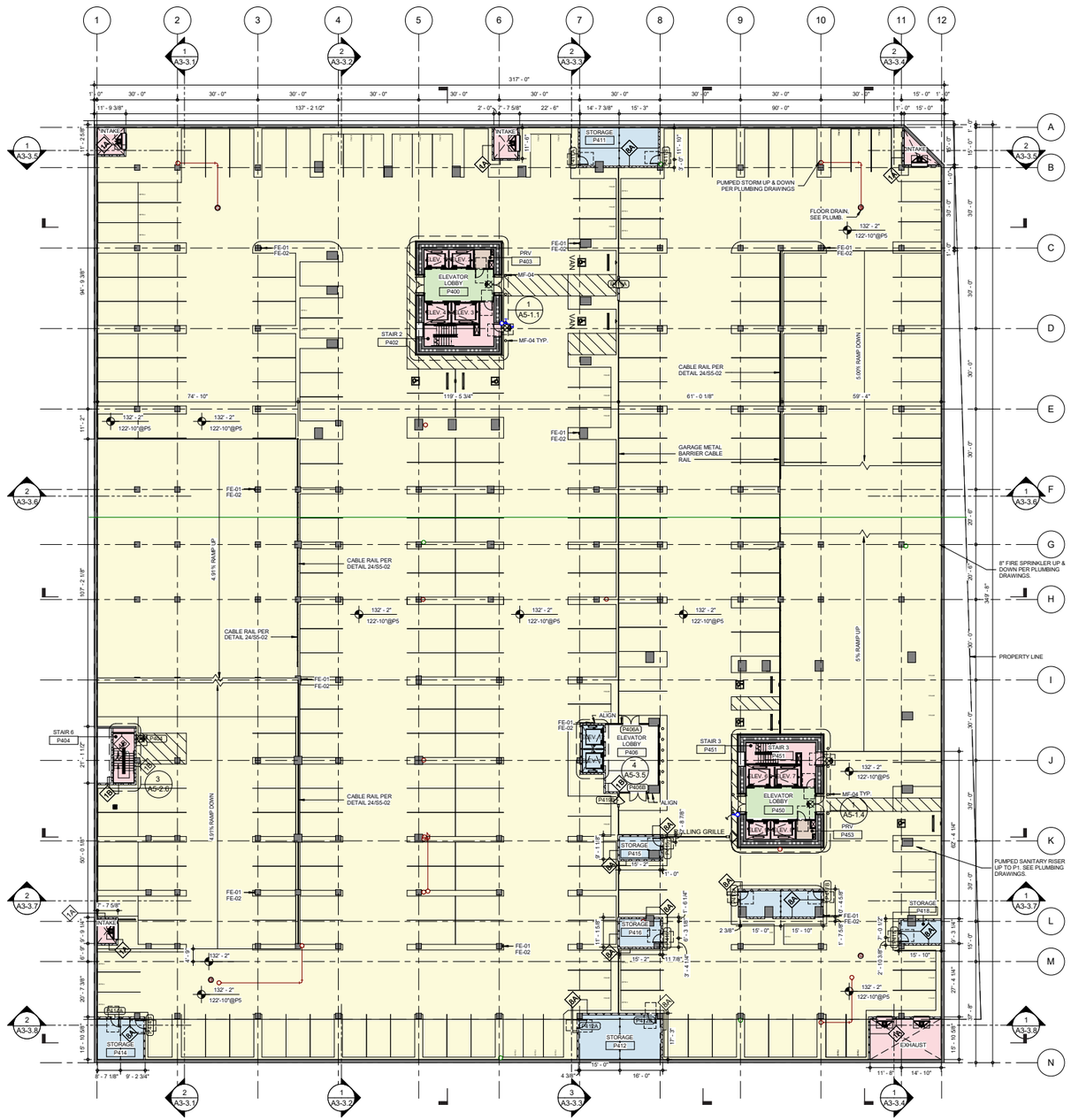
GRAELIC PARKING BY DESIGN

P5 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA



PHASE 1 PARKING						
	Accessible					
Level	Std.	Van	Standard	Compact	Tandem	Total
P 4	5	2	142	141	25	315

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
P 4	132.2'	-50.9'	9.3'	108,510 SF	1,735 SF	238 SF	

AMENITY						
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA	WATER FEATURE
100,072 SF						

RESIDENTIAL/ AMENITY
RETAIL
PARKING
MECHANICAL
STORAGE

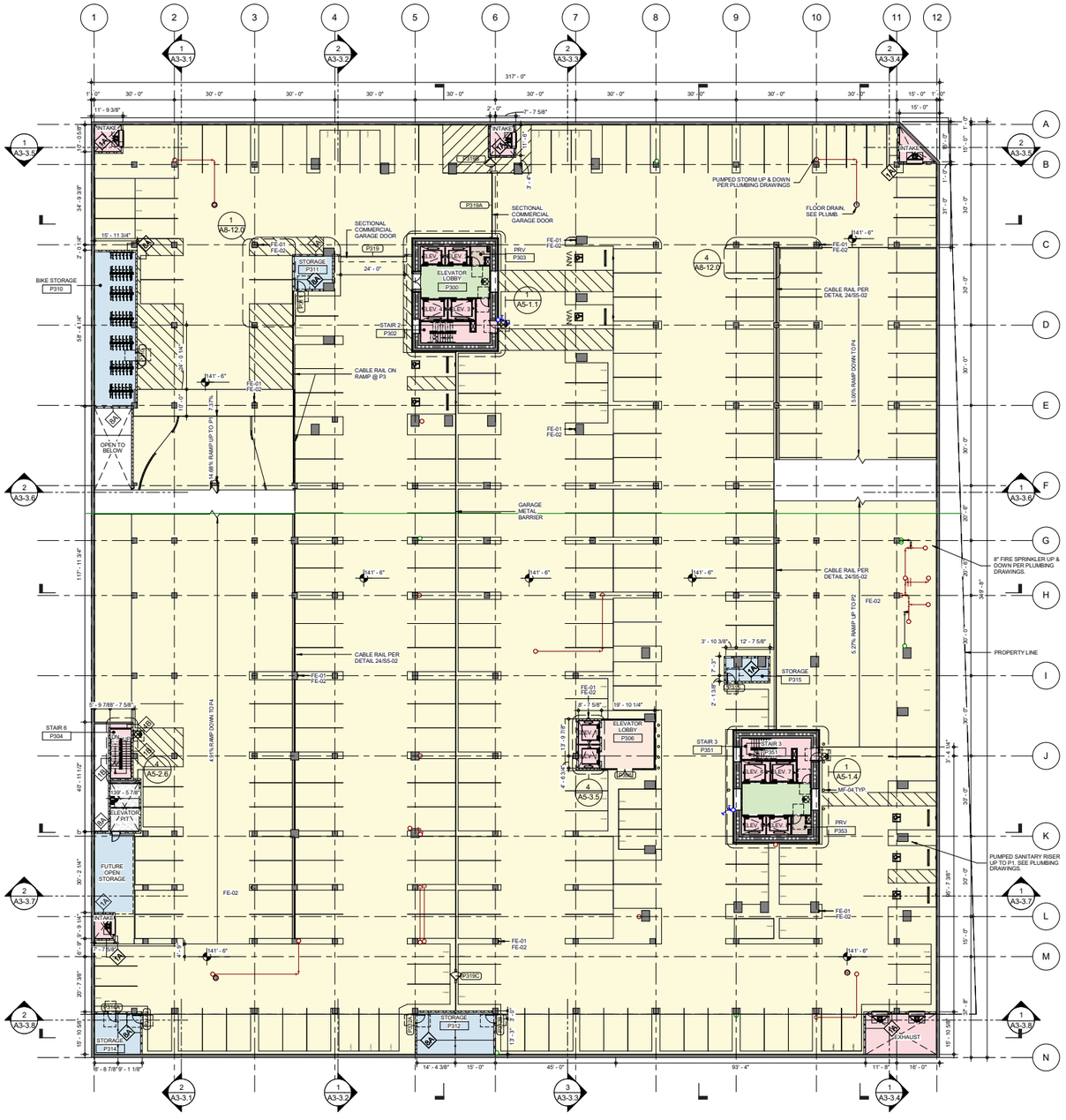
GRAELIC PARKING BY DESIGN

P4 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA



PHASE 1 PARKING						
	Accessible					
Level	Std.	Van	Standard	Compact	Tandem	Total
P3	6	1	124	113	3	247

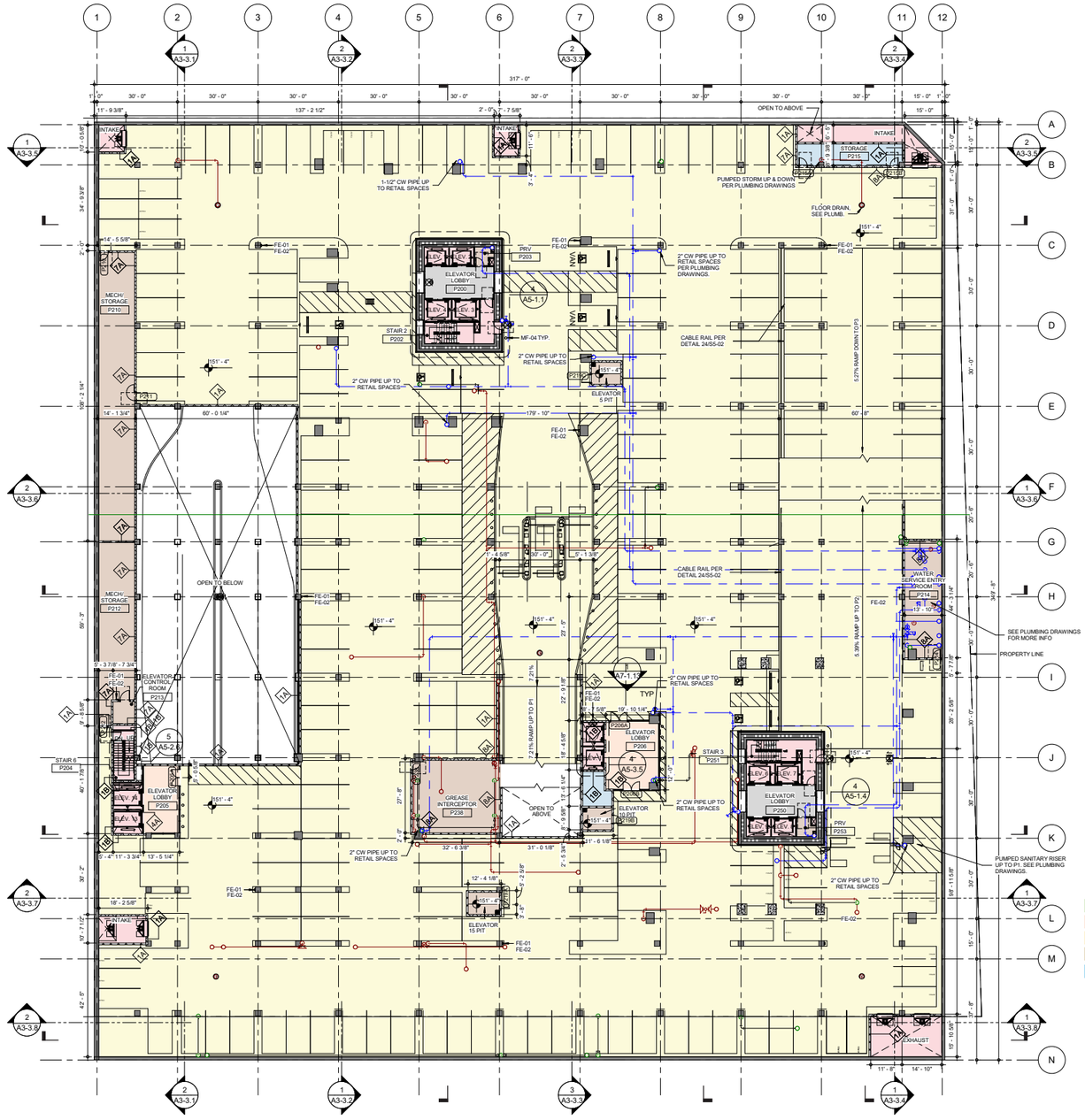
	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
P 3	141.5'	-41.6'	9.8'	108,510 SF	1,735 SF	521 SF	

AMENITY						
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA	WATER FEATURE
87,402 SF						

RESIDENTIAL/ AMENITY
RETAIL
PARKING
MECHANICAL
STORAGE

P3 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8



PHASE 1 PARKING						
	Accessible					
Level	Std.	Van	Standard	Compact	Tandem	Total
P2	4	1	123	73	8	209

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
P 2	151.3'	-31.8'	10.2'	108,510 SF	1,735 SF	1,935 SF	

AMENITY						
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA	WATER FEATURE
88,408 SF						

RESIDENTIAL/ AMENITY
RETAIL
PARKING
MECHANICAL
STORAGE

GRAELIC PARKING BY DESIGN

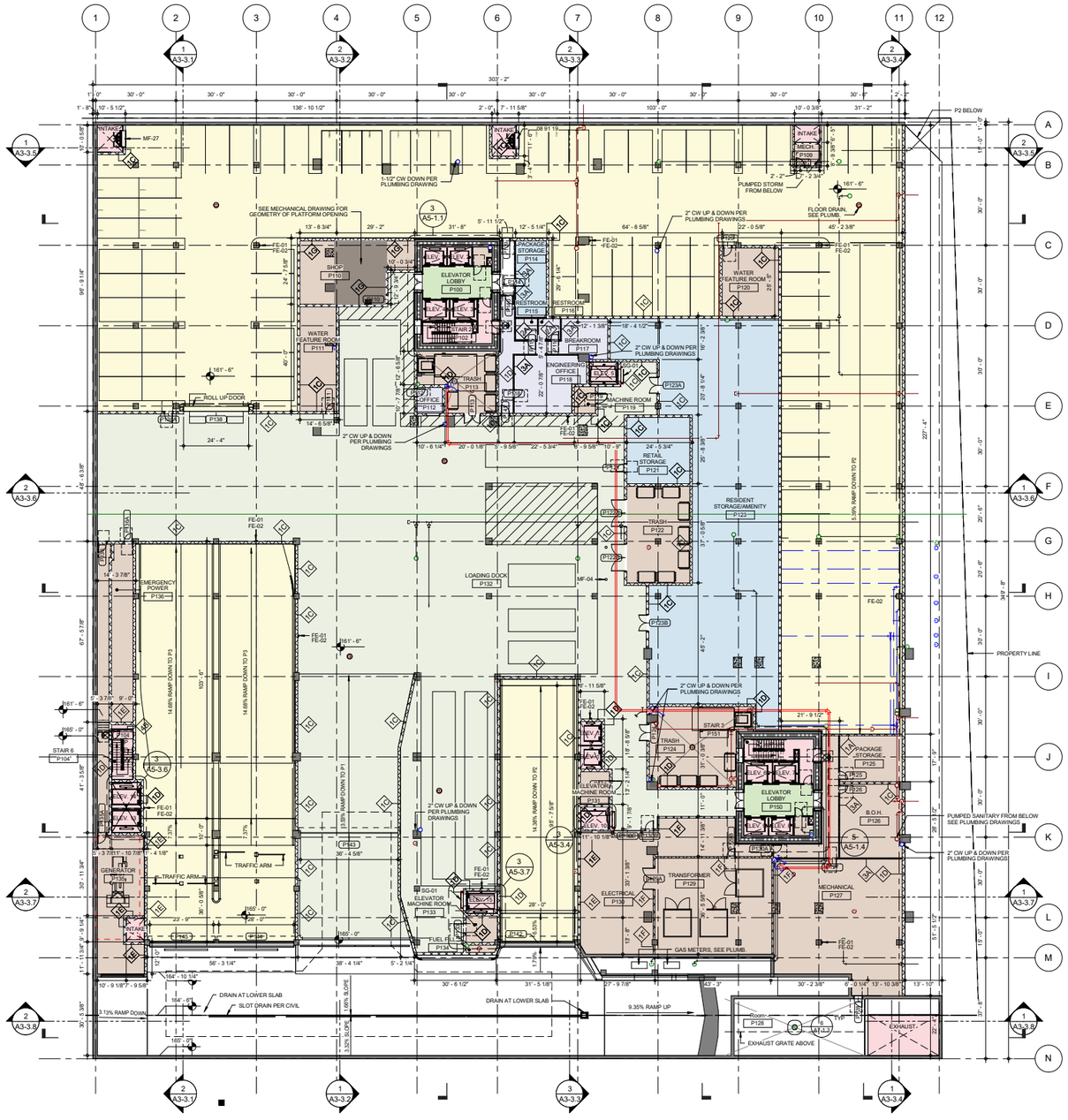
P2 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA

ATTACHMENT A – Project Plans and Drawings



PHASE 1 PARKING						
	Accessible					
Level	Std.	Van	Standard	Compact	Tandem	Total
P1	0	0	11	35	15	61

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
P 1	161.5'	-21.6'	15.0'	103,949 SF	2,664 SF	6,921 SF	

AMENITY						
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA	WATER FEATURE
19,334 SF						

- RESIDENTIAL/ AMENITY
- RETAIL
- PARKING
- MECHANICAL
- STORAGE

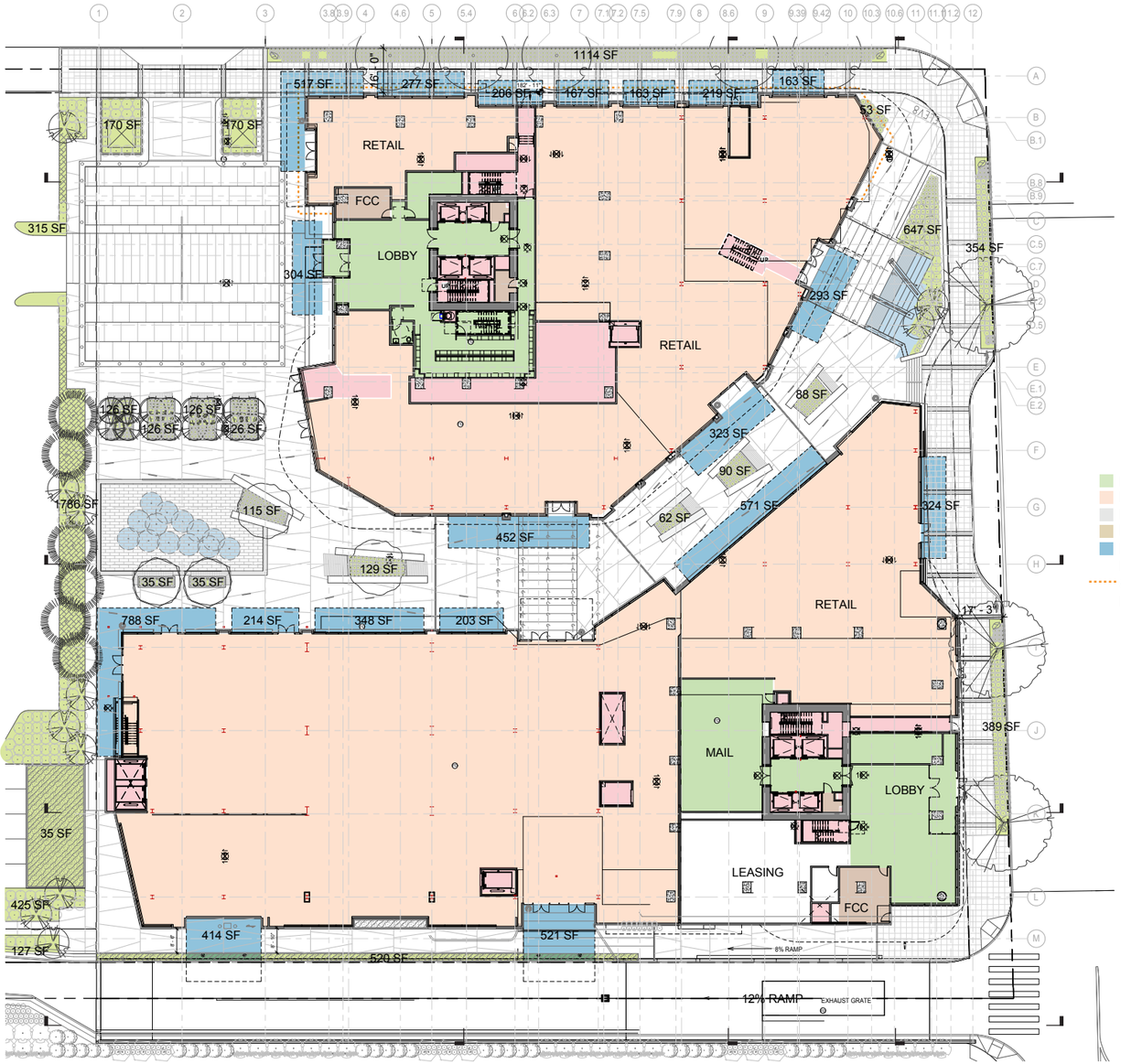
GRAELIC PARKING BY DESIGN

P1 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA



	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	**ABSOLUTE ELEVATION**	**RELATIVE ELEVATION**	**FTF HT**	**GFA**	**VERTICAL CIRC. & SHAFTS**	**EXCLUDED MECH. FLOOR AREA**	**GFA FOR FAR**
L1 WEST	185.0'	1.9'	18.0'	24,434 SF	956 SF	337 SF	23,479 SF
L1 EAST	175.5'	-7.6'	27.5'				

AMENITY					
BELOW GRADE PARKING (NET)	**RESIDENTIAL USE**	**PEDESTRIAN ORIENTED FRONTAGE**	**PLAZA**	**MARQUEE**	**LANDSCAPED AREA**
	2,712 SF	260.8 LF		3,766 SF	6,154 SF

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	**ABSOLUTE ELEVATION**	**RELATIVE ELEVATION**	**FTF HT**	**GFA**	**VERTICAL CIRC. & SHAFTS**	**EXCLUDED MECH. FLOOR AREA**	**GFA FOR FAR**
L1 WEST	185.0'	3.2'	21.0'	35,024 SF	1,555 SF	355 SF	34,669 SF
L1 EAST	175.5'	-6.3'	18.0'				

AMENITY			
RESIDENTIAL USE	**PEDESTRIAN ORIENTED FRONTAGE**	**MARQUEE**	**LANDSCAPED AREA**
6,501 SF		3,086 SF	-

GCH planning & landscape architecture

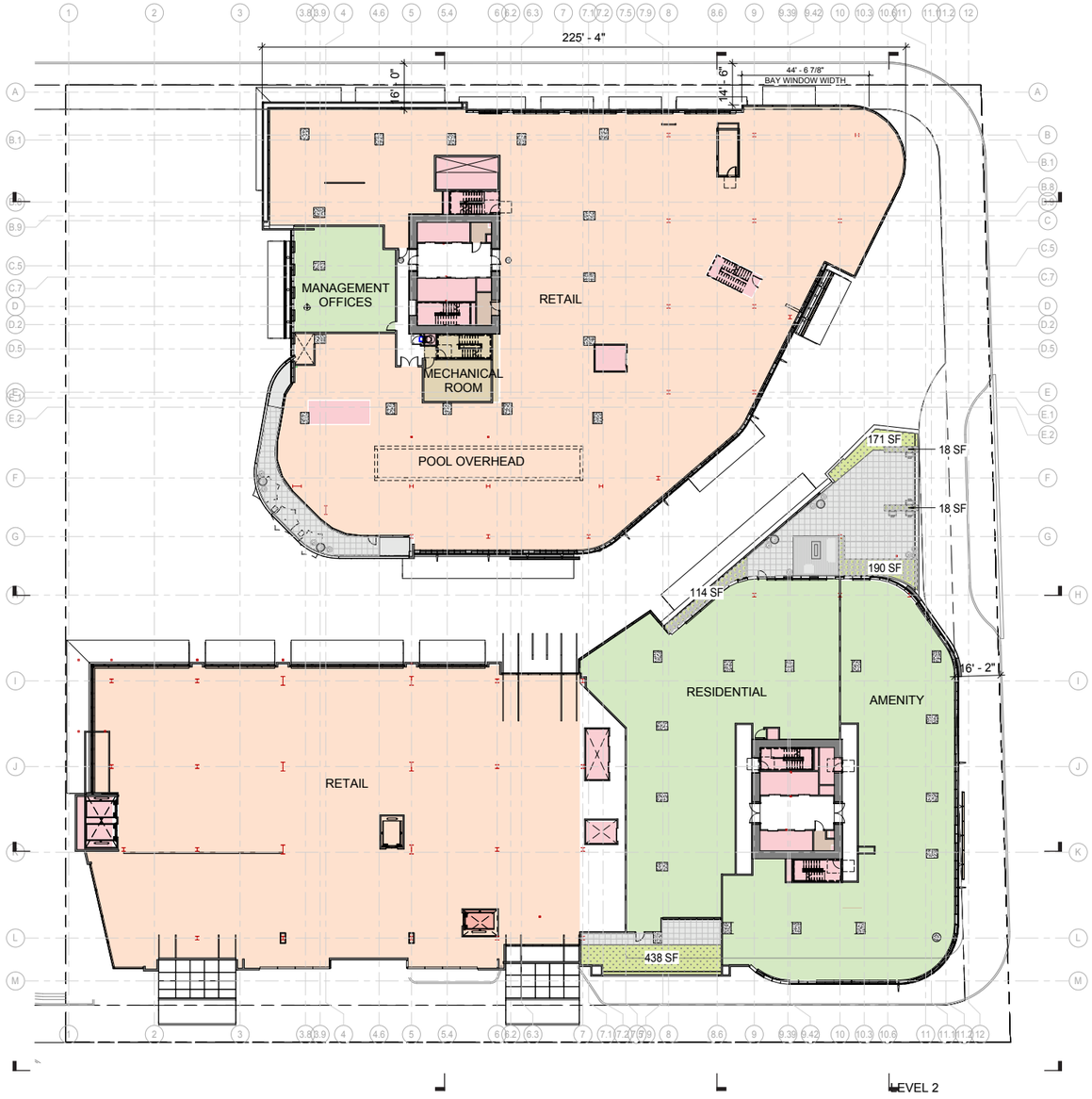
SUSAN MARINELLO INTERIORS

L1 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA



LEVEL 2

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 2	203.0'	19.9'	16.0'	27,040 SF	956 SF	118 SF	25,966 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA

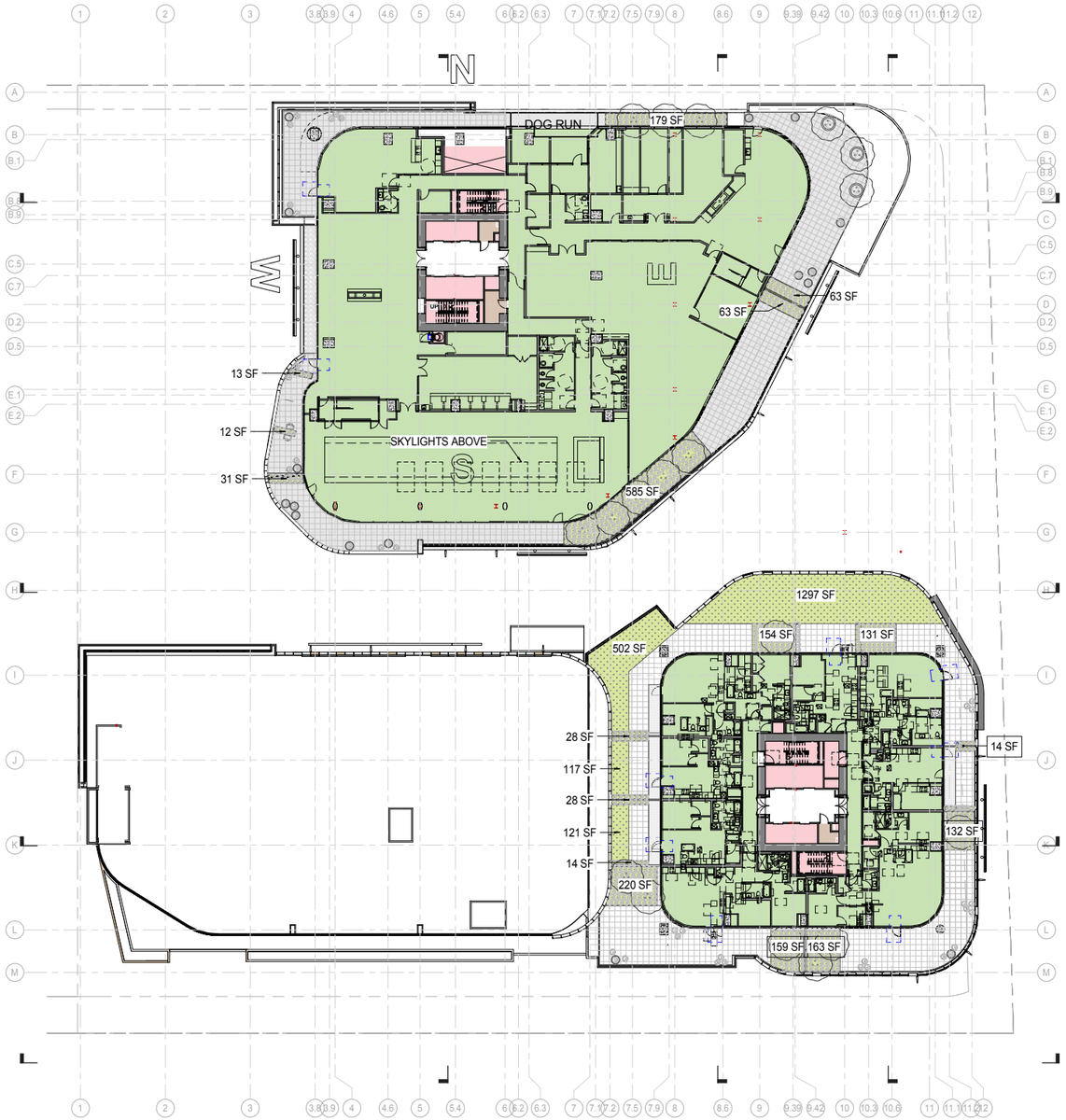
	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 2	193.5'	11.7'	15.5'	14,776 SF	142 SF	118 SF	14,516 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
15,675 SF			949 SF

L2 PLAN - PHASE 1
SCALE: 1" = 50'-0"

PLUS Investment

MZA



RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 3	219.0'	35.9'	13.5'	20,320 SF	1,006 SF	118 SF	19,196 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	19,196 SF				946 SF

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 3	209.0'	27.2'	10.0'	9,347 SF	670 SF	118 SF	8,559 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
9,502 SF			3,080 SF

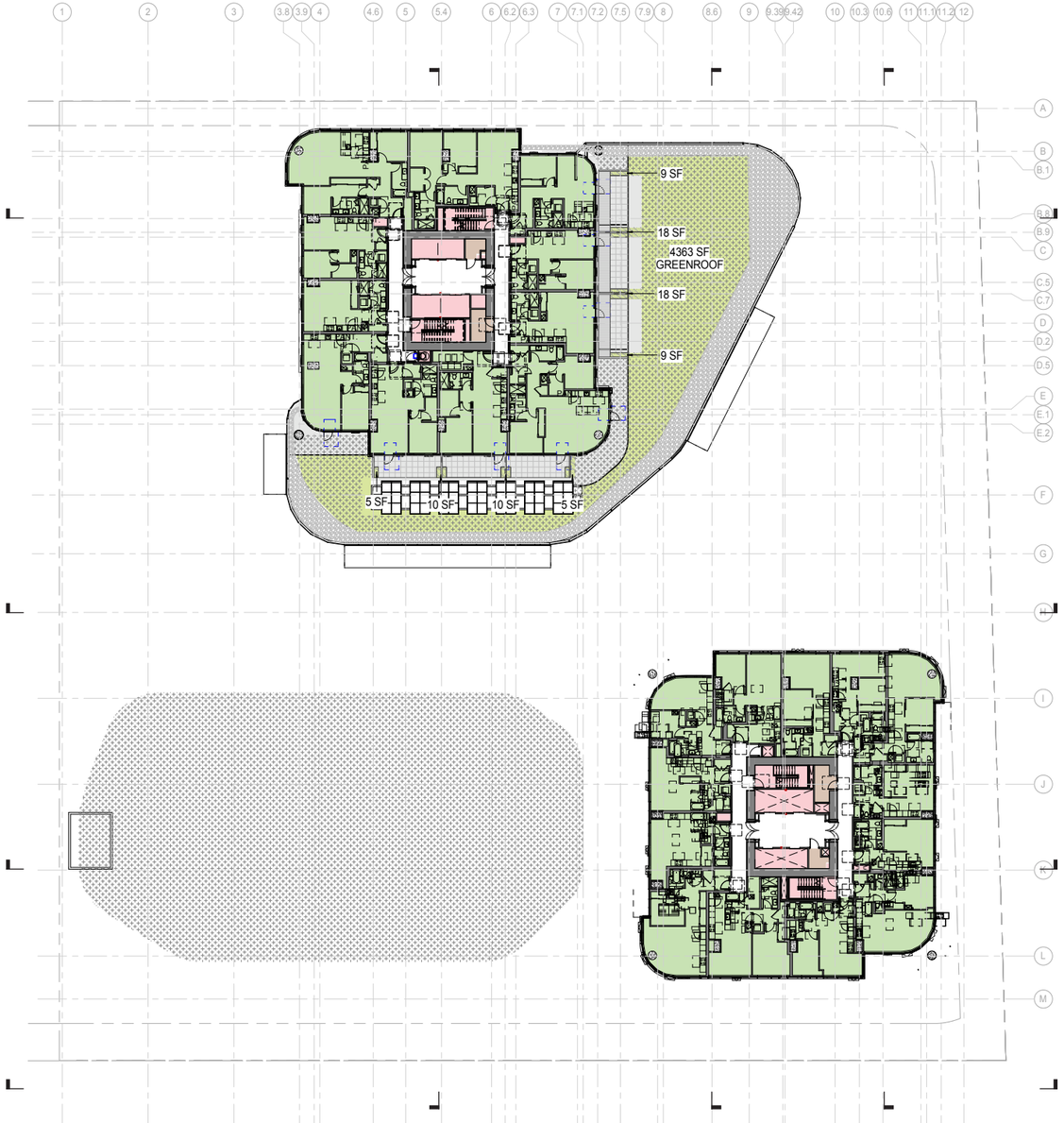
SUSAN MARINELLO INTERIORS

L3 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA



RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 4	232.5'	49.4'	10.0'	11,267 SF	670 SF	118 SF	10,479 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	10,479 SF				4,447 SF

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 4	219.0'	37.2'	10.0'	10,642 SF	670 SF	118 SF	9,854 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
9,854 SF			

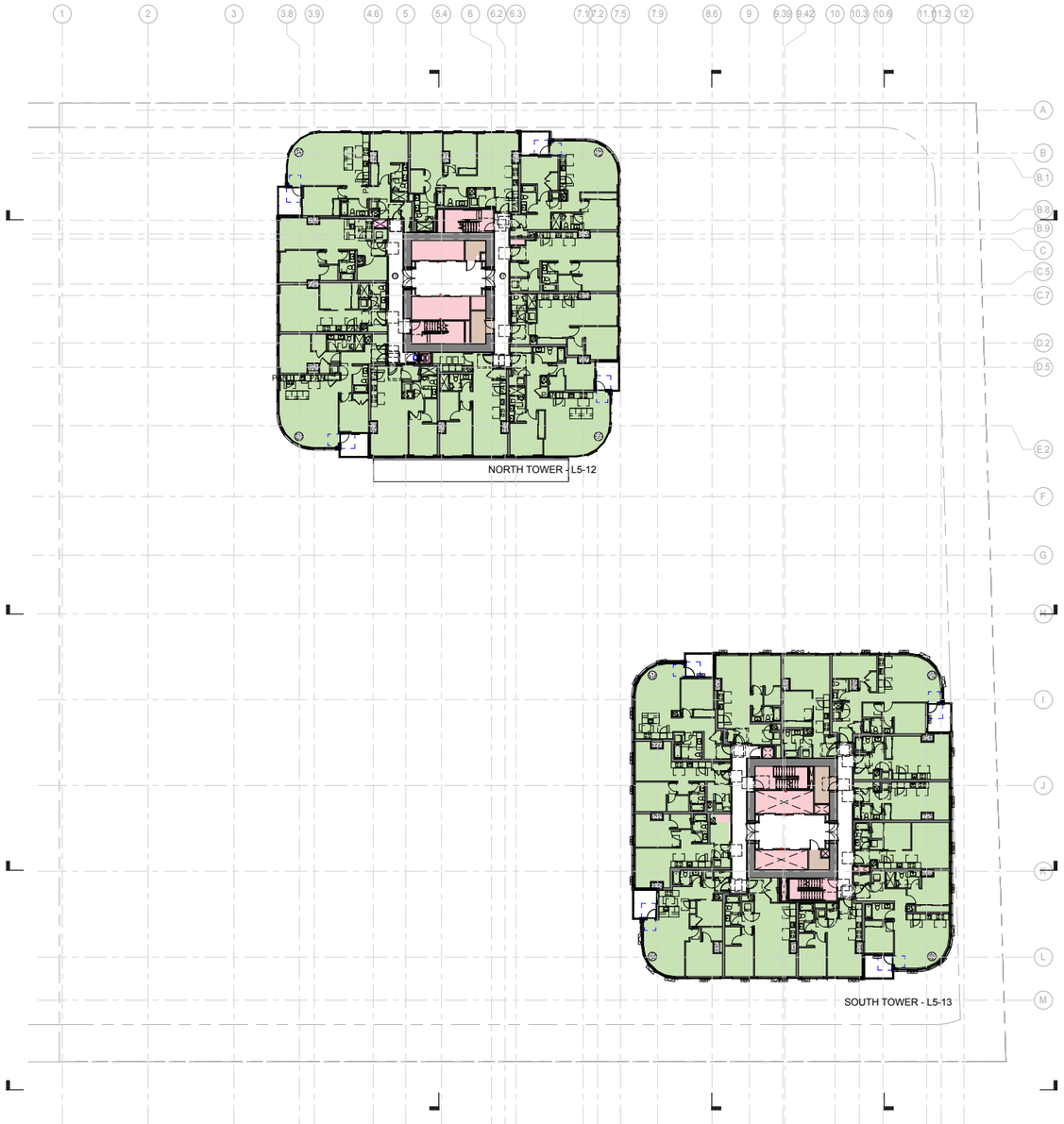
SUSAN MARINELLO
INTERIORS

L4 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA



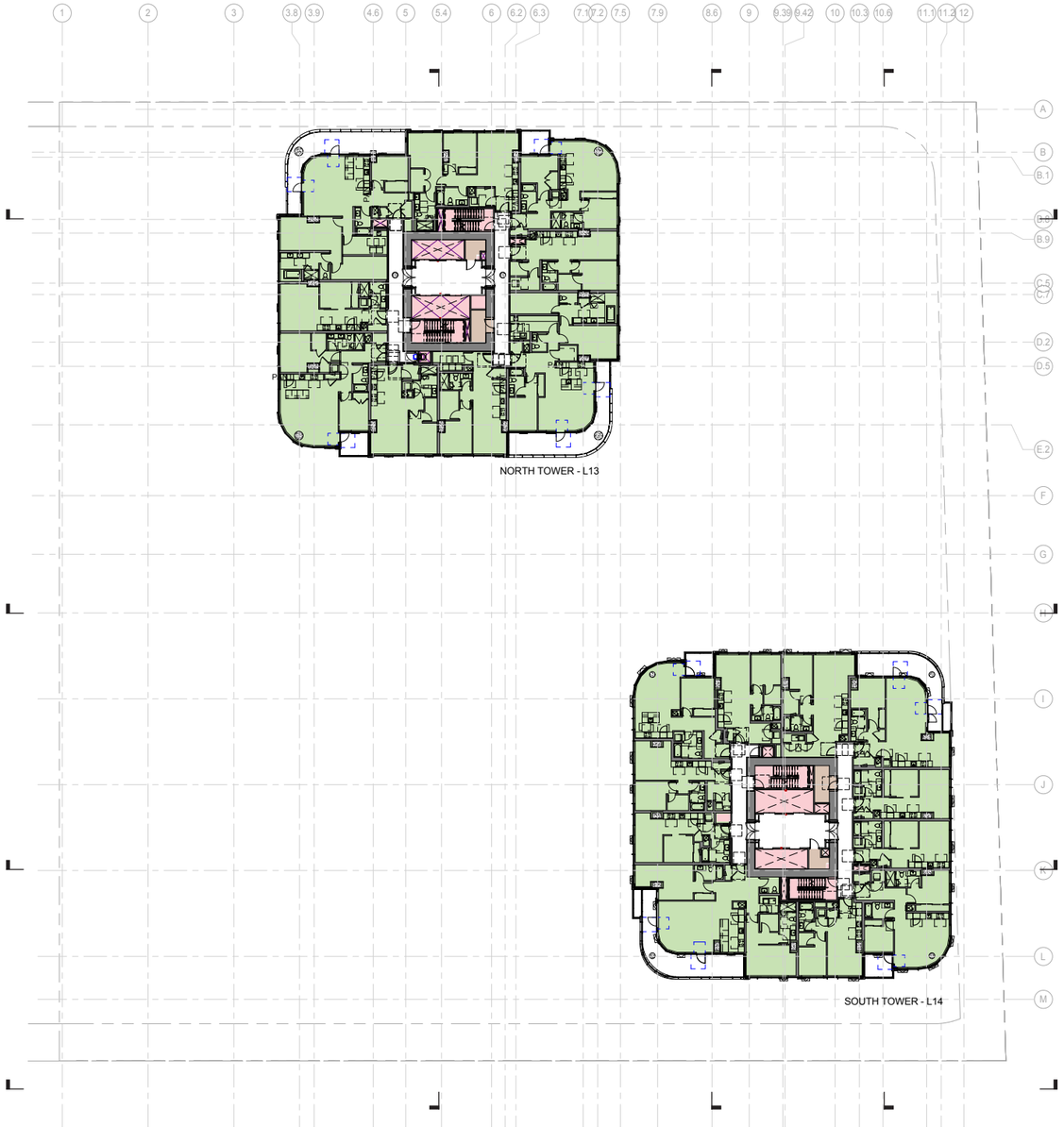
RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 5	242.5'	59.4'	10.0'	12,411 SF	670 SF	118 SF	11,623 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	11,623 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 5	229.0'	47.2'	10.0'	11,552 SF	670 SF	118 SF	10,764 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
10,764 SF			



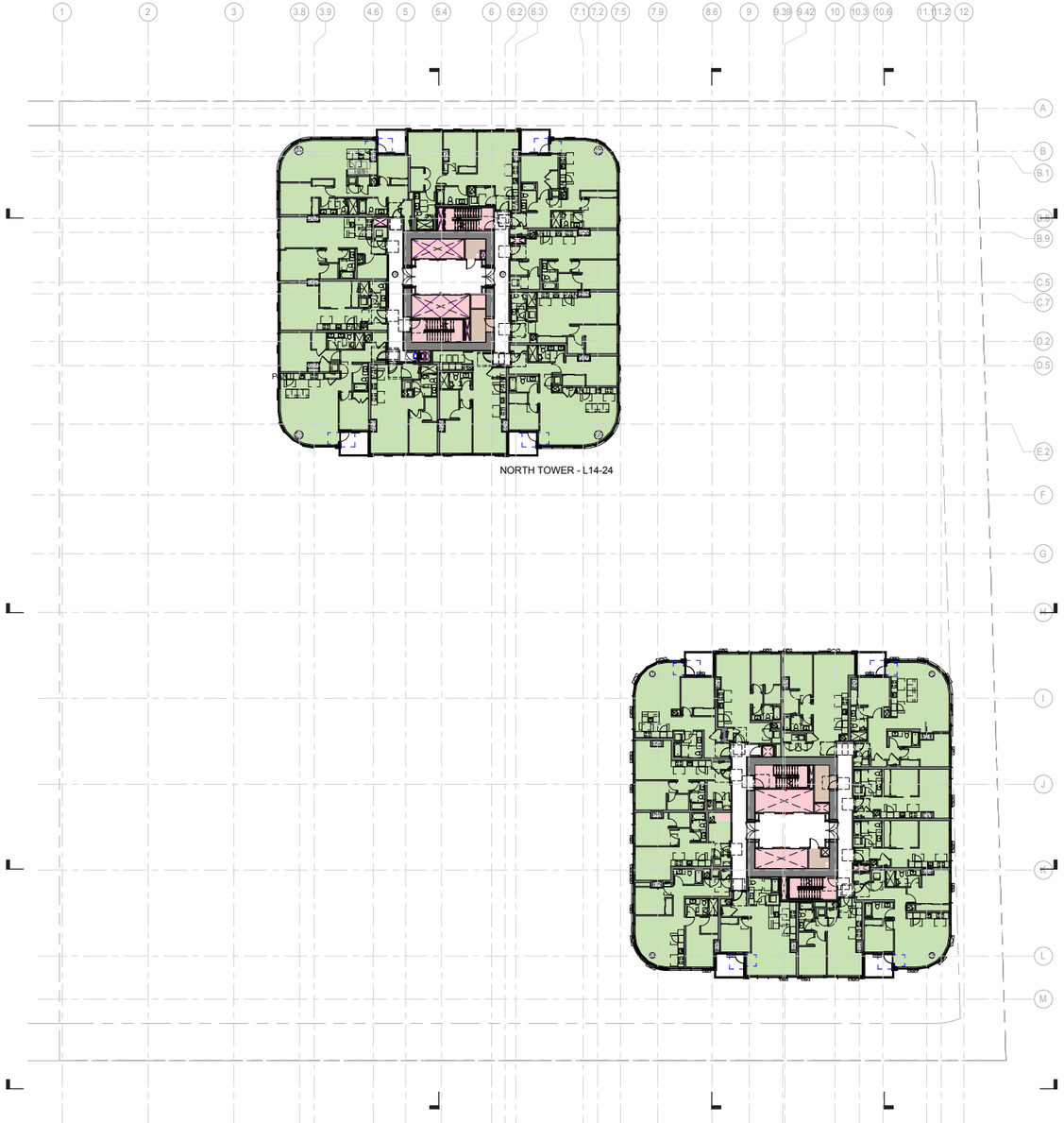
RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 13	323.2'	140.1'	10.0'	11,842 SF	670 SF	118 SF	11,053 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	11,053 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 14	319.7'	137.8'	10.0'	11,010 SF	670 SF	118 SF	10,222 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
10,222 SF			



RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 14	333.2'	150.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	11,581 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 15	329.7'	147.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
10,733 SF			

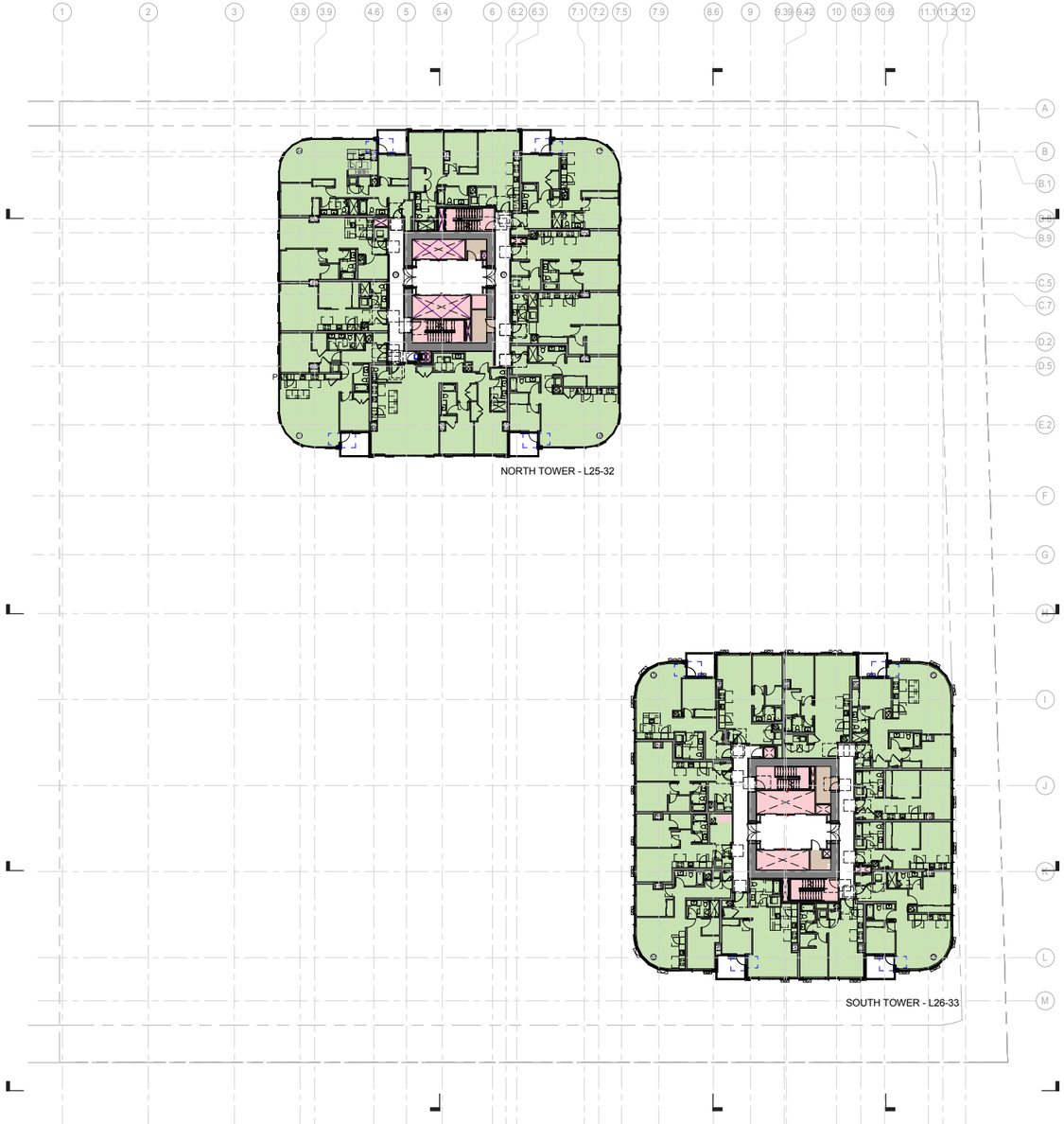
SUSAN MARINELLO INTERIORS

L14-24 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA



RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 25	443.2'	260.1'	10.0'	12,370 SF	670 SF	118 SF	11,581 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	11,581 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 26	439.7'	257.8'	10.0'	11,522 SF	670 SF	118 SF	10,733 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
10,733 SF			

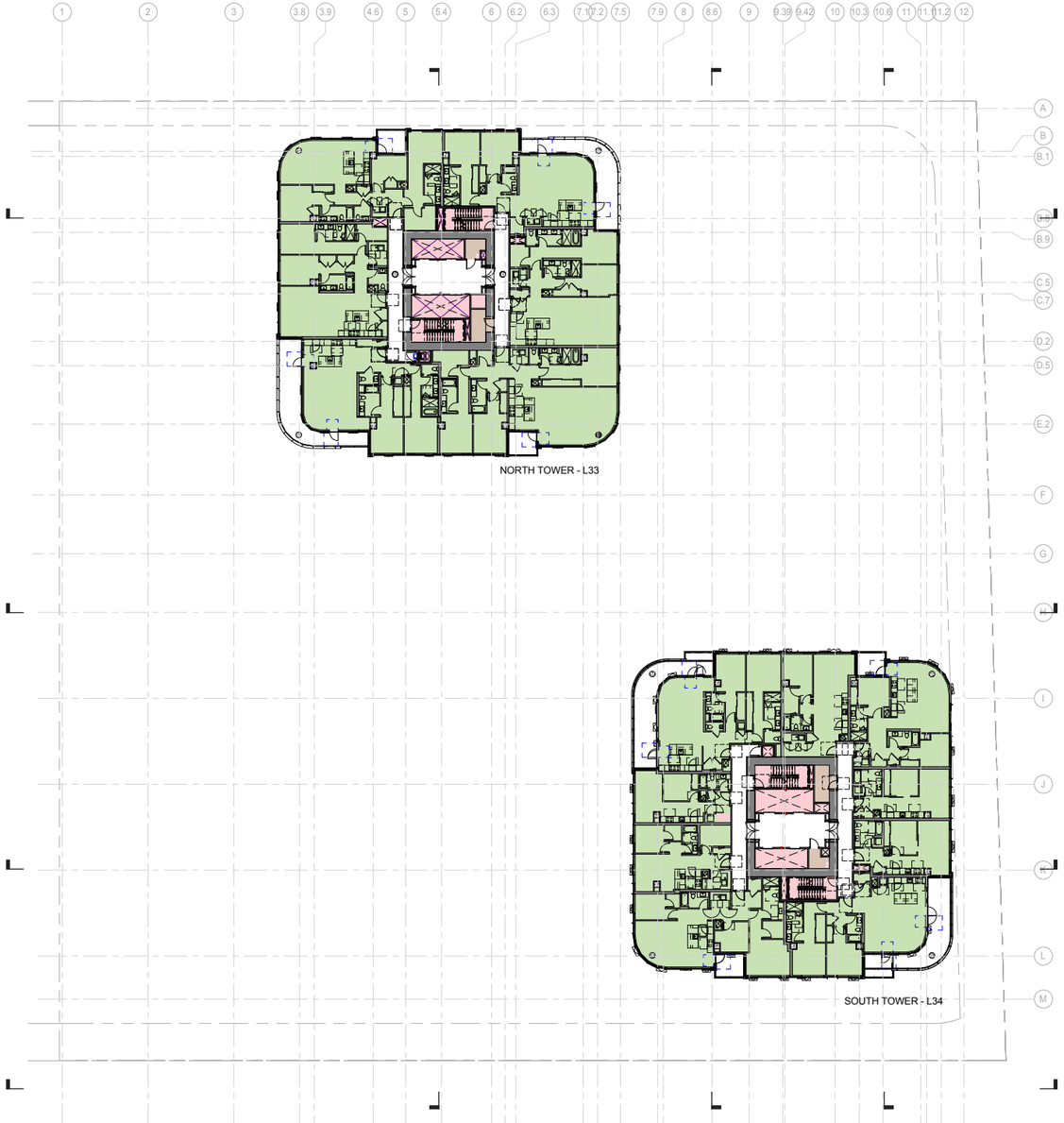
SUSAN MARINELLO INTERIORS

L25-32 PLAN - PHASE 1
SCALE: 1" = 50'-0"

07/27/2016
PARK 8

PLUS Investment

MZA



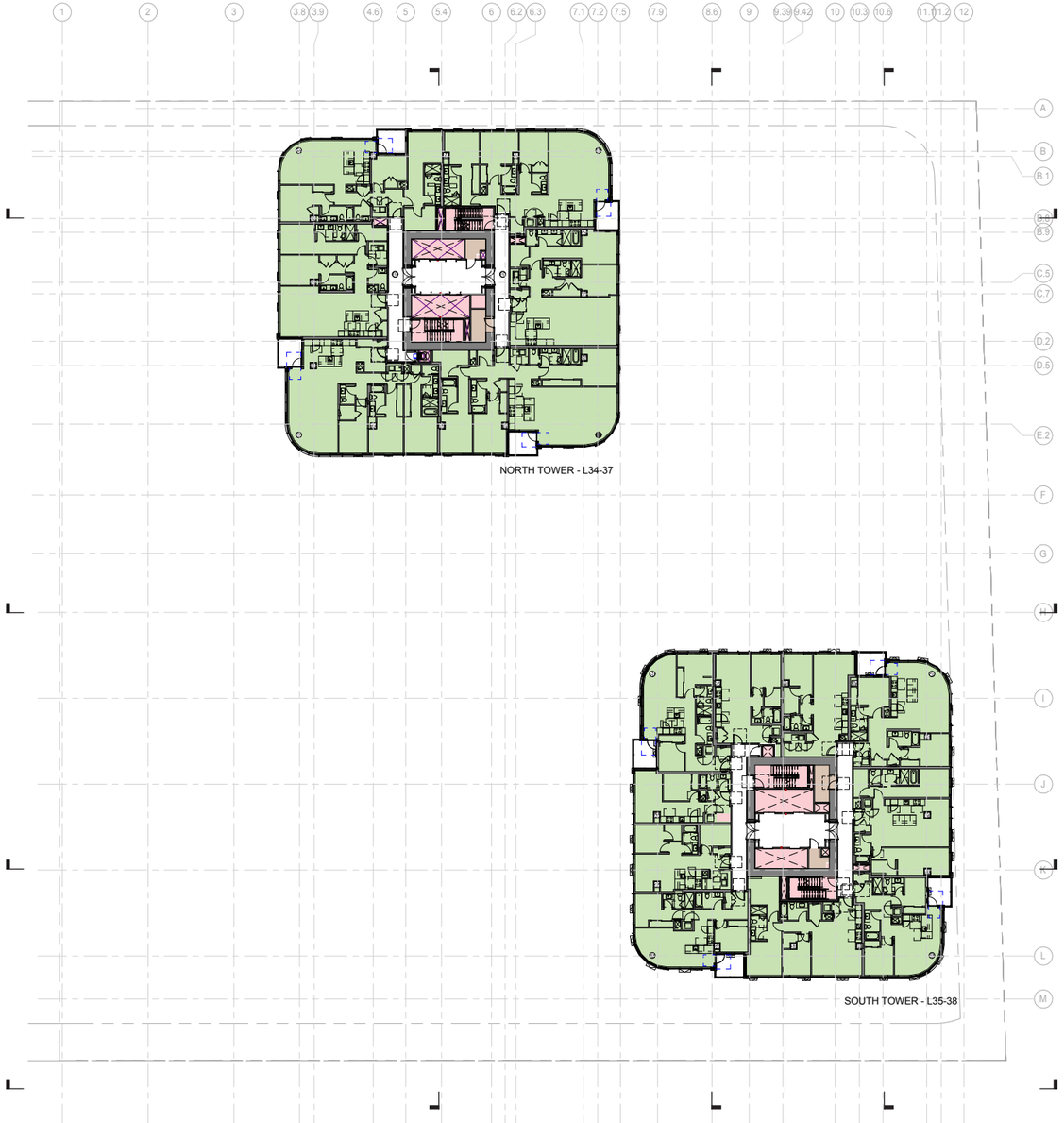
RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 33	523.8'	340.7'	10.0'	11,848 SF	670 SF	118 SF	11,060 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	11,060 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 34	520.3'	338.5'	10.0'	11,073 SF	670 SF	118 SF	10,285 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
10,285 SF			



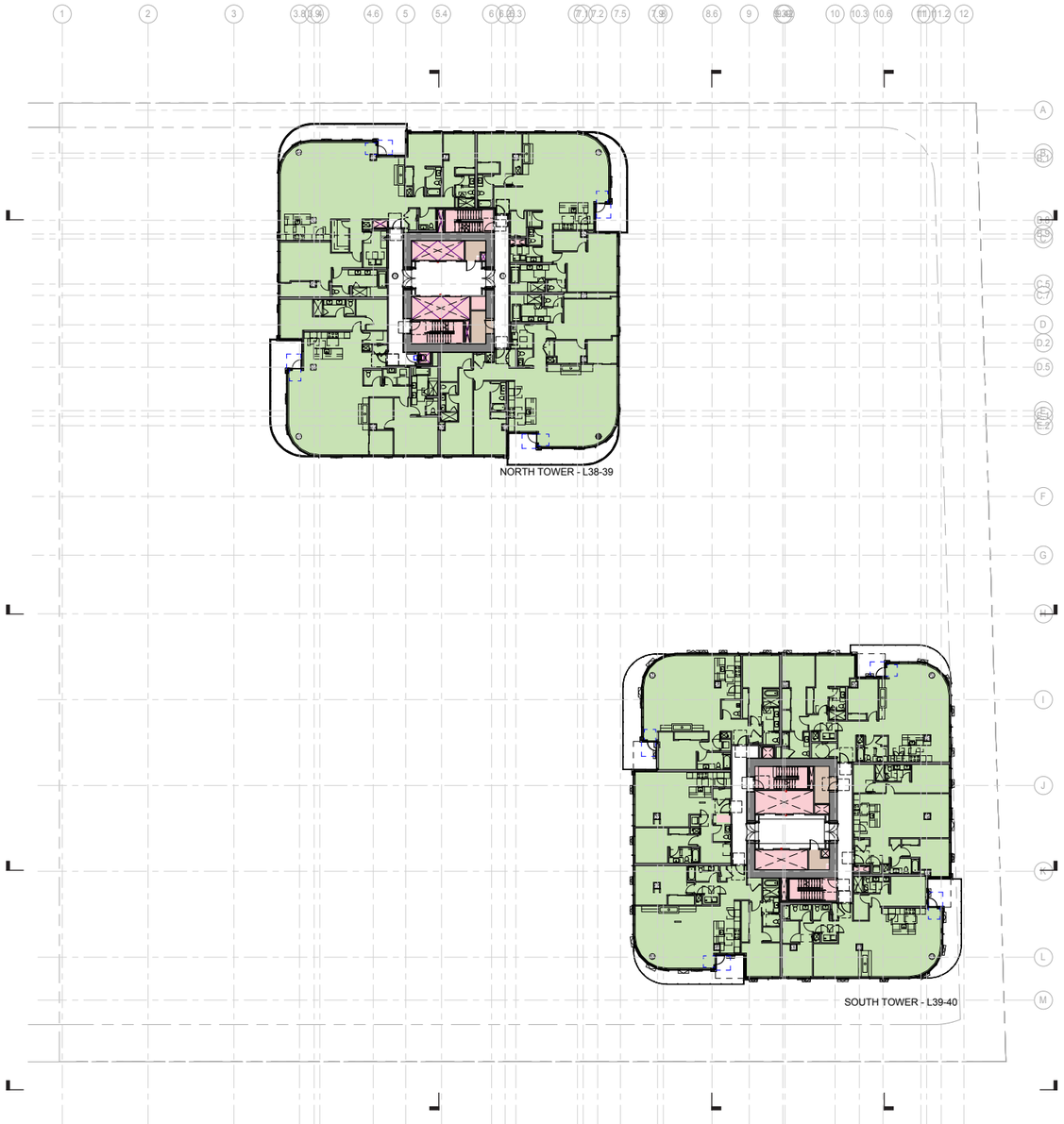
RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 34	533.8'	350.7'	10.0'	12,391 SF	670 SF	118 SF	11,603 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	11,603 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 35	530.3'	348.5'	10.0'	11,539 SF	670 SF	118 SF	10,751 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
10,751 SF			



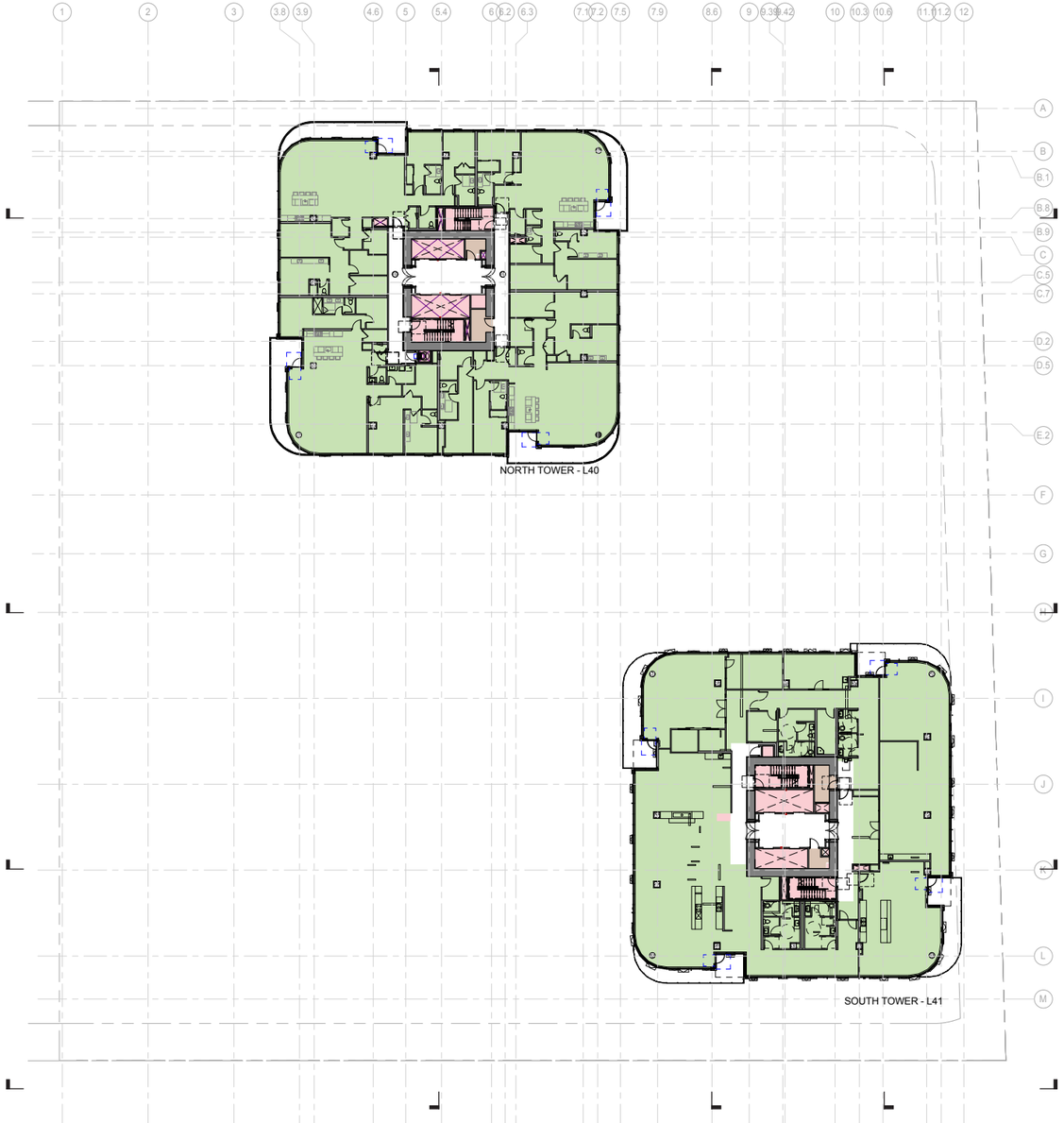
RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 38	573.8'	390.7'	10.7'	12,391 SF	670 SF	118 SF	11,603 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	11,603 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 39	570.3'	388.5'	10.7'	11,539 SF	670 SF	118 SF	10,751 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
10,751 SF			



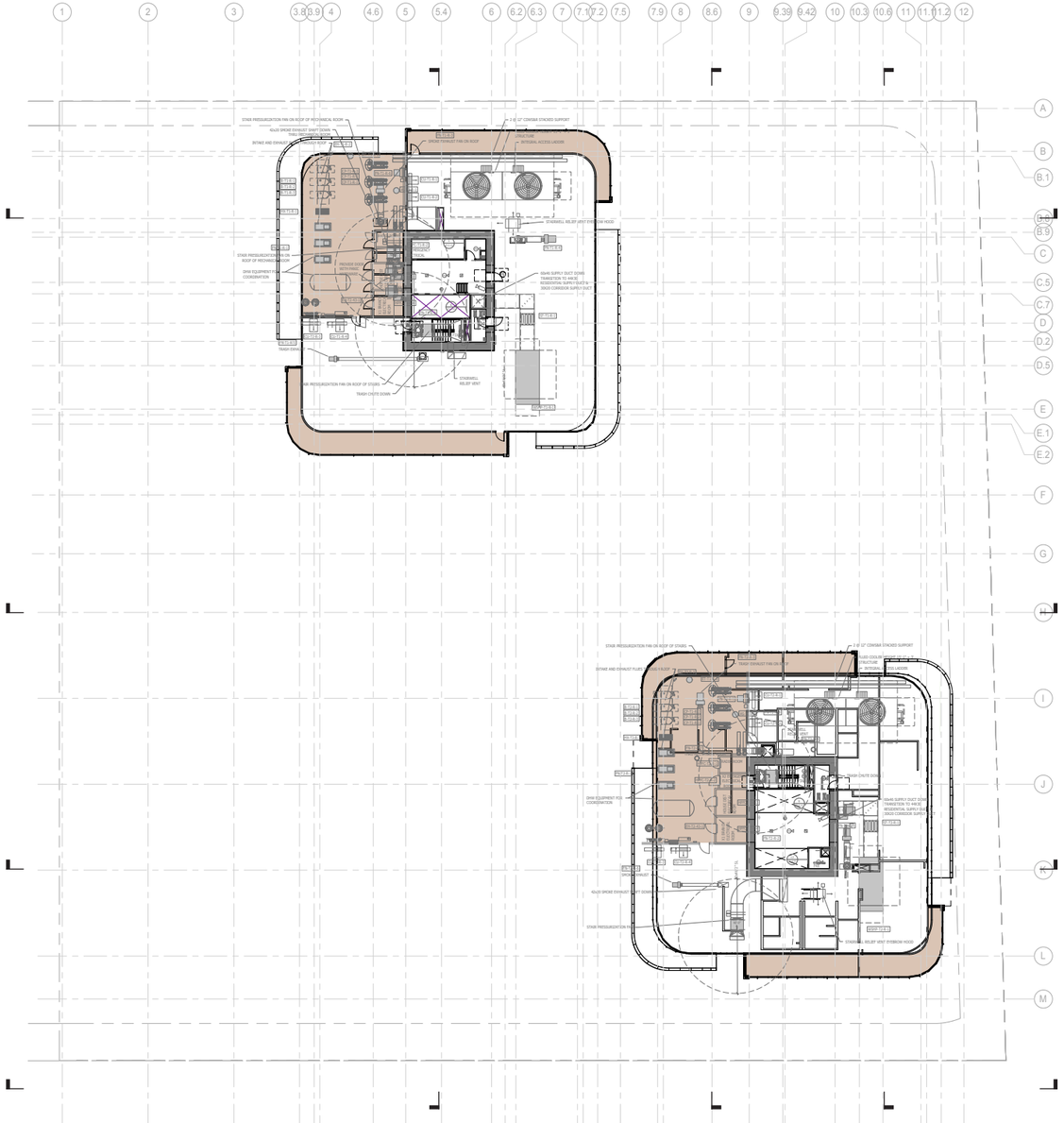
RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 40	595.2'	412.1'	16.0'	12,391 SF	670 SF	118 SF	11,603 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	11,603 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
L 41	591.7'	409.8'	16.0'	11,539 SF	670 SF	118 SF	10,751 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA
10,751 SF			



RESIDENTIAL/ AMENITY
RETAIL
PLAZA
MECHANICAL
MARQUEE

	TOWER 1 (Average Finish Grade = 183'-1")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
ROOF TOP	**632.3'**	**449.2'**					
L 41	611.2'	428.1'	21.1'	3,812 SF	0 SF	3,812 SF	0 SF

AMENITY					
BELOW GRADE PARKING (NET)	RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	PLAZA	MARQUEE	LANDSCAPED AREA
	0 SF				

	TOWER 2 (Average Finish Grade = 181'-10")						
FLOOR #	ABSOLUTE ELEVATION	RELATIVE ELEVATION	FTF HT	GFA	VERTICAL CIRC. & SHAFTS	EXCLUDED MECH. FLOOR AREA	GFA FOR FAR
ROOF TOP	**628.8'**	446.9'					
L 42	607.7'	425.8'	21.1'	3,812 SF	0 SF	3,812 SF	0 SF

AMENITY			
RESIDENTIAL USE	PEDESTRIAN ORIENTED FRONTAGE	MARQUEE	LANDSCAPED AREA

L41 PLAN (ROOF) - PHASE 1
SCALE: 1" = 50'-0"

LEGAL DESCRIPTION–PARCEL #3225059080

PARCEL A:
LOT 1, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NO. 00–264540, RECORDED FEBRUARY 5, 2001 UNDER RECORDING NO. 20010205900010, IN KING COUNTY, WASHINGTON.

PARCEL B:

AN EASEMENT FOR ACCESS RECORDED FEBRUARY 5, 2001 UNDER RECORDING NO. 20010205001291;

AND TOGETHER WITH EASEMENTS FOR CONSTRUCTION ACCESS, TIE BACKS AND SHORING RECORDED FEBRUARY 5, 2001 UNDER RECORDING NO. 20010205001292, IN KING COUNTY, WASHINGTON.

TITLE REPORT REFERENCE:
THIS SURVEY WAS CONDUCTED ACCORDING TO THE DESCRIPTION SHOWN,
FURNISHED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT NO. NCS–618528–LA2, DATED OCTOBER 2, 2013. THE EASEMENTS SHOWN OR NOTED HEREON RELATE TO THIS COMMITMENT.

EASEMENTS CREATED OR RESCINDED AFTER THIS DATE ARE NOT SHOWN OR NOTED HEREON.

TITLE REPORT SCHEDULE B EXCEPTIONS:
ITEMS CIRCLED ARE SHOWN ON MAP.

4. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:
   RECORDING INFORMATION: JUNE 9, 1964 UNDER RECORDING NO. 5746126
   IN FAVOR OF: PACIFIC NORTHWEST BELL TELEPHONE COMPANY
   COMMUNICATION CIRCUITS WITH NECESSARY APPURTENANCES
   AFFECTS: AS DESCRIBED THEREIN
5. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:
   RECORDING INFORMATION: JUNE 9, 1964 UNDER RECORDING NO. 5746162
   IN FAVOR OF: PUGET SOUND POWER & LIGHT COMPANY
   ELECTRIC TRANSMISSION LINE WITH NECESSARY APPURTENANCES
   AFFECTS: AS DESCRIBED THEREIN
6. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:
   RECORDING INFORMATION: JUNE 9, 1964 UNDER RECORDING NO. 5746164
   IN FAVOR OF: PUGET SOUND POWER & LIGHT COMPANY
   ELECTRIC TRANSMISSION LINE WITH NECESSARY APPURTENANCES
   AFFECTS: AS DESCRIBED THEREIN
   *SURVEYOR'S NOTE: NOT LOCATABLE
7. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:
   RECORDING INFORMATION: JUNE 9, 1964 UNDER RECORDING NO. 5746165
   IN FAVOR OF: PUGET SOUND POWER & LIGHT COMPANY
   ELECTRIC TRANSMISSION LINE WITH NECESSARY APPURTENANCES
   AFFECTS: AS DESCRIBED THEREIN
   *SURVEYOR'S NOTE: NOT LOCATABLE
8. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:
   RECORDING INFORMATION: FEBRUARY 18, 1965 UNDER RECORDING NO. 5846185
   IN FAVOR OF: PUGET SOUND POWER & LIGHT COMPANY
   ELECTRIC TRANSMISSION AND/OR DISTRIBUTION SYSTEM
   AFFECTS: AS DESCRIBED THEREIN
9. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:
   RECORDING INFORMATION: DECEMBER 26, 1972 UNDER RECORDING NO. 7212260389
   IN FAVOR OF: PUGET SOUND POWER & LIGHT COMPANY
   ELECTRIC TRANSMISSION AND/OR DISTRIBUTION SYSTEM
   AFFECTS: AS DESCRIBED THEREIN
   SAID EASEMENT SUPERSEDES A PREVIOUS EASEMENT DATED SEPTEMBER 3, 1965 AND RECORDED SEPTEMBER 19, 1965 UNDER RECORDING NO. 5927011.
10. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "CROSS–EASEMENT AGREEMENT" RECORDED APRIL 3, 1973 AS RECORDING NO. 7304030191 OF OFFICIAL RECORDS.
11. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:
   RECORDING INFORMATION: OCTOBER 26, 1976 UNDER RECORDING NO. 7610260107
   IN FAVOR OF: PACIFIC NORTHWEST BELL TELEPHONE COMPANY
   BURIED COMMUNICATION CABLES
   AFFECTS: AS DESCRIBED THEREIN
12. EASEMENT, INCLUDING TERMS AND PROVISIONS CONTAINED THEREIN:
   RECORDING INFORMATION: OCTOBER 26, 1976 UNDER RECORDING NO. 7610260108
   IN FAVOR OF: PACIFIC NORTHWEST BELL TELEPHONE COMPANY
   BURIED COMMUNICATION CABLES
   AFFECTS: AS DESCRIBED THEREIN
13. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PERMISSIVE USE AGREEMENT", EXECUTED BY AND BETWEEN BRADLEY D. BEST AND FLORENCE B. BEST, HUSBAND AND WIFE AND FIRST CONGREGATIONAL CHURCH OF BELLEVUE, A WASHINGTON NON–PROFIT CORPORATION AND GRIFFIN–MURPHY BUSINESS COLLEGE, INC., A WASHINGTON CORPORATION, RECORDED AUGUST 18, 1983 AS INSTRUMENT NO. 8308180511 OF OFFICIAL RECORDS.
   *SURVEYOR'S NOTE: NOT LOCATABLE
14. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PERMISSIVE USE AGREEMENT", EXECUTED BY AND BETWEEN BRADLEY D. BEST AND FLORENCE B. BEST, HUSBAND AND WIFE AND FIRST CONGREGATIONAL CHURCH OF BELLEVUE, A WASHINGTON NON–PROFIT CORPORATION AND GRIFFIN–MURPHY BUSINESS COLLEGE, INC., A WASHINGTON CORPORATION, RECORDED AUGUST 29, 1995 AS INSTRUMENT NO. 9508292173 OF OFFICIAL RECORDS.
   *SURVEYOR'S NOTE: NOT LOCATABLE
15. TERMS, COVENANTS, CONDITIONS AND RESTRICTIONS AS CONTAINED IN RECORDED LOT LINE ADJUSTMENT(BOUNDARY LINE REVISION) BLA NO. 00–264540 :
   RECORDED: FEBRUARY 5, 2001
   RECORDING INFORMATION: 20010205900010
16. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "PARKING EASEMENT AND AGREEMENT" RECORDED FEBRUARY 5, 2001 AS RECORDING NO. 20010205001290 OF OFFICIAL RECORDS.
   *SURVEYOR'S NOTE: NOT LOCATABLE
17. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "RECIPROCAL ACCESS EASEMENT AND AGREEMENT" RECORDED FEBRUARY 5, 2001 AS RECORDING NO. 20010205001291 OF OFFICIAL RECORDS.
18. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "CONSTRUCTION ACCESS, TIE BACK AND SHORING EASEMENT AGREEMENT" RECORDED FEBRUARY 5, 2001 AS RECORDING NO. 20010205001292 OF OFFICIAL RECORDS.
19. THE TERMS, PROVISIONS AND EASEMENT(S) CONTAINED IN THE DOCUMENT ENTITLED "PARKING EASEMENT AND AGREEMENT" RECORDED FEBRUARY 5, 2001 AS RECORDING NO. 20010205001296 OF OFFICIAL RECORDS.
   *SURVEYOR'S NOTE: NOT LOCATABLE

PARCEL #3225059197 & 3225059076

(PER WARRANTY DEED INSTRUMENT NUMBER 2649448, NO TITLE REPORT AVAILABLE,
EASEMENTS ARE NOT SHOWN OR NOTED HEREON)

LOTS 2 AND 3, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NUMBER 00–264540 RECORDED UNDER RECORDING NUMBER 20010205900010, IN KING COUNTY, WASHINGTON.

UTILITY PROVIDERS

SANITARY SEWERS, STORM DRAINAGE, AND WATER:
CITY OF BELLEVUE
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
450 110TH AVENUE NE
PO BOX 90012
BELLEVUE, WA 98009–9012
(425)452–6800

POWER AND NATURAL GAS:
PUGET SOUND ENERGY
10885 NE 4TH STREET, SUITE 1200
PO BOX 97034
BELLEVUE, WA 98009–9734
(425)454–6363
(425)225–5773

TELEPHONE:
CENTURY LINK
1600 7TH AVENUE
SEATTLE, WA 98191
(800) 244–1111

SITE ADDRESS:

10827 NE 8TH ST (PARCEL NO. 322505–9141)
10833 NE 8TH ST (PARCEL NO. 322505–9080)
752 108TH AVE NE (PARCEL NO. 322505–9197)
700 108TH AVE NE (PARCEL NO. 322505–9076)

ZONING

DNTNO–1

ZONING AGENCY

ZONING AGENCY:
CITY OF BELLEVUE
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
450 110TH AVENUE NE
PO BOX 90012
BELLEVUE, WA 98009
(425) 452–6864

SETBACKS:

CURRENT SETBACK REQUIREMENTS SUBJECT TO SITE PLAN REVIEW.
CURRENT SETBACKS MAY DIFFER FROM THOSE IN EFFECT DURING
DESIGN/CONSTRUCTION OF EXISTING IMPROVEMENTS.

HORIZONTAL DATUM

WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE.
CITY BELLEVUE CONTROL NETWORK. (NAD83/2007)

VERTICAL DATUM

NAVD 88
CITY OF BELLEVUE BM #734 TOP OF NE BASE BOLT SIGNAL POLE SW CORNER INTERSECTION OF NE 8TH ST AND 112TH AVE NE
EL.=148.257 FEET. (NAVD 1988)

CITY OF BELLEVUE BM #920 (ALSO HORIZONTAL STATION 3854) 2" DIA. CITY OF BELLEVUE BRASS CAP STAMPED "H3854" & "V920"
SET IN NE CORNER POWER VAULT ON WEST SIDE OF 108TH AVE NE AT SE OF ENTRANCE TO PEDESTRIAN CORRIDOR / WALKWAY AT N. END BUILDING 555 108TH AVE. NE.
EL.=177.26 FEET. (NAVD 1988)

SUBSTRUCTURES:

BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORDS MAPS FURNISHED BY OTHERS AND VERIFIED WHERE POSSIBLE BY FEATURES LOCATED IN THE FIELD. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THOSE RECORDS. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO DESIGN CONTACT THE UTILITY OWNER/AGENCY.

TELECOMMUNICATIONS/ FIBER OPTIC DISCLAIMER:

RECORDS OF UNDERGROUND TELECOMMUNICATIONS AND/OR FIBER OPTIC LINES ARE NOT ALWAYS AVAILABLE TO THE PUBLIC. BRH HAS NOT CONTACTED EACH OF THE MANY COMPANIES, IN THE COURSE OF THIS SURVEY, WHICH COULD HAVE UNDERGROUND LINES WITHIN ADJACENT RIGHTS–OF–WAY. THEREFORE, BRH DOES NOT ACCEPT RESPONSIBILITY FOR THE EXISTENCE OF UNDERGROUND TELECOMMUNICATIONS/FIBER OPTIC LINES WHICH ARE NOT MADE PUBLIC RECORD WITH THE LOCAL JURISDICTION. AS ALWAYS, CALL 1–800–424–5555 BEFORE CONSTRUCTION.

TAX PARCEL TOTAL AREA

SITE AS SHOWN CONTAINS 158,722 SQUARE FEET OR 3.64 ACRES, MORE OR LESS.

LAND COVER

PERVIOUS: 5,230 SF (APPROX)
IMPERVIOUS: 104,108 SF (APPROX)
TOTAL SITE AREA: 135,907 SF (PROJECT LIMITS FOR PHASE I)

VICINITY MAP

NOT TO SCALE

N

OWNER / DEVELOPER

PLUS INVESTMENT USA
12838 SE 40TH PL
BELLEVUE, WA 98005
CONTACT: KEITH HENRICKSON

CIVIL ENGINEER

DCI ENGINEERS
818 STEWART STREET, SUITE 1000
SEATTLE, WA 98101
(206) 332–1900
CONTACT: DARREN SIMPSON

ARCHITECT

MZA ARCHITECTS
600 108TH AVENUE NE, SUITE 108
BELLEVUE, WA 98004
(425) 221–4052
CONTACT: KEVIN SUTTON

GEOTECHNICAL ENGINEER

ASSOCIATED EARTH SCIENCES, INC.
911 5TH AVENUE
KIRKLAND, WA 98033
(425) 827–7701
CONTACT: KURT MERRIMAN

STRUCTURAL ENGINEER

DCI ENGINEERS
818 STEWART STREET, SUITE 1000
SEATTLE, WA 98101
(206) 332–1900
CONTACT: TOM XIA

SURVEYOR

BUSH, ROED, & HITCHINGS
2009 MINOR AVE
SEATTLE, WA 98102
(206) 323–4144
CONTACT: DAKIN BELL

SHEET INDEX

CIVIL SITE PLAN B (1 OF 2)........C1
CIVIL SITE PLAN B (2 OF 2)........C2
CIVIL DEMOLITION PLAN........C3
CIVIL TESC & DEMOLITION PLAN........C4
CIVIL GRADING AND DRAINAGE PLAN........C5
CIVIL GRADING AND DRAINAGE PLAN........C6
CIVIL ROAD IMPROVEMENT PLAN – 110TH AVE NE........C7
CIVIL ROAD IMPROVEMENT PLAN – NE 8TH ST........C8
MID BLOCK CONNECTOR – PLAN & PROFILE........C9
MID BLOCK CONNECTOR SECTIONS........C10
GRADING DETAILS........C11

© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc. D'Amato Conversano Inc. disclaims any responsibility for its unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012–0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

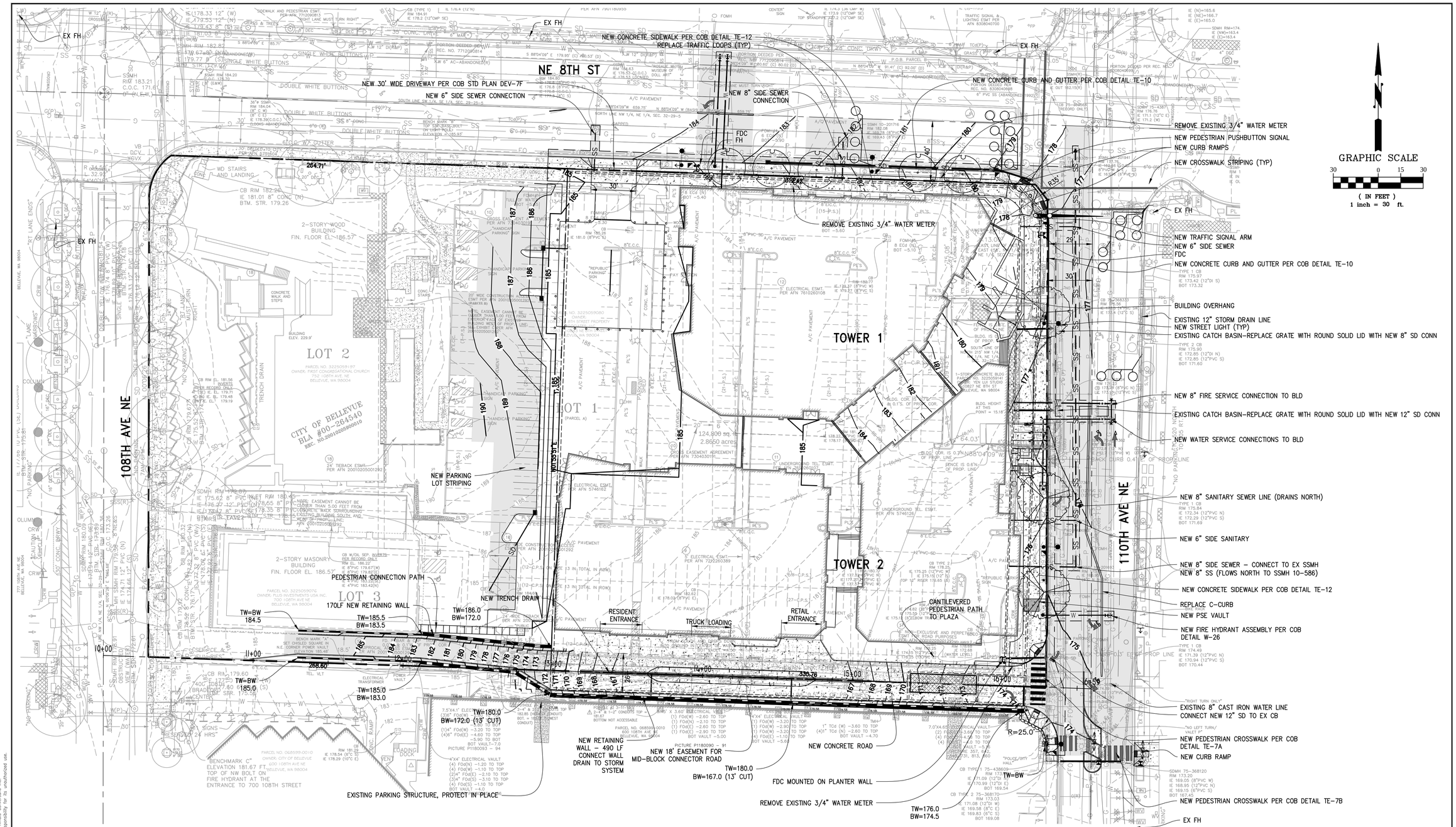
CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

CIVIL
SITE PLAN B (1 of 2)

SEC 26 TWP 24N RGE 5E SHT C1 OF 11

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc.
D'Amato Conversano Inc. disclaims any responsibility for unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012-0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

CIVIL
SITE PLAN B (2 of 2)

SEC 26 TWP 24N RGE 5E | SHT C2 OF 11

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg

MATCHLINE – SEE SHEET C4

LIMITS OF NEW UNDERGROUND STRUCTURE
ALL EX UTILITIES AND STRUCTURES TO BE REMOVED

LOWEST PARKING LEVEL P6 FF=113.5

WORK LIMITS

124,806 sq. ft.
2.8650 acres

110TH AVE NE

NE 8TH STREET

REMOVE EXISTING DRIVEWAY

EXISTING ELECTRICAL VAULT PROTECT IN PLACE, RAISE LID TO FINISH GRADE

REMOVE EXISTING LIGHT POLE AND CONCRETE BASE (TYP)

REMOVE EXISTING CURB AND GUTTER

REMOVE EXISTING STORM DRAIN LINE

EX FIBER VAULTS TO REMAIN (TYP)

REMOVE EXISTING CATCH BASIN AND ASSOCIATED STORM SYSTEM

REMOVE EXISTING RETAINING WALL

REMOVE EXISTING FENCE

REMOVE EXISTING STREET TREES AND LANDSCAPE (TYP)

LIMITS OF WORK

REMOVE EXISTING GAS METERS

EX TREE AND PLANTER AND CURB TO BE REMOVED

REMOVE EXISTING BUILDING

REMOVE EXISTING DRIVEWAY

REMOVE EXISTING ADA RAMP

REMOVE EXISTING ROCKERY

REMOVE EXISTING DRIVEWAY

REMOVE EXISTING SIGN

GRAPHIC SCALE
20 0 10 20
(IN FEET)
1 inch = 20 ft.

© Copyright 08/2016 DiNardo Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from DiNardo Conversano Inc.
DiNardo Conversano Inc. disclaims any responsibility for the unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012-0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

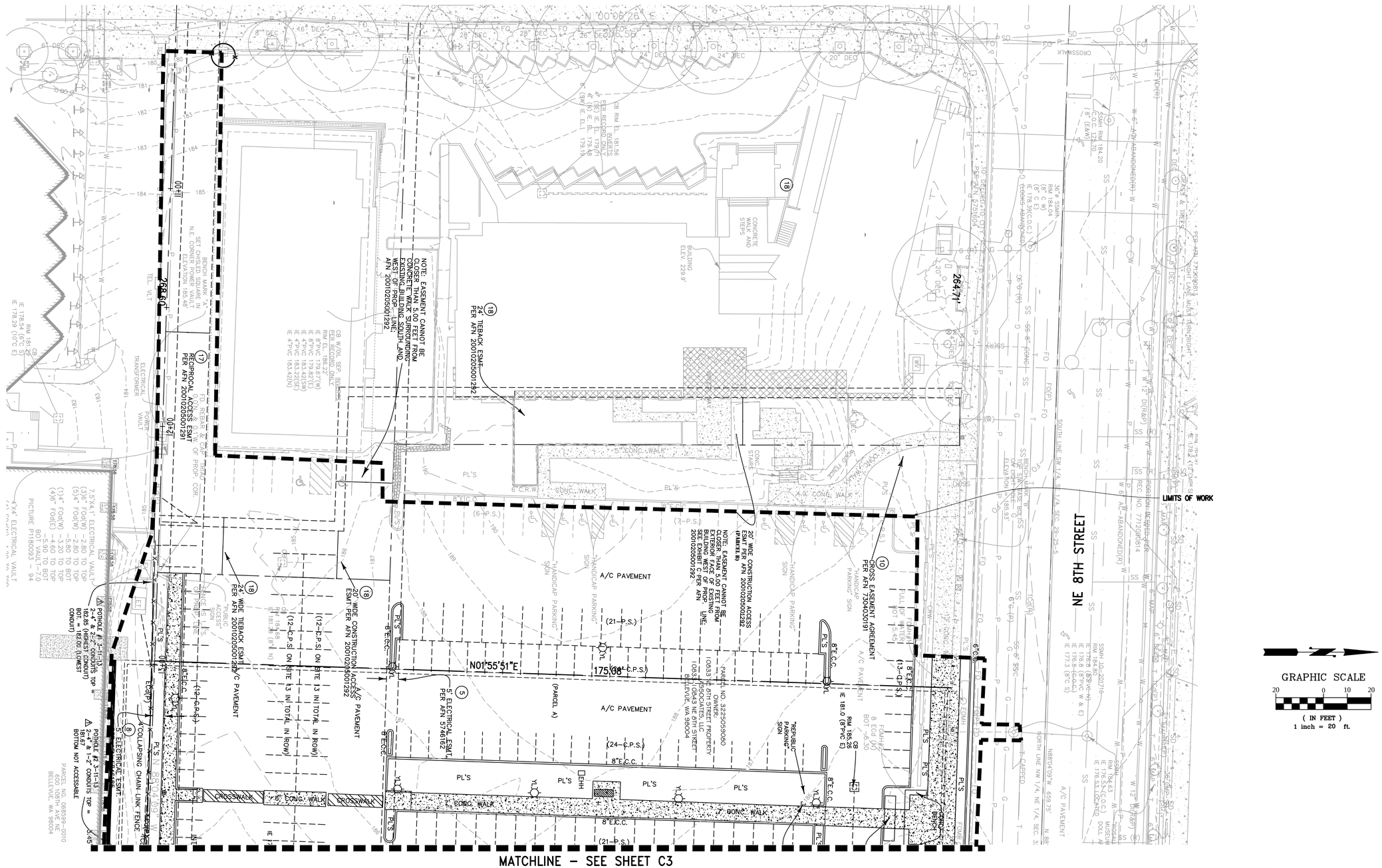
CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

CIVIL
TESC & DEMOLITION
PLAN

SEC 26 TWP 24N RGE 5E | SHT C3 OF 11

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



MATCHLINE – SEE SHEET C3

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012–0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

CIVIL
TESC & DEMOLITION
PLAN

SEC 26 TWP 24N RGE 5E SHT C4 OF 11

© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc.
D'Amato Conversano Inc. disclaims any responsibility for its unauthorized use.

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg

MATCHLINE – SEE SHEET C6

PARKING GARAGE:
P1 FF: 161.5
P6 FF: 113.5 (LOWEST LEVEL)

TOWER 1

TOWER 2

14 LF DI 6" SD @ 2%
CATCHBASIN – ACO KLASSIK DRAIN TYPE K2-902G IE OUT=162.34

RESIDENT ENTRANCE EL:166.5

TRUCK LOADING EL:166.5

MID-BLOCK CONNECTOR 14+90

TW=180.0
BW=165.5

BUILDING OVERHANG

TRENCH DRAIN ALONG CENTER OF ROAD
COLLECTS SURFACE WATER RUNOFF AND CONVEYS FLOWS TO BUILDING PLUMBING. COLLECTED SURFACE WATER IS CONVEYED TO 4'X8' MODULAR WETLANDS WATER QUALITY VAULT LOCATED ON P6. WATER QUALITY VAULT IS CONNECTED TO STORM PUMP VAULT LOCATED BELOW P6. VAULT DISCHARGE IS CONVEYED TO PUMP SYSTEM THAT PUMPS STORMWATER TO NE CORNER OF SITE TO DISCHARGE.

14 LF DI 6" SD @ 2%
6" SD IE=162.06
CATCHBASIN – ACO KLASSIK DRAIN TYPE K2-902G IE OUT=162.34

RETAIL ENTRANCE EL:166.5

TW=180.0
BW=165.5

ACO KLASSIKDRAIN TRENCH DRAIN K200 WITH TYPE 605Q MESH GALVANIZED STEEL GRATE
CONNECT TO ACO KLASSIK DRAIN TYPE K2-902G CATCH BASIN

TW=180.0
BW=171.0

EX CB TYPE 2
EX RIM: 173.03
EX IE=171.08 (12" DI W)
EX IE=169.58 (8" C E) (TO BE REMOVED)
EX IE=169.83 (6" C W)
NEW: IE=169.58 (12" PVCI E)

SD CONN #3
12" SD CONNECTION
SEE PLUMBING
IE=172.07

CONNECT VAULT DRAIN TO BUILDING – SEE PLUMBING

SD CONN #2
12" SD CONNECTION
SEE PLUMBING
IE=173.70

SD CONN #1
8" SD CONNECTION
SEE PLUMBING
IE=173.92

29 LF 12" SD @ 2%

CONNECT VAULT DRAIN TO BUILDING
SEE PLUMBING

TW=176.5
BW=174.5

TW=BW
174.0

175.30 TC
175.20 FL
175.70 TC
175.94
175.55

29 LF 12" SD @ 2%
26 LF 12" SD @ 2%

177.48
177.16 TC
176.66 FL

REMOVE EX 8" SD AND REPLACE WITH 12" SD – MATCH INVERTS
41 LF 12" SD @ 1.3%

CONNECT TO EX CB 75-368312
NEW RIM=174.58
NEW IE IN=171.50 (12" W)
EX IE IN=171.39 (12" N)
EX IE OUT=171.5 (12" S)

110TH AVE NE

CONNECT TO EX CB
EX RIM=176.23
NEW IE IN=173.13 (12" PVC W)
EX IE IN=173.18 (8" PVC N)
EX IE OUT=173.13 (12 PVC S)

CONNECT TO EX CB
EX RIM=176.56
NEW IE IN=173.40 (8" W)
EX IE OUT=173.4 (8 "S)

EX SDMH
EX RIM=173.20
EX IE=169.05 (8" PVC W) (TO BE REMOVED)
NEW: IE=169.05 (12" PVC W)
EX IE=168.95 (12" PVC N)
EX IE=169.15 (6" PVC S) (CONTRACTOR TO VERIFY SIZE)

EX CB 75-368305
EX RIM: 177.76 – ADJUST RIM TO FINAL GRADE
NEW RIM:177.95
NEW IE IN=176.20 (8" W)
EX IE OUT=176.20 (8" N)

182.67
182.43 TC
181.93 FL

180.64
180.40 TC
179.90 FL

CB #1
CONCRETE INLET PER COB STD PLAN D-1
RIM=182.71
IE OUT=179.47 (8" E)

152 LF 8" D.I. SD @ 1.97%

CB #2
CONCRETE INLET PER COB STD PLAN D-1
RIM=178.83
IE IN=176.47 (8" W)
IE OUT=176.47 (8" E)

26 LF 8" D.I. SD @ 1.0%

NE 8TH STREET

GRAPHIC SCALE
20 0 10 20
(IN FEET)
1 inch = 20 ft.

© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc. D'Amato Conversano Inc. disclaims responsibility for its unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012-0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

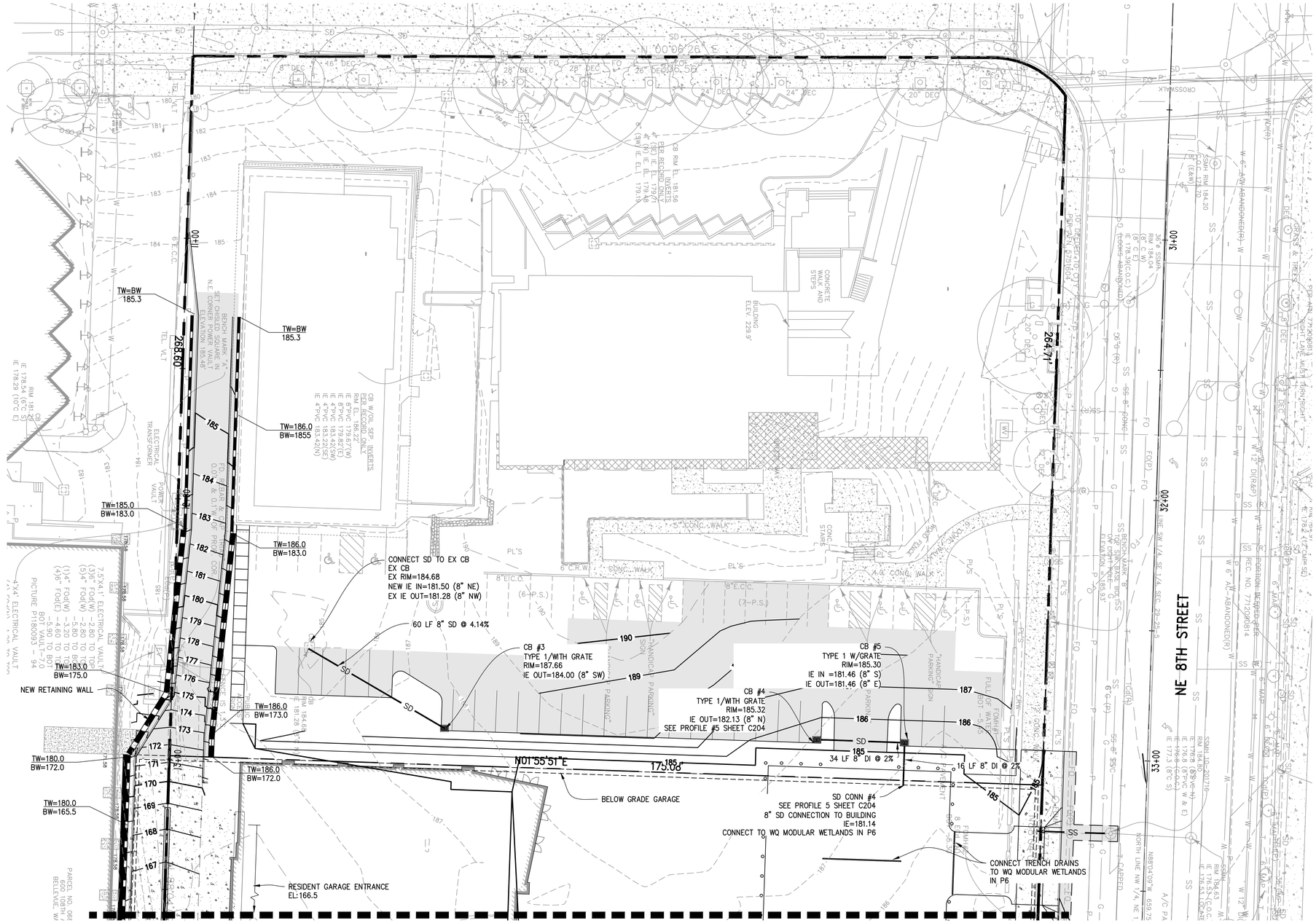
CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

CIVIL
GRADING AND DRAINAGE PLAN

SEC 26 TWP 24N RGE 5E | SHT C5 OF 11

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



MATCHLINE – SEE SHEET C5

GRAPHIC SCALE

20 0 10 20

(IN FEET)
1 inch = 20 ft.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012–0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

CITY OF BELLEVUE WASHINGTON

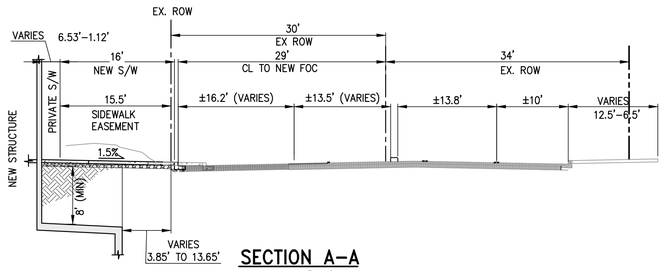
DRAINAGE MAP #
WATER GRID #
SEWER GRID #

CIVIL
GRADING AND DRAINAGE
PLAN

SEC 26 TWP 24N RGE 5E SHT C6 OF 11

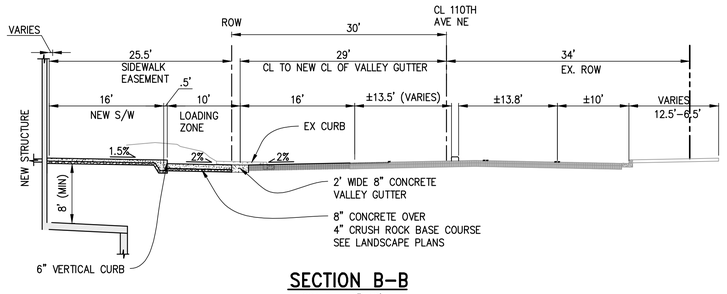
© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc. D'Amato Conversano Inc. disclaims any responsibility for its unauthorized use.

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



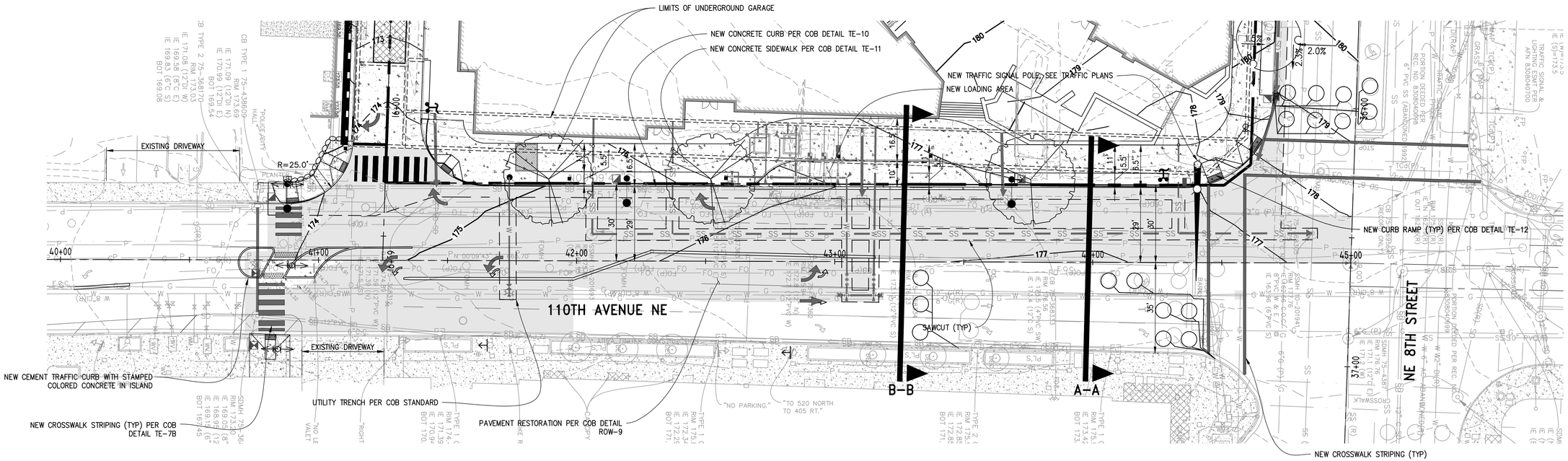
SECTION A–A

SCALE: 1"=10'



SECTION B–B

SCALE: 1"=10'



GRAPHIC SCALE

20 0 10 20

(IN FEET)

1 inch = 20 ft.

© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc. D'Amato Conversano Inc. reserves their ownership for its unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012–0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

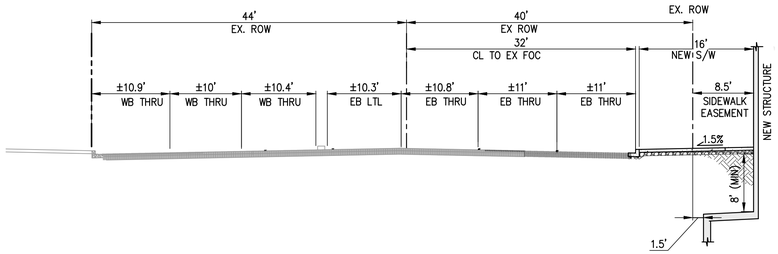
CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

CIVIL
ROAD IMPROVEMENT
PLAN – 110TH AVE NE

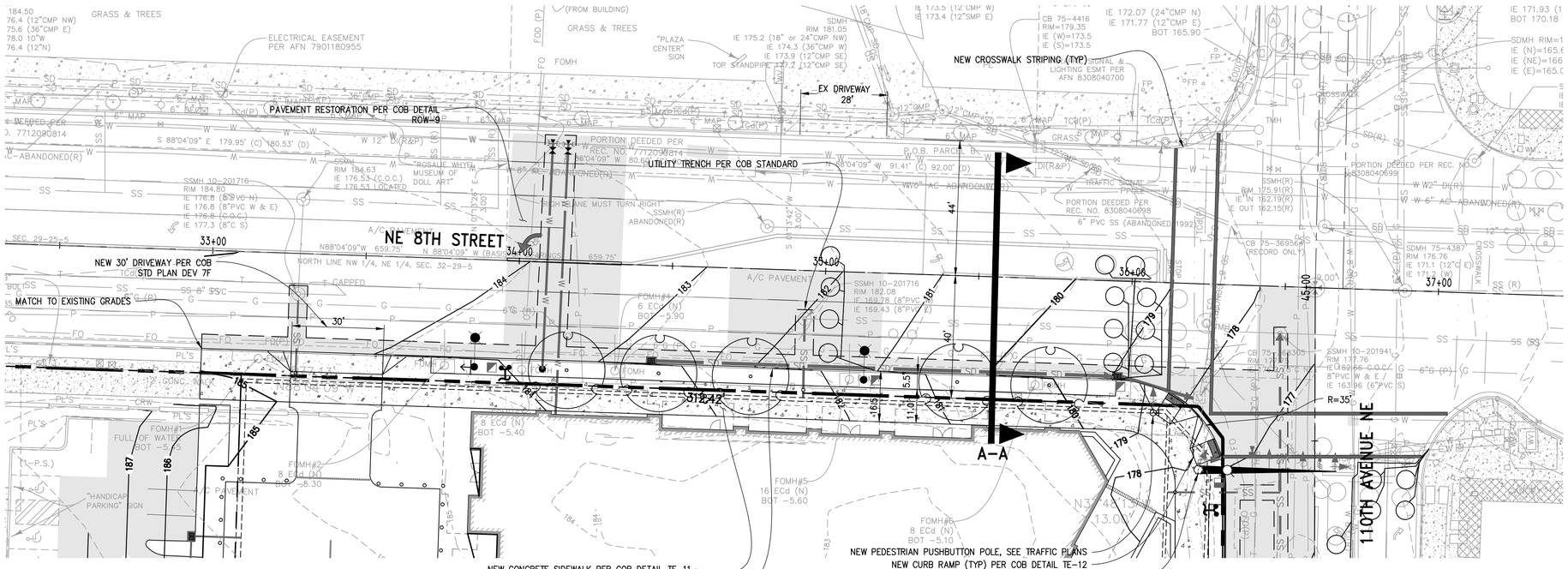
SEC 26 TWP 24N RGE 5E | SHT C7 OF 11

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



SECTION A-A

SCALE: 1"=10'



© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc.
D'Amato Conversano Inc. disclaims any responsibility for its unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012-0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

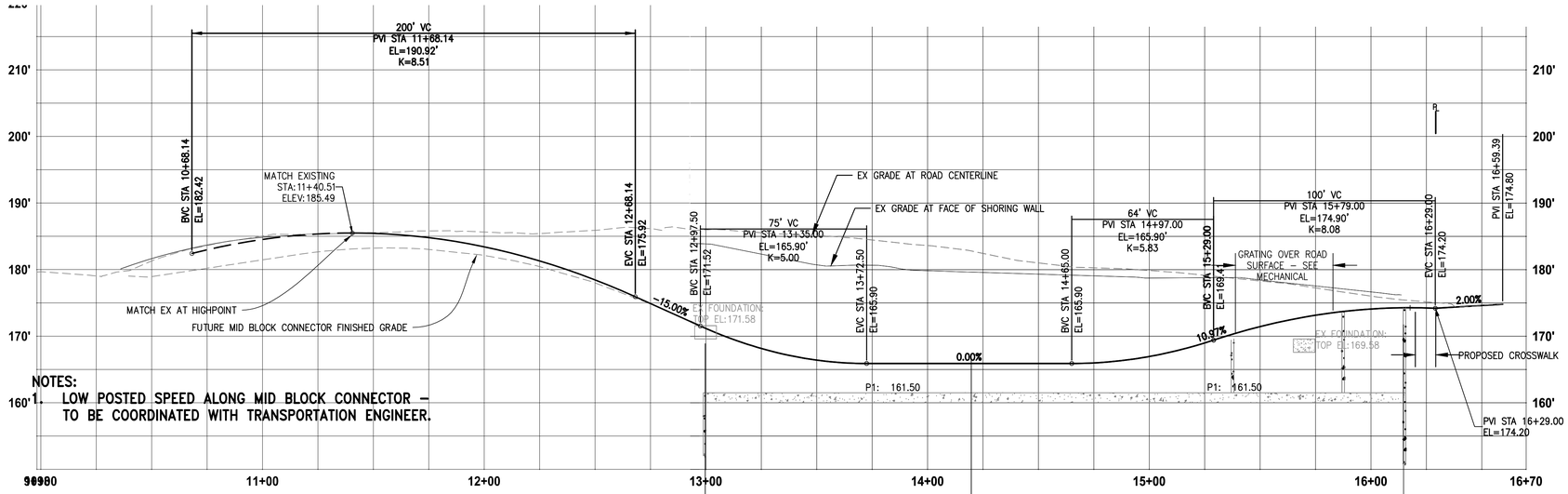
CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

CIVIL
ROAD IMPROVEMENT
PLAN – NE 8TH ST

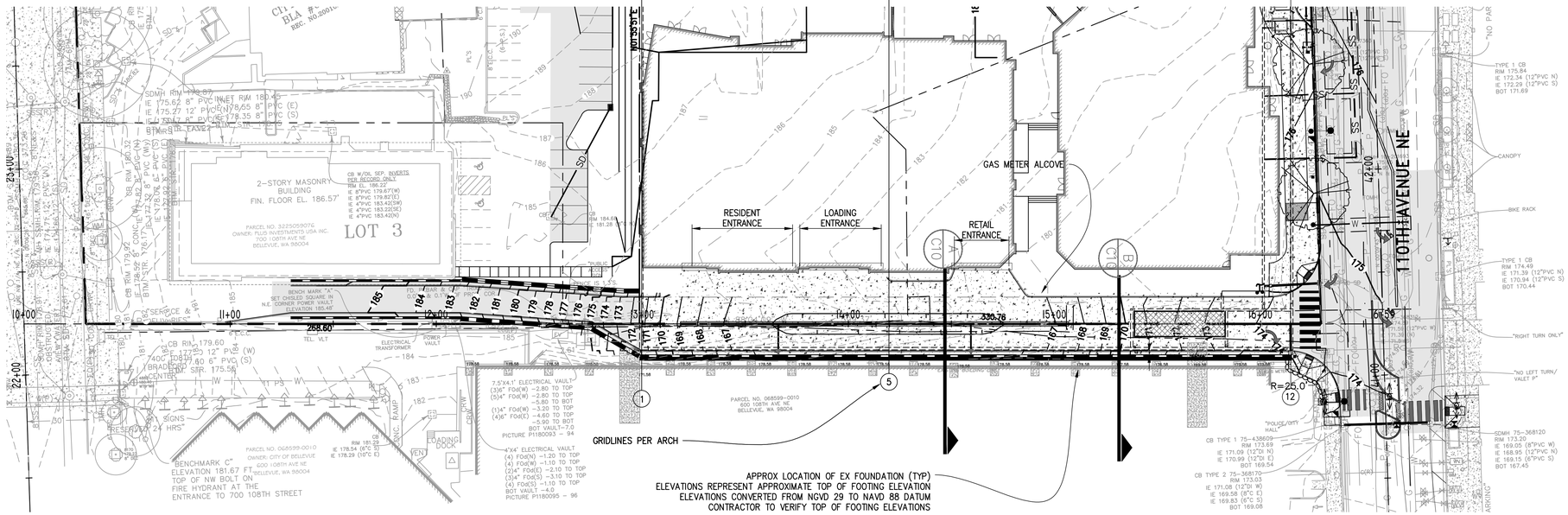
SEC 26 TWP 24N RGE 5E | SHT C8 OF 11

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



MID-BLOCK CONNECTOR PROFILE

SCALE (H): 1" = 30' SCALE (V): 1" = 10'



© Copyright 08/2016 DiYanolo Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from DiYanolo Conversano Inc.
DiYanolo Conversano Inc. disclaims any responsibility or liability for unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012-0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

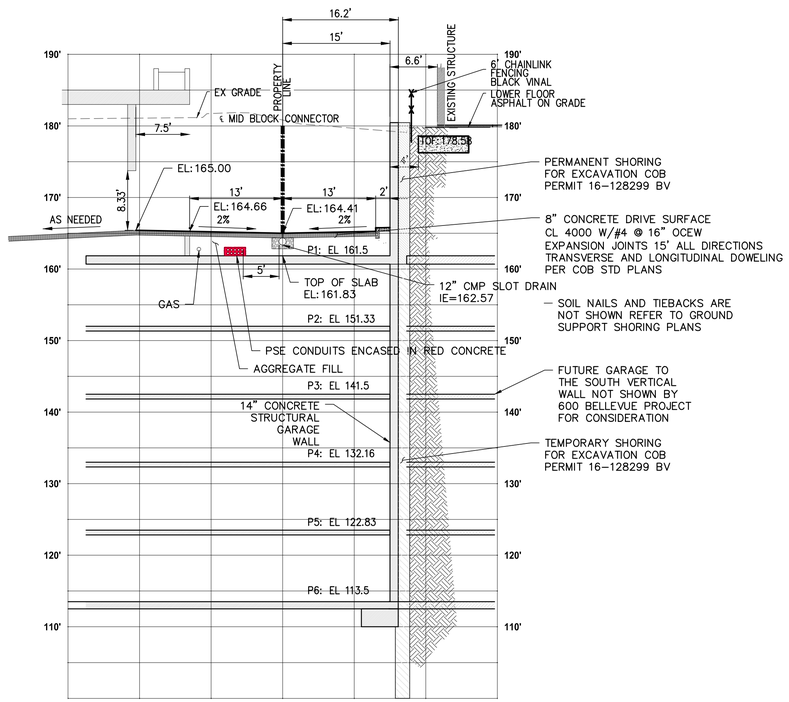
CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

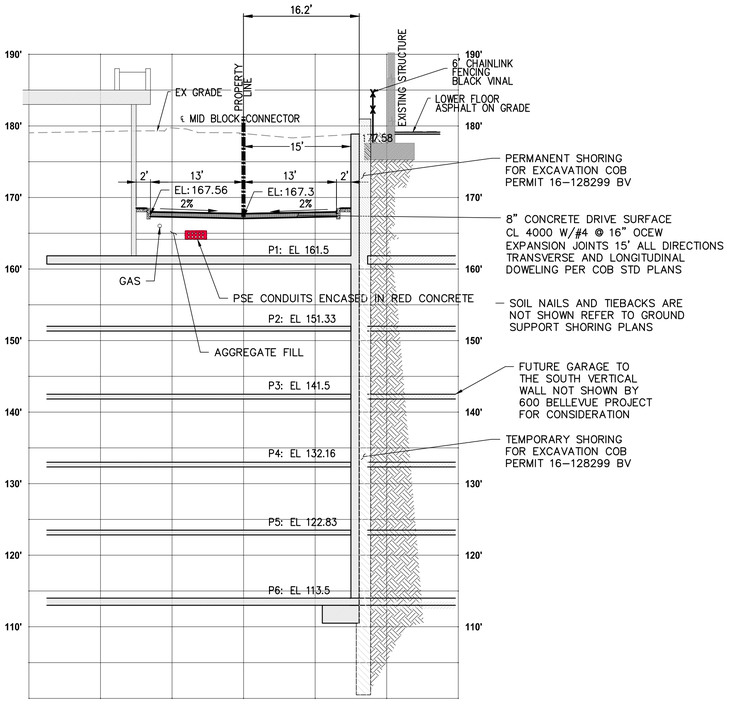
MID-BLOCK CONNECTOR
PLAN & PROFILE

SEC 26 TWP 24N RGE 5E | SHT C9 OF 11

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



A-A C9 **MID-BLOCK CROSSING - LOOKING EAST**
SCALE: 1" = 10'



B-B C9 **MID-BLOCK CROSSING - LOOKING EAST**
SCALE: 1" = 10'

GRAPHIC SCALE
10 0 5 10
(IN FEET)
1 inch = 10 ft.

© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc. D'Amato Conversano Inc. disclaims responsibility for its unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 • FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012-0010
JOB NUMBER

ELEV 8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

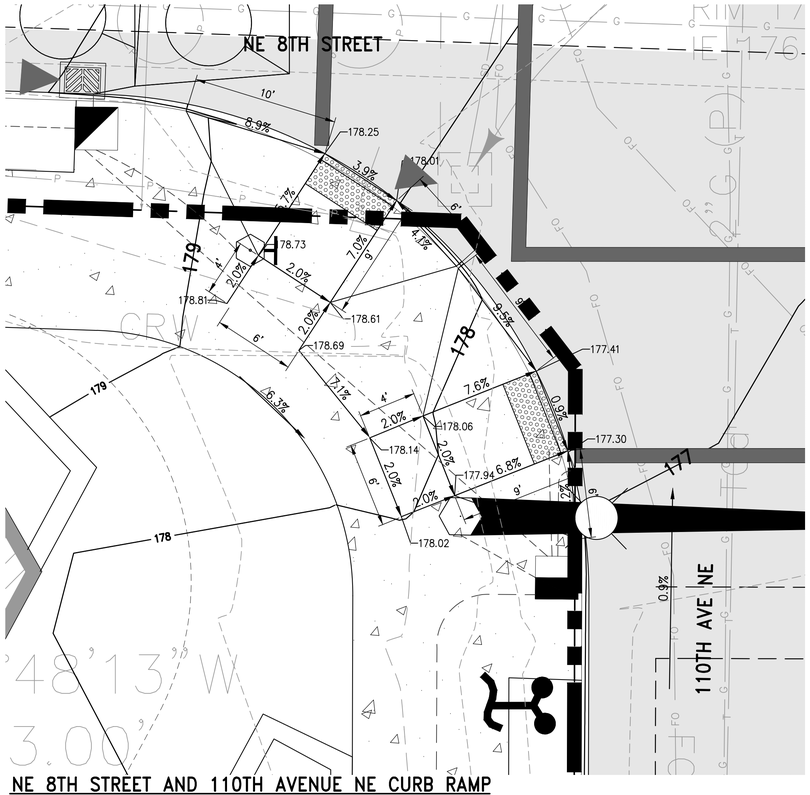
CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

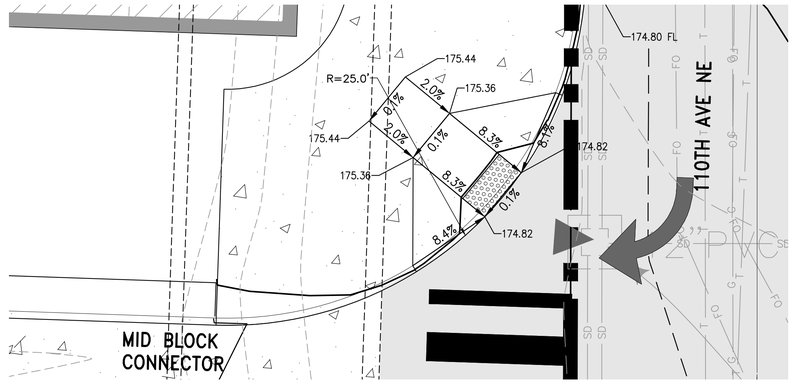
MID-BLOCK CONNECTOR CROSS SECTIONS

SEC 26 TWP 24N RGE 5E | SHT C10 OF 11

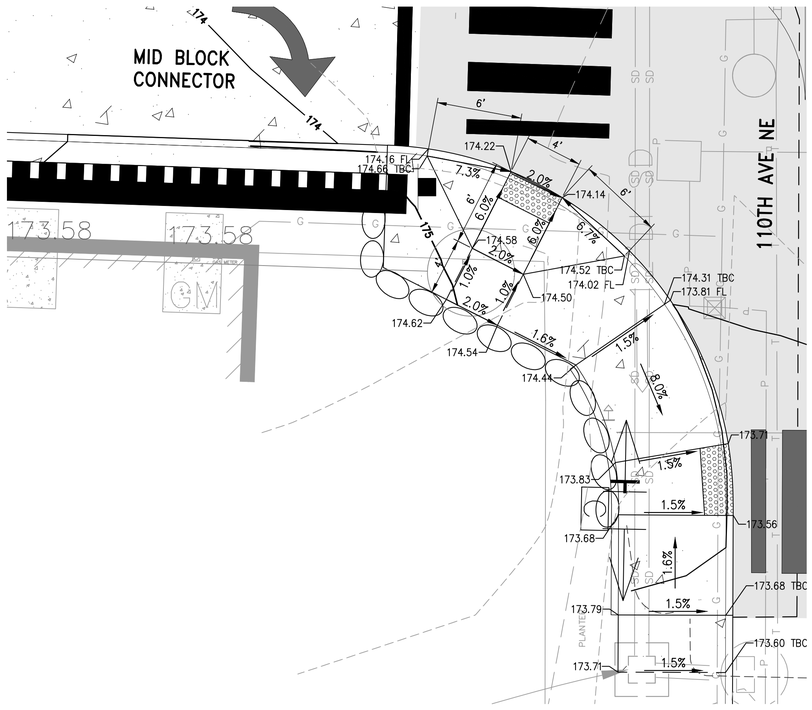
Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



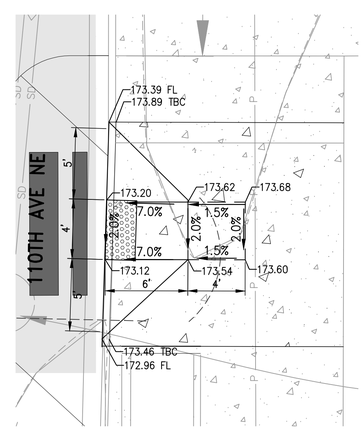
NE 8TH STREET AND 110TH AVENUE NE CURB RAMP
SCALE: 1"=5'



MID-BLOCK CONNECTOR AND 110TH AVENUE NE CURB RAMPS
SCALE: 1"=5'



MID-BLOCK CONNECTOR AND 110TH AVENUE SW CURB RAMPS
SCALE: 1"=5'



110TH AVENUE E CURB RAMP
SCALE: 1"=5'

GRAPHIC SCALE
5 0 2.5 5
(IN FEET)
1 inch = 5 ft.

© Copyright 08/2016 D'Amato Conversano Inc. All Rights Reserved
This document, and the ideas and designs may not be reused, in whole or in part, without written permission from D'Amato Conversano Inc.
D'Amato Conversano Inc. disclaims any responsibility for its unauthorized use.

NO	DATE	BY	APPR	REVISIONS
	8/10			ADR RESUBMITTAL

DCI ENGINEERS
818 STEWART STREET • SUITE 1000
SEATTLE, WASHINGTON 98101
PHONE: (206) 332-1900 ● FAX: (206) 332-1600
WEBSITE: www.dci-engineers.com
CIVIL / STRUCTURAL

DAS
PROJECT MANAGER
RH
DRAWN BY
KO
CHECKED BY
15012-0010
JOB NUMBER

ELEV8
PHASE 1

PROGRESS PRINT (NOT FOR CONSTRUCTION)
These drawings have been released at the request of the client and are not intended for the purposes of bidding, permitting, or construction.

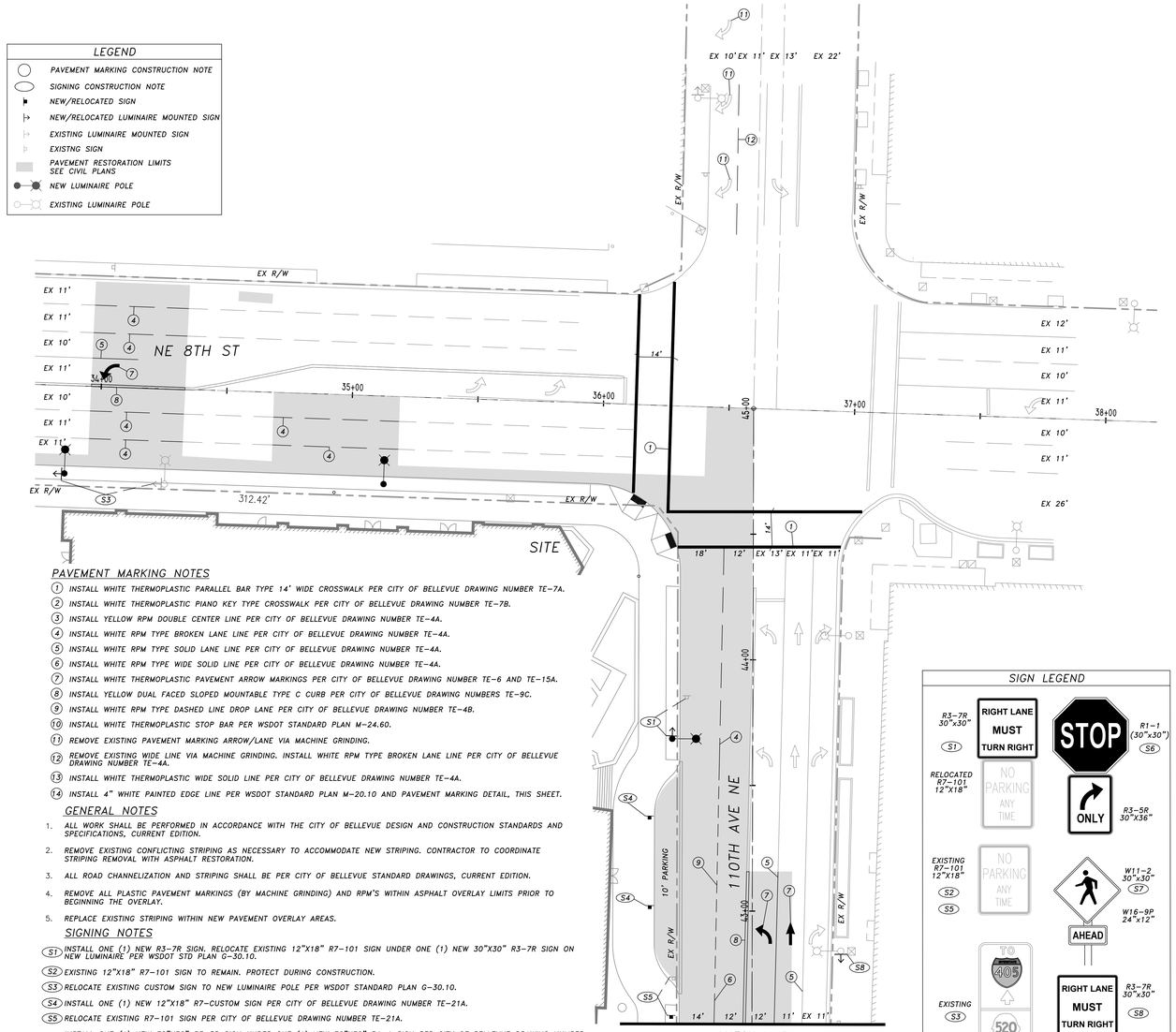
CITY OF BELLEVUE WASHINGTON

DRAINAGE MAP #
WATER GRID #
SEWER GRID #

GRADING DETAILS

SEC 26 TWP 24N RGE 5E | SHT C11 OF 11

Plot Date: 2016-08-10 File Location: O:\0120-Seattle\Dci-Civil\2015\15012-0010-BIP\dwg\15010-PLN-ADR.dwg



PAVEMENT MARKING NOTES

1. INSTALL WHITE THERMOPLASTIC PARALLEL BAR TYPE 14' WIDE CROSSWALK PER CITY OF BELLEVUE DRAWING NUMBER TE-7A.
2. INSTALL WHITE THERMOPLASTIC PIANO KEY TYPE CROSSWALK PER CITY OF BELLEVUE DRAWING NUMBER TE-7B.
3. INSTALL YELLOW RPM DOUBLE CENTER LINE PER CITY OF BELLEVUE DRAWING NUMBER TE-4A.
4. INSTALL WHITE RPM TYPE BROKEN LANE LINE PER CITY OF BELLEVUE DRAWING NUMBER TE-4A.
5. INSTALL WHITE RPM TYPE SOLID LANE LINE PER CITY OF BELLEVUE DRAWING NUMBER TE-4A.
6. INSTALL WHITE RPM TYPE WIDE SOLID LINE PER CITY OF BELLEVUE DRAWING NUMBER TE-4A.
7. INSTALL WHITE THERMOPLASTIC PAVEMENT ARROW MARKINGS PER CITY OF BELLEVUE DRAWING NUMBER TE-6 AND TE-15A.
8. INSTALL YELLOW DUAL FACED SLOPED MOUNTABLE TYPE C CURB PER CITY OF BELLEVUE DRAWING NUMBERS TE-9C.
9. INSTALL WHITE RPM TYPE DASHED LINE DROP LANE PER CITY OF BELLEVUE DRAWING NUMBER TE-4B.
10. INSTALL WHITE THERMOPLASTIC STOP BAR PER WSDOT STANDARD PLAN M-24.60.
11. REMOVE EXISTING PAVEMENT MARKING ARROW/LANE VIA MACHINE GRINDING.
12. REMOVE EXISTING WIDE LINE VIA MACHINE GRINDING. INSTALL WHITE RPM TYPE BROKEN LANE LINE PER CITY OF BELLEVUE DRAWING NUMBER TE-4A.
13. INSTALL WHITE THERMOPLASTIC WIDE SOLID LINE PER CITY OF BELLEVUE DRAWING NUMBER TE-4A.
14. INSTALL 4" WHITE PAINTED EDGE LINE PER WSDOT STANDARD PLAN M-20.10 AND PAVEMENT MARKING DETAIL, THIS SHEET.

GENERAL NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF BELLEVUE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS, CURRENT EDITION.
2. REMOVE EXISTING CONFLICTING STRIPING AS NECESSARY TO ACCOMMODATE NEW STRIPING. CONTRACTOR TO COORDINATE STRIPING REMOVAL WITH ASPHALT RESTORATION.
3. ALL ROAD CHANNELIZATION AND STRIPING SHALL BE PER CITY OF BELLEVUE STANDARD DRAWINGS, CURRENT EDITION.
4. REMOVE ALL PLASTIC PAVEMENT MARKINGS (BY MACHINE GRINDING) AND RPM'S WITHIN ASPHALT OVERLAY LIMITS PRIOR TO BEGINNING THE OVERLAY.
5. REPLACE EXISTING STRIPING WITHIN NEW PAVEMENT OVERLAY AREAS.

SIGNING NOTES

(S1) INSTALL ONE (1) NEW R3-7R SIGN, RELOCATE EXISTING 12"X18" R7-101 SIGN UNDER ONE (1) NEW 30"X30" R3-7R SIGN ON NEW LUMINAIRE PER WSDOT STD PLAN G-30.10.

(S2) EXISTING 12"X18" R7-101 SIGN TO REMAIN. PROTECT DURING CONSTRUCTION.

(S3) RELOCATE EXISTING CUSTOM SIGN TO NEW LUMINAIRE POLE PER WSDOT STANDARD PLAN G-30.10.

(S4) INSTALL ONE (1) NEW 12"X18" R7-CUSTOM SIGN PER CITY OF BELLEVUE DRAWING NUMBER TE-21A.

(S5) RELOCATE EXISTING R7-101 SIGN PER CITY OF BELLEVUE DRAWING NUMBER TE-21A.

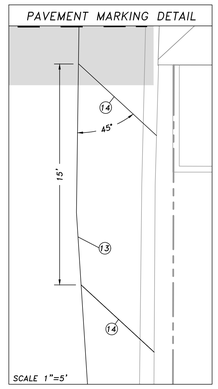
(S6) INSTALL ONE (1) NEW 30"X36" R3-5R SIGN UNDER ONE (1) NEW 30"X30" R1-1 SIGN PER CITY OF BELLEVUE DRAWING NUMBER TE-21A.

(S7) INSTALL ONE (1) NEW 24"X12" W16-9P SIGN UNDER ONE (1) NEW 30"X30' W11-2 SIGN PER CITY OF BELLEVUE DRAWING NUMBER TE-31B.

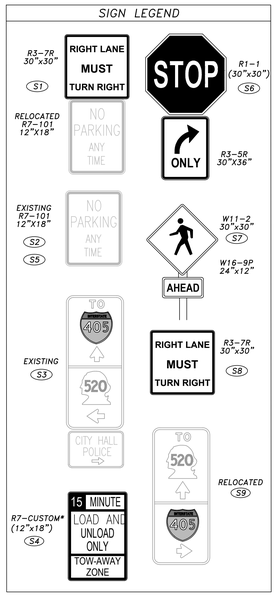
(S8) INSTALL ONE (1) NEW 30"X30" R3-7R SIGN TO EXISTING LUMINAIRE PER WSDOT STANDARD PLAN G-30.10.

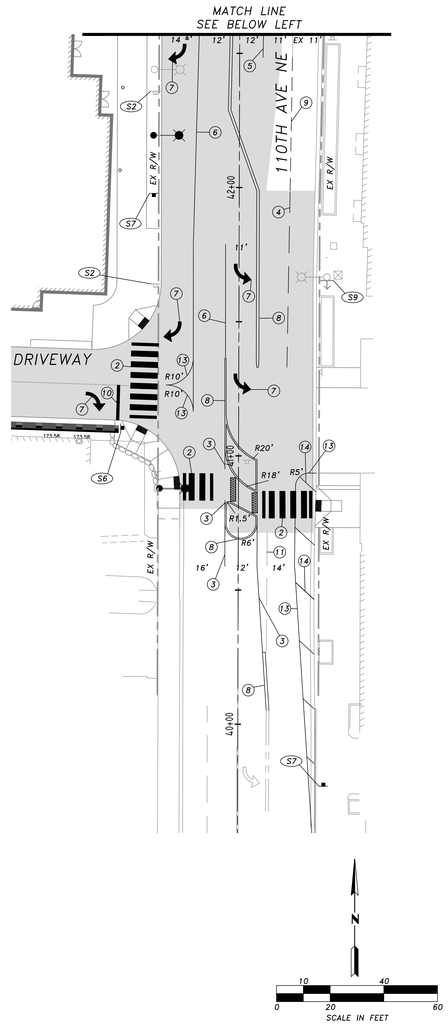
(S9) RELOCATE EXISTING CUSTOM SIGN TO EXISTING LUMINAIRE ABOVE EXISTING 12"X18" R7-101 SIGN PER WSDOT STANDARD PLAN G-30.10.

PAVEMENT MARKING DETAIL



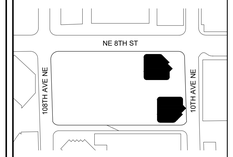
SIGN LEGEND





CLIENT
Plus Investment
12838 SE 40th Place. Ste.200
T:425-502-9199 F:425-502-9207

KEY PLAN



NO.	ISSUED	DATE

REVISIONS

CONSULTANTS

DESIGN ARCHITECT
MZA
500 108th Ave. N.E. Suite 950
Bellevue, WA 98004
T: 425-454-0608 F: xxx-xxx-xxxx

STRUCTURAL ENGINEER
EDCI Engineers
818 Stewart Street, Ste.1000
Seattle, WA 98101
T: 206-332-1900

MECHANICAL/ ELECTRICAL ENGINEER
Rushing
1725 Westlake Ave N, Ste.300
Seattle, WA 98109
T: 206-285-7100

LIFE SAFETY CODE CONSULTANT
MEA
1921 University Ave.
Berkeley, CA 94704
T: 510-629-4930 F: 510-550-2639

INTERIOR DESIGN
Susan Marinello Interiors
119 South Main Street, Ste. 300
Seattle, WA 98104
T: 206-344-5551

LANDSCAPE ARCHITECT
GCH
1607 Dexter Ave North, Ste.3
Seattle, WA 98109
T: 206-285-4422 F: 206-285-0644

DRAWING STATUS
100% DD (REVIEW SET)

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN IMPERIAL.

TENW
Transportation Engineering NorthWest
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747
Project Contact: Elyse Hanson, P.E.
Phone: 425-250-0004

STAMP
CHRISTOPHER T. [illegible] STATE OF WASHINGTON PROFESSIONAL ENGINEER
PRELIMINARY

NORTH ARROW

DRAWING TITLE
PAVEMENT MARKING & SIGNING PLANS

DRAWN	CHECKED
JLS/TDR	EMH
SCALE @ ARCH E	DATE
AS NOTED	16-AUGUST-2016

GRAPHIC SCALE

PROJECT NO.
TENW 5043

DRAWING NO.	REVISION NO.
PM1.01	00

CLIENT
Plus Investment
12838 SE 40th Place. Ste.200
T:425-502-9199 F:425-502-9207

KEY PLAN

ILLUMINATION POLE SCHEDULE

LUM. POLE NO.	STREET	STATION	OFFSET*	LT.	RT.	MOUNT. HEIGHT	ARM LENGTH	WATTAGE /TYPE	LUMINAIRE TYPE – DISTRIBUTION	POLE TYPE	COMMENT
A	NE 8TH ST	33+86.5	35.0'		X	32'	2'	217 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL–1
B	NE 8TH ST	35+13.5	35.0'		X	32'	2'	217 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL–1
C	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
D	110TH AVE NE	43+36.0	42.5'	X		32'	2'	63 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL–1
E	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
F	110TH AVE NE	42+19.5	32.0'	X		32'	2'	63 LED	EXISTING FIXTURE	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL–1
G	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
H	110TH AVE NE	40+88.0	29.5'	X		35'	6'	175 LED	LEOTECH SHOEBOX FIXTURE, CUTOFF, TYPE III	DAVIT	INSTALL PER BELLEVUE DRAWING NO. TSSL–2

* OFFSETS ARE APPROXIMATE. 3 FT MINIMUM REQUIRED FROM FACE OF CURB TO LUMINAIRE POLE PER CITY OF BELLEVUE DRAWING TSSL–1.

NOTE: TENW SHALL REVIEW AND APPROVE ALL SIGNAL POLE LOCATIONS PRIOR TO THE CONTRACTOR POURING THE SIGNAL POLE FOUNDATIONS.

GENERAL NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF BELLEVUE DESIGN AND CONSTRUCTION STANDARDS AND SPECIFICATIONS, CURRENT EDITION.
2. THE LOCATIONS OF FEATURES SHOWN ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR AS NECESSARY.
3. THE CONTRACTOR SHALL SUBMIT A REQUEST FOR MATERIALS APPROVAL TO THE CITY OF BELLEVUE PRIOR TO ORDERING MATERIALS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITY COMPANY IMMEDIATELY UPON DAMAGE.
5. ALL CONDUIT SHALL BE INSTALLED WITH MIN. 24" COVER.
6. SEE CITY OF BELLEVUE STD. PLANS FOR POLE AND CONDUIT LAYOUT DETAILS, SERVICE CABINET/CONNECTION DETAILS, AND WIRING DETAILS.
7. ALL NEW JUNCTION BOXES SHALL BE NON–SKID.

NE 8TH ST SIGNAL DISPLAYS

ALL VEHICLE HEADS SHALL HAVE BACKPLATES, 12" LENSES AND TYPE M MOUNTS UNLESS OTHERWISE NOTED. ALL VEHICLE HEADS, BACK PLATES AND VISORS SHALL BE ALUMINUM.

LIGHT EMITTING DIODE (LED) LIGHT SOURCES ARE REQUIRED FOR ALL VEHICLE DISPLAYS.

ALL PEDESTRIAN HEADS SHALL BE COUNTDOWN–TYPE.

RELOCATED PEDESTRIAN SIGNAL HEADS SHALL USE NEW HOUSINGS.

LEGEND

EXIST.	NEW/RELOCATED	DESCRIPTION
⊠ ◫ ◫	■ ◪ ◧	JUNCTION BOX TYPE 1,2,8 (NEW JB'S SHALL HAVE SKID–RESISTANT LIDS)
─▷	─►	VEHICLE SIGNAL HEAD
─⫽▷	─⫽►	PEDESTRIAN SIGNAL HEAD
⊙	⊙	TYPE PPS & PS POLE
		SIGNAL POLE TYPE III
○	○	LOOP DETECTOR
		MAST ARM MOUNTED SIGN
		EMERGENCY PRE–EMPTION DETECTOR
		SIGNAL POLE MOUNTED SIGN
		LIGHT STANDARD
		PTZ CAMERA
– – – –	━ ━ ━	CONDUIT/CONDUCTOR
⊠		CONTROLLER CABINET
		POST MOUNTED SIGN
		LUMINAIRE POLE MOUNTED SIGN
	⬡	CONSTRUCTION NOTE
	⬢	SIGNAL/LUM. POLE NUMBER

NE 8TH ST PHASE DIAGRAM (EX TO REMAIN)

PRE–EMPT
A = ø2 & ø5
B = ø4 & ø7
C = ø1 & ø6
D = ø3 & ø8

CONSTRUCTION NOTES

1. EXISTING STREET LIGHT POLE AND LUMINAIRE TO REMAIN. PROTECT DURING CONSTRUCTION.
2. REMOVE EXISTING STREET LIGHT POLE, FOUNDATION AND ACCOMPANYING JUNCTION BOX.
3. EXISTING STREET LIGHT POLE TO REMAIN. REPLACE EXISTING LUMINAIRE WITH 126W LED KIM CURVILINEAR FIXTURE USING THE APPROPRIATE ADAPTOR.
4. INSTALL NEW FOUNDATION AND SQUARE CONCRETE POLE STANDARD WITH 217W LED KIM CURVILINEAR FIXTURE PER CITY OF BELLEVUE DRAWING NUMBER TSSL–1.
5. INSTALL NEW FOUNDATION AND SQUARE CONCRETE POLE STANDARD WITH 63W LED KIM CURVILINEAR FIXTURE PER CITY OF BELLEVUE DRAWING NUMBER TSSL–1.
6. INSTALL NEW ILLUMINATION CONDUIT AND CONDUCTORS. SIZE AND QUANTITY TO BE IDENTIFIED IN PERMIT SUBMITTAL.
7. INSTALL NEW JUNCTION BOX.
8. INSTALL NEW JUNCTION BOX. INTERSECT AND EXTEND EXISTING CONDUIT AND CONDUCTORS TO NEW JUNCTION BOX. SPLICE EXISTING CONDUCTORS TO NEW CONDUCTORS WITH SPLICE KIT IN NEW JUNCTION BOX.
9. INSTALL NEW FOUNDATION AND TYPE III SIGNAL POLE PER WSDOT STANDARD DETAIL J–26.12 WITH LEOTEK 132W LED FIXTURE. INSTALL NEW PTZ CAMERA ON SIGNAL MAST ARM, NEW VEHICULAR SIGNAL HEADS, NEW EMERGENCY VEHICLE PREEMPTION DETECTOR AND NEW STREET NAME SIGN. PEDESTRIAN PUSHBUTTON AND PEDESTRIAN SIGNAL HEAD 69 FROM EXISTING SIGNAL MAST ARM POLE. PUSHBUTTON SHALL FACE NORTH, PARALLEL TO CROSSWALK.
10. INSTALL NEW TYPE PS POLE PER WSDOT STANDARD DETAIL J–21.10. RELOCATE PEDESTRIAN PUSHBUTTON AND PEDESTRIAN SIGNAL HEAD 88 FROM EXISTING MAST ARM POLE. PUSHBUTTON SHALL FACE EAST, PARALLEL TO CROSSWALK.
11. EXISTING MAST ARM SIGNAL POLE TO REMAIN. REPLACE EXISTING 250W HPS FIXTURE WITH NEW LEOTEK 132W LED FIXTURE PER CITY OF BELLEVUE DRAWING NUMBER TSSL–2. PROTECT DURING CONSTRUCTION.
12. REMOVE EXISTING MAST ARM SIGNAL POLE. REMOVE EXISTING FOUNDATION A MIN. 24" BELOW GRADE. FILL AND COMPACT VOID.
13. EXISTING TYPE PS OR PPS AND ASSOCIATED EQUIPMENT TO REMAIN. PROTECT DURING CONSTRUCTION.
14. INSTALL LOOP DETECTOR PER CITY OF BELLEVUE DRAWING NUMBERS TSSL–10, TSSL–12 THROUGH TSSL–15 AND SCATS REQUIREMENTS.
15. SPLICE NEW LOOP LEAD–IN WIRES TO EXISTING 2–PR IN EXISTING JUNCTION BOX.
16. EXISTING CONTROLLER AND SERVICE CABINETS TO REMAIN. PROTECT DURING CONSTRUCTION.
17. INSTALL NEW SIGNAL CONDUIT AND CONDUCTORS. SIZE AND QUANTITY TO BE IDENTIFIED IN PERMIT SUBMITTAL.
18. EXISTING LOOP DETECTOR TO REMAIN. PROTECT DURING CONSTRUCTION.
19. FUTURE LUMINAIRE TO BE INSTALLED BY OTHERS.
20. INSTALL FOUNDATION PER CITY OF BELLEVUE DRAWING NUMBER TSSL–2. FURNISH AND INSTALL 35 FT TYPE DAVIT LIGHT POLE POWDER COATED BLACK WITH TWO 30"x30" W11–2 SIGNS, ONE 24"x12" W16–7P(R) SIGN, ONE 24"x12" W16–7P(L) SIGN, ONE RRFB UNIT, ONE PEDESTRIAN PUSHBUTTON, AND ONE CONTROLLER UNIT WITH CABINET POWDER COATED BLACK, ON THE SIGNAL POLE. SEE POLE DETAILS, THIS SHEET FOR CONFIGURATION OF SIGNS AND BEACONS ON THE POLE. NEW PEDESTRIAN PUSHBUTTON SHALL FACE NORTH PARALLEL TO CROSSWALK.
21. INSTALL FOUNDATION PER CITY OF BELLEVUE DRAWING NUMBER TSSL–31. FURNISH AND INSTALL 12 FT TYPE FB SIGNAL POLE POWDER COATED BLACK WITH TWO 30"x30" W11–2 SIGNS, ONE 24"x12" W16–7P(R) SIGN, ONE 24"x12" W16–7P(L) SIGN, TWO RRFB UNIT, AND ONE PEDESTRIAN PUSHBUTTON ON THE SIGNAL POLE. SEE POLE DETAILS, THIS SHEET FOR CONFIGURATION OF SIGNS AND BEACONS ON THE POLE. NEW PEDESTRIAN PUSHBUTTON SHALL FACE SOUTH PARALLEL TO CROSSWALK.
22. INSTALL FOUNDATION PER CITY OF BELLEVUE DRAWING NUMBER TSSL–31. FURNISH AND INSTALL 12 FT TYPE FB SIGNAL POLE POWDER COATED BLACK WITH TWO 30"x30" W11–2 SIGNS, ONE 24"x12" W16–7P(R) SIGN, ONE 24"x12" W16–7P(L) SIGN, ONE RRFB UNIT, AND ONE PEDESTRIAN PUSHBUTTON ON THE SIGNAL POLE. SEE POLE DETAILS, THIS SHEET FOR CONFIGURATION OF SIGNS AND BEACONS ON THE POLE. NEW PEDESTRIAN PUSHBUTTON SHALL FACE SOUTH PARALLEL TO CROSSWALK.

110TH AVE NE RRFB POLE DETAILS

*NOTE:
- 3.5' MEASUREMENT IS FROM CENTER OF PUSHBUTTON TO ADJACENT PEDESTRIAN SURFACE.
- POWDER COAT POLES, CONTROLLER BOX, SIGN BANDS AND BACK OF SIGNS BLACK.

LOOKING NORTH
NOT TO SCALE

NO.	ISSUED	DATE

REVISIONS

CONSULTANTS

DESIGN ARCHITECT
MZA
500 108th Ave. N.E. Suite 950
Bellevue, WA 98004
T: 425-454-0608 F: xxx-xxx-xxxx

STRUCTURAL ENGINEER
EDCI Engineers
818 Stewart Street, Ste.1000
Seattle, WA 98101
T: 206-332-1900

MECHANICAL/ ELECTRICAL ENGINEER
Rushing
1725 Westlake Ave N, Ste.300
Seattle, WA 98109
T: 206-285-7100

LIFE SAFETY CODE CONSULTANT
REAX
1921 University Ave.
Berkeley, CA 94704
T: 510-629-4930 F: 510-550-2639

INTERIOR DESIGN
Susan Marinello Interiors
119 South Main Street, Ste. 300
Seattle, WA 98104
T: 206-344-5551

LANDSCAPE ARCHITECT
GCH
1607 Dexter Ave North, Ste.3
Seattle, WA 98109
T: 206-285-4422 F: 206-285-0644

DRAWING STATUS
100% DD (REVIEW SET)

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensons are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN IMPERIAL.

TENW
Transportation Engineering NorthWest
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747
Project Contact: Elyse Hanson, P.E.
Phone: 425-250-5004

STAMP
PRELIMINARY

NORTH ARROW
N

DRAWING TITLE
TRAFFIC SIGNAL & ILLUMINATION PLANS

DRAWN	CHECKED
JLS/TDR	EMH
SCALE @ ARCH E: AS NOTED	DATE: 16-AUGUST-2016

GRAPHIC SCALE

PROJECT NO.: TENW 5043

DRAWING NO.: TS1.01 | REVISION NO.: 00

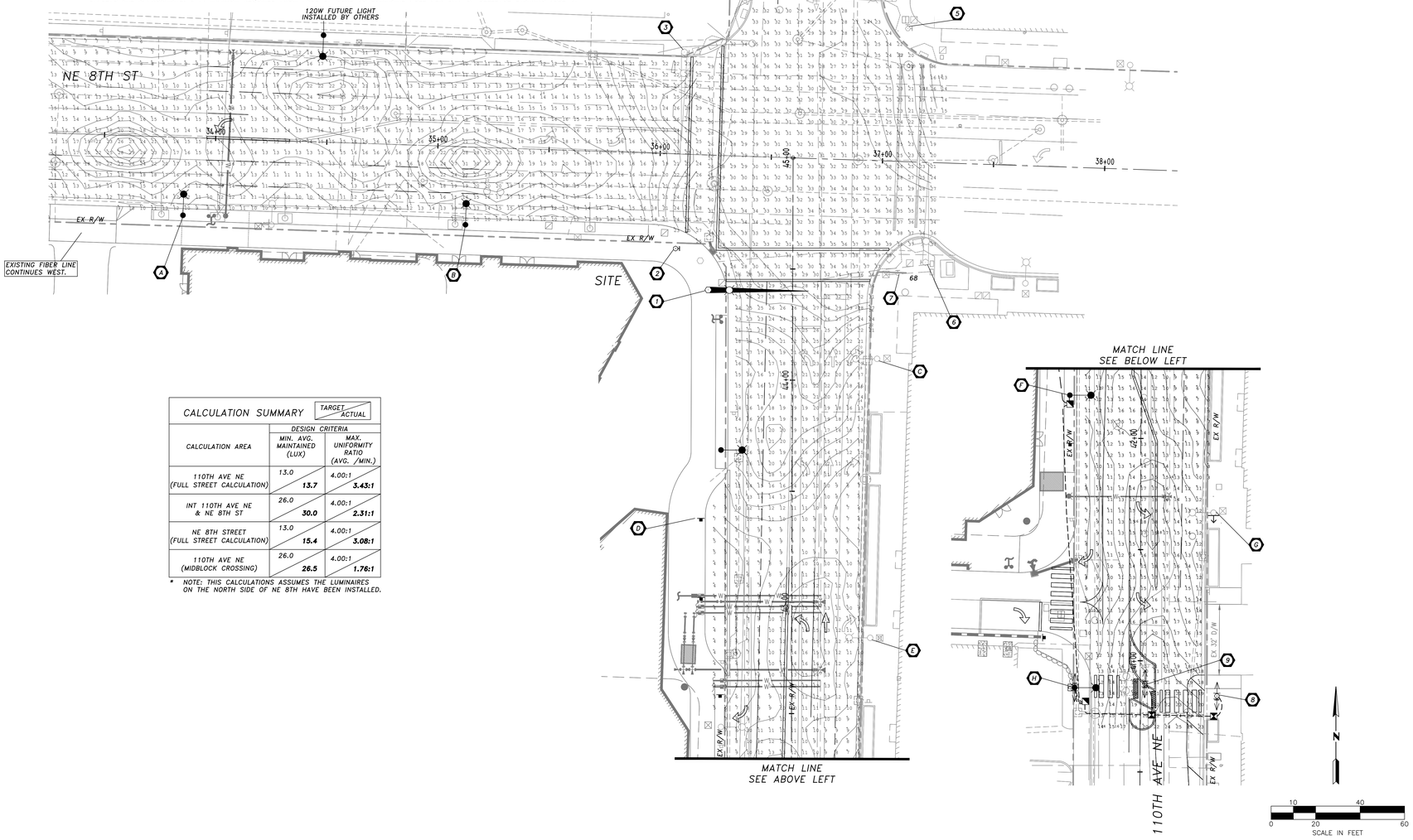
36" x 48" Arch E -SHEET SIZE
FILE NAME:
PLOT DATE:

36" x 48" Arch E SHEET SIZE

ILLUMINATION POLE SCHEDULE

LUM. POLE NO.	STREET	STATION	OFFSET*	LT.	RT.	MOUNT. HEIGHT	ARM LENGTH	WATTAGE /TYPE	LUMINAIRE TYPE – DISTRIBUTION	POLE TYPE	COMMENT
A	NE 8TH ST	33+86.5	35.0'		X	32'	2'	217 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL-1
B	NE 8TH ST	35+13.5	35.0'		X	32'	2'	217 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL-1
C	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
D	110TH AVE NE	43+36.0	42.5'	X		32'	2'	63 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL-1
E	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
F	110TH AVE NE	42+19.5	32.0'	X		32'	2'	63 LED	EXISTING FIXTURE	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL-1
G	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
H	110TH AVE NE	40+88.0	29.5'	X		35'	6'	175 LED	LEOTECH SHOEBOX FIXTURE, CUTOFF, TYPE III	DAVIT	INSTALL PER BELLEVUE DRAWING NO. TSSL-2

* OFFSETS ARE APPROXIMATE. 3 FT MINIMUM REQUIRED FROM FACE OF CURB TO LUMINAIRE POLE PER CITY OF BELLEVUE DRAWING TSSL-1.



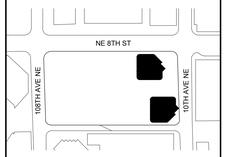
CALCULATION SUMMARY

CALCULATION AREA	DESIGN CRITERIA: MIN. AVG. MAINTAINED (LUX) — TARGET / ACTUAL	DESIGN CRITERIA: MAX. UNIFORMITY RATIO (AVG. /MIN.) — TARGET / ACTUAL
110TH AVE NE (FULL STREET CALCULATION)	13.0 / **13.7**	4.00:1 / **3.43:1**
INT 110TH AVE NE & NE 8TH ST	26.0 / **30.0**	4.00:1 / **2.31:1**
NE 8TH STREET (FULL STREET CALCULATION)	13.0 / **15.4**	4.00:1 / **3.08:1**
110TH AVE NE (MIDBLOCK CROSSING)	26.0 / **26.5**	4.00:1 / **1.76:1**

* NOTE: THIS CALCULATIONS ASSUMES THE LUMINAIRES ON THE NORTH SIDE OF NE 8TH HAVE BEEN INSTALLED.

CLIENT
Plus Investment
12838 SE 40th Place. Ste.200
T:425-502-9199 F:425-502-9207

KEY PLAN



NO.	ISSUED	DATE

REVISIONS

CONSULTANTS

DESIGN ARCHITECT
MZA
500 108th Ave. N.E. Suite 950
Bellevue, WA 98004
T: 425-454-0008 F: xxx-xxx-xxxx

STRUCTURAL ENGINEER
EDCI Engineers
818 Stewart Street, Ste.1000
Seattle, WA 98101
T: 206-332-1900

MECHANICAL/ ELECTRICAL ENGINEER
Rushing
1725 Westlake Ave N, Ste.300
Seattle, WA 98109
T: 206-285-7100

LIFE SAFETY CODE CONSULTANT
REAX
1921 University Ave.
Berkeley, CA 94704
T: 510-629-4930 F: 510-550-2639

INTERIOR DESIGN
Susan Marinello Interiors
119 South Main Street, Ste. 300
Seattle, WA 98104
T: 206-344-5551

LANDSCAPE ARCHITECT
GCH
1607 Dexter Ave North, Ste.3
Seattle, WA 98109
T: 206-285-4422 F: 206-285-0644

DRAWING STATUS
100% DD (REVIEW SET)

Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.

ALL DIMENSIONS ARE SHOWN IN IMPERIAL.

TENW
Transportation Engineering NorthWest
Transportation Planning | Design | Traffic Impact & Operations
11400 SE 8th Street, Suite 200, Bellevue, WA 98004 | Office (425) 889-6747
Project Contact: Elyse Hanson, P.E.
Phone: 425-330-5004

STAMP
CHRISTOPHER M. HANSON — STATE OF WASHINGTON — 22400 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY — NOT FOR FINAL CONSTRUCTION

NORTH ARROW
N

DRAWING TITLE
ILLUMINATION
NE 8TH ST
FULL STREET
CALCULATION
EXHIBIT

DRAWN	CHECKED
JLS/TDR	EMH
SCALE @ ARCH E	DATE
AS NOTED	16-AUGUST-2016

GRAPHIC SCALE

PROJECT NO.
TENW 5043

DRAWING NO.
TS1.02

REVISION NO.
00

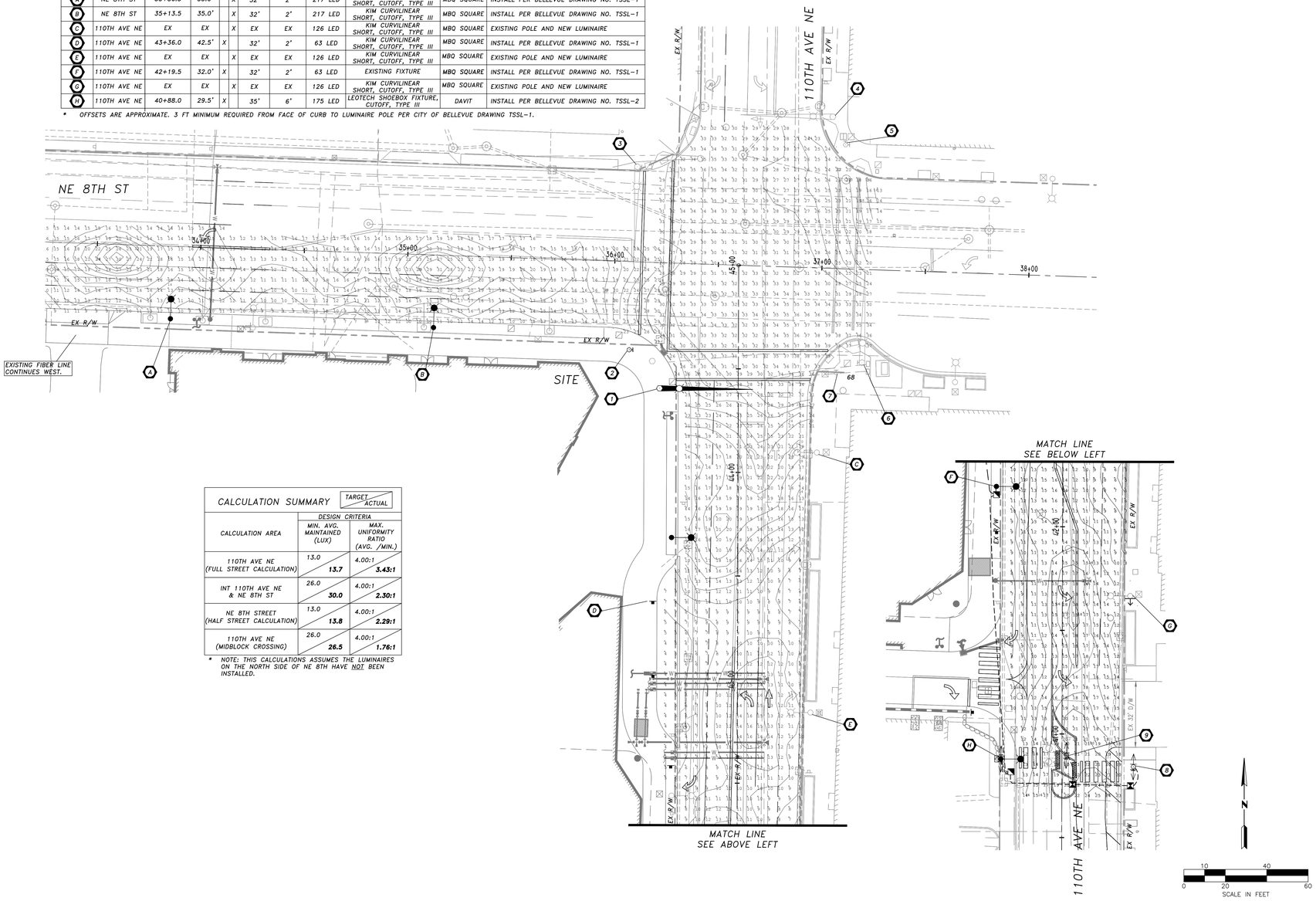
FILE NAME/
PLOT DATE:

36" x 48" Arch E SHEET SIZE

ILLUMINATION POLE SCHEDULE

LUM. POLE NO.	STREET	STATION	OFFSET*	LT.	RT.	MOUNT. HEIGHT	ARM LENGTH	WATTAGE /TYPE	LUMINAIRE TYPE – DISTRIBUTION	POLE TYPE	COMMENT
A	NE 8TH ST	33+86.5	35.0'		X	32'	2'	217 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL-1
B	NE 8TH ST	35+13.5	35.0'		X	32'	2'	217 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL-1
C	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
D	110TH AVE NE	43+36.0	42.5'	X		32'	2'	63 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL-1
E	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
F	110TH AVE NE	42+19.5	32.0'	X		32'	2'	63 LED	EXISTING FIXTURE	MBQ SQUARE	INSTALL PER BELLEVUE DRAWING NO. TSSL-1
G	110TH AVE NE	EX	EX		X	EX	EX	126 LED	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBQ SQUARE	EXISTING POLE AND NEW LUMINAIRE
H	110TH AVE NE	40+88.0	29.5'	X		35'	6'	175 LED	LEOTECH SHOEBOX FIXTURE, CUTOFF, TYPE III	DAVIT	INSTALL PER BELLEVUE DRAWING NO. TSSL-2

* OFFSETS ARE APPROXIMATE. 3 FT MINIMUM REQUIRED FROM FACE OF CURB TO LUMINAIRE POLE PER CITY OF BELLEVUE DRAWING TSSL-1.


NE 8TH ST
110TH AVE NE
EX R/W
EXISTING FIBER LINE CONTINUES WEST.
SITE
34+00
35+00
36+00
37+00
38+00
45+00
40+00
42+00
MATCH LINE SEE ABOVE LEFT
MATCH LINE SEE BELOW LEFT
EX 12" D/W
EX 8" W/M
EX 8" S/M
EX 8" W/M

ATTACHMENT B – SEPA Checklist

Sally Nichols
September 14, 2016

City of Bellevue Submittal Requirements	27

ENVIRONMENTAL CHECKLIST

10/9/2009

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

INTRODUCTION

Purpose of the Checklist:

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

Instructions for Applicants:

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

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

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

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

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

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

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

SN

BACKGROUND INFORMATION

Property Owner: 10833 NE Eight Street ~~Partners~~ Associates LLC

Proponent: Keith Henrickson, Plus Investments

Contact Person: Kevin Sutton, MZA
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 600 108th Ave NE, Suite 108
~~Bellevue~~, WA 98004

Phone: (425) 559-7583

Proposal Title: ~~Bellevue International Plaza~~ now known as ELEV8

Proposal Location: 10833 NE 8th St between 108th and 110th
(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 ½" x 11" vicinity map that accurately locates the proposal site.

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

1. General description: Phase one of ~~3~~ 2, includes two 43 story res. towers above retail podium & parking
2. Acreage of site: ~~4.3506~~ 109,034 SF
3. Number of dwelling units/buildings to be demolished: 1 building
4. Number of dwelling units/buildings to be constructed: ~~895 units~~ 876
5. Square footage of buildings to be demolished: 5536
6. Square footage of buildings to be constructed: 1.69M SF 462,820 GFA for FAR
7. Quantity of earth movement (in cubic yards): 205,000 CY Excavated
8. Proposed land use: residential and retail
9. Design features, including building height, number of stories and proposed exterior materials:
   450' height, 43 stories, clad in primarily metal panel and glass curtainwall
10. Other

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

February 2019

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

This first phase is part of a larger master plan which will add up to three more towers of residential, hotel and office

SN

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

Environmental reports have been developed for the existing site
GeoTech Report by Associated Earth Sciences, dated Jan 28, 2016 & Preliminary Stormwater Management Design Report by DCI Engineers, Aug. 7, 2015

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

None that we're aware of.

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

Permits as required by the city of bellevue. including but not limited to building, grading, smoke control, utility, mechanical, electrical, etc. also BLA and MDP

16-124078-LP
16-134674-LW
16-132293-BB
15-118195-FH
16-128299-BV
16-128761-GD
16-128836-UE
16-131660-TN

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

- ☐ Land Use Reclassification (rezone) Map of existing and proposed zoning
- ☐ Preliminary Plat or Planned Unit Development
  Preliminary plat map
- ☑ Clearing & Grading Permit
  Plan of existing and proposed grading
  Development plans
- ☑ Building Permit (or Design Review)
  Site plan
  Clearing & grading plan
- ☐ Shoreline Management Permit
  Site plan

A. ENVIRONMENTAL ELEMENTS

1. Earth

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

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

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

5' of fill, 20' of Vashon Lodgement Till, Dense Gravelly sand, dense silty sand and hard silt.

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

There are no indications or history that we are aware of.

GeoTech Report by Associated Earth Sciences, dated Jan 28, 2016

SN

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

205,000 cubic yards will be excavated for the below grade parking garage.

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

Erosion control per C&G inspections & BCC 23.76

No

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

98%

However, bulk of site is currently bldg. or paved parking lot. Landscaped areas over the garage and green roofs over podium buildings will provide added stormwater retention

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

A soil nailing system will be designed to retain the earth during the excavation and construction process.

Erosion and sediment control per C&G inspections & BCC 23.76

2. AIR

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

Construction activities will create some dust and will require vehicle trips which may cause some automobile odor. After completion, the only odors should be from auto's and regular business operations by possible restaurant tenants, generator exhaust, etc.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None that we're aware of.

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

All exhaust will be located in areas away from and directed away from pedestrians as prescribed by code and permitted by the city of Bellevue.

Construction dust supression measures per BCC 23.76

Covered loads
Periods of prolonged idling to be avoided
During excavation & construction, debris & exposed areas sprinkled

3. WATER

a. Surface

(1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No

(2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If Yes, please describe and attach available plans.

No

SN

(3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

N/A

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

No

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

No

(6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No

b. Ground

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

The building may utilize underslab drainage pump which could impact the ground water level in the immediate area of the structure. also temporary dewatering needed during construction of underground parking if levels are below water table

(2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals...; agricultural; etc.) Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A

c. Water Runoff (Including storm water)

(1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater will be collected in catch basins in drive lanes. Rooftops will collect water in landscape areas and route the water through internal drains to the storm system.

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

No

SN

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

The use of landscape areas on the building and routing some drainge through those areas should help to reduce the speed of runoff.

specific measures such as oil/water separators, retention/detention storage, catch basins with clean-outs, etc.

Per Utilities Code 24.06 - Storm and Surface Water
and
Clearing and Grading BCC 23.76

4. Plants

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

- [x] deciduous tree: alder, maple, aspen, other
- [ ] evergreen tree: fir, cedar, pine, other
- [x] shrubs
- [ ] grass
- [ ] pasture
- [ ] crop or grain
- [ ] wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- [ ] water plants: water lily, eelgrass, milfoil, other
- [ ] other types of vegetation

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

existing street trees will be removed along with miscellaneous shrubs on the property interior.

Parks Department determined that existing street trees are in poor shape and planted in poor soil - therefore should be replaced.

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

None that we're aware of.

Existing urban site - most parking lot

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

New landscaping is proposed along street fronts, atop the public plaza and atop certain roof decks.

5. ANIMALS

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

- [ ] Birds: hawk, heron, eagle, songbirds, other:
- [ ] Mammals: deer, bear, elk, beaver, other:
- [ ] Fish: bass, salmon, trout, herring, shellfish, other:

SN

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

None that we're aware of

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

Part of Pacific Flyway, which encompasses entire Puget Sound region

Not that we're aware of

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

The site will have more landscaped areas than it currently does

6. Energy and Natural Resources

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

Electric and gas

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

The high rise towers do cast some shade on adjacent properties

Slim towers with small floorplates help reduce shadows cast on adjacent properties. Generous tower separation.

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

Low-e glazing, building insulation, efficient equipment, etc.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

There are very small fuel storage tanks to serve the generators. Their fuel locations will be on the exterior of the building on the south side along the mid-block connection.

All material removed from site disposed of in lawful landfill per CoB regs. C&G Code - BCC 23.76 DOE Chapters in the WAC

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

None

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

Fuel storage tanks are smaller in nature and are double walled per code requirements.

SN

b. Noise

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

Traffic noise

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

Short term construction noise, short term operational noise (generator testing), long term traffic noise.

Construction noise regulated per BCC 9.18

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

Loading is internal to the building which should cut down significantly on truck related noises.

Construction equipment off during prolonged periods, proper mufflers on construction equipment, use of best available noise abatement technology, etc. BCC 9.18.020.F

8. Land and Shoreline Use

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

Parking and photo studio. Adjacent properties are retail, office and residential

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

No

c. Describe any structures on the site.

Existing 5500sf commercial building at NE corner.

Yuen Lui photography studio

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

Existing commercial building noted above will be removed

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

DNTN0-1

f. What is the current comprehensive plan designation of the site?

City of Bellevue Comprehensive Plan Volume 1 & 2 'Downtown' designation

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

N/A

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

No

I. Approximately how many people would reside or work in the completed project?

1500 - 2000 residents and employees. 797 new res. units + over 88,000 SF retail space

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

1-2 workers in photography studio

SN

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

None

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

We are entering into the the city's design review process where all code aspects will be reviewed for compliance.

Compliance with applicable requirements, standards and guidelines reviewed thru Design Review permit.

9. Housing

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

~~890~~ units (high income) 797

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

None

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

None

10. Aesthetics

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

~~465'~~ Building may not exceed 450'. Hts. were reduced as a result of design review LUC 20.25A.030.E.

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

Terretorial views from other high rise buildings that might look through our site.

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

None

Slim towers, wide tower separation, and pulling towers to north and east sides of site will allow light and air into public spaces interior to site and will reduce impact on views from neighboring properties.

SN

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Light should be contained within the project site. Tower glazing could cause some glare

Low-reflect. glazing encouraged

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Glare should not interfere with views or public safety

c. What existing off-site sources of light or glare may affect your proposal?

There are a few reflective buildings in the area, but density should limit opportunities for glare

d. Proposed measures to reduce or control light or glare impacts, if any:

Light and Glare regulated per LUC 20.20.522

Use of glass that is not highly reflective.

Cut-off shield required for site lighting, including lighting placed on building.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

Bellevue Downtown park Ashwood Park, open spaces assoc. with surrounding office towers

b. Would the proposed project displace any existing recreational uses? If so, describe.

No

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The project will include a grade level plaza that can serve as a gathering place

Feature Plaza, Promenade and smaller associated open spaces for public.
Rec. Amenities provided in the building and on podium roof for residents.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No

b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

None

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

None

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

Front NE 8th St. and 110th Avenue NE. Will provide a new east-west connector to connect 110th Ave. NE with 108th Ave. NE.

I-405 leads to NE8th which connects to 108th and 110th on either side of the site.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes 1/2 block from existing Bell. Transit Center and future Light Rail Station

c. How many parking spaces would be completed project have? How many would the project eliminate?

~~1100~~ Existing commercial surface parking lot demolished. Proposed - 1,456 parking stalls

SN

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

Mid block connection will be provided along a crosswalk across 110th.

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

No Future light rail line and station 1/2 block to south in front of City Hall

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur. 7,499 daily

Refer to ELEV8 Phase 1 Transportation Impact Study prepared by TENW, May 25, 2016 - page 22. 639 new PM Peak

There would be an additional ~~13,896~~ net new trips

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

Our project will be accessed from the mid-block connection. There will be signal and channelization adjustments that will be included with this project.

Rt. in, rt. out from turn-around on NE 8th

Title 14 - Transportation Code- transportation management program. BCC 22.16 impact fee program

15. Public Services

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

Yes. The project does accommodate additional permanent residents and employees. This would create additional demand for the services noted above.

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

None

16. Utilities

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

Electricity, gas, water refuse, phone, sanitary and storm sewers.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

All of the above utilities would be part of this project. Puget Sound Energy, Bellevue Utilities

Signature

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

Signature Kevin Sutton Digitally signed by Kevin Sutton DN: C=US, E=kevin.sutton@mza-us.com, O="MZA, PS", CN=Kevin Sutton Date: 2016.09.15 09:32:41-07'00' Date Submitted 09/15/2016

SN

ATTACHMENT C – Vehicular Mid-Block Connector Agreement

August 26, 2016

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

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

Purchaser:	10833 NE Eight Street Associated LLC
Seller:	CW Nom LLC
Purchaser Property:	As approximately identified on Exhibit A [Site Plan]
Seller Property:	As approximately identified on Exhibit A [Site Plan]
Mid-Block Connector:	A road bisecting Purchaser Property and Seller Property in the location approximately identified on Exhibit A, to be constructed by Purchaser at Purchaser's cost. Half of the Mid-Block Connector will be constructed on Seller Property and half will be constructed on Purchaser Property. Purchaser will construct any improvements required by the City of Bellevue (e.g., pedestrian pathways) at Purchaser's cost. Location, design and specifications for the Mid-Block Connector are subject to Seller and Purchaser approval.
Rights and Obligations of Purchaser:	1. Purchaser must build the Mid-Block Connector, below-grade parking with a minimum of six levels, a shoring wall and foundation and below-grade concrete utility vault(s) below the portion of the Mid-Block Connector on Seller Property, the location, design and specifications for which are subject to Seller approval. Purchaser will, at its sole cost, pay for all construction, shoring and utility costs of the Mid-Block Connector as well as the cost to construct the parking beneath it 2. Purchaser will grant Seller a perpetual easement for the use of the portion of the Mid-Block Connector lying on Purchaser Property 3. Purchaser will allow Seller use of the shoring wall for future development on Seller Property. Purchaser's foundation must allow Seller to build up against it without requiring shoring, as well as allow one or more "punch throughs" for future parking circulation. A "punch through" for future parking is currently expected to be constructed between the 6th level of below-grade

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

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

Rights and Obligations of Seller:

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

Purchaser Completion Guaranty / Surety Bond:

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

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

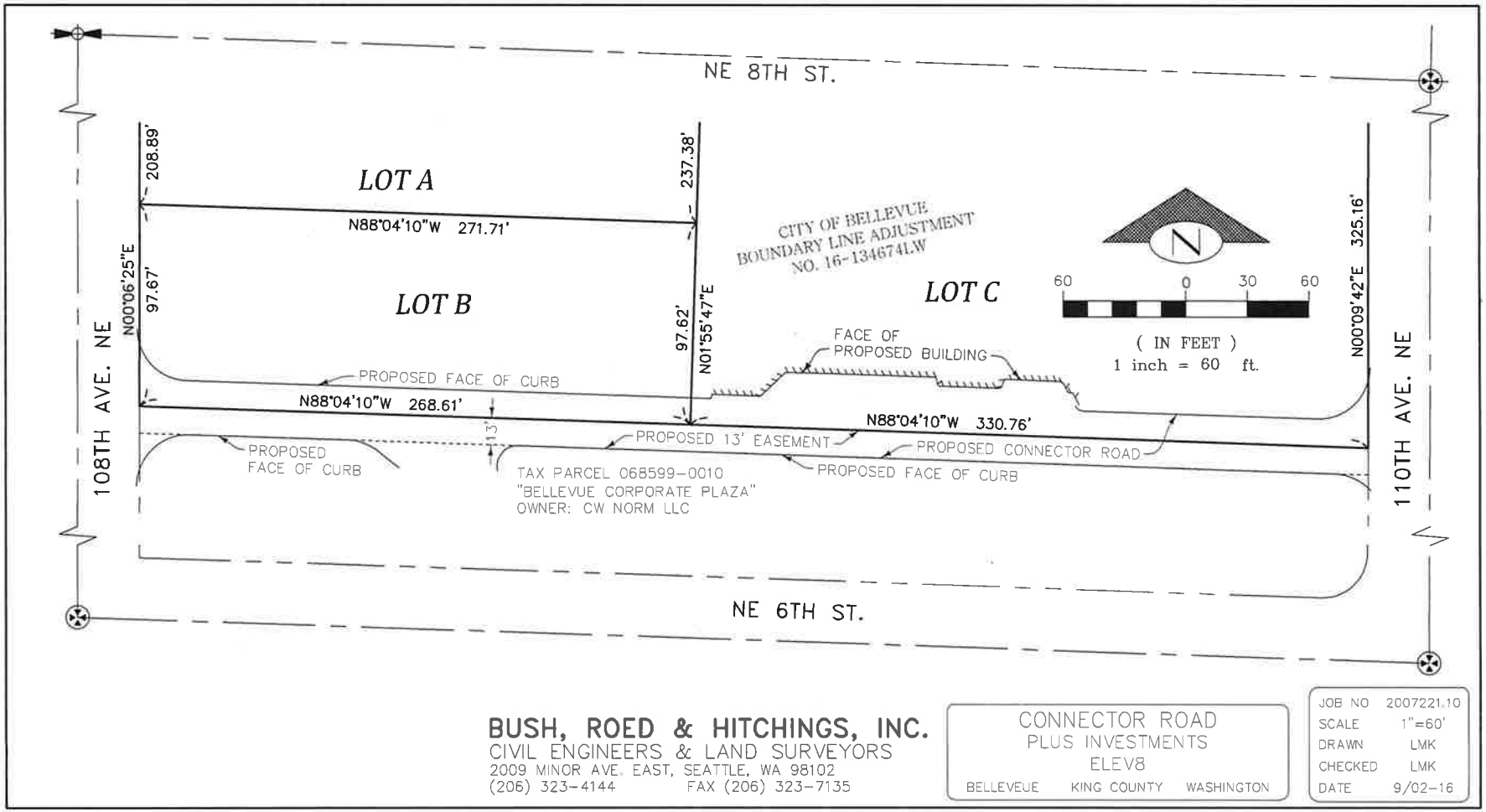
In addition to the remedies described above, in the event that the parking stalls are not delivered to Seller within a reasonable time period, Purchaser agrees to pay a one-time payment in the aggregate amount of the prevailing annual market rate of comparable parking stalls multiplied by the number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

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

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

[signature page to Terms Letter]

10833 NE Eighth Street Associates LLC	CW Nom LLC
By: _____	By: _____
Name: Kevin Corbett	Name: David Weinberg
Date: 9/1/16	Date: 9/9/16



BUSH, ROED & HITCHINGS, INC.
CIVIL ENGINEERS & LAND SURVEYORS
2009 MINOR AVE. EAST, SEATTLE, WA 98102
(206) 323-4144 FAX (206) 323-7135

CONNECTOR ROAD
PLUS INVESTMENTS
ELEV8
BELLEVUE KING COUNTY WASHINGTON

JOB NO	2007221.10
SCALE	1"=60'
DRAWN	LMK
CHECKED	LMK
DATE	9/02-16

ATTACHMENT D – Certificate of Concurrency

CERTIFICATE OF CONCURRENCY

ELEV8

This certificate documents the Transportation Department Director's decision that the development project at 10833 NE 8th Street (Design Review File No. 16-124075 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 639 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).

Director, Transportation Department

9-29-16

Date

Certificate No. 100