



DEVELOPMENT SERVICES DEPARTMENT
 ENVIRONMENTAL COORDINATOR
 450 110th Ave. NE
 BELLEVUE, WA 98004

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Kemper Development Company

LOCATION OF PROPOSAL: 410 Bellevue Way NE

DESCRIPTION OF PROPOSAL: Application for Design Review approval to construct a new mixed use project with 3-story retail podium, two towers (31-story office tower and 42-story hotel/residential tower) and underground parking. The total square footage is approximately 1,600,000 gross square feet, excluding the parking areas. The site area is 3.45 acres. The hotel/residential tower will have 120 hotel rooms and 186 residential units. There will be 9 levels of underground parking with 2,919 parking stalls total. The project includes demolition of the Safeway/Bartell's building, Scan Design building, and temporary construction office (for a total of approximately 62,051 gross square feet). Site improvements include site utilities, upper level landscape area, street level landscaping, and pedestrian-oriented frontage.

FILE NUMBER: 08-103244-LD

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Department of Planning & Community Development. This information is available to the public on request.

- There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on January 20, 2011.
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

Carole V. Helland
 Environmental Coordinator

January 6, 2011
 Date

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

Chaplin
1-6-2011

City of Bellevue Submittal Requirements

27a

ENVIRONMENTAL CHECKLIST -

4/18/02

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call the Permit Center (425-452-6864) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Our TTY number is 425-452-4636.

BACKGROUND INFORMATION

Property Owner: KEMPER DEVELOPMENT COMPANY.

Proponent: SLATER PARTNERS ARCHITECTS.

Contact Person: MICHAEL D. CHAPLIN, AIA, SLATER PARTNERS ARCHITECTS.
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: 414 OLIVE WAY, SUITE 300, SEATTLE, WA. 98101

Phone: (206) 624-8082

Proposal Title: LINCOLN SQUARE EXPANSION.

Proposal Location: 410 BELLEVUE WAY (EXISTING SAFEWAY SITE) ^{Barfelli's, Scan Design} _{vacant temp. construction office}
(Street address and nearest cross street or intersection) Provide a legal description if available.

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

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

- General description: MULTI-STORY, MIXED USE COMPLEX W/ UNDERGROUND PARKING, A 31 STORY OFFICE BUILDING, A 220 ROOM HOTEL AND 190 RESIDENTIAL UNITS IN A 42 STORY TOWER.
- Acreage of site: APPROXIMATELY 3.45 ACRES.
- Number of dwelling units/buildings to be demolished: THERE ARE THREE EXISTING BUILDINGS TO BE DEMOLISHED. NO DWELLING UNITS.
- Number of dwelling units/buildings to be constructed: TWO BUILDINGS WITH A CONNECTED UNDERGROUND PARKING GARAGE. 220 ROOM HOTEL. 190 RESIDENTIAL UNITS.
- Square footage of buildings to be demolished: 47,341 SF.
- Square footage of buildings to be constructed: 62,051 GSF
- Quantity of earth movement (in cubic yards): 652,857 CY. approximate
- Proposed land use: MIXED USE IN A DOWNTOWN O-1 ZONE ^{Cone Design District}
- Design features, including building height, number of stories and proposed exterior materials: REFER TO THE DESIGN NARRATIVE SUBMITTED AS PART OF THE DESIGN REVIEW (LD) SUBMITTAL.
- Other

See staff report Section I

RECEIVED

JAN 22 2008

PERMIT PROCESSING

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

PARKING COMPLETED: ~~DECEMBER 2009~~
OFFICE TOWER COMPLETED: ~~DECEMBER 2010~~
HOTEL/RESIDENTIAL TOWER COMPLETED: ~~OCTOBER 2011~~

late 2011 - 2012 or beyond depends upon economy

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

NONE AT THIS TIME.

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

Geotech
- PRELIMINARY SOILS REPORT HAS BEEN COMPLETED. ✓
- AN ASSESSMENT REPORT FOR THE EXISTING BUILDINGS WILL BE COMPLETED WHEN BUILDINGS ARE VACANT, IN ~~SUMMER 2008~~. ✓
- SOIL CONTAMINATION REPORT MIGHT BE REQUIRED. - WIND STUDY WILL BE COMPLETED. ✓

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 KNOWN AT THIS TIME.

- Transportation Report (see file)

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.

DESIGN REVIEW. ✓
SHORING PERMIT. ✓
CLEAR & GRADE PERMIT. ✓
DEMOLITION PERMIT. ✓
IDEA PERMIT ✓
R.O.W. PERMIT ✓
BUILDING PERMITS ✓
MECH/ELECT/PLUMBING/SPRINKLER/FIRE ALARM PERMITS. ✓
SMOKE CONTROL PERMITS. ✓
SIGN PERMITS. ✓

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)?
APPROXIMATELY 10%. 2 1/2% if elevation change from NE 6th Street to NE 4th Street ✓
- 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.
FROM SURFACE LEVEL DOWN, THE SOIL UNITS ARE FILL, WEATHERED TILL, GLACIAL TILL AND GLACIALLY OVERLIDDEN SAND AND SILT. ✓
See Geotech report in file ✓

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

NONE KNOWN AT THIS TIME .

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

ALL GRADING WILL BE IN THE FORM OF EXCAVATION AND REMOVAL OF SOILS FOR PARKING GARAGE .
THE APPROXIMATE QUANTITY OF EXCAVATION IS 652,257 CY.

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

No. yes - potential for erosion during demolition + removal of soils.
Erosion control per CG permit. BCC 23.76

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

100%

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

TEMPORARY SLOPING WILL BE INSTALLED FOR EXCAVATION .

Erosion control per issued CG permit + CG inspector. 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.

DURING CONSTRUCTION, TYPICAL EQUIPMENT EXHAUST FROM EXCAVATING EQUIPMENT. UPON PROJECT COMPLETION, TYPICAL AUTOMOBILE EXHAUST.

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

NONE KNOWN AT THIS TIME .

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

NONE KNOWN AT THIS TIME .

Construction dust suppressant measures per BCC 23.76

3. WATER

a. Surface

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

appropriate, state what stream or river it flows into.

None.

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

No.

- (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.

None.

- (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.

- TEMPORARY DEWATERING FOR CONSTRUCTION OF THE GARAGE WILL OCCUR DURING CONSTRUCTION.

- PERMANENT DEWATERING SYSTEMS FOR THE GARAGE WILL BE INSTALLED. DISCHARGE WILL BE TO STORM SYSTEM. - per approved permit by Utilities Dept.

- (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.

None.

approved permit by Utilities Dept. BC24.06

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.

ROOF TOP STORM WATER WILL BE COLLECTED AND DISCHARGED THROUGH STORM WATER SYSTEM, SURFACE WATER WILL BE COLLECTED IN OIL WATER VAULTS, AND DISCHARGED TO STORM WATER SYSTEM THROUGH FILTRATION VAULTS.

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

No.

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

POSSIBLE COLLECTION OF ROOF WATER FOR IRRIGATION PURPOSES.

Storm Control
per COB
reg's, UE
permit.
BCC
24.06

4. Plants

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

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

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

TYPICAL ON GRADE PARKING LOT PLANTINGS WILL BE REMOVED AND REPLACED WITH STREET FRONT LANDSCAPING, PLAZA LANDSCAPING AND POSSIBLY ROOF TOP LANDSCAPING.

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

NOTE KNOWN AT THIS TIME.

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

ENHANCE STREETSCAPE WITH CONTINUOUS LANDSCAPING, FOCUS LANDSCAPING AT PLAZA AREAS AND POSSIBLY INTRODUCE ROOF TOP LANDSCAPE AREAS.

see
L-sheets
in file
Luc 20.25.A.060
A.21E

5. ANIMALS

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

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

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

None

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

No

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

None

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 NATURAL GAS ENERGY WILL BE USED FOR HEATING & AIR CONDITIONING.

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

NO IMPACT KNOWN AT THIS TIME.

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:

WATERLESS URINALS AT THE COMMERCIAL RESTROOMS, POSSIBLE APPLICATION OF GREEN ROOF.

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.

NONE KNOWN AT THIS TIME.

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

NO SPECIAL EMERGENCY SERVICES ARE ANTICIPATED, ONLY STANDARD EMERGENCY SERVICES BY LOCAL FIRE & POLICE DEPARTMENTS.

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

IF IT IS DETERMINED THAT PRODUCTS SELECTED OR EQUIPMENT USED MIGHT HAVE AN IMPACT ON ENVIRONMENTAL HEALTH, THEN THOSE ITEMS WILL BE EVALUATED AT THAT TIME AND MEASURES WILL BE TAKEN TO REDUCE THE POTENTIAL FOR HEALTH HAZARD.

b. Noise

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

ADJACENT STREET TRAFFIC NOISE IS THE ONLY NOISE THAT EXISTS PRIOR TO CONSTRUCTION.

- (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 NOISE WILL BE CONSTRUCTION EQUIPMENT. PERIODIC LONG TERM NOISE WILL BE THE TESTING OF THE EMERGENCY GENERATORS. OTHER LONG TERM NOISE WILL BE TYPICAL TRAFFIC NOISE. CONSTRUCTION NOISE WILL BE LIMITED TO HOURS ALLOWED BY THE CURRENT NOISE ORDINANCE IN PLACE AT THE TIME OF CONSTRUCTION.

Truck traffic noise + construction noise per BCC 9.18

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

PARKING IS BELOW GRADE & GENERATORS WILL HAVE MUFFLERS INSTALLED.

See staff report SEPA section II.

NOISE WILL BE LIMITED TO HOURS ALLOWED BY THE CURRENT NOISE ORDINANCE IN PLACE AT THE TIME OF CONSTRUCTION.

8. Land and Shoreline Use

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

CURRENT USE IS COMMERCIAL. PROPERTY TO EAST IS COMMERCIAL, PROPERTY TO WEST IS RETAIL, PROPERTY TO SOUTH IS MIXED USE COMMERCIAL & RESIDENTIAL.

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

NONE KNOWN AT THIS TIME.

PROPERTY TO NORTH IS MIXED-USE RETAIL OFFICE, HOTEL & RESIDENTIAL.

- c. Describe any structures on the site.

THE CURRENT STRUCTURES CONSIST OF 4 BUILDINGS, A ONE STORY BUILDING THAT CONTAINS A GROCERY & DRUG STORE, A ONE STORY BANK BLDG AND A TWO STORY RETAIL BUILDING.

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

ALL CURRENT STRUCTURES WILL BE DEMOLISHED. (4) 62,051 GSF

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

O-1 + Core Design District

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

DOWNTOWN CORE

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

N/A

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

NO

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

RESIDENTIAL: ± 300 RESIDENCE OFFICE WORKER: ± 4,200 OCCUPANTS
HOTEL: ± 100 EMPLOYEES
TOTAL: ± 4,500 RESIDENCE EMPLOYEES & OFFICE WORKERS.

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

± 150 EMPLOYEES

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

THE GROCERY STORE IS ALREADY RELOCATED TO THE SOUTH, THE BANK BLDG IS VACANT, AND THE OTHER RETAIL STORES ARE RELOCATING.

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

THE PROJECT WILL BE DEVELOPED IN A MIXED USE STYLE THAT INCORPORATES RESIDENTIAL LIVING, HOSPITALITY, RETAIL AND OFFICE USES. ALL THESE ARE ENCOURAGED BY THE DOWNTOWN MASTER USE PLAN. See staff report for

Comprehensive Plan policy discussion Section VIII. A.

9. Housing

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

¹⁸⁶
~~140~~ CONDOMINIUMS WILL BE INCORPORATED. COST OF UNITS IS NOT KNOWN @ THIS TIME, BUT WILL NOT BE LOW INCOME HOUSING.

- 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:

ALL HOUSING UNITS ARE NEW TO THE SITE. NA - no existing residential units being displaced or removed.

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? THE TOWERS ARE 450' ABOVE FINISHED GRADE W/ NO ELEMENTS ABOVE THIS HEIGHT, AT THIS TIME. EXTERIOR WILL BE A COMBINATION OF GRANITE WALL, STONE, PRECAST & METAL.

- b. What views in the immediate vicinity would be altered or obstructed? VIEWS FROM THE EAST WOULD BE SLIGHTLY OBSTRUCTED BY THE NEW TOWERS. See discussion in staff report regarding views (Public Comment, Section II).

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

POSITIONING AND ORIENTATION OF THE TWO TOWERS HAS BEEN CAREFULLY EVALUATED TO OPEN UP VIEW CORRIDORS AS MUCH AS POSSIBLE AND REDUCE THE "WALL" EFFECT. See notes under # b above.

11. Light and Glare

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

THE LIGHT PROPOSED WILL BE FOR DRIVEWAY ILLUMINATION, PEDESTRIAN WALKWAY ILLUMINATION AND BUILDING ACCENT LIGHTING. ILLUMINATION WILL OCCUR

- b. Could light or glare from the finished project be a safety hazard or interfere with views? AT NIGHT.

NO. See discussion Light + Glare, SEPA, Section II. Light source not to glare upward to adjacent resident. See condition X.C.26.

c. What existing off-site sources of light or glare may affect your proposal?

NONE KNOWN AT THIS TIME.

d. Proposed measures to reduce or control light or glare impacts, if any:

ACCIDENT LIGHTING WILL BE FOCUSED ON THE BUILDING.
DRENNWAY LIGHTING WILL BE SHIELDED FROM ADJACENT
PROPERTIES & RIGHT-OF-WAY.

See condition X. c. 26. No glare
upward to adjacent residents + office
workers.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

BELLEVUE DOWNTOWN PARKS WITHIN A BLOCK FROM
THIS SITE.

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:

A PRIVATE RECREATIONAL SPACE MAY BE PROVIDED ON
LEVEL 10 FOR THE RESIDENTIAL UNITS.

Active recreation areas provided for tenants, level 4 & 13.

A ROOF TERRACE ON LEVEL 4 MAY BE PROVIDED FOR
PUBLIC & OCCUPANTS USE.

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 KNOWN AT THIS TIME.

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

NONE AT THIS TIME AS THERE ARE NO IMPACTS.

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.

THE DOWNTOWN CORE IS SERVED BY I-405. THIS SITE
IS SERVED BY BELLEVUE WAY, NE 4TH AND NE 5TH. ACCESS TO THE
SITE IS SHOWN ON THE "ROAD PLAN" SUBMITTED AS PART OF THE DESIGN REVIEW.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

THE SITE IS SERVED BY PUBLIC TRANSIT ON BELLEVUE WAY AND THE DOWNTOWN
TRANSIT CENTER LOCATED ALONG THE PEDESTRIAN CORRIDOR ON NE 5TH.

c. How many parking spaces would be completed project have? How many would the project eliminate?

2919 2958 PARKING SPACES ARE PROPOSED. APPROXIMATELY 200 SPACES ARE
ON THE EXISTING SITE.

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).

THE DEVELOPMENT WILL INCORPORATE A PRIVATE ROAD (PUBLIC ACCESS) TO BE
105TH. THE DEVELOPMENT WILL INCORPORATE A RIGHT TURN LANE ON N.E. 4TH.

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

NO.

See Transportation discussion
under SEPA Section III +
Technical Review Section IV.

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

NEW PM PEAK HOUR VEHICLE TRIPS ARE APPROXIMATELY 1581 (255 new pm peak hour trips See notes in # d above)

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

THIS PROJECT WILL BE INCORPORATED INTO THE TRAFFIC MITIGATION PLAN (TMP) DEVELOPED BY KEMPER DEVELOPMENT FOR THE BELLEVUE COLLECTION. See notes in # d above

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.

THE PROJECT IS WITHIN A ^{community} CBD DISTRICT THAT CURRENTLY HAS FIRE & POLICE PROTECTION ASSOCIATED WITH THE EXISTING STRUCTURES. THE LARGER MIXED USE FACILITY MAY REQUIRE A SMALL INCREASE IF MULTIPLE RESPONSES OCCUR.

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

THE PROJECT WILL INCORPORATE TWO FIRE COMMAND CENTERS THAT WILL ASSIST THE FIRE RESPONSE. KEMPER DEVELOPMENT HAS A SECURITY TEAM THAT WILL ALSO COVER THE NEW PROJECT.

16. Utilities

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

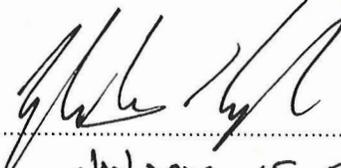
FIBER OPTICS.

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.

THE PROPOSED PROJECT WILL BE CONSTRUCTING NEW SERVICES FROM THE STREET. THESE SERVICES WILL BE POWER, WATER, SEWER, NATURAL GAS, TELEPHONE & FIBER OPTICS.

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  Date Submitted JANUARY 15, 2008



LINCOLN SQUARE
 EXPANSION,
 410 BELLEVUE WAY.

VICINITY MAP

DRAWING NOT TO SCALE





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

Proposal Name: **Lincoln Square Expansion**

Proposal Address: 410 Bellevue Way NE

Proposal Description: To construct a new mixed use project with 3-story retail podium, two towers (31-story office tower and 42-story hotel/residential tower) and underground parking. The total square footage is approximately 1,600,000 gross square feet, excluding the parking areas. The site area is 3.45 acres. The hotel/residential tower will have 120 hotel rooms and 186 residential units. There will be 9 levels of underground parking with 2,919 parking stalls total. The project includes demolition of the Safeway/Bartell's building, Scan Design building, and temporary construction office (for a total of approximately 62,051 gross square feet). Site improvements include site utilities, upper level landscape area, street level landscaping, and pedestrian-oriented frontage.

File Number: 08-103244-LD

Applicant: Kemper Development Company

Decisions Included: Process II, Combined Design Review and SEPA Determination

Planner: Carol Hamlin, Senior Planner *CHamlin*

State Environmental Policy Act Determination of Non-Significance (DNS) and
Threshold Determination: Incorporation by Reference of the 2009-2020 Transportation Facilities Plan Final Environmental Impact Statement (TFP EIS) issued March 2009

Carol V. Helland

Carol V. Helland, Environmental Coordinator
Development Services Department

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

Carol V. Helland

By Carol V. Helland, Land Use Director

Notice of Application: 03-06-2008
Notice of Decision: 01-06-2011
Bulletin Publication Date: 01-06-2011
SEPA Appeal Deadline: 01-20-2011
Decision Appeal Deadline: 01-20-2011
Vesting for Decision: 2 years from final approval unless an extension for a phasing plan is approved per LUC 20.25A.125.

For information on how to appeal a proposal, visit the Development Services Center at City Hall, 450 110th Avenue NE, or call 425-452-6800. Comments on State Environmental Act Determinations can be made with or without appealing the proposal within the noted comment period for the SEPA determination. Appeal of the decision must be received in the City's Clerk's Office by 5 p.m. on the date noted for appeal of the decision.

TABLE OF CONTENTS

I. Request/Proposal Description 3

II. Site Description, Zoning and Land Use Context 13

III. Consistency with Land Use Code/Zoning Requirements..... 15

IV. Public Notice and Comment..... 38

V. Technical Review..... 42

VI. State Environmental Policy Act (SEPA)..... 47

VII. Changes to Proposal Due to Staff Review..... 52

VIII. Decision Criteria..... 53

IX. Decision..... 55

X. Conditions of Approval..... 55

Attachments:

- A - Project Plans
- B - Certificate of Concurrency

I. REQUEST/PROPOSAL DESCRIPTION

The applicant, Kemper Development Company, requests Design Review approval to construct Lincoln Square Expansion (LSE), a new mixed use project in downtown Bellevue with a 3-story retail podium, two towers (42-story hotel/residential tower and 31-story office tower) and 9 levels of underground parking. The total square footage is approximately 1,600,000 gross square feet, excluding the parking areas.¹ The site area is 3.45 acres.



The residential tower is on the left; the office tower is on the right.

¹ See definition "Gross Square Feet": LUC 20.50.022

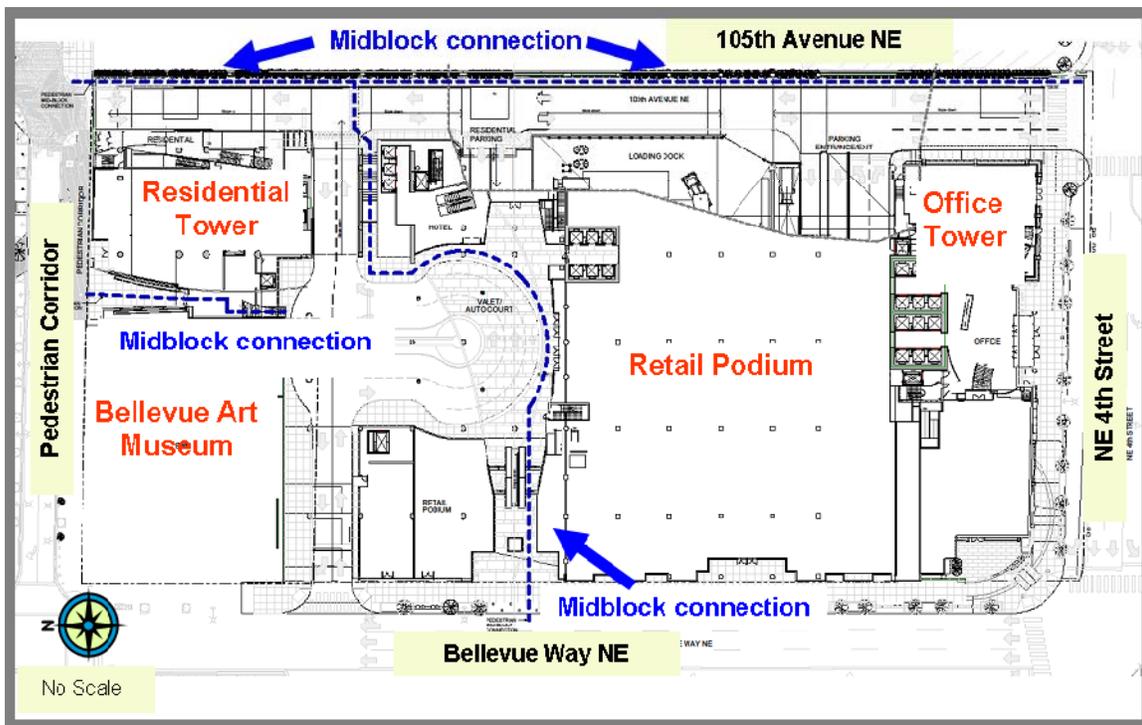
The hotel/residential tower will have 120 hotel rooms and 186 residential units. The office tower will be approximately 623,800 square feet in area, medical clinic 28,200 square feet, and the commercial podium (including hotel common area) will be approximately 329,400 square feet in area.² A total of 2,919 parking stalls will be provided for the entire project.

Site improvements include site utilities, upper level open space, street level landscaping, and pedestrian-oriented frontage. The project includes demolition of the Safeway/Bartell's building and the Scan Design building for a total of 59,700 square feet and demolition of a temporary construction office with 2,351 square feet (total of approximately 62,051 gross square feet).³

A. Site Design

The site is rectangular, measuring approximately 292 feet in width (east-west) and approximately 585 feet in depth (north-south). There is approximately 14 feet of grade change between the site's north and south boundaries. Site vehicular access is from Bellevue Way NE, NE 4th Street and NE 6th Street. Access to the underground parking garage is gained from NE 4th Street and NE 6th Street. The applicant will provide street trees and plantings along all three rights-of-way (Bellevue Way NE, NE 4th Street and NE 6th Street). A special paving will be provided at the intersection of 105th Avenue NE and NE 6th Street within the Pedestrian Corridor. This paving will alert drivers that the corridor is a pedestrian environment. A mid-block connection (pedestrian/vehicular) will be provided along the east property line of 105th Avenue NE to connect the Pedestrian Corridor (at NE 6th Street) to NE 4th Street. This pedestrian connection will be designed to separate pedestrians from vehicular traffic (except at the pedestrian connection to the auto court).

Site Plan



² See definition "Floor Area, Gross": LUC 20.50.020.

³ Buildings to be demolished: Safeway at 25,390 square feet; Bartell's at 11,790 square feet; Scan Design at 22,520 square feet; and the vacant temporary construction office at 2,351 square feet.

There are five main pedestrian entrances to the project site: (1) at the office building along NE 4th Street; (2) at the corner of NE 4th Street and Bellevue Way NE; (3) along Bellevue Way NE at the atrium pedestrian entrance; (4) along Bellevue Way NE at the vehicular arrival court; and (5) at the entrance from the Pedestrian Corridor to the retail podium. Tenant spaces at the sidewalk level and the residential lobby along the Pedestrian Corridor will have their own entrances.

The proposed project incorporates 16'6" sidewalks (12' sidewalk, 4' planter, 6" curb) along Bellevue Way NE and NE 4th Street with additional sidewalk width at the arrival plaza, retail space entries and the minor public open space. There are two mid-block connections: one along 105th Avenue NE; and the second running through the retail complex (entrances along Bellevue Way and the Pedestrian Corridor) to connect to the 105th Avenue NE mid-block connection.

B. Building Design

Lincoln Square Expansion is a mixed use project that will contain retail, office, a hotel and condominium residential units. There are two towers proposed for the project: (1) the north tower will be the residential tower of 42 stories from street level, containing a hotel with 120 rooms (8 floors) and 186 residential units (28 floors); and (2) the south tower will be the office tower of 31 stories from street level. The podium is the first three stories spanning the project site and will consist of retail/commercial/restaurants, lobbies and a second floor atrium space. Nine levels of below grade parking covering the entire site are proposed to contain 2,919 parking stalls.

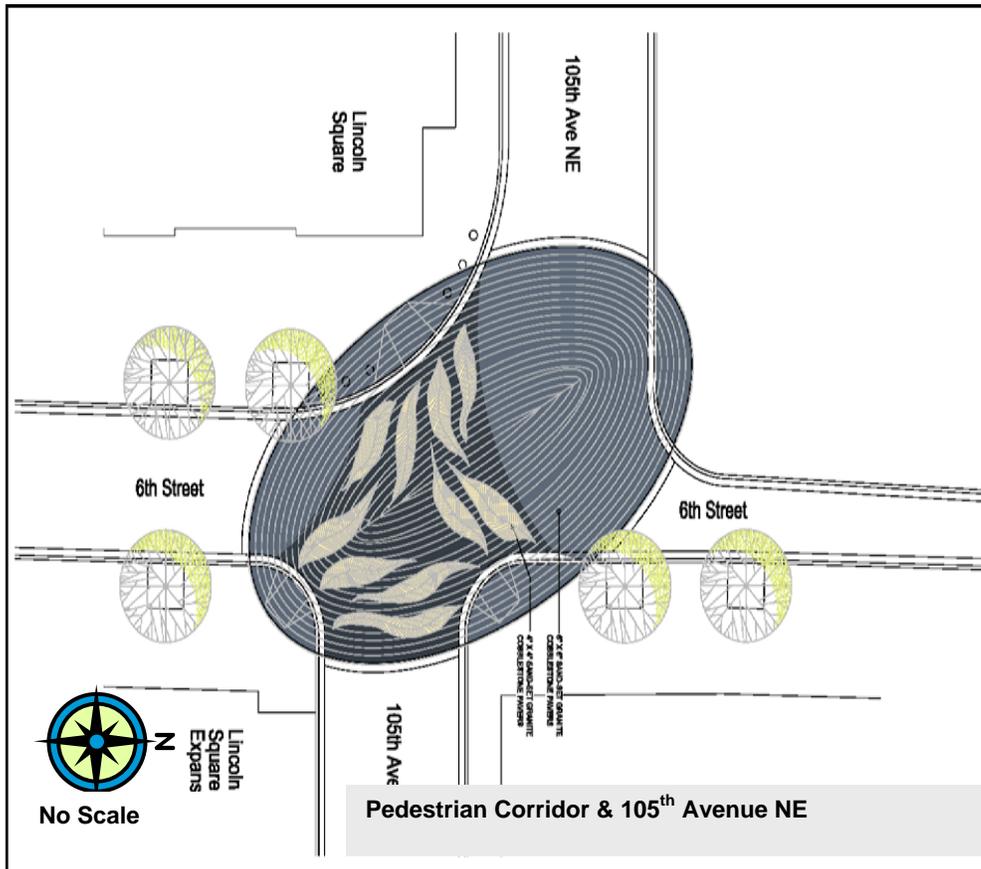
The below grade parking garage has speed ramps which connect to each level. The down ramps are on the west side of the site and the up ramps are on the east side of the site. The garage contains secured parking for the residential unit owners, valet parking, accessible parking and general parking for retail customers and office occupants. Access to the garage is from the proposed 105th Avenue NE running along the eastern portion of the project connecting NE 4th Street and NE 6th Street. This will be a private road with public access. Level P2 of the parking will contain the main loading dock services and utility room locations, all accessed from the proposed 105th Avenue NE. Vertical circulation for pedestrians within the garage will be by three banks of elevators, one servicing the hotel, one servicing the retail and one servicing the office space. The residential parking will have access to residential tower elevators.

Floor areas for the project are as follows:

| Building/Use | Gross Floor Area (GFA)⁴ | Comments |
|---------------------|---|---|
| Commercial/Retail | 329,400 square feet | Podium includes retail, commercial, restaurants and spa uses |
| Medical Clinic | 28,200 square feet | Located as a part of the office tower (not at the sidewalk level) |
| Office | 623,800 square feet | Office tower |
| Residential | 362,900 square feet | 186 units in the residential tower |
| Hotel | 121,500 square feet | 120 hotel rooms including meeting rooms |
| Parking | 1,203,108 square feet | 2,919 Stalls |

⁴ See definition "Floor Area, Gross": LUC 20.50.020.

The proposal also includes construction of 143 lineal feet (3,666 square feet) of the Major Pedestrian Corridor along NE 6th Street and a pedestrian-friendly intersection at 105th Avenue NE and the Pedestrian Corridor. This intersection will include a unique leaf-design paving to tie the intersection with the tower clock, adjacent buildings and pedestrian corridor hardscape. The 143 lineal feet of the Pedestrian Corridor will be constructed to meet the Major Pedestrian Corridor guidelines and standards, per LUC 20.25A.100.E.1. **See condition X.C.17.**



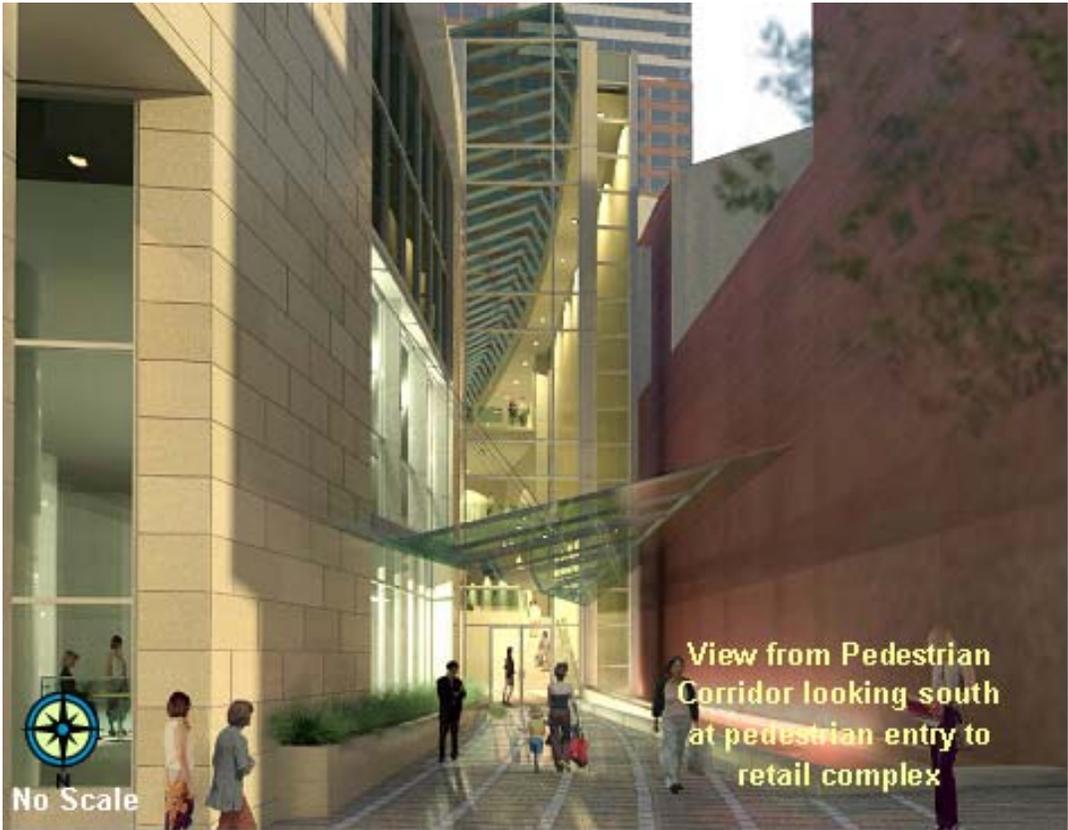
Building materials for the retail podium will be a combination of storefront, window wall, metal panels, stone and/or integrally colored precast concrete. The towers will be a combination of curtain wall system with tinted glass/metal panels and/or stone panels at the base. A material samples board is available in the project file in the Records Room, Development Services Department, City Hall, 450 110th Avenue NE. The applicant shall submit final samples of all exterior building materials and colors for approval prior to issuance of a building permit. **See condition X.C.32.**

Lincoln Square Expansion

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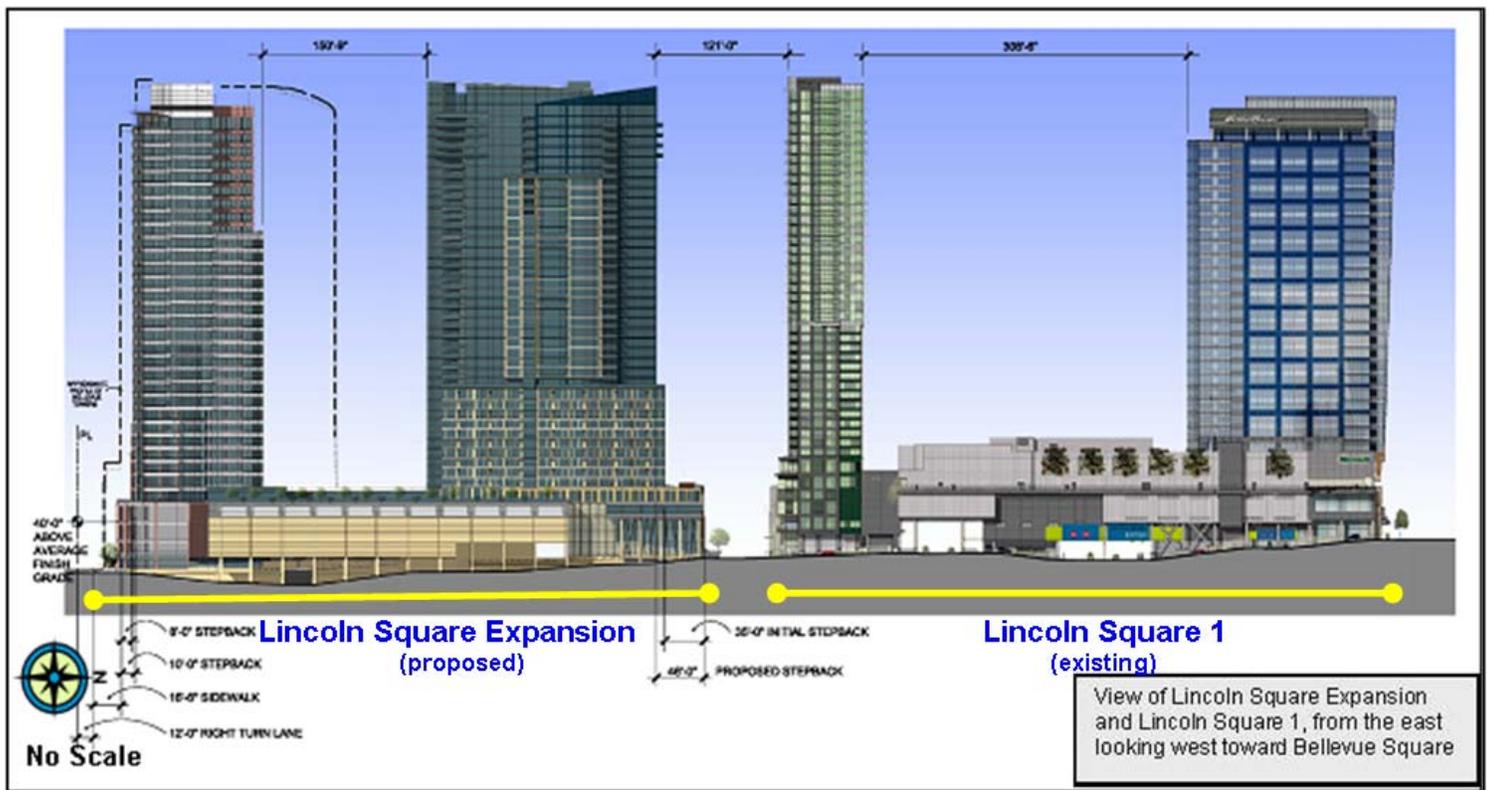
Page 7 of 70





C. Design Intent

The proposed project was designed with consideration to the context of the downtown core. The positioning of the towers was developed based on views from existing towers to the north (One Lincoln Tower, the south tower of the existing Lincoln Square 1 project) and creating a view through the project for towers to the east (Bellevue Towers). As this project is on the western edge of the downtown core, the design has taken into consideration the potential “wall” effect it could have on the core. With this in mind, the towers have been positioned to create an approximately equal distance between the proposed south office tower, the proposed north residential tower and the existing Lincoln Square residential tower. This positioning opens up the views between the towers and eliminates any sense of a “wall” along the western edge of the downtown core.



The podium was designed to maximize the potential building area, yet create a pedestrian friendly frontage on Bellevue Way, NE 4th Street and NE 6th Street. The podium façade on the east side of the project was designed to create modulation in the façade to break-up the length of the project. The portion of the north tower that includes the hotel rooms was designed to run in the north/south direction so that views and light to the Bellevue Art Museum (BAM) are maintained. The key iconic architectural element on the podium will be a covered atrium, the glass structure over the arrival plaza. The intent of this element is to create a visual identity for the project.

The retail podium façades facing the streets will have modulation, material transitions, canopies and differing scale all to add interest to the streetscape and tie the project into the existing design culture of Bellevue Way NE established by projects to the north.



The applicant has designed residential vents as louvers along the exterior of the residential tower to blend with the exterior of the tower. To ensure this, a condition will be placed on the Design Review stating that residential vents shall be architecturally integrated to the building design. [See condition X.C.18.](#)

As with the residential tower, the office tower design is contemporary. Modulation and detailed fenestration patterns as well breakdown and provide a human scale to the structure. Any vents located within the office tower (i.e. restaurant vents) shall be architecturally integrated to the building design. [See condition X.C.19.](#)

This project complements adjacent projects both in use and architecture, and provides the City with a distinct gateway development on the southwest corner of the Downtown 0-1 Land Use Zone. The project has been designed in mass and detail to meet the guidelines of the development requirements set forth in the Land Use Code. See Section III, Consistency with Land Use Code/Zoning Requirements.

The proposal has been designed for possible future vehicular/pedestrian connections (i.e. tunnel, pedestrian bridge) to offsite properties. These connections are not approved with the subject Design Review application and would require separate approvals.

1. Commercial Podium

The three level commercial portion of the development is comprised of retail, office space, hotel and residential lobbies and a health club (which serves hotel guests, condominium residents and the public). It also includes the covered atrium which is a three story plaza space with a glass cover (not removable). The roof level on the podium allows for a landscape/active recreation area with a connection to gain access to the covered atrium.

Exterior oriented retail spaces, building entries and the residential/office lobbies will meet the sidewalk at grade. Due to the drop in grade north to south it is not practical to maintain a constant finished floor level for tenant spaces along the Pedestrian Corridor, Bellevue Way and NE 4th Street. The grade at the Pedestrian Corridor is at elevation 146.00 feet; at the north end of the project along Bellevue Way NE is at elevation 145.00 feet; and the grade at the south end of the project of Bellevue Way NE at NE 4th Street is 137.50 feet. Grade along NE 4th Street at the office lobby is relatively constant at elevation 130.50 feet. Stairs, escalators and elevators provide pedestrian access from the sidewalks and exterior tenants to the interior spaces and levels. Barrier free access is provided from all streets and the parking garage.

A minor publicly accessible space (MPAS) is provided at the corner of NE 4th Street and Bellevue Way NE. At this point, the design is in the preliminary concept stage, but is anticipated to include a mix of permanent and seasonal seating, seasonal tables with umbrellas related to the potential retail tenant(s), integrated stone paving, landscaping, and a pedestrian shelter feature similar to Lincoln Square 1 (at NE 8th Street and Bellevue Way NE). As a part of the amenity system, the applicant will integrate a water feature at the corner, tying the minor publicly accessible space with the office lobby on NE 4th Street. The corner feature (at NE 4th Street and Bellevue Way NE) shall be finalized prior to building permit issuance. **See condition X.C.20.**

Canopies, entries, and display windows are provided along all street frontages. Street trees and landscaping will be provided similar to the plantings along Bellevue Way to the north adjacent to the Lincoln Square 1 project. This will provide consistency and flow along Bellevue Way NE.

Restaurant/garage vents will be directed away from pedestrians. **See condition X.C.21.** Generators for the project will be located in the parking garage (similar to Lincoln Square 1) so there will be no noise impact to the public or tenants.

2. Hotel/Residential Tower

The 42 story hotel tower is rectangular with curved west and east facades. It includes both hotel and residential uses, some retail (i.e. restaurants) and a fitness center. Floors 4 through 12 will be devoted to the hotel use. Floors 13 through 42 will be devoted to residential units.⁵ A separate residential lobby is located at the street level along the Pedestrian Corridor, the hotel lobby is located within the interior arrival plaza along the ground level in the podium. Building height is proposed at 450 feet from average finish grade, including the mechanical penthouse. **See condition X.C.29.**

The tower is 42 stories and is oriented north/south from the Pedestrian Corridor. Detailed stepping and modulation of the north elevation and use of varied building materials will help to mitigate any sense of massing/bulk along the Pedestrian Corridor from this tower. The architectural treatment of the base relates well to the mid-rise bulk and height of the Bellevue Art Museum and Bellevue Square. The tower design is contemporary. Modulation and detailed fenestration patterns breakdown and provide human scale to the structure.

3. Office Tower

The 31 story office tower is located in the southeast corner of the site at the intersection of NE 4th Street and 105th Avenue NE. The office lobby entrance is located along NE 4th Street. There will be some retail located at the sidewalk level, adding pedestrian oriented frontage. Above the podium, the office tower has a stepback of 8-10 feet.⁶ Building height is proposed at 450 feet (specifically 448.90 feet), including mechanical equipment.⁷ **See condition X.C.29.**

4. Parking Structure

There will be 2,919 parking stalls, in addition to all loading dock/service activities, within the nine level underground garage. Storage and building services such as mechanical rooms and equipment are also below grade.

Access points leading directly to the garage are located from the Pedestrian Corridor and NE 4th Street at 105th Avenue NE. Analysis of the transportation impacts is in Section V.C. Analysis of the parking supply is in Section III.A, Table 2. The proposal has been designed for possible future connection to offsite properties. However, these connections are not approved with the subject Design Review application.

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. 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. **See condition X.A.6.**

⁵ The 42nd floor of the residential tower is the mechanical penthouse.

⁶ A stepback modification is granted with this Design Review approval. See Section III.A.4 for more discussion.

⁷ The office building height is allowed up to a maximum of 450 feet and granted with this Design Review approval. See Section III.A.3 for more discussion.

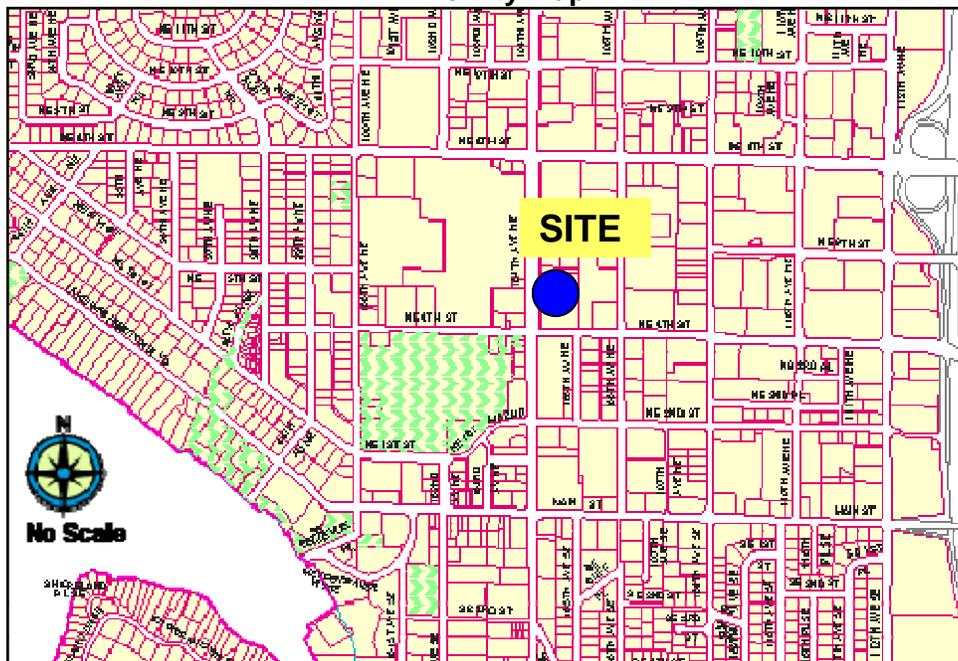
II. SITE DESCRIPTION, ZONING AND LAND USE CONTEXT

A. Site Description

The site consists of four parcels (3.45 acres) with three existing buildings. The existing buildings are the Safeway/Bartell's building, Scan Design store and temporary construction office. All structures will be demolished for the project. A Single Site Agreement (SSA) or Boundary Line Adjustment will be required to legally combine the lots for the project. **See condition X.C.21.**

The site is located at the southwestern edge of the Core Design District of the Downtown. It is located in the city's downtown core. To the southwest of the site is the Downtown Park. To the south are several restaurants/retail, grocery store and residential apartments. To the north is the Pedestrian Corridor and One Lincoln Tower/Westin Hotel and to the east is the Paccar property (California Pizza, Social Security Office).

Vicinity Map



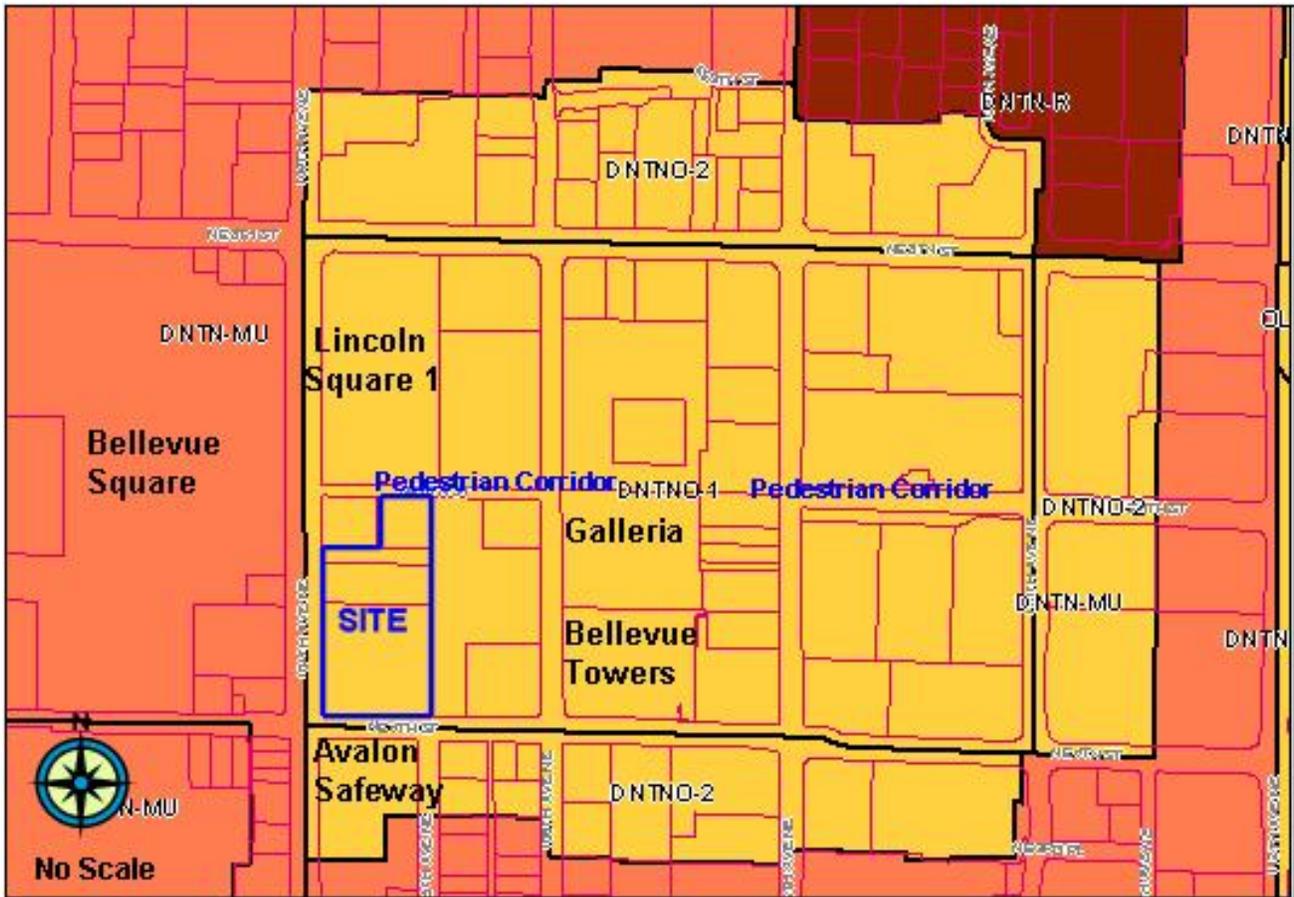
There is an elevation change of approximately 14 feet from the north to south (NE 6th Street to NE 4th Street). This is a slope of approximately 2.4%.

B. Zoning

The property is zoned Downtown Office-1 (DT-01). It is not located within a Perimeter Design District. The Downtown Office-1 zoning district is the most intense urban zoning within the City of Bellevue. See Land Use Code 20.10.370 "Purpose."

- 1. Downtown-Office District 1 (Downtown-O-1).** The purpose of the Downtown-O-1 Land Use District is to provide an area for **the most intensive business, financial, specialized retail, hotel, entertainment, and urban residential activities**. The district is limited in extent in order to provide the level of intensity needed to encourage and facilitate a significant level of transit service. Pedestrian-attracting day and nighttime activities are encouraged. Transit and pedestrian facilities linking them are encouraged; long-term parking and other automobile oriented uses are discouraged.

Zoning Map



Adjacent development and zoning are as follows:

- North: One Lincoln Tower/Westin Hotel (DT-01)
- South: Retail/Avalon residential apartments (DT-02)
- East: Paccar property restaurant/office/daycare (DT-01)
- West: Bellevue Square (DT-MU)
- Southwest: Downtown Park (DT-MU)

The site was rezoned in 1981 with Ordinance No. 3013, which rezoned the Downtown to implement the 1979 Downtown Subarea Plan Map. No concomitant zoning agreement applies to this property.

C. Land Use Context

The Lincoln Square Expansion project site is located in the Downtown Core. It will encompass the site of the former Safeway/Bartell's and US Bank buildings. All three of these businesses have vacated the premises. The project also encompasses the Scan Design retail store which is currently in business at that location. The site has public streets on three sides and a privately owned parcel of land (Paccar) on the fourth side (east side). The west side of the site has frontage onto Bellevue Way NE, the north side has frontage onto the Pedestrian Corridor NE 6th Street, the south side has frontage onto NE 4th street,

and the east side is abutting the privately owned parcel of land. The northwest corner of the site is abutting the existing Bellevue Art Museum (BAM). BAM is located on a separate parcel from the proposed project.

Aerial Photograph



The developments adjacent to the site contain the following developments: to the north (across NE 6th Street) is Lincoln Square (mixed use project with commercial podium and two towers: office at 27 stories and residential called "One Lincoln Tower" at 41 stories); to the west, across Bellevue Way NE is Bellevue Square (shopping mall) and associated parking, a separate retail building (carpet store) and the Downtown Park; to the south across NE 4th Street is Avalon Bay (low rise multi-family residential units, Safeway and other retail stores/services); to the east is a series of one and two story office buildings (office, retail, daycare) with surface parking.

III. CONSISTENCY WITH LAND USE CODE/ZONING REQUIREMENTS

A. General Provisions of the Land Use Code

1. Uses

The zoning for this site permits the proposed retail sales, restaurant, commercial, office, hotel and residential uses. Approval of specific uses will be granted through business license registration and tenant improvement permits and any other applicable land use approvals.

2. Dimensional Requirements

Table 1
Dimensional Requirements

| Item | Permitted/Required | Proposed | Comments/Conditions |
|--|--|--|--|
| Project Limit | No minimum | 150,034 SF | |
| Building Height | Residential = 450 FT Non-residential = Basic 300 FT, allowed up to 450 FT w/ Pedestrian Corridor Bonus. | Residential = 450 FT Non-residential = 448.90 FT w/ Pedestrian Corridor Bonus | Meets code. LUC 20.25A.020, LUC 20.25A.030 "Heights in Core Design District" w/ Pedestrian Corridor Bonus. See Section III.A.3 for discussion about 450 FT height bonus. Increased height includes mechanical equipment. |
| Floor Area Ratio (FAR) | 5 Basic/8 Max. | 6.5 | Meets code. Non-residential FAR. LUC 20.25A.020 |
| Total Gross Square Feet (GSF) | Residential = No Limit Non-Residential = 1,468,148 GSF | 1,600,000 GSF (approximately 500,000 GSF dedicated to residential) | Meets code. Excludes vertical penetrations, vent shafts, stairwells, and balconies per LUC 20.50.022. ⁸ |
| Exempt Retail/Ped-Oriented Frontage Floor Area | Maximum 1.0 FAR | 79,669 SF = 0.53 FAR | Meets code. LUC 20.25A.030.C, LUC 20.25A.115 for Building/Sidewalk Design Guidelines |
| GSF for FAR | 1,468,148 GSF including "exempt retail" | 980,112 GSF including "exempt retail" | Meets code. Excludes parking and mechanical areas from GSF per LUC 20.50.022. ⁸ |
| Floor Plate Option Used (only for Non-residential project) | Standard, Average or Diminishing | Diminishing for Non-Residential | Meets code. LUC 20.25A.020 |

⁸ See definition "Gross Square Feet": LUC 20.50.022

| | | | |
|--|---|---|--|
| Floor Area per Floor Above 40 Feet | Residential = 20,000 SF and Non-Residential = 30,000 SF Diminishing floor plate | Non-Residential = 29,054 SF and Hotel = 24,000 SF reducing to 16,124 SF | Meets code. LUC 20.25A.020, Notes (18) and (24). ⁹ Hotels are considered as Non-Residential for this calculation. Residential units are located above 80 feet and therefore not noted here. |
| Floor Area per Floor Above 80 Feet | Residential = 12,000 SF + 10% increase = 13,200 SF and Non-Residential = 24,000 SF | Residential = 13,200 SF including 10% increase and Non-Residential = 23,367 SF reducing to 19,725 SF | Meets code. LUC 20.25A.020, Note (24). ⁹ 10% increase in residential floor plate granted per LUC 20.25A.020 B.1. See Section III.A.5. |
| Setbacks | | | |
| Front(s) | Bellevue Way = 0 FT NE 4 th = 0 FT NE 6 th = 0 FT | 0 FT | Meets code. LUC 20.25A.020 |
| Side | 0 FT | 0 FT | Meets code. LUC 20.25A.020 |
| Rear | 0 FT | 0 FT | Meets code. LUC 20.25A.020 |
| Facade Stepbacks | | | |
| Upper Level Façade Stepback In Core Design District (between 25-40 FT ht.) | Bellevue Way = 20 FT NE 4th = 20 FT Stepback Modification available. Pedestrian Corridor (NE 6 th Street) = Average 20 FT or more above wall of enclosure which has a height of 20-80 feet | Bellevue Way = 20 FT NE 4th = Varies from 8-10 FT: Stepback Modification granted. Pedestrian Corridor (NE 6 th Street) = 35' at level 5, then 46' at level 13 for the residential tower. | Meets code. LUC 20.25A.100.E.7: Stepback Modification approved for NE 4 th Street. See Section III.A.4. Pedestrian Corridor and Major Public Open Space Design Guidelines, Chapter III, Section 4, Massing of Abutting Structures and Provisions for Sunlight. |

⁹ See definition "Gross Square Feet Per Floor": LUC 20.25A.020.A.2, Note (24)

| | | | |
|--|---|--|---|
| <p>Recycling & Solid Waste</p> <p>Residential</p> <p>Retail</p> <p>Office</p> | <p>1.5 SF/unit @ 190 units = 279 SF 5 SF/1000 SF @ 236,473 SF = 1,183 SF 2 SF/1000 SF @ 625,818 SF = 1,252 SF</p> <p>Total Min Area Required = 2,714 SF</p> | <p>Residential = 2,100 SF. Retail/Office = 2,194 SF.</p> <p>Total Area Provided = 4,294 SF.</p> | <p>Recycling and solid waste areas are provided within the underground parking garage. Meets code. LUC 20.20.725</p> <p>The applicant shall provide a letter from Allied Waste that states their approval of the proposed location, size and function of the recycling and solid waste areas. See condition X.C.23.</p> |
| <p>Sidewalk Width</p> | <p>Bellevue Way = 16'-6" FT NE 4th = 16'-6" FT</p> | <p>Bellevue Way= 16'-6" FT NE 4th = 16'-6" FT</p> | <p>Meets code. LUC 20.25A.060.A</p> |
| <p>Street Tree/ Species & Caliper</p> | <p>Minimum 3" caliper, Cleveland Maple for Bellevue Way and Pedestrian Corridor; minimum 3" caliper Superform Norway Maple for NE 4th Street, as modified by the Director. See comments.</p> | <p>Landscape plan currently shows Shademaster Honeylocust at 4" caliper for all rights-of-ways.</p> | <p>Norway Maple for NE 4th Street. Street tree types for Bellevue Way NE and Pedestrian Corridor per approved street tree modification. See discussion of modification in Section III.A.6. See condition X.B.5. LUC 20.25A.060.B Applicant proposes 4" caliper installed size. This caliper exceeds code requirements and is acceptable since it will provide a more mature tree at installation.</p> |
| <p>Mid-Block Walkways</p> | <p>Required along 105th Avenue NE and within the project site.</p> | <p>Provided along 105th Avenue NE. A second mid-block walkway is provided from Bellevue Way NE through the retail complex to 105th Avenue NE; the Pedestrian Corridor entrance connects to this circulation element.</p> | <p>Meets code. LUC 20.25A.060.C</p> |

| | | | |
|---|---|---|-----------------------------------|
| Special streetscape at intersections | Minor public open space at the corner of Bellevue Way NE and NE 4 th Street. | The corner of Bellevue Way and NE 4 th has a minor public open space incorporated into the project which includes open space, seating, a water feature, plant materials. | Meets code. LUC 20.25A.100.E.5 |
|---|---|---|-----------------------------------|

**Table 2
 Parking and Loading**

| Item | Required | | Proposed | Comments/ Conditions |
|---|--------------------------------------|---------------------------------------|-------------------------|---|
| Parking NSF = Net Square Feet ¹⁰ | Minimum and Maximum Permitted Ratios | Required and Permitted Parking Stalls | Proposed Parking Stalls | LUC 20.25A.050 |
| Residential Units 186 units | 0.0/2.0 | 0/380 | 279 | Meets code. |
| Office - General 652,000 NSF | 2.0/2.7 | 1,304/1,760 | 1,436 | Meets code. |
| Medical Clinic 28,200 NSF | 3.0/4.0 | 85/113 | 99 | Meets code. |
| Retail 235,520 NSF | 3.3/5.0 | 778/1,178 | 785 | Meets code. |
| Restaurant 18,900 NSF | 0.0/15.0 | 0/270 | 159 | Meets code. |
| Hotel 120 rooms | Hotel Unspecified | Hotel Unspecified | 161 | Meets Code. The applicant has provided a parking analysis for the hotel parking. The parking analysis in the file. Additional 138 shared valet spaces available from office/retail/restaurant uses. |

¹⁰ See definition "Net Square Feet": LUC 20.50.036

| | | | | |
|-----------------------|--|--|--|---|
| Total | | | 2,919 | Accessible parking is distributed throughout the parking level floors. Van accessible parking is located on level P3. |
| | Required/Permitted | | Proposed | Comments |
| Compact Stalls | Max. 50% | | 1,103 or 38% | Meets Code. LUC 20.25A.050.F.2 |
| Loading Area | Required onsite, not on the right-of-way | | The loading area is located within the parking garage on level P2. | Meets Code. LUC 20.20.590K.4. The property owner shall provide off-street loading space which can access a public street. On-street loading and unloading will not be permitted. See condition X.A.5. |

3. Office Tower - Non-Residential Building Height Adjustment per LUC 20.25A.030

Overview

The following is a discussion of how the proposed LSE uses the FAR amenity incentive system, the construction of the major pedestrian corridor and the transfer of bonus floor area to achieve the proposed FAR and height of 450 feet for the office tower as shown in the submittal package.

Code Requirement for Height Increase

According to LUC 20.25A.030: A project maximum building height (as noted in LUC 20.25A.020), may be achieved, but not exceeded, as a result of either transferring from another site, using on-site, or a combination thereof, the bonus floor area received as a result of constructing the Major Pedestrian Corridor or Major Public Open Spaces. These building height limits may not be exceeded by using any other Code provision. The 450-foot height limit shown for Downtown O-1 shall be calculated by including any mechanical or other similar equipment or nonhabitable structural elements.

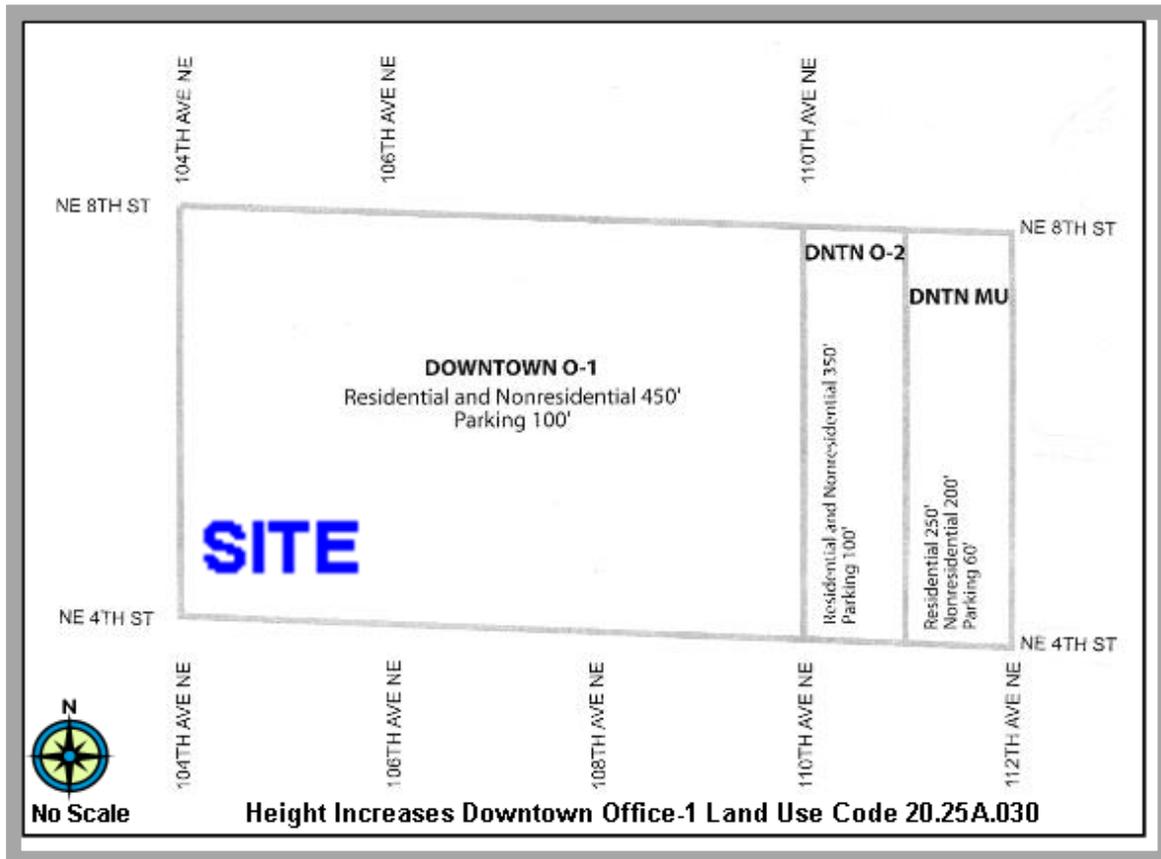
Lincoln Square Expansion

08-103244-LD

Page 21 of 70

Proposal

The applicant proposes to increase the non-residential (office) tower height from 300' to 450'. Floors 23 through 31 are above the 300' height level for an extra 187,773 square feet.¹¹ In order to achieve the 450' height, a minimum of 187,773 SF of amenity bonus points must be achieved through the construction of the pedestrian corridor (LUC 20.25A.030).



Lincoln Square Expansion has earned a total of 188,207 SF of bonus area as follows:

- Lincoln Square Expansion Pedestrian Corridor Construction:
 $3,666 \text{ SF} \times 16:1 = \mathbf{58,656 \text{ SF}}$
- Pedestrian Corridor construction at BAM frontage not credited in Lincoln Square 1:
 $1,499 \text{ SF} \times 16:1 = \mathbf{23,984 \text{ SF}}$
- Pedestrian Corridor and MPOS Construction transfer from Lincoln Square 1:
The bonus points not used in Lincoln Square 1 and transferred to LSE
 $= \mathbf{105,567 \text{ SF}}$

Therefore: $58,656 \text{ SF} + 23,984 \text{ SF} + 105,567 \text{ SF} = 188,207 \text{ SF}$ of bonus area.

188,207 SF of bonus area exceeds the required 187,773 SF of required bonus points, therefore the proposal meets LUC requirements.

¹¹ The square footage for floors 23-31 for the office tower is determined using the definition of Floor Area Ratio (FAR) per Land Use Code 20.50.020: "A measure of development intensity equal to the gross floor area, excluding parking and mechanical floors or areas, divided by net on-site land area (square feet)." Thus, 187,773 square feet are calculated for floors 23-31.

Finding

The applicant, by way of Pedestrian Corridor Bonus area transfer and construction, has earned a total of 188,207 SF of FAR to support non-residential tower FAR above the 300' height level which requires 187,773 SF of amenity points. The increased height is proposed to accommodate the upper seven levels of the office tower up to the height limit of 450 feet. The building height adjustment meets LUC 20.25A.030. The applicant shall record the transfer points used for this height increase. **See condition X.D.6.**

This request for height adjustment is approved with this Design Review decision.

4. Office Tower - Building Stepback Modification per LUC 25A.100.E.7

According to LUC 20.25A.100.E.7, each building facade within the Core Design District facing NE 4th, NE 8th or Bellevue Way must incorporate a minimum 20-foot-deep stepback at a height between 25 feet and the level of the first floorplate above 40 feet. This required stepback may be modified or eliminated if the applicant demonstrates through Design Review that: (a) such stepback is not feasible due to site constraints, such as a small or irregularly shaped lot, or (b) the modification is necessary to achieve design elements or features encouraged in this Section 20.25A.100 or the provisions of LUC 20.25A.110 and the modification does not interfere with preserving view corridors.

The proposed project has incorporated a combined 8 foot and 10 foot stepback above the 40' height on NE 4th instead of the required 20 foot stepback based upon the following:

- The proposed project provided a larger than required amount of open space, not only between the residential and office structures for Lincoln Square Expansion, but also between the existing Lincoln Square 1 residential tower and the proposed residential tower. By providing this greater distance between structures, users benefit from a pleasant environment to live, work, and recreate within given confines of an urban block in a mixed use development. Pedestrians and Bellevue residents benefit from a greater amount of light penetration and expanded views between the structures. The positioning of the towers eliminates the creation of a wall along the west face of the downtown core.
- Reducing the "canyon" effect at street level is major focus of the proposed design. The proposed location of the south tower is in a position so that the majority of the south face is 2 feet further back from the property line than would be required based on a 16 foot sidewalk and the 20 foot stepback. The applicant will incorporate a right turn lane on NE 4th street to Bellevue Way. This right turn lane has pushed the base of the building 12 feet to the north, thus reducing the overall development potential square footage for the site. Widening of NE 4th by the addition of this vehicular right turn lane has provided a greater view corridor at the pedestrian scale than could have been achieved by keeping the building line 12 feet south, as currently exists.
- The design of the proposed south façade at the retail podium incorporates a number of elements that contribute to the pedestrian scale, such as marquees at 12 feet height, façade stepbacks, and differing building colors/materials.
- The minor public open space at the corner of Bellevue Way and NE 4th street has been opened up due to the required 12 foot wide turning lane. This additional 12 feet creates a wider pedestrian view corridor for those traveling west along NE 4th Street. The modification does not interfere with preserving view corridors.

This request meets the requirement for modification and is approved with this Design Review decision.

5. Residential Tower - Floor Plate Size Increase per LUC 20.25A.020.B.1.a.

The City of Bellevue Land Use Code 20.25A.020.B.1.a. "Exceptions to Dimensional Requirements (Floor Plate Exceptions)" states that for residential buildings:

"the maximum floor area per floor above 40 feet may be increased by not more than 10 percent through Design Review, Part 20.30F LUC, if the applicant demonstrates that the increase is necessary for reasonable development of the building, and will not have a significant adverse effect on other properties."

The proposal meets the above code regulation as follows:

- a. The current LUC does not have a limitation for residential FAR area on a site in the Downtown 0-1 zoning district. The proposed Lincoln Square site, could accommodate two or three residential towers. There are several instances within the city where additional towers have been built or are proposed for sites that significantly block views or create a wall effect for adjacent buildings. The proposed Lincoln Square Expansion, in an effort to maintain view corridors and not create a "wall" at the edge of the Downtown 0-1 zone, is proposing a single residential tower that incorporates the allowed 10% increase in the floor plate size. This slight adjustment in the floor plate size will have a significantly less, if any, adverse impact on adjacent properties than additional residential towers on the site located in an east-west direction. If residential towers were placed in an east-west direction, there would be the potential for complete view blockage of One Lincoln Tower units. Therefore, the applicant chose the alternative location for the building in a north-south direction to reduce view blockage from adjacent residents.
- b. The proposed design adds the 10% increase proportionately to the overall massing around the floor plate and will likely not be perceivable to the neighboring properties. The tower design incorporates a radius form on both the west and east sides to eliminate the "box" look of the tower, thus creating a higher quality design that is anticipated to be more compatible with adjacent tower designs.
- c. The wall effect of this development is reduced by providing the maximum distance between the proposed office and residential towers at Lincoln Square Expansion. The north/south orientation of the proposed residential tower results in a narrow façade in the east/west direction which will benefit all the south facing residential units in One Lincoln Tower. The result of a narrower tower means longer corridors and less efficient floor plates. The increased 10% of floor plate is required to provide increased efficiency in the layout of the east and west facing residential units.
- d. The intent of the project is to provide a well developed and modulated building. One of the current methods to achieve this is to recess exterior decks into the building envelope so they do not look "stuck on" or like an afterthought. They are incorporated into the unit layouts, curtain wall system, and overall aesthetic of the building. Recessed or partially recessed decks become more user friendly for the tower occupants, will reduce wind impacts to the decks and create a sense of privacy for both the tower occupants and adjacent building occupants. In order for

this to be aesthetically feasible it is necessary that the floor plate size be increased by the permissible 10 percent through design review.

This request for floor plate size increase is approved with this Design Review decision.

6. Street Tree Modification

Land Use Code 20.25A.060.B identifies street tree types for downtown streets. According to Land Use Code 20.25A.060.B.1, the Development Services Director may approve minor modifications to the street tree types.

To be consistent with existing trees along the Pedestrian Corridor and Bellevue Way NE, the applicant proposed Honeylocust trees instead of Cleveland Maple. City departments concurred.

This request for street tree modification is approved with this Design Review decision. **See conditions X.B.5, B.6.**

B. Special District Requirements

The project site is in the Core Design District of the Downtown. The applicable special requirements are:

- Downtown Core Design District Guidelines LUC 20.25A.100.E
- FAR Amenity Incentive Requirements LUC 20.25A.030
- Downtown Site Design Criteria LUC 20.25A.110.A
- Downtown Patterns and Context LUC 20.25A.110.B
- Design Guidelines: Building/Sidewalk Relationships LUC 20.25A.115

1. Downtown Core Design District Guidelines LUC 20.25A.100.E

The project is in the Core Design District and on the alignment of the Major Pedestrian Corridor, and is required to meet the guidelines for the Core Design District and Major Pedestrian Corridor.

a. Major Pedestrian Corridor

The intent of this segment of the Corridor is to give the character of an urban plaza. The design of the corridor is somewhat formal and linear in concept reflecting both the shape of the existing Lincoln Square 1 commercial base and the Bellevue Art Museum adjacent to the west.

The proposed Lincoln Square Expansion project will continue the existing treatment along its portion of the corridor. Improvements will include street paving, curb, gutter and sidewalk, a unique paving treatment for pedestrians at the intersection of the corridor and 105th Avenue NE, utilities and drainage. Street lighting, street trees and seating (benches) will match the existing condition of the Pedestrian Corridor. The applicant will install marquees for weather protection and pedestrian oriented frontage (restaurant use).

b. Transit Center

Not applicable. Project not located by the Transit Center.

c. Pedestrian Connections

The intersection of 105th Avenue NE and the corridor is intended as a mid-block connection. Upon construction, it will provide the southern link along 105th Avenue NE for a full pedestrian connection from NE 8th Street to NE 4th Street. The proposed mid-block connection going south of the corridor will be a minimum 5' in width and run along the eastern property line. **See condition X.C.30.** The mid-block connection will be barrier free and meet construction code handicapped requirements. **See condition X.B.7.** The applicant has made a special effort to separate pedestrians from vehicular traffic with a guardrail and grade separation. Lighting and landscaping will provide an enhanced pedestrian experience. This mid-block exterior connection will be open 24 hours a day, 7 days a week. **See condition X.D.4.** Another mid-block connection will be provided from Bellevue Way NE through the retail podium/atrium to 105th Avenue NE. A pedestrian entrance from the Pedestrian Corridor will connect to the internal retail complex and pedestrian circulation within. These internal mid-block connections will be open during business hours. **See condition X.D.4.**

d. Major Public Open Spaces

Not applicable. Project is not located at the required Major Public Open Space site.

e. Minor Publicly Accessible Spaces

A minor publicly accessible space (MPAS) is required to be located at the intersection of NE 4th Street and Bellevue Way NE. The applicant proposes a public corner (about 940 square feet) which will serve as a focal point for the entrance to the urban core. This corner will include public seating, plantings and a linear water feature. It will provide the public a corner for relief from the high intensity of urban development. **See conditions X.B.6, C.20.**

f. View Preservation

The applicant has provided view corridors through the two towers. As positioned, the towers allow opportunities for views of Lake Washington, the Seattle skyline, the Olympic Mountains and the Cascade Mountains from the major public open spaces and the Pedestrian Corridor. The Guidelines speak to view preservation from public spaces, not private spaces. Given the positioning of the towers, façade setbacks and floor plate sizes, there is opportunity for public views. For discussion about private view preservation, see Section IV.2.

g. Upper Level Stepback

Along Bellevue Way and NE 4th Street, a 20 foot setback in the building facade is required. The applicant meets code requirements for the upper level setback for Bellevue Way NE. For NE 4th Street, the applicant was granted a setback modification for an upper level setback of 8-10 feet. See Table 1 and Section III.A.4.

2. FAR Amenity Incentive Requirements LUC 20.25A.030

Amenities (basic and bonus) proposed to meet the FAR Amenity Incentive System include:

- Pedestrian Oriented Frontage
- Marquees
- Sculpture
- Water feature
- Exterior and Enclosed Plazas

- Landscape Area
- Active Recreation Area
- Residential Uses
- Underground Parking

For a detailed description of the proposed amenities, the basic and bonus floor area earned and the public benefit of the proposed amenities, see Table 4 below. The total amount of amenity bonus earned, project drawings and conditions of approval of this Design Review must be recorded with the King County Division of Records and Elections prior to issuance of a certificate of occupancy for the project. **See condition X.D.5.**

Table 3

| | |
|--|---|
| Project Gross Floor Area (GFA)¹² | 1,466,000 SF |
| Basic Permitted Floor Area (Basic FAR X Project Limit = Basic Permitted Floor Area) LUC 20.25A.020.C.2 | 750,170 SF (5.0 X 150,034 SF = 750,170 SF) |
| Additional Floor Area Requested (Project GFA – Basic Permitted Floor Area = Additional Floor Area Requested) | 714,634 SF (1,466,000 SF – 750,170 SF = 715,830 SF) LUC 20.50.020 |
| “Basic” FAR Amenity Required | 150,034 SF |
| “Basic” FAR Amenity Earned | 154,722 SF (Refer to Table 4 below) |
| Remaining (“Bonus”) FAR Amenity to Earn (Project GFA - Basic Permitted Floor Area – “Basic” FAR Amenity Earned = Remaining (“Bonus”) FAR Amenity to Earn) | 561,108 SF (1,466,000 SF – 750,170 SF – 154,722 SF = 561,108 SF) |

¹² See definition “Floor Area, Gross”: LUC 20.50.020

| | |
|---|---|
| Total FAR Amenity Earned | 2,348,299 SF (Refer to Table 4 below) |
| Excess FAR Amenity Earned (Total FAR Amenity Earned – Basic FAR Amenity Earned – Bonus FAR Amenity to Earn = Excess FAR Amenity Earned) | 1,632,469 SF (2,348,299 SF – 154,722 SF – 561,108 SF = 1,632,469 SF) |

Table 4
Bonus Amenities

| Amenity | | Units of Measure | Bonus Ratio | Bonus Floor Area Earned | Comments |
|-----------------|------------------------------|------------------|-------------|--------------------------|--|
| Basic Amenities | Ped Oriented Frontage | LF | 200:1 | 664 LF = 132,800 | Retail/restaurant uses provided along street frontages. Level 1. <u>Public benefit:</u> Enhances the urban environment and stimulates sidewalk pedestrian activity. |
| | Marquee | SF | 4:1 | 4,148 SF = 16,672 | Provided along street frontages. Level 1. <u>Public benefit:</u> Continuous weather protection for the pedestrian along the building and sidewalk. |
| | Sculpture or Artwork | \$100 | 5:1 | \$25,000 = 1,250 | Sculpture proposed at the pedestrian entrance to the atrium. Level 1. See condition X.B.6. <u>Public benefit:</u> Provides opportunity for appreciation of public art. Enhances the urban environment. |

| | | | | | |
|-----------|-----------------------|--------------|-------------|------------------------------|---|
| | Water Feature | \$100 | 8:1 | \$50,000 = 4,000 | Linear water feature provided at the public corner of NE 4 th Street and Bellevue Way NE. Level 1. <u>Public benefit:</u> To enhance the pedestrian environment by introducing a different element (water) to the hardscape of the urban environment. Will complement the water feature of the downtown park. |
| | Sub-Total Basic | | | 154,722 SF | “Basic” FAR Amenity Earned |
| Non-Basic | Exterior Plaza | 1 SF | 8:1 | 1,360 SF = 10,880 | Located at the Pedestrian Corridor adjacent to the proposed restaurant and entrance to the retail podium. Level 1. <u>Public benefit:</u> Provides open space for public gathering outside. |
| | Enclosed Plaza | 1 SF | 10:1 | 7,082 SF = 70,820 | Located at the Atrium adjacent to the sidewalk along Bellevue Way NE. Level 1. <u>Public benefit:</u> Provides a weather protected gathering place. |

| | | | | | |
|--|-------------------------------|-------------|--------------|-----------------------------------|---|
| | Landscape Area | 1 SF | 2:1 | 8,089 SF = 16,178 | Provided on the rooftop of the retail podium for a “green roof” treatment. Also landscape area at corner feature. Levels 1, 4. <u>Public benefit:</u> Landscape area provides visual relief for the public (Level 1) and tenants (Level 4). Increases pervious area. |
| | Active Recreation Area | 1 SF | 3:1 | 14,075 SF = 42,225 | Provided for tenants on upper levels. Areas could include walking paths, exercise areas. Details of these areas shall be on the approved building permit plans. See condition X.C.24. Levels 4 & 13. <u>Public benefit:</u> Provides area for recreation to increase well-being. |
| | Residential Uses | 1 SF | 4:1 | 362,980 SF = 1,451,920 | Residential Tower 186 units. Levels 13-41. <u>Public benefit:</u> Provides increased housing opportunities. |
| | Underground Parking | 1 SF | 0.5:1 | 1,203,108 SF = 601,554 | 9 levels underground 2919 stalls. Levels P1- P9. <u>Public benefit:</u> Locates parking stalls out of public view. Furthers the urban image by not having surface parking lots. |
| | Sub Total Non-Basic | | | 2,193,577 SF | |

| | | | | | |
|--|---------------------------|--|--|---------------------|---|
| | Total Basic and Non-Basic | | | 2,348,299 SF | Total FAR Amenity Earned. Meets code. The amount of amenity provided 2,390,599 SF exceeds code requirements of 714,634 SF. |
|--|---------------------------|--|--|---------------------|---|

3. Downtown Site Design Criteria LUC 20.25A.110.A

This section addresses those Design Review Criteria which are applicable to this proposal.

A. Site Design Criteria.

1. Vehicular Circulation and Parking. See LUC 20.25A.110.A.1.
 - a. Provide efficient vehicular access to parking and service areas which is coordinated on a superblock basis.
 - b. Coordinate the location of vehicular and pedestrian mid-block connections, considering opportunities for mid-block crossings.
 - c. Provide for safe and pleasant movement within the Downtown for the pedestrian and bicyclist.
 - d. Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance, or landscaping.
 - e. Incorporate retail shopping space at the ground level into parking structures whenever practical and appropriate.
 - f. Minimize the location of parking adjacent to pedestrian connections.
 - g. Limit the number of driveway openings and the number of access lanes in each opening.
 - h. Where appropriate, fit garages into the topography and make use of garage roofs for public open space, recreation or landscaped areas.
 - i. Maximize the use of underground parking.

Response: The project will be served by driveways from City streets (NE 4th St, Bellevue Way NE and the Pedestrian Corridor). All new parking areas will be underground within 9 levels of underground parking. No surface parking areas are proposed. Drop-off only is proposed in the arrival plaza for the hotel within the atrium. Only pedestrian oriented and commercial activities will be located at ground level.

2. Pedestrian Circulation and Amenities. See LUC 20.25A.110.A.2, LUC 20.25A.060. Design Guidelines (LUC 20.25A.060.C.3)
 - a. Pedestrian connections must be developed as an internal walkway or sidewalk, an arcade, a pedestrian skybridge, and may meander.
 - b. Pedestrian connections must comply with the applicable definitions in Chapter 20.50 LUC.
 - c. Pedestrian connections must be designed to form logical routes from origins to destinations.
 - d. Pedestrian connections must offer diversity in terms of activity and pedestrian amenity along pedestrian routes.
 - e. Pedestrian connections must meet construction code handicapped requirements.

- f. Pedestrian connections should use trees and landscaping to provide definition and enclosure.
- g. Pedestrian connections should provide for weather protection from rain through use of sheltered walkways or sidewalks, canopies, multiple building entrances, lobbies, and entries of sufficient size and accessibility.

Response: The project will provide its portion of the Pedestrian Corridor on the south side. A pedestrian connection is provided along 105th Avenue NE. This connection is separated from vehicular traffic and will include lighting and landscaping for an enhanced experience for the pedestrian. Another pedestrian connection is through the arcade from Bellevue Way to 105th Avenue NE. The entrance from the Pedestrian Corridor will also connect to the interior pedestrian spaces/walkways. Public accessibility signage is required prior to any occupancy. **See condition X.D.4.**

Marquees are provided on all building elevations and at all building entrance. The marquees will provide weather protection. Multiple building entrances will also provide weather protection as well as building lobby areas. All pedestrian connection walkways will meet construction code handicapped requirements.

To ensure that the sidewalk meets door entrances, the applicant shall provide a survey that shows that the elevation of the bottom of the parking garage is correct so that door entrances onto the sidewalk meet the sidewalk grade. Floor to floor surveys and a maximum height survey shall be provided, upon each completion. **See condition X.C.27.**

- 3. Wind and Sun. See LUC 20.25A.110.A.3.
 - a. Ensure that the form and placement of buildings consider desirable year-round conditions of sun and shade in surrounding open spaces and public areas.
 - b. Design new buildings with wind conditions in mind so as to shelter pedestrians from undesirable winds, particularly on the ground, and in publicly accessible areas.
 - c. Consider how new buildings might incorporate outdoor spaces of calm, especially for winter, and places of suitable breeziness in summer at levels of pedestrian activity.
 - d. Consider wind and sun in design of landscaping: e.g. evergreen tree-planting as wind blocks, or deciduous trees on south and west sides of open spaces to maximize winter sun penetration.

Response: The applicant provided a pedestrian level wind study by GmE, Inc. dated December 19, 2008. The report states on page 21, "Pedestrian wind conditions, with respect to comfort classes defined by criteria, remain mostly unchanged for areas surrounding the proposed development site and, despite some increase in windiness over some areas, wind conditions remain suitable for anticipated pedestrian uses and will not require mitigation."

Sun access will be available on the rooftop landscape area and the recreational areas, as well as the street frontages of NE 4th Street and Bellevue Way NE. The public corner of NE 4th Street and Bellevue Way NE will receive sun as well. Deciduous trees are proposed for all street trees. This will provide summer shade, but allow winter sun penetration.

With regard to the pedestrian corridor, the proposed residential tower will cast shadows on the Pedestrian Corridor between the hours of 9am and 2pm on June 21st, with at least half of this section of the corridor in direct sunlight at any given time during this period. During other times of the year, the proposed residential tower and podium – along with the Bellevue Art Museum – will cast shadows on the Pedestrian Corridor that stretch across the corridor and up the façade of Lincoln Square 1.

The applicant provided a graphic shadow study for selected One Lincoln Tower condominiums. See graphics on sheets G105 and G106, Section VI. The proposed location has minimized impact of shade on the south facing One Lincoln Tower condominiums. These documents are available in the file, located at the Records Room, Development Services Department, City Hall, 450 110th Avenue NE. For more discussion, see Section VI, Shade.

Note: There is no regulatory authority that requires sun access protection. The applicant has shown consideration by conducting view studies and relocating the residential tower in a north-south orientation, so as to provide more sun access opportunities for residents to the north.

4. Open Space. See LUC 20.25A.110.A.4.
 - a. Design and locate open spaces, such as plazas, squares and large landscaped areas to work as part of a comprehensive system of spaces in the Downtown.
 - b. Design open spaces to provide for maximum use by a wide range of people.
 - c. In designing open spaces, especially plazas, consider the following:
 - i. Orientation. Orient to sunlight and provide good physical and visual access to the sidewalk, so that the space is perceived as an extension of the sidewalk.
 - ii. Dimensions. Design as adequate for seating, planting, etc., but not so large as to appear barren and uninviting.
 - iii. Seating. Provide comfortable height and depth, and appropriate arrangement.
 - iv. Pavement. Use non-glare, non-slip, and safe surface materials.
 - v. Trees and Planting. Consider provision for shade and sun. Use to create space and define human scale. Provide protection from wind.
 - vi. Amenities. Use pedestrian-scaled lighting, fountains, litter receptacles, bicycle racks, and sheltered waiting areas.
 - vii. Provision of Space for Attractions. Design to permit vendors, outdoor cafes, rotating art displays, or abutting retail activity.
 - viii. Physical access. Ensure ready physical as well as visual access with special attention to elevational difference.
 - ix. Enclosure. Use landscaping or structure to provide a sense of enclosure.

Response: The proposed corner space at NE 4th Street and Bellevue Way NE is designed to be physically and visually integrated with the sidewalk and will appear as an extension of the public pedestrian environment. It will include a mix of permanent and seasonal seating, seasonal tables with umbrellas related to the potential retail tenant(s), integrated stone paving, landscaping, and a pedestrian shelter feature similar to Lincoln Square 1 (at NE 8th Street and Bellevue Way NE).

The interior plaza at the Atrium will provide a protected public space for gathering.

The extension of the Pedestrian Corridor will meet the above requirements as it will add to the existing street treatment with seating, street trees and provision of space for vendors, art fairs, etc.

The mid-block connections for the project will provide a pedestrian amenity to travel without vehicular conflict. These connections are handicap accessible. A condition of approval will be that mid-block connections (interior and exterior) be signed for hours that the connections are open to the public. **See condition X.D.4.**

5. Light and Glare. See LUC 20.25A.110.A.5.
 - a. Consider and mitigate light and glare impacts upon major public facilities, streets and major public open spaces.
 - b. Mitigating measures may include use of low-reflecting building materials, landscaping, tilting of reflective panels, reorientation of the building or the addition of screening devices such as louvered screens and marquees.

Response: The proposed building materials are glass, metal and stone. Glazing will be of a low reflectivity type with a slight tint. Lights from the proposed atrium will be shielded so as to not have light and glare to adjacent residences. **See condition X.C.26.**

4. Downtown Patterns and Context LUC 20.25A.110.B

B. Downtown Patterns and Context.

1. Natural Setting and Topography. See LUC 20.25A.110.B.1.

- a. Make creative use of any existing topographic variations in site design and location of the building, circulation patterns, parking area designs and public spaces to enhance the setting and provide variety.
- b. Make maximum use of views to mountains, Lake Washington and the Seattle skyline.
- c. Seek high quality design for all buildings constructed at prominent locations. These locations may include areas on ridge crests and hilltops, fronting public open spaces, those closing a vista and those affording a silhouette against the sky.

Response: The commercial podium steps with the topography with an elevation change of 14 feet from the Pedestrian Corridor to NE 4th Street. All parking will be in an underground parking garage. Views will be available from upper levels of both towers. The applicant has minimized the view impact on the One Lincoln Tower condominium units by carefully locating the north tower in a north-south direction. See discussion in Section IV.2. The design and building materials for the Lincoln Square Expansion are of high quality and will complement the existing Lincoln Square 1 complex. The applicant has given careful consideration to the important corner of NE 4th Street and Bellevue Way NE to provide an inviting and pedestrian-oriented environment. Although this is not a designated “gateway” corner, it appears as a “gateway” for those traveling north on Bellevue Way NE to the downtown core.

2. Landscape Design. See LUC 20.25A.110.B.2.

- a. Make effective use of significant landscape features to complement and contrast with building forms. This includes massing of plant materials to constitute a

- recognizable visual unit which contrasts effectively with built forms.
- b. Encourage the retention of significant existing vegetation, where it can be incorporated into efficient site design and maintained in a safe and healthful condition.
 - c. Consider the location or relocation of traffic control boxes, power vaults, utility boxes and similar features in the design of the pedestrian areas to minimize the impact on the visual and physical quality of the pedestrian environment.

Response: There is no significant vegetation on this previously developed site. The applicant is required to provide street trees and a continuous planting strip along the Bellevue Way NE and NE 4th Street frontages. The applicant proposes to install landscaping as required and to enhance the planting to match that planting at Lincoln Square 1. For those traveling north on Bellevue Way NE to the downtown, they will see a consistent pattern of landscaping that will be pleasing to the eye. Landscape assurance devices will be required for installation and maintenance. **See conditions X.D.7-8.**

3. Views. See LUC 20.25A.110.B.3.
 - a. Consider the negative impact of a building on views, both from existing buildings and future developable or redevelopable sites.
 - b. Consider the availability of public views from public spaces such as streets, street intersections, parks, plazas and areas of pedestrian concentration.

Response:

a. Private Views: The applicant considered the negative impact of the proposal on views, both from existing buildings and future developable or redevelopable sites. As noted earlier, the applicant chose to accommodate preservation of private views for adjacent south-facing residents of the One Lincoln Tower and locate the proposed residential tower in a north-south direction. This is in contrast to the option that would block the most adjacent views which would be to locate the residential tower located in an east-west direction, parallel to the Pedestrian Corridor and effectively block all of the views.

The applicant provided a view analysis taken from several condominium units within One Lincoln Tower (south facing). The analysis shows that views for some condominiums are blocked substantially, while for others the views are blocked minimally. Views for condominiums looking north, east and west will remain the same. Even for those facing south, some views at an angle to the southeast or southwest will remain. But for a few, the primary direct southerly view of Bellevue, Mt. Rainier, Lake Washington and the Seattle skyline will be replaced by view of a wall of glass of a highrise tower.

It is important to note that there is no regulatory authority that requires private view protection. In fact, the City's policies and regulations that speak to views are intentionally worded to promote consideration, instead of enforcement. The applicant has shown consideration by conducting view studies and relocating the residential tower in a north-south orientation, so as to optimize view opportunities for the One Lincoln Tower condominium residents.

For a more detailed discussion about private view preservation, see Section IV.2.

b. Public Views: The applicant has considered the availability of public views from public spaces (such as streets, street intersections, parks, plazas and areas of pedestrian concentration).

Although the views from public spaces will change as a result of this project and the size/bulk/height of the retail podium and two towers, substantial consideration was given to availability of public views from numerous new public spaces:

- Views to the downtown park, Bellevue Way NE and NE 4th Street are enhanced by the proposed public open space at the corner of NE 4th Street and Bellevue Way NE. This corner will provide public seating and a pedestrian shelter for public viewing. The design/details shall be submitted for review and approval with the building permit. **See condition X.C.20.**
- The pedestrian entrance to the retail podium from the pedestrian corridor includes a plaza that is setback from the sidewalk. Seating is proposed for the plaza which will allow for viewing of the pedestrian corridor. The design/details shall be submitted for review and approval with the building permit. **See condition X.C.20.**
- The proposed construction of the exterior mid-block connection along 105th Avenue NE will open up a view corridor that currently does not exist from NE 4th Street to the pedestrian corridor.

In summary, the applicant has considered the availability of views from public spaces, as noted above.

4. Building Height and Bulk. See LUC 20.25A.110.B.4.
- a. Buildings near public open spaces should permit visual access and, where feasible, physical access to the public open space.
 - b. Wherever practicable, buildings should be oriented to minimize the shadows they cast on publicly accessible open spaces.
 - c. Encourage slender towers, particularly at upper levels.
 - d. Discourage buildings of extreme rectangular shape which tend to be out of proportion for their floor area.
 - e. Encourage spacing between towers to retain the feeling of an open, airy CBD.
 - f. For buildings outside the Core Design District, encourage building massing which minimizes visual impacts to surrounding residential neighborhoods. *Not applicable. This project is located within the Core Design District.*
 - g. Stepbacks required for diminished floorplate buildings, LUC 20.25A.020.A.2(22), should be oriented to the public street or streets adjacent to the building site to maximize the availability of light and air at the street level and to preserve view corridors. Where the site abuts more than one public street, preference for the orientation of the stepback should be given to the street intended to have the highest orientation to pedestrians as provided by LUC 20.25A.115, Design Guidelines: Building/Sidewalk Relationships.

Response: The building complex has been designed with a pedestrian oriented retail podium/sidewalk environment. Storefronts will use vision glass in order to provide visual access to interior spaces. **See condition X.C.28.** Numerous public spaces will be constructed for enjoyment by the general public and tenants.

The applicant conducted an extensive shadow study to determine how to place the towers with the least shade/view impact to adjacent condominium tower residents. See discussion at Sections IV.2, VI, Shade.

In order to break up the mass of the two towers, the applicant has provided a series of stepbacks, modulation, window fenestration and varying architectural details/colors/materials.

The proposed LSE towers and existing Lincoln Square 1 towers to the north are graphically shown in Section I.C. The composition, with varying spaces between the four towers, creates a visually interesting downtown skyline that is open and airy.

The proposed Lincoln Square Expansion complements existing downtown development. It will provide architectural interest at the sidewalk level, as viewed from adjacent towers, public places (streets, parks) and from distant locations (looking at the skyline).

- h. Encourage rooftop features, appropriate to the overall height and scale of the building, to modify an otherwise unmodulated profile.

Response: The proposal meets this criteria. The rooftop for the residential tower was redesigned to provide a curved element which also serves to screen rooftop mechanical equipment. The rooftop of the office tower was redesigned to provide articulation and modulation for architectural interest. See graphics in Section I.

- 5. Transitions. In transitions between districts in the Downtown and between properties, the lower portions of buildings should be designed to promote easy circulation, good relationships among open spaces, visual connection in scale, and maximum penetration of sunlight to the ground level. See LUC 20.25A.110.B.5.

Response: The subject site is on the edge of the DT-01 district. It is a transition to adjacent DT-02 and DT-MU properties. A special effort was given to make the sidewalk environment pedestrian-friendly. Instead of blank walls, the applicant provided vision glass into retail spaces. There are several tenants which will each have a door entry and sign(s). Marquees will provide weather protection. At the corner feature, the applicant will provide seating, a water feature and open area for the public. Numerous opportunities to enter the project at grade promote easy circulation and break down the scale of the development. The building stepbacks, multiple levels, roof landscape area and exterior/interior open spaces help to create a visual connection to the ground level and additional opportunities for solar access.

- 6. Patterns of Activity. See LUC 20.25A.110.B.6.
 - a. Maximize opportunities for vital, pedestrian-level activity in all areas of the Downtown.
 - b. Provide space for a variety of appropriate activities accessible to the public at large in the Downtown, especially at ground level and at main pedestrian levels.
 - c. Uses and activities that are nonpublic or nonpedestrian in nature should not be located adjacent to pedestrian areas.

Response: Opportunities for pedestrian-level activity abound. The enclosed open space at the Atrium, the exterior spaces (i.e. corner feature, plaza) and Pedestrian Corridor are clearly open to the public and sized to accommodate a variety of activities. In order for the public to be aware that public spaces are available, the applicant shall install appropriate signage prior to any certificate of occupancy. **See condition X.D.4.** Appropriate signage shall also be provided for mid-block connections. **See condition X.D.4.**

Venting onto the sidewalk from garages and restaurants diminishes the urban experience and will not be allowed. **See condition X.C.21.**

7. Signage. See LUC 20.25A.110.B.6.
 - a. Ensure that signage is an integral part of the architectural design.
 - b. Encourage signage which is scaled to the pedestrian and enhances the pedestrian environment.
 - c. Signage must comply with the applicable requirements of Chapter 22B.10 Bellevue City Code, now or as hereafter amended.

Response: The applicant will provide signage that meets code requirements. Each tenant will be allowed signage. It can be anticipated that several signs will be installed at the sidewalk level for each tenant. It can also be anticipated that a sign will be installed at the top of each tower, if the tenant meets the square footage and use requirements. No signs are approved under the subject Design Review application. Any signs portrayed on the plans are considered only illustrative at this time. A comprehensive sign package must be reviewed and approved prior to building permit issuance. All signs must be architecturally integrated with the building. **See condition X.E.1.**

5. Design Guidelines: Building/Sidewalk Relationships LUC 20.25A.115

The site is bordered by the Pedestrian Corridor (NE 6th Street) to the north which is designated an "A" right-of-way, Bellevue Way NE on the west which is designated a "B" right-of-way, and NE 4th Street to the south which is designated a "C" right-of-way. The proposal meets the applicable design criteria as described below.

- a. **Pedestrian Corridor "A":** See LUC 20.25A.115.B, Design Guidelines Building/Sidewalk Relationships, IV.E, F.

The highest orientation to pedestrians is required on the Pedestrian Corridor. Along the building façade, the entire project limit, exclusive of building/complex entries, the proposal is to incorporate retail activities. The proposal meets this requirement by locating a retail use (restaurant) along the Pedestrian Corridor. Access and views into the retail space are proposed along the corridor.

The building will provide a street wall with windows along most of the building; the ground level is differentiated by a marquee (which provide weather protection) and by a stepback in the building at the upper level. The applicant will continue the Pedestrian Corridor paving design to match the existing paver treatment along the corridor. In addition, the applicant will install a special paving design at the intersection of the Pedestrian Corridor and 105th Avenue NE. This design (similar to a leaf pattern) will designate the pedestrian crossing. The pattern complements other design

elements/colors along the corridor, such as the clock tower. The project will be conditioned to require the continued provision of retail activities (pedestrian oriented frontage) with direct access to the Pedestrian Corridor for the life of the project. **See condition X.D.5.**

- b. Bellevue Way “B”:** See LUC 20.25A.115.B, Design Guidelines Building/Sidewalk Relationships, IV.E, F. Moderate to heavy orientation to pedestrians with 50% of the frontage devoted to retail uses is required along with weather protection, seating, special paving and multiple entrances. This will be a condition of approval for the project. **See condition X.D.5.** The applicant proposes retail and restaurant uses along the entire frontage. Storefront windows, doors from the sidewalk and marquees providing weather protection are all proposed. Building entries, pedestrian access to the atrium and the main vehicular entry plaza to the hotel and interior retail space take up the remainder of the frontage.

The required public sidewalk area of 16 Ft (including 4 FT landscaping, excluding 6” curbs) on Bellevue Way NE and NE 4th Street will remain the City of Bellevue standard of poured concrete scoring pattern to maintain and reinforce the common thread of a public sidewalk network throughout the downtown. The applicant has shown this on the plan sheets.

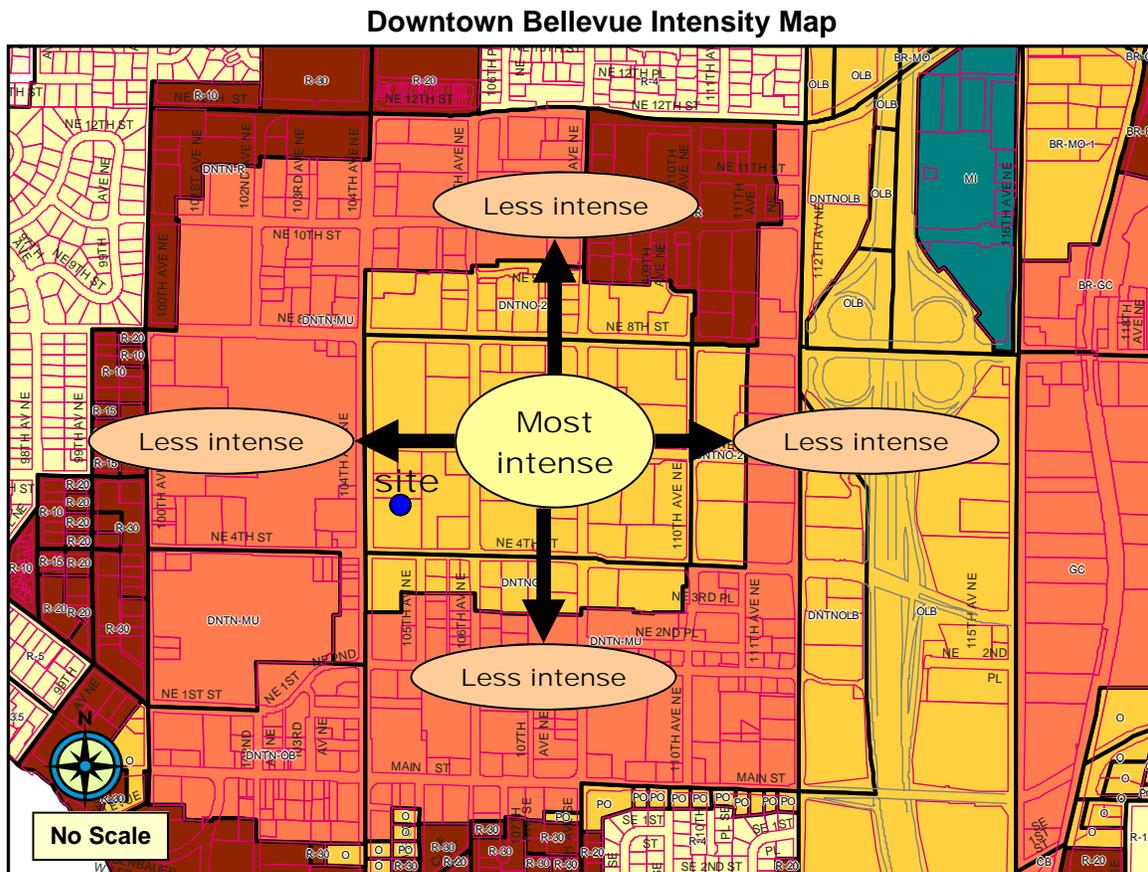
- c. NE 4th St “C”:** See LUC 20.25A.115.B, Design Guidelines Building/Sidewalk Relationships, IV.E, F. The commercial podium and office tower face NE 4th Street. At a minimum, moderate orientation to pedestrians is required through the use of vision glass, multiple entries to commercial or service uses, a street wall (building abutting sidewalk) and weather protection. This will be a condition of approval for the project. **See condition X.D.5.** Special paving and seating is also encouraged. Special paving and seating is not proposed at this location. Instead the applicant proposes to have the sidewalk treatment match the treatment along Bellevue Way NE for this project and farther north to Lincoln Square 1. A series of marquees project from the building providing weather protection and a pedestrian level orientation to the building entries. The main office lobby faces NE 4th Street, thus providing intense pedestrian activity at this location. Glass facades along the entire sidewalk building showcases the interior office lobby/retail spaces along NE 4th Street.

IV. PUBLIC NOTICE, COMMENT AND RESPONSE

The Design Review application was received on January 22, 2008. On March 6, 2008, Notice of Application was mailed to all property owners within 500 feet of the project site. Three Public Information Signs for this proposal were installed on adjacent public rights-of-way. As a result of public notice, the city received 8 phone calls, 4 emails, and letters from 8 neighbors. City staff met with neighbors at City Hall and one neighbor onsite at the Pedestrian Corridor (with the applicant). Neighbor concerns with city response are as follows:

1. **Wedding Cake Vision:** The towers should be lowered in height from the One Lincoln Tower condominium height to preserve those views and to meet the vision of the “wedding cake” for downtown Bellevue.

Response: This site and the One Lincoln Tower condominium property have the same zoning designation of Downtown Office-1. All properties with this designation have the right to develop their properties to the allowable zoning heights. The “wedding cake” look for downtown Bellevue is actually in effect. As noted on the map below, properties in the middle are the downtown core properties, including the subject property and are designated with the most intense zoning. The downtown core is considered the “top” of the wedding cake. Then as you move out from this core area, the properties are designated with less intense zoning districts with lower heights, thus creating the “wedding cake” look. The height, density and uses as proposed for the Lincoln Square Expansion project exemplify the height, density and uses envisioned by the Comprehensive Plan and Land Use Code.



2. **View Obstruction:** The residential tower will block our views to Lake Washington and Mt. Rainier. We bought our condominiums with the intent of enjoying those views permanently.

Response: Views to Lake Washington and Mt. Rainier are of concern to adjacent residents to the north (One Lincoln Tower condominiums). The applicant has located the proposed residential tower in a north-south direction along at the east property line (at the northeast corner).

The option that would block the most adjacent views would be a residential tower located in an east-west direction, parallel to the Pedestrian Corridor. The applicant chose to accommodate preservation of views for adjacent residents and eliminate this option and locate the tower in a north-south direction.

Note: Any project that uses the site to the maximum build-out capacity (regardless of the exact dimensions) will impair some views of properties that are south facing towards the project site.

The applicant provided a view analysis taken from several condominium units within One Lincoln Tower (south facing). See attached sheet G107 (see file for full size plan sheet). The views for some condominiums are blocked substantially, while for others the views are blocked minimally. Views for condominiums looking north, east and west will remain the same. Even for those facing south, some views at an angle to the southeast or southwest will remain. But for a few, the primary direct southerly view of Bellevue, Mt. Rainier, Lake Washington and the Seattle skyline will be replaced by view of a wall of glass of a highrise tower.

It is important to note that there is no regulatory authority that requires private view protection. In fact, the City's policies and regulations that speak to views are intentionally worded to promote consideration, instead of enforcement. The applicant has shown consideration by conducting view studies and relocating the residential tower in a north-south orientation, so as to provide more view opportunities for the One Lincoln Tower condominium residents.

Aside from Lincoln Square 1 to the north, the surrounding properties are under-used given current density and height allowances. Future high-rise development is both allowed and expected. When completed, the Lincoln Square Expansion towers will be about the same height as the existing Lincoln Square 1 towers to the north (which includes the One Lincoln Tower residential tower and an office tower).

The site is located within the Downtown Office-1 zoning district. The site is in an area planned for high rise residential and office development. Significant growth and density are anticipated by the Comprehensive Plan. And to meet this vision, the city's zoning regulations allow for intense urban development, such as high rise buildings. To limit development potential in this area would be contrary to the Comprehensive Plan and zoning regulations.

A fundamental land use choice made by the City of Bellevue historically was not to adopt regulations dealing with private view impacts after these potential impacts were disclosed in the EIS completed to support adoption of the Downtown Design District regulations. The subject of views is largely limited to consideration of public views and, even then, is primarily addressed through dimensional requirements, such as stepbacks, setbacks, lot coverage and building floor area restrictions. Beyond these discrete standards, views are simply among the broad mix of factors to be considered in implementing design criteria or guidelines. The City of Bellevue made a conscious choice not to explicitly mandate the preservation of view corridors.

The zoning regulations are expressive of an intent to develop the downtown to the full potential envisioned by the Comprehensive Plan. Required setbacks and building stepbacks, as well as limitations on height and floor-plate size, are used to guide building design as a consideration to visual access. If the city adopted view preservation regulations, it would have the outcome of limiting development potential in the area of the City (downtown core) identified to accept the most substantial amount of forecasted

future growth. This outcome would be contrary to the vision of the Comprehensive Plan for an intensely urban downtown core, and to satisfy the growth allocated to Bellevue under the State Growth Management Act.

3. **Office Tower Height:** The office tower exceeds the height limit of the zoning district. It should be a maximum of 300 feet.

Response: The Downtown Office-1 zoning allows non-residential buildings to increase their height from 300 feet to 450 feet, per LUC 20.25A.030. Section III.A.3 of this staff report provides a discussion of how the proposed LSE uses the FAR amenity incentive system, the construction of the major pedestrian corridor and the transfer of bonus floor area to achieve the proposed FAR and height of 450 feet for the office tower as shown in the submittal package.

In summary, floors 23 through 31 are above the 300' height level for an extra 187,773 square feet. In order to achieve the 450' height, a minimum of 187,773 SF of amenity bonus points as been earned through the construction of the pedestrian corridor (LUC 20.25A.030).

For a more detailed discussion, see Section III.A.3.

4. **Average Grade Elevation for the Residential Tower:** There was a comment that the average grade elevation for the residential (north) tower was too high in elevation.

Response: The site was divided into two segments for the purposes of determining average grade, consistent with the definition of building segment, LUC 20.50.012. Average grade elevation for the north segment of the project (which includes the residential tower) was calculated correctly from the middle of the atrium, north to the Pedestrian Corridor. See sheet G113 in the attached drawings.

5. **Mid-Block Connection:** There needs to be a walkway along the east side of LSE so the neighbors can walk from their condominium unit to the Safeway store (Avalon Mixed Use project).

Response: This mid-block connection along 105th Avenue NE will be installed as a part of this project. It will be a minimum 5 feet in width, with a 2½ feet wide landscape strip and separation from vehicular traffic along 105th Avenue NE. **See condition X.C.30.** For more discussion, see Section III.B.1.c.

6. **Paver Pattern:** A special paver pattern should be provided along the Pedestrian Corridor at the intersection of 105th Avenue NE and NE 6th Street. This will help pedestrians feel as if it is a safer walking environment when crossing the street. (Note: City staff/applicant met with this neighbor onsite at the Pedestrian Corridor to discuss the paver pattern issue.)

Response: The applicant will install a special paver pattern at the intersection of 105th Avenue NE and NE 6th Street (Pedestrian Corridor). It will have a leaf-like pattern which will provide distinction for the pedestrian and vehicular drivers. The pattern will complement with the clock tower and other Pedestrian Corridor design elements. For more discussion, see Section I.B.

7. **Traffic Congestion:** Traffic will become congested for those existing residents in condominiums and for new office workers exiting onto NE 4th Street.

Response: The Transportation Department has worked closely with the applicant's traffic consultant on the issue related to the site's traffic congestion. For a discussion by the Transportation Department of transportation impacts, see Section VI. A traffic analysis was prepared for review and approval by the Transportation Department. The applicant will install a new right-turn lane along NE 4th Street to Bellevue Way NE. In addition, the applicant will install a new traffic signal at the intersection of NE 4th Street and 105th Avenue NE. For more discussion on the transportation analysis, see Sections V, VI.

8. **Heating, Ventilating, and Air Conditioning (HVAC) Equipment:** HVAC rooftop equipment should be screened and not "dotted" on the rooftops for those in upper level condominiums to look down on as a visual blight.

Response: On the residential tower, all rooftop equipment will be located within the enclosed top level. On the office tower, rooftop equipment will be located in consolidated penthouses. And, for the lower podium rooftop (which could be viewed from upper level condominiums), the locations of HVAC rooftop equipment have not been determined. A condition of approval is that such equipment shall be consolidated and screened from above, including painting of equipment/screening as necessary. **See condition X.C.25.**

V. SUMMARY OF TECHNICAL REVIEWS

A. Clearing & Grading Division

The Clearing & Grading Division has reviewed the proposal and will conduct review under the clearing and grading permit application.

B. Utility Department

The City has adequate capacity for providing water, sewer, and storm drainage for this proposal. Because review has been on a conceptual level only, there are no implied approvals of the engineering specifications. All water, sewer and storm drainage design review, plan approval, disconnections and field inspection shall be performed through the Utility Developer Extension Agreement application, water application and/or side sewer connection permit processes. **See conditions X.A.7, A.8.**

C. Transportation Department

Site Access

Access to the proposed project will be provided at the NE 4th and 105th NE intersection via a new traffic signal installed by the applicant. No eastbound and northbound vehicular left turns will be allowed at this new signalized intersection. In addition, a new right in/ right out driveway on Bellevue Way NE will be constructed. Furthermore, a full access driveway at the existing intersection of NE 6th/ 105th NE will provide access to the north side of the proposed development. **See condition X.A.2.**

It should be noted that the LSE garage will have a tunnel connection from level 4 to the existing Lincoln Square 1 garage at level 5. This underground connection allows the visitors looking for parking to travel between the two garages if necessary without circulating back up on city streets. In addition, a future pedestrian bridge over Bellevue Way NE may connect LSE to Bellevue Square. No approvals have been granted for the pedestrian bridge at this time.

The site's internal loading will be via 105th NE accessed from NE 4th and NE 6th. No on-street loading along the site's public street frontage will be permitted due to the existing function of these public roads. Both NE 4th and Bellevue Way NE are designated as Major Arterials and NE 6th is considered to be a major downtown pedestrian corridor.

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform with the requirements of the Americans with Disabilities Act and the Transportation Development Code (Bellevue City Code 14.60), and the provisions of the Transportation Department Design Manual. See conditions X.B.4, C.2 -7, D.1.

1. *A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans for their installation. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-6).*
2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included on 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.

3. *The curb, gutter, and sidewalk on NE 4th, Bellevue Way NE and NE 6th shall be completely removed and reconstructed with a sidewalk width of at least sixteen feet, not including the curb. Any planters or tree wells are included in the sixteen-foot width. At any location where the sidewalk extends over a basement or parking*

garage, such as on NE 4th due to the street widening, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.

4. *The design and appearance of the sidewalk and landscaping on NE 4th, Bellevue Way NE and NE 6th shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings TE-11 and DEV-3. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, with four-foot by six-foot tree wells, unless both the Transportation Department and the 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.*

Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle, shall not create a tripping or slipping hazard in the sidewalk, and shall not create a raised fixed object in the street's clear zone. The materials and installation methods must meet typical construction requirements. Any non-standard features or vegetation shall not create a sight obstruction within any required sight triangle and shall not create a tripping or slipping hazard in the sidewalk. See section on Alternative Paving Materials for further details.

5. *Tree wells and other landscaping within the sidewalk on the adjacent city streets shall be irrigated with a private metered water source. Electrical connections for lighting in tree wells or planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.*
6. *The driveway on Bellevue Way NE shall have an approach width, as defined in standard drawing DEV-6, of at least 30 feet. The driveway apron design shall be consistent with standard drawing DEV-6. Alternatively, the applicant may use 20-foot radius curb returns and curb ramps (i.e., a street opening instead of 8% side ramps) with a 26-foot wide driveway. The details of the design must be included in the final engineering plans.*
7. *The driveway on NE 6th shall have an approach width, as defined in standard drawing DEV-6, of at least 26 feet. The driveway apron design shall be consistent with standard drawing DEV-6.*
8. *The intersection of NE 4th/ 105th NE will be signalized. However, eastbound to northbound and northbound to westbound vehicular left-turns will be restricted.*
9. *No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement, except under the street right of way dedication to the city for right turn lane and curb on NE 4th Street. See condition X.C.6. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.*

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. *Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole.*
12. *No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing Dev-6. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.*

Easements

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

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area on the NE 4th and 105th NE frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

See conditions X.C.3-5, C.7.

Right of Way Dedication

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development (i.e., NE 4th right turn only lane between Bellevue Way NE and 105th NE), the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right of way. The proposal's parking garage is allowed to extend under the new NE 4th Street right turn lane at a vertical clearance of at least 12 feet. **See condition X.C.6.**

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. **See condition X.A.1.**

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. **See conditions X.B.1-3.**

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 both NE 4th and Bellevue Way NE have been classified as "No Street Cut Permitted." Should street cuts prove unavoidable on these streets or if the street surface is damaged in the construction process, in some cases the applicant must grind and overlay the entire street width. NE 6th has been classified as "Standard Trench Restoration." **See condition X.D.2.**

Alternative Paving Materials

The Transportation Department, in conjunction with other departments as appropriate, will review proposals for the installation of alternative materials by private developers. The materials and installation methods must meet typical construction requirements. If the alternative material is approved, the property owner must sign an indemnification agreement which states that all future maintenance and replacement is the responsibility of the property owner. Work within the alternative material area by City, franchise or other workers as a result of either emergency, normal maintenance or new installation will result in replacement of the surface by standard materials. Advance notification of such work will not be provided to the property owner. In such a circumstance, should the property owner wish to replace or repair the surface with the alternative material, a Right of Way Use Permit may be required. A subsequent approval of the alternative material is not guaranteed. Paving samples must be submitted to the Transportation Department prior to building permit approval. **See condition X.C.8.**

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 Bellevue City Code.14.60.070. and 14.60.080. **See conditions C.9, D.3.**

D. Building Division

The Building Division has reviewed the proposal and will conduct review under the building permit application.

E. Fire Department

The Fire Department provided review of the proposal. Recommended conditions imposed by the Fire Department include life safety systems to include fire alarm,

automatic fire sprinklers, emergency voice/alarm communication systems, fire communications system, standpipes, smoke control and shaft pressurization systems. The plans shall include all details on how the existing Bellevue Art Museum vents and electrical equipment on the south side of the building will be relocated to meet the existing codes and standards. **See conditions X.C.10-16.**

VI. STATE ENVIRONMENTAL POLICY ACT

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. The Environmental Checklist submitted with the application adequately discloses expected environmental impacts associated with the project. The City codes and requirements, including SEPA, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements, with incorporation by reference of:

- The *2009-2020 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS) updated March 2009.

This document is available in the Development Services Records Room, Development Services Department, City Hall, 450 110th Ave NE.

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

TRANSPORTATION Long Term Impacts and Mitigation

The long-term impacts of development projected to occur in the City by 2020 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2020 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. Lincoln Square Expansion (LSE) lies within MMA #30, which has a 2020 total growth projection of 1,071,200 Gross Square Feet (GSF) of office; 370,000 GSF of retail; 200 multi-family units; and 120-room hotel. This development proposes 652,000 GSF of office; 329,400 of retail; 28,200 GSF of medical clinic; 186 multi-family condominium units; and 120-room hotel.

In addition, The Bellevue, a future mixed use development across the street, was also evaluated against the city's Transportation Facilities Plan EIS assumptions for year 2020. The Bellevue lies within MMA #11, which has a 2020 total growth projection of 1,784,994 GSF of retail, 35 multi-family units and 200-room hotel. The Bellevue development proposes 163,000 GSF of retail, 49 multi-family condominium units and 184-room hotel. Therefore, the volume of proposed development in both MMA #30 and MMA #11 are within the assumptions of the Transportation Facilities Plan EIS.

The two development proposals herein referenced, LSE and The Bellevue, were submitted together by the applicant over 2 years ago. There was a Preapplication Meeting and Development Services application that were reviewed together by city staff. Upon the change in the economy in late 2008, the proposal called "The Bellevue," was subsequently withdrawn from the city's current design review and the applicant went forward with only LSE. Since both proposals were initially reviewed together, with the same owner and located across from each other on Bellevue Way NE, the transportation analysis was based on the traffic generated from both proposals. Therefore, the transportation analysis is based on conservative trip generation assumptions. Note: There are no implied approvals for The Bellevue. Analysis would occur for that project when it is submitted to the city.

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 Bellevue City Code 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. **See condition X.C.1.**

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 (Bellevue City Code 14.10) requires that development proposals generating 30 or more p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

a) The LSE development will generate approximately 1,255 new p.m. peak hour trips; however, for the sake of providing a conservative analysis, 1,668 trips were used to check for concurrency. This is due to the inclusion of the 413 The Bellevue development trips. There will be no grandfathering and no vesting for The Bellevue as part of this application. The applicant acknowledges that the future widening of Bellevue Way NE to provide for a southbound to westbound right-turn-only lane at Bellevue Way NE/ NE 4th intersection will be evaluated as a potential condition of approval as a part of The Bellevue mixed-use development. 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, 36 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. (The concurrency analysis spread sheet is available in the project file.) Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated May 23, 2001. A concurrency determination is issued on the date of issuance of the land use decision. This project complies with the Traffic Standards Code and is receiving a Certificate of Concurrency.

The concurrency determination is reserved to LSE at the land use decision date. Note that this determination and reservation does not apply to The Bellevue. The concurrency reservation expires for the Lincoln Square Expansion project one year from the land use decision date unless a complete building permit application is filed (Bellevue City Code 14.10.010.D). At the time of a complete building permit application, the Certificate of Concurrency will remain in effect for the life of the building permit application, pursuant to Bellevue City Code 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 Bellevue City Code 23.05.100. See Attachment B for this certificate.

Short Term Operational Impacts and Mitigation

City staff directed the applicant's traffic consultant, TDA, Inc., to analyze the short term operational impacts of the proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. Specific issues addressed in the Traffic Impact Analysis dated September 28, 2010, included LOS analysis of the surrounding intersections, site access operation, site vehicular and pedestrian circulation, transit availability, and accident history analysis for the past three years. The TDA, Inc. analysis is included in the Transportation Department file for this development. If the concurrency model platform is updated prior to the building permit submittal, the applicant is required to pay for a new model run for concurrency test which will be performed by the city. The concurrency model is expected to be updated in early to mid-2011.

Key conclusions of the Traffic Impact Analysis include the following:

1. No adverse operational impact due to the proposed development is anticipated.
2. The applicant will widen NE 4th between 105th NE and Bellevue Way NE and will install a new traffic signal at the intersection of NE 4th/ 105th NE.
3. Traffic operations and vehicle queuing at the site's access points will occur at acceptable levels if designed and managed to mitigate impacts as described in Section V.C. Transportation Department, under Site Access and Street Frontage Improvements.

LIGHT AND GLARE

There is the potential for light and glare with the lights at night from the covered atrium. The light source will be designed so that it does not shine upwards from the skylight. In order to mitigate potential impacts to adjacent residents and office workers, the light source shall be incorporated into the design so as not to provide a glare upward to the adjacent residential and office towers. **See condition X.C.26.**

SHADE

Please refer to drawings G105 and G106 (attached, full size drawings in file) which show the shadow studies of the proposed residential tower in relation to the Pedestrian Corridor and residents of One Lincoln Tower condominiums. The study shows four different days in the year and is viewed from the south east of the project. December 21st casts the largest shadow to the north based on the lower sun angle. June 21st casts the smallest shadow to the north based on the higher sun angle. March 21st and September 21st cast almost the

exact same shadow. The applicant noted, on drawings G105 and G106, the different floor heights on the One Lincoln Tower condominiums for clarification. The following is a brief description of the findings:

With regard to the pedestrian corridor, the proposed residential tower will cast shadows on the Pedestrian Corridor between the hours of 9am and 2pm on June 21st, with at least half of this portion of the corridor in direct sunlight at any given time during this period. (It should be noted that any development 20 feet taller than the Bellevue Art Museum would have a similar effect.) During other times of the year, the proposed residential tower and podium – along with the Bellevue Art Museum – will cast shadows on the Pedestrian Corridor that stretch across the corridor and up the facade of the One Lincoln Tower condominiums.

With regard to the downtown park, the proposal has no shadow impact since the park is located to the southwest of the proposal.

For the One Lincoln Tower condominiums, the shadow cast is very narrow. As shown on the shadow study graphics, the current design and orientation of the proposed north tower of Lincoln Square Expansion will cast shadows only on the lower one-quarter of One Lincoln Tower, well below the approximate mid-height level in which the residential portion begins. These shadows will only be cast onto this portion of the building for a two- to three-hour period at mid-day.

By orienting the residential tower on a north-south axis, the breadth and duration of the shadows cast on One Lincoln Tower will be minimized. (Note: There is a separation of 121 feet between the proposed residential tower and existing One Lincoln Tower condominiums.). Also by providing stepbacks at different levels (35 feet at level 5, then 46' at level 13) along the north face of this tower back from NE 6th Street, the number of floors of One Lincoln Tower impacted by the shadows will be minimized. During the winter months, the proposed residential tower will have no impact on the upper one-quarter of One Lincoln Tower (about one-half of the residential units) and the days of direct sunlight will cast shadows during the mid-day hours and will pass the impacted residential units within a span of around three to four hours for each unit. The office tower will cast shadows on the lower portion of One Lincoln Tower during the winter months, but will not reach up high enough to impact the condominium residents of One Lincoln Tower.

It is anticipated that the design and orientation, along with stepbacks and a separation of 121 feet between the proposed residential tower and the One Lincoln Tower condominiums, will provide adequate mitigation to potential shade impacts.

WIND

The applicant provided a pedestrian level wind study by GmE, Inc. dated December 19, 2008 (66 pages). A copy of this study is located in the project file at the Records Room, Development Services Department, City Hall, 450 110th Avenue NE.

The report states that in general terms, wind conditions over the proposed development and surrounding areas will be suitable for most pedestrian activities much of the time on an annual and seasonal basis. As stated on page 21 of the report, "Pedestrian wind conditions, with respect to comfort classes defined by criteria, remain mostly unchanged for areas surrounding the proposed development site and, despite some increase in windiness over some areas, wind conditions remain suitable for anticipated pedestrian uses and will not require mitigation."



**Model inside GmE Wind Tunnel looking Downwind
Page 127 of GmE, Inc. report dated 12/19/08**

The study notes that placement of boxed conifers along Bellevue Way NE could help mitigate some wind conditions to the pedestrian, but this is not a requirement. Instead, the applicant chose to maintain the Bellevue Way NE planting plan to be consistent with Lincoln Square 1. The city concurred with this street treatment. The study states that during strong wind conditions, it is recommended balcony furniture be anchored down, but that this is not a requirement of the city.

VIBRATION

Vibration could be experienced within adjacent buildings during construction activities. The potential short term vibration impacts will be mitigated by limiting hours of construction, per the city's noise control ordinance Bellevue City Code 9.18. **See condition X.A.3.**

NOISE

As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. 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, except for Federal holidays and as further defined by the Bellevue City Code. 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. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. **See condition X.A.3.**

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses. **See condition X.A.4.**

The applicant shall provide certification by a noise consultant that the noise from the exhaust fans will not exceed 60 dBA and a determination from the noise consultant that the velocity and direction of airflow from the exhaust system within pedestrian areas not exceed 500 CFM. **See condition X.C.31.**

VII. CHANGES TO PROPOSAL

Changes to the proposal as a result of staff review include:

A. Building Exterior

- The residential entry at the Pedestrian Corridor was redesigned to create a distinctive entry from the corridor.
- The applicant was requested to redesign the office tower fenestration from northwest corner to southwest corner to provide more architectural interest from Bellevue Way NE.
- Staff requested a redesign of the landscape area on the podium roof. The applicant removed the prior “snake-like” covered walkway and required the applicant to redesign the pedestrian weather protection.
- Rooftop mechanical equipment will be screened on the top level of the residential tower within the building; it will appear to be another residential floor. For the office tower, rooftop mechanical equipment will be screened in carefully located penthouses that are not a visual blight.

B. Site Design

- Staff requested seating and a water element to be located at the corner feature at NE 4th Street and Bellevue Way NE. Prior to building permit issuance, the applicant shall provide the final design, including a connection/relation to the downtown park. **See condition X.C.20.**
- Special paving was required at the intersection of the Pedestrian Corridor and 105th Avenue NE for the pedestrian crosswalk.
- A pedestrian walkway, separated from vehicular traffic, was required along the east property line of 105th Avenue NE. With this connection, a pedestrian can now walk from NE 8th Street to NE 4th Street along the 105th Avenue NE pedestrian walkway. Lighting and landscaping are provided for the proposed walkway.

C. Transportation

- The vehicular access from Bellevue Way NE was moved to the north, separating the vehicles from the pedestrian access.
- The new 12-foot wide right turn lane was required from NE 4th Street to Bellevue Way NE.
- A new stop light/crosswalk will be provided along NE 4th Street at 105th Avenue NE. This will allow tenants/retail users to have the benefit of a street light when exiting from the underground parking garage to NE 4th Street.

VIII. DECISION CRITERIA

Per Land Use Code 20.30F.145, the Director may approve or approve with modifications an application for Design Review if:

A. The proposal is consistent with the Comprehensive Plan.

The proposal, as conditioned, is consistent with the Comprehensive Plan and Downtown Subarea Plan. Staff has reviewed the policies which apply to the project and determined that those applicable policies will be implemented through the application of City Codes and policies and the adopted Design Guidelines for the Downtown.

The policies address four basic goals or interests; use, pedestrian environment, design quality, and transportation/parking.

The following is the stated goal of the Downtown Subarea Plan:

The Great Place Strategy

To remain competitive in the next generation, Downtown Bellevue must be viable, livable, memorable, and accessible. It must become the symbolic as well as functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure.

The proposal meets this goal by providing for a viable, livable, memorable and accessible destination for the public. The development will provide ample retail and restaurant opportunities, hotel rooms, hotel meeting areas, an upscale spa, residential units and office space. This combination of uses and pedestrian oriented frontage will complement the existing downtown environment and vision, as noted in the above stated goal.

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.

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

POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.

POLICY S-DT-10. Require design review to ensure high quality, aesthetically pleasing Downtown development.

The proposal provides a combination of residential, hotel, retail/restaurant and office space in the same development. A variety of activities are available for Downtown residents, employees, shoppers and visitors. The proposal, with its use of stone, glass and metal building materials meets the requirement to ensure high quality aesthetically pleasing downtown development. Open spaces have been provided to further the city's goal of providing downtown livability for residents and visitors. This review has been conducted under the Design Review process.

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

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

POLICY S-DT-6. Develop Downtown as the Eastside's most concentrated and diverse regional retail district.

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

POLICY S-DT-8. Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation

The proposal meets the above policies by providing intense development within the downtown core. Uses within the development are complementary to existing uses in the area as well as proposed uses within the development. The residents and office occupants of the proposed project will have the opportunity to use the pedestrian oriented frontage uses, i.e. retail and restaurant. The retail/restaurant uses will also attract visitors and Bellevue residents from other areas to the downtown. By developing a portion of the Pedestrian Corridor and providing public areas onsite, the project furthers the goal of a pedestrian focused downtown.

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

As conditioned, the proposal complies with applicable requirements of the Land Use Code:

- Dimensional requirements.
- Parking/Loading requirements.
- Street tree requirements.
- Mid-block walkway requirements.
- Sidewalk widths.
- Amenity requirements.

See Section III, Consistency with Land Use Code/Zoning Requirements. For special Design Review requirements for the Downtown, see Criteria IX.C. below.

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

See Section III, Consistency with Land Use Code/Zoning Requirements. This section includes discussion on the following applicable requirements:

- Downtown Core Design District Guidelines LUC 20.25A.100
- Design Review Criteria LUC 20.25A.110
- Design Guidelines: Building/Sidewalk Relationships LUC 20.25A.115
- FAR Amenity Incentive Requirements LUC 20.25A.030
- Downtown Site Design Criteria LUC 20.25A.110.A
- Downtown Patterns and Context LUC 20.25A.110.B

As conditioned, the proposal meets the applicable design guidelines and criteria.

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

As conditioned, the project meets this criterion. See responses to Criteria IX.A-C above.

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

All urban level public utilities/infrastructure are available to or on the site or will be constructed/installed with the development. All city departments have reviewed the proposal and required conditions, as necessary. See Section V. for Technical Review.

IX. DECISION OF THE DIRECTOR

After conducting the various administrative reviews associated with this 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:

The following conditions are imposed under authority referenced:

NOTE – Vested Status of the Design Review approval: The vested status of the Design Review approval is per Land Use Code 20.40.500, unless the applicant requests and extension through an approved phasing plan per Land Use Code 20.25A.125. Under Land Use Code 20.40.500, the vested status of the Design Review approval shall expire two years from the date of the City’s final decision, unless a completed building permit application is filed before the end of the two year term. Upon issuance of a building permit, the vested status of a land use permit or approval shall be automatically extended for the life of the project.

| | | |
|--|--------------|--------------|
| COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES: The applicant shall comply with all applicable Bellevue City Codes (BCC) and Ordinances including but not limited to: | | |
| Clearing and Grading Code - BCC 23.76 | Janney Gwo | 425-452-6190 |
| Bellevue Development Standards | Janney Gwo | 425-452-6190 |
| Transportation Code - BCC 14.60 | Abdy Farid | 425-452-7698 |
| Trans. Development Review - BCC.22.16 | Abdy Farid | 425-452-7698 |
| Right-of-Way Use Permit - BCC 14.30 | Ron Kessack | 425-425-4631 |
| Bellevue Utilities Code - BCC Title 24 | Arturo Chi | 425-452-4119 |
| Construction Codes - BCC Title 23 | Haruo Young | 425-452-4577 |
| Structural Codes – BCC Title 23 | Doug Beck | 425-452-4563 |
| Land Use Code - BCC Title 20 | Carol Hamlin | 425-452-2731 |
| Sign Code - BCC Title 22B | Carol Hamlin | 425-452-2731 |
| Noise Control - BCC 9.18 | Carol Hamlin | 425-452-2731 |
| Uniform Fire Code - BCC 23.11 | Adrian Jones | 425-452-6032 |

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

TRANSPORTATION DEPARTMENT CONDITIONS (GENERAL)

1. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS

Construction activities such as hauling and lane closures between November 15th and January 5th will be allowed only between the hours of 10:00 pm and 6:00 am due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this moratorium accordingly. The applicant shall sign an agreement with the City of Bellevue to assist the City in the ongoing operational design, implementation, monitoring and adjusting of special traffic management measures during holidays and special events. This agreement shall include the option, at the City's discretion, to modify access to the existing Lincoln Square 1 and Lincoln Square Expansion site if traffic conditions so warrant.

AUTHORITY: Bellevue City Code 14.30.060

Reviewer: Ron Kessack, 425-452-4631, Transportation Department

2. VEHICULAR ACCESS RESTRICTIONS

Vehicular access to this site from Bellevue Way NE will be restricted to right-turn-in and right-turn-out only. In addition, eastbound to northbound and northbound to westbound vehicular left-turns will be restricted at the signalized intersection of NE 4th/ 105th NE.

AUTHORITY: Bellevue City Code 14.60.150

Reviewer: Ron Kessack, 425-452-4631, Transportation Department

LAND USE DIVISION CONDITIONS (GENERAL)

3. 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, except for Federal holidays and as further defined by the Bellevue City Code. 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. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity.

AUTHORITY: Bellevue City Code 9.18.020, .040

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

4. 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: Bellevue City Code 9.18.020F

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

5. PROVISIONS FOR LOADING

The property owner shall provide off-street loading space which can access a public street. On-street loading and unloading will not be permitted.

AUTHORITY: Land Use Code 20.20.590.K.4

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

6. 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. Any modification of the project design must be reviewed for consistency with the design intent as stated in Section I.C of this report. Conditions of Approval run for the life of the project.

AUTHORITY: Land Use Code 20.30F.175, 20.25A.060

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

UTILITY DEPARTMENT CONDITIONS (GENERAL)

7. UTILITY REVIEW OF CONCEPTUAL DESIGN

Utility Department approval of the design review application (08-103244 LD) is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved.

AUTHORITY: Bellevue City Code Title 24.02, 24.04, 24.06

Reviewer: Arturo Chi, 425-452-4119, Utilities Department

8. WATER, SEWER AND STORM DRAINAGE SYSTEMS

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

AUTHORITY: Bellevue City Code Title 24.02, 24.04, 24.06

Reviewer: Arturo Chi, 425-452-4119, Utilities Department

B. PRIOR TO CLEARING & GRADING (CG) 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:

TRANSPORTATION DEPARTMENT CONDITIONS (CG)

1. 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 prevent 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: Bellevue City Code 11.70 & 14.30

Reviewer: Ron Kessack, 425-452-4631, Transportation Department

2. PEDESTRIAN ACCESS DURING CONSTRUCTION

Submit for review and approval under the right-of-way use permit by the Transportation Department a plan for providing pedestrian access along Bellevue Way NE, NE 4th, and the Pedestrian Corridor during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring and foundation work, construction of the frontage improvements and the Pedestrian Corridor prevent access. General materials storage and contractor convenience are not reasons for preventing access.

AUTHORITY: LUC 20.25A, Bellevue City Code 14.30

Reviewer: Ron Kessack, 425-452-4631, Transportation Department

3. PEDESTRIAN SHED CONSTRUCTION

The owner shall provide a pedestrian shed on Bellevue Way NE, NE 4th and the Pedestrian Corridor as soon as feasible but no later than six months from issuance of a shoring permit to allow for uninterrupted pedestrian movement (except for the period of construction for sidewalk and street frontage improvements). The shed shall display graphic elements to contribute to the sidewalk environment during construction. The designs shall be submitted to this department for review and shall be installed within 30 days of completion of the shed.

AUTHORITY: Uniform Building Code and Land Use Code 20.30F.145

Reviewer: Ron Kessack, 425-452-4631, Transportation Department

4. CIVIL ENGINEERING PLANS – TRANSPORTATION

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

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

Specific requirements are detailed below.

- a) The applicant is responsible for the cost associated with the design and installation of street lights along the entire site frontage.
- b) The applicant will widen NE 4th between Bellevue Way and 105th NE.
- c) The applicant is responsible for the entire cost associated with the design, installation and operation of a new traffic signal at NE 4th/ 105th NE intersection.
- d) The applicant is responsible for the costs associated with the relocation of traffic signal poles and equipment at the Bellevue Way NE/ NE 4th intersection.
- e) The applicant is responsible for street channelization, marking, and signage on NE 4th along the site's frontage from Bellevue Way NE to 106th NE. Street channelization on NE 4th will include a C-Curb from the intersection of NE 4th/ 105th NE to the edge of the NE 4th/ 106th NE intersection's west leg crosswalk.
- f) The applicant is responsible for street channelization, marking, and signage on 105th NE from NE 4th to a point approximately 200 feet south.
- g) Roadway widening including a new curb, gutter, and sidewalk shall be constructed on NE 4th between Bellevue Way NE and 105th NE with a sidewalk width of 16 feet minimum, not including the 6 inch vertical curb. The new westbound to northbound right- turn-only lane on NE 4th will be 12-foot wide. The planter strip is included in the first four feet next to the 6-inch wide curb within the 16-foot width. The proposed curb return for the northeast corner of NE 4th/ 105th NE intersection will be 30 feet radius. In addition, at this location where the sidewalk extends over the parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.
- h) The sidewalk width along the site's Bellevue Way NE frontage shall be 16 feet minimum, not including the 6 inch vertical curb. The new curb return at the northeast corner of Bellevue Way NE/ NE 4th will be 35-foot in radius. The planter strip is included in the first four feet next to the 6-inch wide curb within the 16-foot width.
- 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) Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.
- k) Miscellaneous:

- ♦ City standards for driveway widths range from 30 to 36 feet on arterial streets. The site's Bellevue Way NE driveway must be at least 30-foot wide. Aprons must be constructed in accordance with Design Manual Standard Drawing DEV-6 or the alternative as 20-foot radius curb returns may be used instead with 26-foot wide driveway. The details of the design must be included in the final engineering plans.
- ♦ The site's NE 6th driveway must be at least 26-foot wide. Aprons must be constructed in accordance with Design Manual Standard Drawing DEV-6.
- ♦ Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- ♦ Vehicle and pedestrian sight distance must be provided per Bellevue City Code 14.60.240 and 14.60.241. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

AUTHORITY: Bellevue City Code 14.60.090, 110, 120, 150, 181, 200, 210, 240, 241; Transportation Department Design Manual Sections 9, 12, 14, 19, 20; and Transportation Department Design Manual Standard Drawings DEV-2, DEV-3, DEV-6, DEV-10, TE-4, TE-5, TE-7, TE-10, TE-11, TE-12 and TE-21.

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

LAND USE DIVISION CONDITIONS (CG)

5. STREET TREES AND RIGHT-OF-WAY LANDSCAPING

All street trees shall be planted as specified by the approved Street Tree Modification, Section III.A.6 of this staff report. The species to be planted are as follows:

- a. Bellevue Way NE and the Pedestrian Corridor: minimum 4" caliper (as shown in the plans), Shademaster Honeylocust.
- b. NE 4th Street: minimum 3" caliper, Norway Maple.
- c. Continuous planting strips along Bellevue Way NE and NE 4th Street to be compatible with the existing Bellevue Way NE planting strips; and
- d. Continuous planting strip along the mid-block connection of 105th Avenue NE, minimum 2½ feet in width, with shrubs and groundcover (to be compatible with other site landscaping).

AUTHORITY: Land Use Code 20.25A.060.A.2, B

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

6. FINAL DESIGN FOR THE LANDSCAPE PLAN, MINOR PUBLICLY ACCESSIBLE SPACE (MPAS) AND SCULPTURE FEATURE

The final design for the landscape plan, MPAS corner (NE 4th Street and Bellevue Way NE) and sculpture feature must be submitted for review and approval. These areas shall be constructed per the approved clear & grade and/or building permit applications. Any significant modifications will require review and approval.

AUTHORITY: Land Use Code 20.25A.030.C, 110.B, 20.30.F.175

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

7. ADA REQUIREMENTS FOR PEDESTRIAN MID-BLOCK CONNECTION

The mid-block connection along 105th Avenue NE shall be barrier free and meet construction code handicapped requirements.

AUTHORITY: Land Use Code 20.25A.060.C.3.E

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

- C. PRIOR TO BUILDING PERMIT (BP):** 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:

TRANSPORTATION DEPARTMENT CONDITIONS (BP)

1. TRANSPORTATION IMPACT FEE

Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance.

For development with a single building permit for an underground parking garage and above-ground structure, the impact fee must be paid with the issuance of the permit. When there is a shoring permit for an underground garage followed by the building permit for a garage and a tower, or a shoring permit followed by one building permit for a garage and one or more additional building permits for a podium and one or more towers, the payment of the impact fee must occur with the issuance of the building permit for the structure which will generate the trips which trigger the fee.

AUTHORITY: Bellevue City Code 22.16

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

2. BUILDING AND SITE PLANS – TRANSPORTATION

The building grade and elevations shall be consistent with the curb and sidewalk grades shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations. Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

AUTHORITY: Bellevue City Code 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

3. EXISTING EASEMENTS

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

AUTHORITY: Bellevue City Code 14.60.100

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

4. EASEMENTS FOR SIGNAL CONTROL & STREET LIGHT BOXES & VAULTS

The applicant shall provide easements to the City for location and maintenance of signal and street light facilities such as above-grade boxes, detection loops and below-grade vaults along 105th NE public access road and between the building and sidewalk within the landscape area.

AUTHORITY: Bellevue City Code 14.60.100

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

5. PEDESTRIAN AND UTILITIES EASEMENTS

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area. This includes the proposed pedestrian access between NE 4th and NE 6th along the 105th NE extension road.

AUTHORITY: Bellevue City Code 14.60.100

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

6. 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 (i.e., along NE 4th street frontage). Along the NE 4th Street site frontage between Bellevue Way NE and 105th NE, the proposed right-turn only lane, curb and gutter and sidewalk extends over the proposal's parking garage where a vertical clearance of at least 12-feet must be maintained.

AUTHORITY: Bellevue City Code 14.60.090

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

7. PUBLIC ACCESS EASEMENT

The applicant shall grant to the City a public vehicular easement on 105th Avenue NE from NE 4th to NE 6th. This roadway connects to public right of way at both ends, and for continuity of circulation and service such guaranteed access is required.

AUTHORITY: Bellevue City Code 14.60.100, .110

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

8. ALTERNATIVE PAVING MATERIALS AGREEMENT

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

AUTHORITY: Bellevue City Code 14.60.110

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

9. 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.

The applicant shall provide a Transportation Management Program for office tenants complying with the provisions of Bellevue City Code 14.60.080. Requirements shall include but are not limited to; posting and distributing ridesharing and transit information, providing a transportation coordinator, providing preferential parking, providing financial incentives, providing guaranteed rides home and reducing the building's maximum single occupancy vehicle rate by 35%.

AUTHORITY: Bellevue City Code 14.60.070, 14.60.080

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

FIRE DEPARTMENT CONDITIONS (BP)

10. LIFE SAFETY SYSTEMS

The plans shall provide life safety systems to include fire alarm, automatic fire sprinklers, emergency voice/alarm communication systems, fire communications system, standpipes, smoke control and shaft pressurization systems.

AUTHORITY: International Fire Code Chapter 9

Reviewer: Adrian Jones, 425-452-6032, Fire Department

11. SMOKE CONTROL PLANS

Smoke Control Concept Plans (42a FH Permit) shall be approved prior to submittal of any garage building permit plans. The Smoke Control Detail Design (42b FH permit) shall be submitted prior to issuance of the garage building permit.

AUTHORITY: International Fire Code 909

Reviewer: Adrian Jones, 425-452-6032, Fire Department

12. DEMOLITION AND CONSTRUCTION PLANS

The plans for demolition and construction shall conform to Chapter 14 of the IFC.

AUTHORITY: International Fire Code Chapter 14

Reviewer: Adrian Jones, 425-452-6032, Fire Department

13. POWER AND FUEL SYSTEMS

The plans shall provide Standby and Emergency power systems and fuel systems in accordance with the requirements of the IBC/IFC, in particular COB Amended IBC/IFC 604.

AUTHORITY: International Building Code/International Fire Code 604

Reviewer: Adrian Jones, 425-452-6032, Fire Department

14. AMPLIFICATION SYSTEM

The plans shall provide a communication amplification (Building radio coverage) system in accordance with COB Amended IFC 511 (23.11.511).

AUTHORITY: International Fire Code 511 (23.11.511)

Reviewer: Adrian Jones, 425-452-6032, Fire Department

15. ADDRESSES

The applicant shall provide correct addresses for each major building (hotel, major retail, residential and office tower) at time of building permit submittal.

AUTHORITY: International Fire Code 505

Reviewer: Adrian Jones, 425-452-6032, Fire Department

16. BELLEVUE ART MUSEUM VENTS

The plans shall include all details on how the existing Bellevue Art Museum vents and electrical equipment on the south side of the building will be relocated to meet the existing codes and standards.

AUTHORITY: International Fire Code 604

Reviewer: Adrian Jones, 425-452-6032, Fire Department

LAND USE DIVISION CONDITIONS (BP)

17. PEDESTRIAN CORRIDOR CONSTRUCTION

The applicant shall construct 143 lineal feet (3,666 square feet) of the Major Pedestrian Corridor along NE 6th Street, as shown on the Design Review plans. The plans shall include the proposed leaf-design paving treatment at the intersection of the Pedestrian Corridor (NE 6th Street) and 105th Avenue NE. The 143 lineal feet of the Pedestrian Corridor shall be constructed to meet the Major Pedestrian Corridor guidelines and standards, per LUC 20.25A.100.E.1.

AUTHORITY: Land Use Code 20.25A.100.E.1

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

18. RESIDENTIAL VENTS

The applicant has designed residential vents as louvers along the exterior of the residential tower to blend with the exterior of the tower, per the submitted Design Review plans. To ensure this treatment of the residential vents, the plans submitted for building permit approval shall portray residential vents that are architecturally integrated to the building design.

AUTHORITY: Land Use Code 20.25A.100.E

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

19. OFFICE TOWER VENTS

Any vents located within the office tower (i.e. restaurant vents) shall be architecturally integrated to the building design.

AUTHORITY: Land Use Code 20.25A.100.E

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

20. CORNER FEATURE AND PLAZA ADJACENT TO THE PEDESTRIAN CORRIDOR

The applicant shall submit drawings for review and approval for a minor publicly accessible space (MPAS) to be located at the corner of NE 4th Street and Bellevue Way NE. The space shall be a minimum of 940 square feet, as portrayed on the Design Review drawings. This corner shall include public seating, plantings and a linear water feature. It shall be designed to serve as a focal point for the entrance to the urban core and relief from the high intensity of urban development. Per Land Use Code

20.25A.100.E.5, the minor publicly accessible open space must be developed as a plaza, enclosed plaza, or art or landscape feature. The design criteria of LUC 20.25A.030.C must be met.

The applicant shall also submit drawings for review and approval for the public plaza at the pedestrian entrance to the retail podium. The drawings shall include seating, landscaping and paving treatment.

AUTHORITY: Land Use Code 20.25A.100.E.5, LUC 20.25A.110.B.3.b
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

21. RESTAURANT/GARAGE VENTS

Restaurant/garage vents shall be directed away from pedestrians. All vents (podium, towers) shall be architecturally integrated to the building design.

AUTHORITY: Land Use Code 20.25A.100.E
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

22. SINGLE SITE AGREEMENT OR BOUNDARY LINE ADJUSTMENT

The applicant shall provide a single site agreement (to build over 4 lots) or Boundary Line Adjustment (to combine lots) for review and approval by the Building and Land Use Divisions prior to building permit issuance.

AUTHORITY: Land Use Code 20.25A.020.A.2; International Building Code 2009, Table 602; 702; 705
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

23. RECYCLING COLLECTION FACILITIES REQUIRED

Collection and storage facilities for recyclable materials shall be shown on building and site plan drawings. This area shall not be visible from the street. The applicant shall provide a letter from Allied Waste that states their approval of the collection areas, as designated on the plans.

AUTHORITY: Land Use Code 20.20.750
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

24. ACTIVE RECREATION AREAS

The active recreation areas shall be shown on the submitted building permit plans for review and approval. The active recreation areas could include walking paths and/or exercise areas. Details of these areas shall be on the approved building permit plans.

AUTHORITY: Land Use Code 20.20.750
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

25. MECHANICAL EQUIPMENT SCREENING

Roof plans (for the two towers and podium) submitted for building permit application shall indicate locations of mechanical equipment, including any communication equipment such as satellite dishes and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, adjacent towers from above, and the Pedestrian Corridor. All HVAC rooftop equipment (including the podium rooftop) shall be consolidated and screened, including painting of equipment/screening as necessary.

All rooftop mechanical equipment, including telecommunication and satellite dishes must fit within the allowable building height of 450 Ft from average finished grade.

Power, telephone, traffic control, or other equipment shall not be located in above ground cabinets in sidewalk areas. Such equipment shall be located in underground vaults or in a building or substantially screened per the approval of the Development Services Department.

Any at grade grills/grates or panels shall be the minimum size necessary, be ADA compliant and flush with the sidewalk or driveway in which it is installed. Review and approval of these locations and grates will be through the building permit review process.

AUTHORITY: Land Use Code 20.20.650, 20.25A.110.B, 20.20.730

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

26. COVERED ATRIUM

The light source from the covered atrium shall be incorporated into the design so as not to provide a glare upward to the adjacent residential and office towers.

AUTHORITY: Land Use Code See LUC 20.25A.110.A.5.

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

27. SURVEY

The applicant shall provide a survey that shows that the elevation of the bottom of the parking garage is correct so that door entrances onto the sidewalk meet the sidewalk grade. Floor to floor surveys and a maximum height survey shall be provided, upon each completion.

AUTHORITY: Land Use Code 20.25A.020, 20.25A.060

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

28. VISION GLASS

The applicant shall portray vision glass along the storefronts/residential and office lobbies (of all rights-of-way, including the Pedestrian Corridor) to provide a high level of pedestrian interest and shall not be substantially closed or blocked from view.

AUTHORITY: Land Use Code 20.25A.110.B.5

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

29. BUILDING HEIGHT LIMIT OF 450 FEET

Plans and drawings shall clearly portray the maximum building height on both towers as 450 feet from Average Finished Grade, including mechanical equipment.

AUTHORITY: Land Use Code 20.25A.020, 20.25A.030

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

30. 105th AVENUE NE MID-BLOCK CONNECTION

The pedestrian walkway along the east side of the 105th Avenue NE shall be a minimum of 5' width with a landscape strip of a minimum 2½' width.

AUTHORITY: Land Use Code 20.25A.100.E.1.c

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

31. CERTIFICATION BY A NOISE CONSULTANT

The applicant shall provide certification by a noise consultant that the noise from the exhaust fans will not exceed 60 dBA and a determination from the noise consultant that the velocity and direction of airflow from the exhaust system within pedestrian areas not exceed 500 CFM.

AUTHORITY: Bellevue City Code 9.18.030 and Land Use Code 20.30F.145

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

32. BUILDING MATERIALS/DETAILS AND COLOR SAMPLES

The development is subject to the building materials/details and color samples as submitted with the Design Review application. The applicant shall submit final samples of all exterior building materials and colors, including but not limited to facade treatment, exterior lighting fixtures with cut-off shields as needed, special paving surfaces, sidewalk scoring patterns, awnings, planters, seating, stairways and ramps prior to issuance of a building permit.

AUTHORITY: Land Use Code 20.25A., 20.25A.115

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

D. PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO)

TRANSPORTATION DEPARTMENT CONDITIONS (CO)

1. STREET FRONTAGE IMPROVEMENTS

All street frontage improvements and other required transportation elements, including street light and traffic signal installation at the intersection of NE 4th/ 105th NE and Bellevue Way NE/ NE 4th, must be constructed by the applicant and accepted by the Transportation Department Construction 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. All required improvements must be constructed as per the approved plans or as per direction of the Transportation Department Construction Inspector. Bonding or other types of assurance devices will not be accepted in lieu of construction.

AUTHORITY: Bellevue City Code 14.60.090, 110, 120, 150, 181, 200, 210, 240, 241; Transportation Department Design Manual Sections 9, 12, 14, 19, 20; and Transportation Department Design Manual Standard Drawings DEV-2, DEV-3, DEV-6, DEV-10, TE-4, TE-5, TE-7, TE-10, TE-11, TE-12 and TE-21.

Reviewer: Abdy Farid, 425-452-7698, Transportation Department

2. PAVEMENT RESTORATION

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

- a) NE 4th: The street was recently overlaid and a five year no-street cut moratorium is currently in effect. Should street cuts prove unavoidable or if 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.

- b) Bellevue Way NE: The street was recently overlaid and a five year no-street cut moratorium is currently in effect. Should street cuts prove unavoidable or if 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.
- c) NE 6th: Based on the condition of the street, it is classified with the City's overlay program as "Standard Trench Restoration."

AUTHORITY: Bellevue City Code 14.60. 250; Design Manual Design Standard #23
Reviewer: Abdy Farid, 425-452-7698, Transportation Department

3. IMPLEMENT THE TRANSPORTATION MANAGEMENT PROGRAM

The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080, per condition #C.9 above, must be functional prior to issuance of the initial certificate of occupancy. The applicant shall provide a Transportation Management Program for office tenants complying with the provisions of Bellevue City Code 14.60.080. Requirements shall include but are not limited to; posting and distributing ridesharing and transit information, providing a transportation coordinator, providing preferential parking, providing financial incentives, providing guaranteed rides home and reducing the building's maximum single occupancy vehicle rate by 35%.

AUTHORITY: Bellevue City Code 14.60.070, 14.60.080
Reviewer: Abdy Farid, 425-452-7698, Transportation Department

LAND USE DIVISION CONDITIONS (CO)

4. MIDBLOCK CONNECTION SIGNAGE INSTALLED

Signage shall be installed within interior midblock connections indicating that the connection(s) are open to the public during regular business hours. Signs shall be installed for the exterior 105th Avenue NE midblock connection stating that it is open to the public 24 hours a day, 7 days a week.

AUTHORITY: Land Use Code 20.25A.060.C
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

5. AGREEMENT TO PROVIDE PEDESTRIAN ORIENTED FRONTAGE USES

The applicant shall record an agreement with the King County Office of Records and Elections to provide pedestrian-oriented frontage uses in the tenant space(s) at the entire pedestrian level facing onto the Major Pedestrian Corridor, a minimum of 50% retail on Bellevue Way, and some amount of service and commercial activities on NE 4th Street, per the Design Guidelines Building/Sidewalk Relationships, December 2003.

AUTHORITY: Land Use Code 20.30F.145, Design Guidelines Building/Sidewalk Relationships, December 2003
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

6. BONUS SYSTEM RECORDING

The total amount of FAR amenity point calculations, excess bonus points, project drawings and conditions of approval of this Design Review must be recorded with the King County Division of Records and Elections prior to issuance of a certificate of occupancy for the project.

AUTHORITY: Land Use Code 20.25A.020.D.3, 20.25A.030.E

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

7. LANDSCAPE INSTALLATION ASSURANCE DEVICE

If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation the applicant shall file with the Development Services Department a landscape installation assurance device equal to 150% of the cost of labor and materials for any landscaping that has not yet been installed.

AUTHORITY: Land Use Code 20.40.490

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

8. LANDSCAPE MAINTENANCE ASSURANCE DEVICE

The applicant shall file with the Development Services Department a landscape maintenance assurance device in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all landscaping on the site.

AUTHORITY: Land Use Code 20.40.490

Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

E. PRIOR TO ISSUANCE OF ANY SIGN PERMITS (SIGN)

LAND USE DIVISION CONDITION (SIGN)

1. ALL SIGNAGE TO COMPLY WITH BELLEVUE SIGN CODE

A comprehensive sign package shall be submitted to the Development Services Department for review and approval through the Land Use Exemption (Major) Design Review process. Contents shall include but is not limited to:

- a. Location
- b. Lighting
- c. Color Palate
- d. Materials
- e. Design concept
- f. Statement of Design Intent and response to Design Review Decision Criteria and other applicable codes and policies.

Signage shall be the minimum necessary to convey information and shall be architecturally compatible and integrated with the building. Maximum letter and sign size shall be determined based on proposed location and other design criteria. Sign Code limitations are not a guaranteed maximum and cannot be exceeded. Final design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application.

No freestanding signs, cabinet signs or signs above the building base of any elevation are permitted except as permitted in the Sign Code Bellevue City Code 22B.10.

All signage on the Pedestrian Corridor shall be pedestrian oriented. To accomplish this no signage shall be permitted above the second floor with the exception of hotel signage.

AUTHORITY: Bellevue City Code 22B.10 and Land Use Code 20.25A.110.B.7
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department

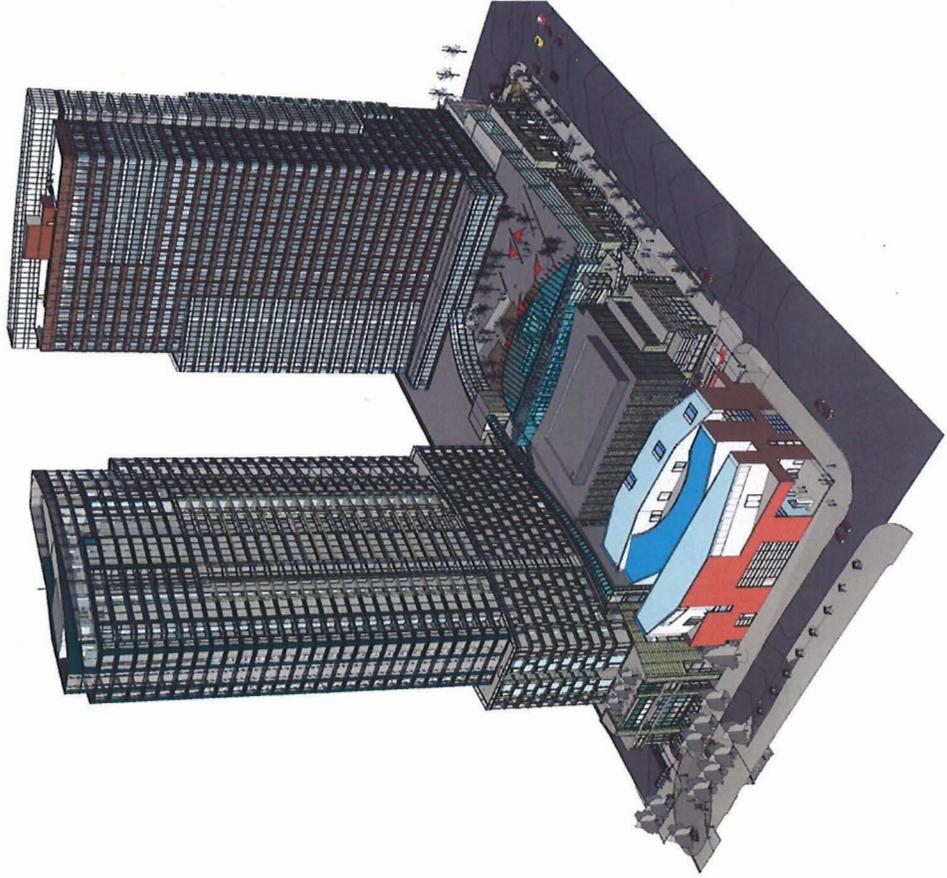
F. PRIOR TO ISSUANCE OF TENANT IMPROVEMENT (TI) PERMITS

LAND USE DIVISION CONDITION (TI)

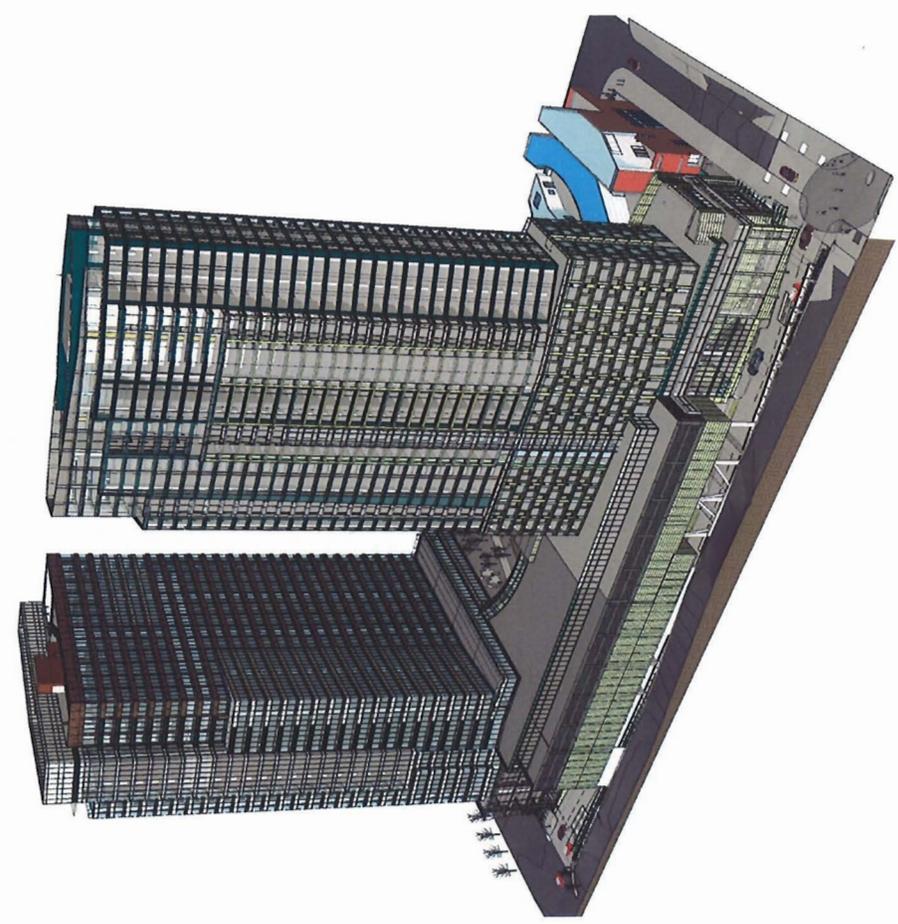
1. FUTURE TENANT/STOREFRONT IMPROVEMENTS

Future retail/commercial tenant improvements shall reflect the design intent shown on the attached preliminary design. Vision glass is required to provide pedestrian access to interior spaces. Each tenant improvement or revision to this proposal shall be approved by the City.

AUTHORITY: Land Use Code 20.30.F
Reviewer: Carol Hamlin, 425-452-2731, Development Services Department



Birdseye Perspective Looking SE SCALE 1/8" = 1'-0"



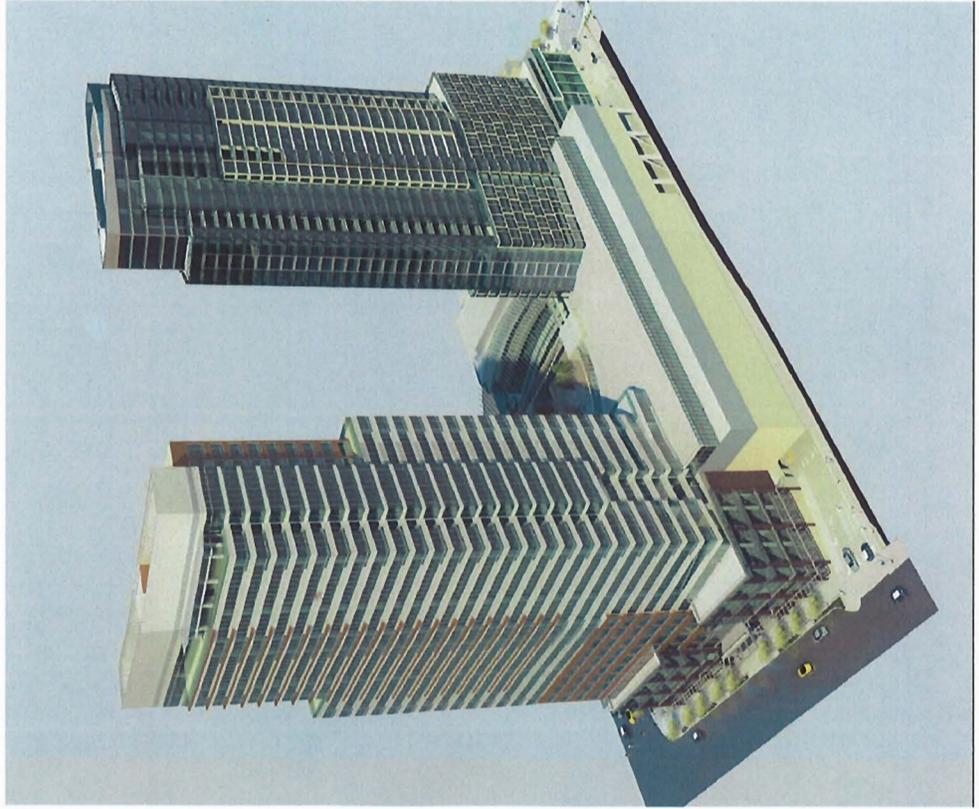
Birdseye Perspective Looking SW SCALE 1/8" = 1'-0"

Lincoln Square Expansion
 Bellevue Washington
 DRC Response
 September 17, 2010

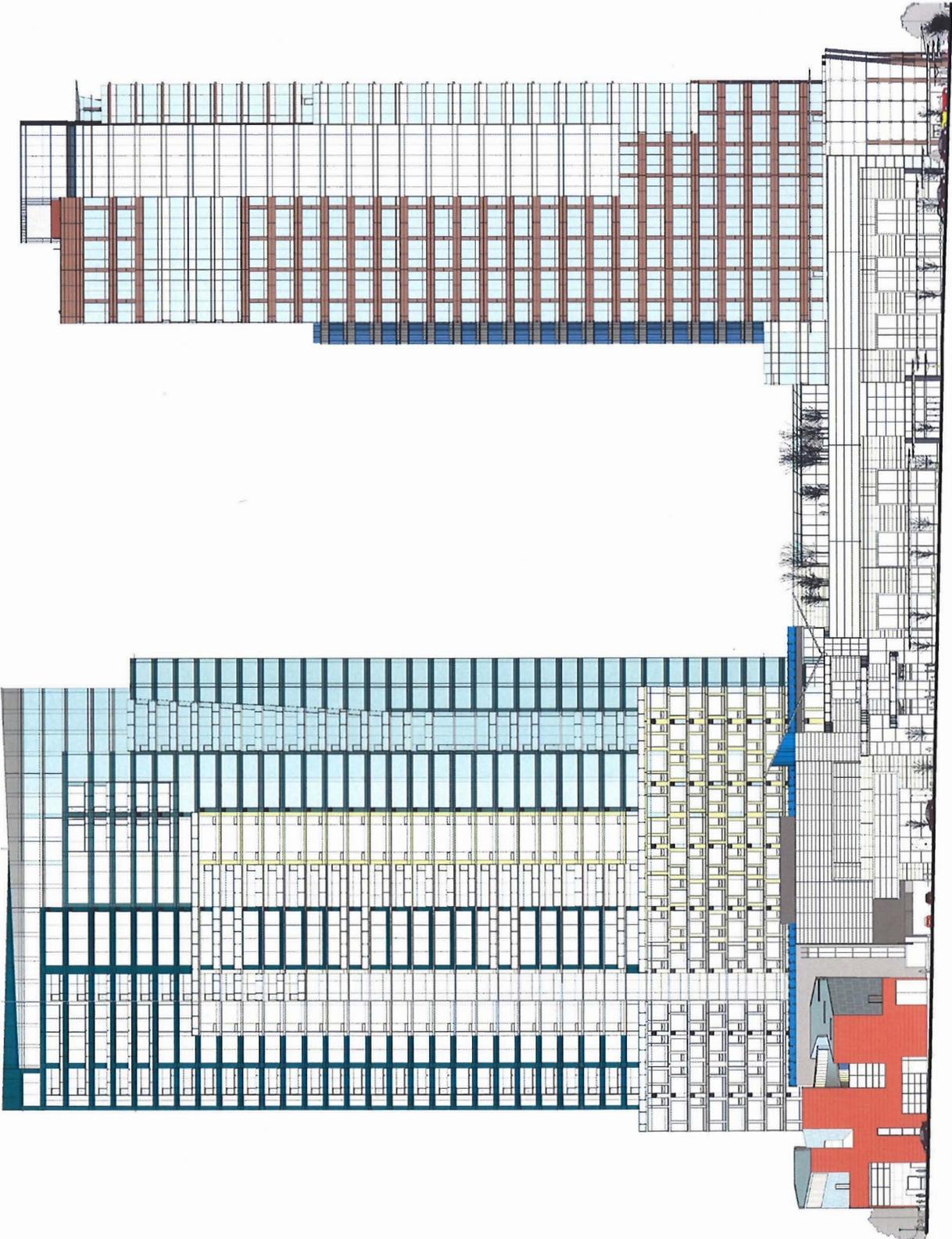
Aerial Perspectives
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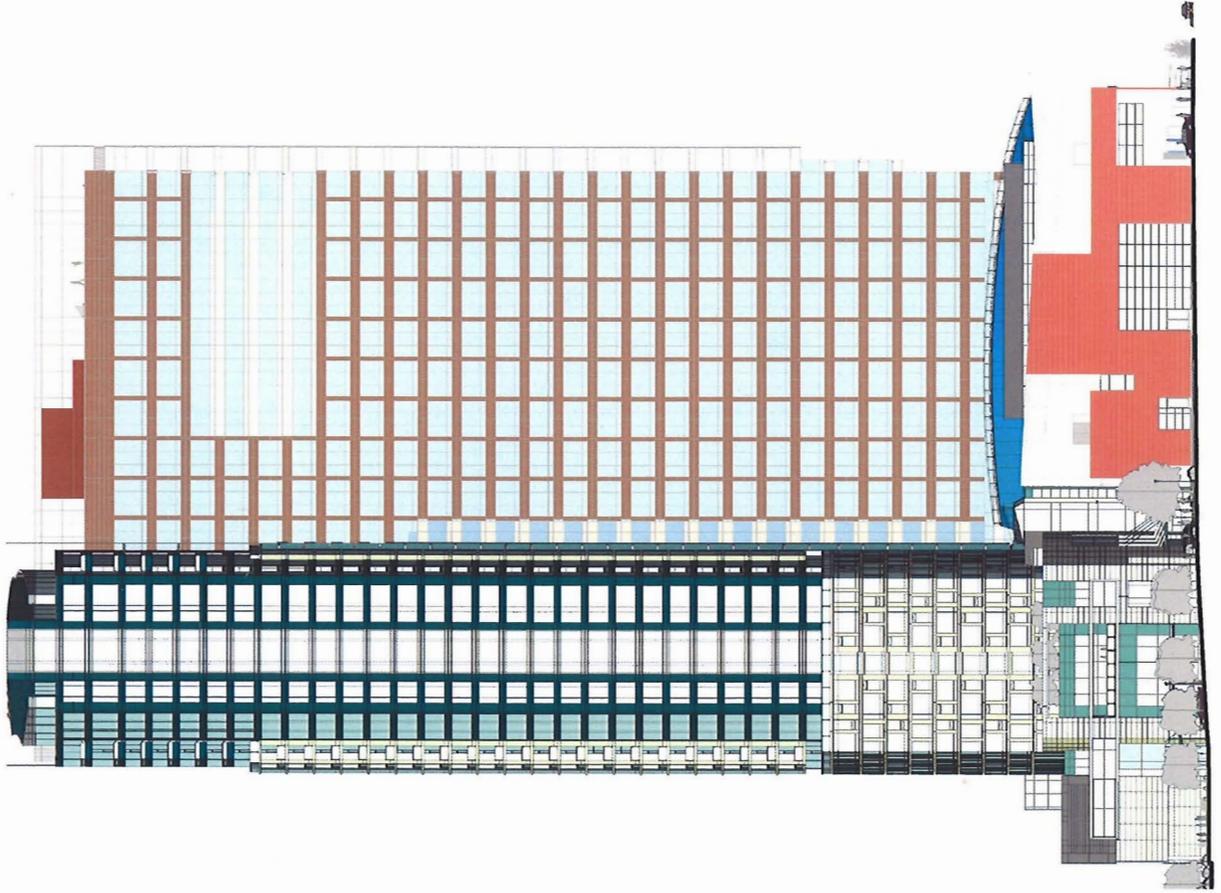
BIRDSEYE PERSPECTIVE LOOKING NORTHEAST 1

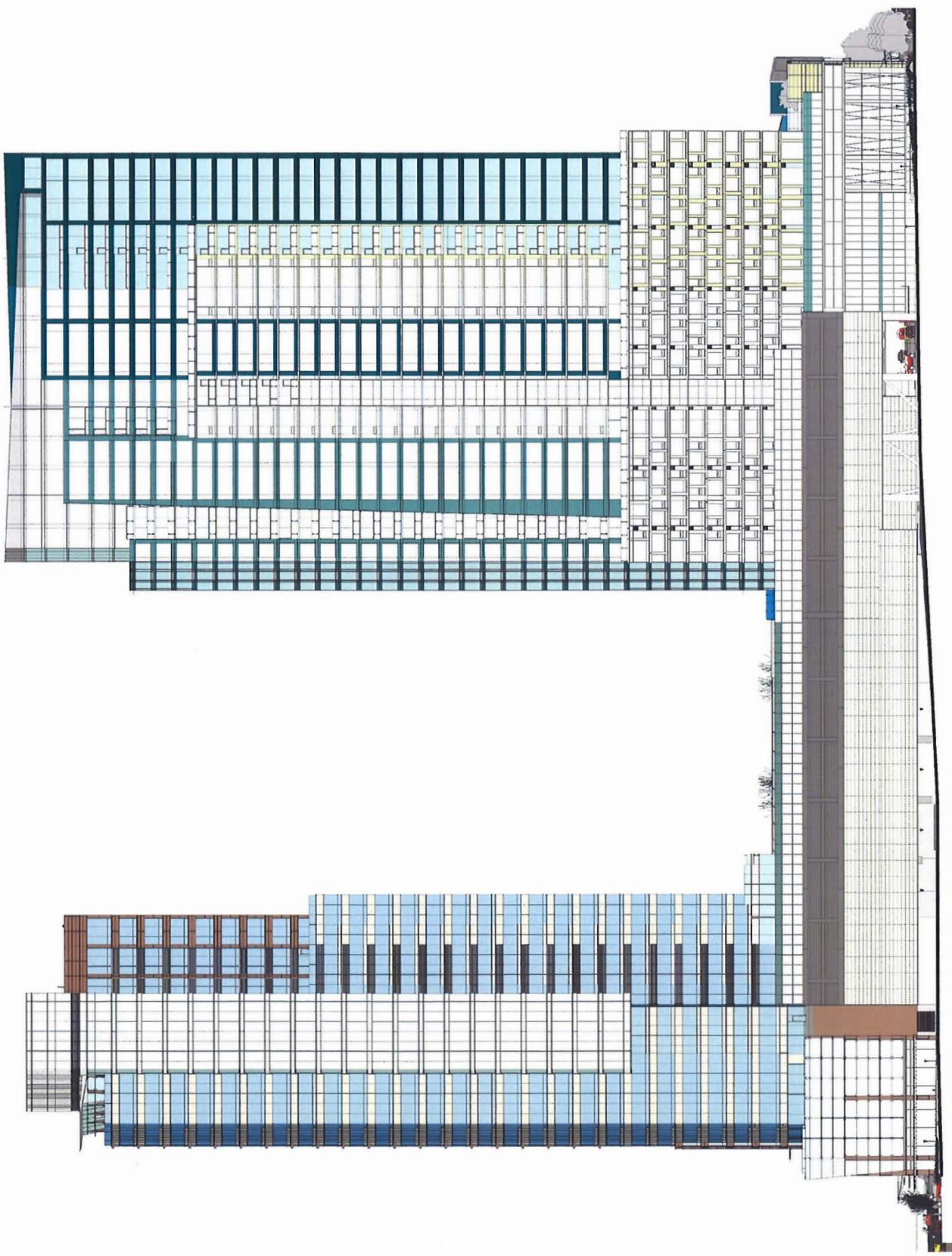


BIRDSEYE PERSPECTIVE LOOKING NORTHWEST 2

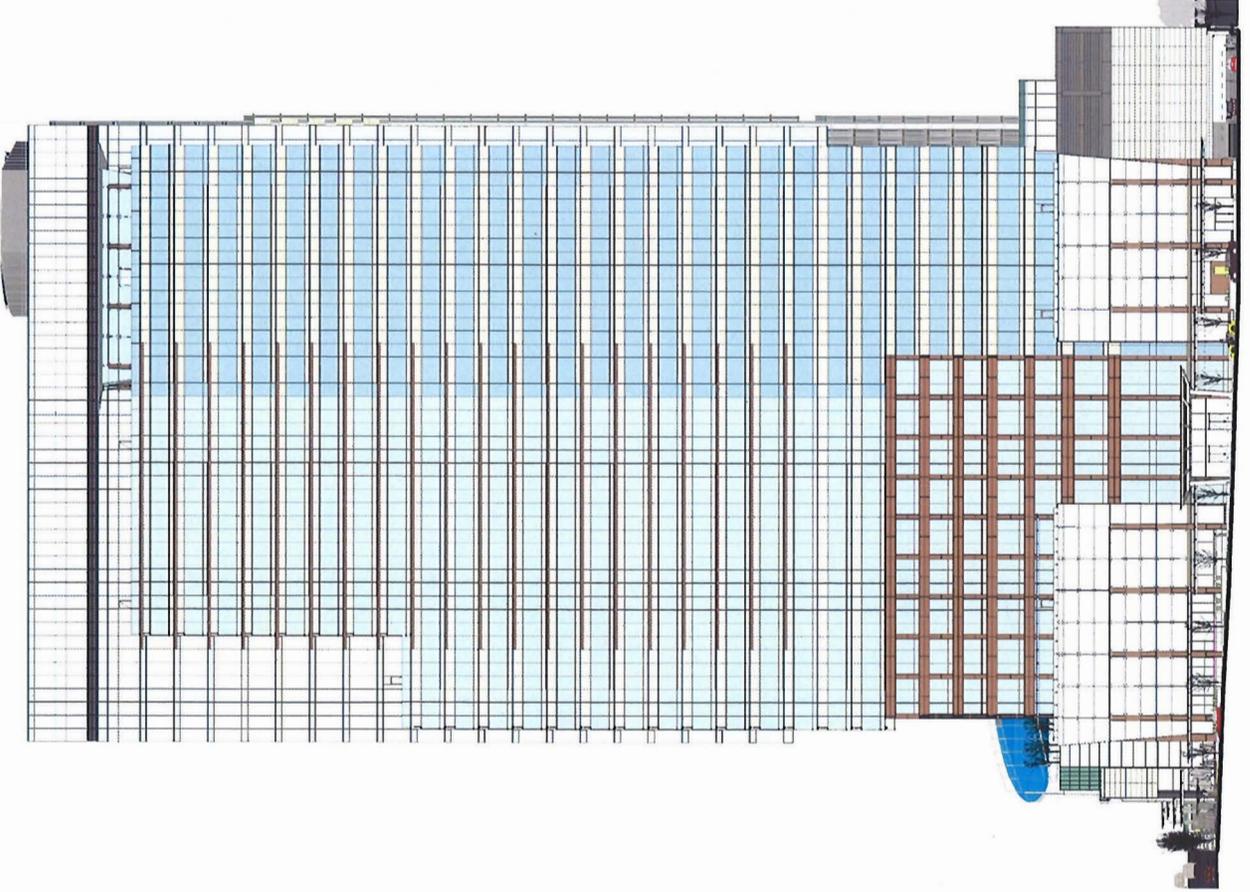


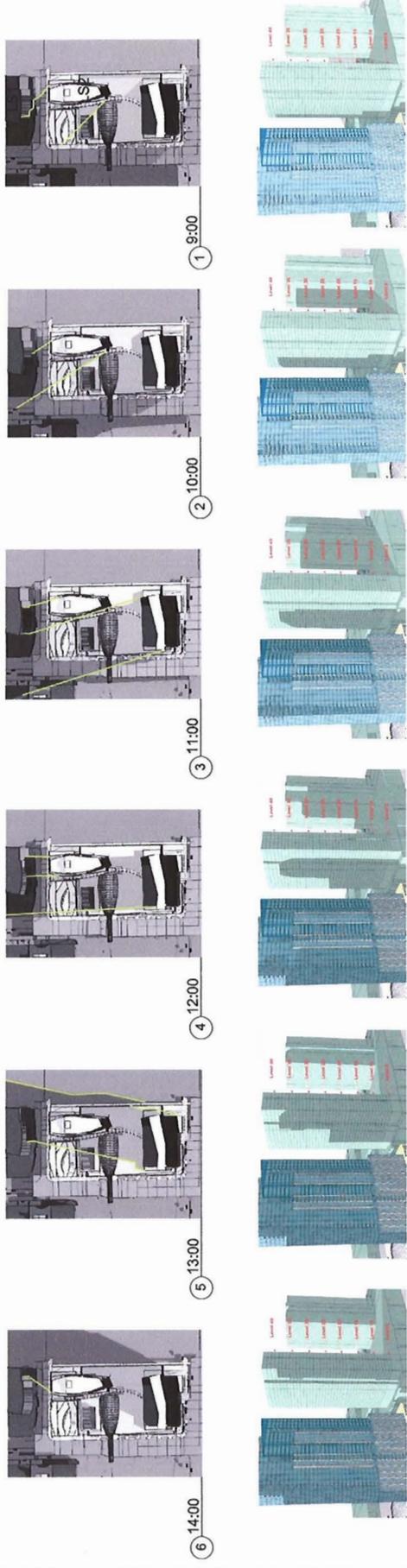
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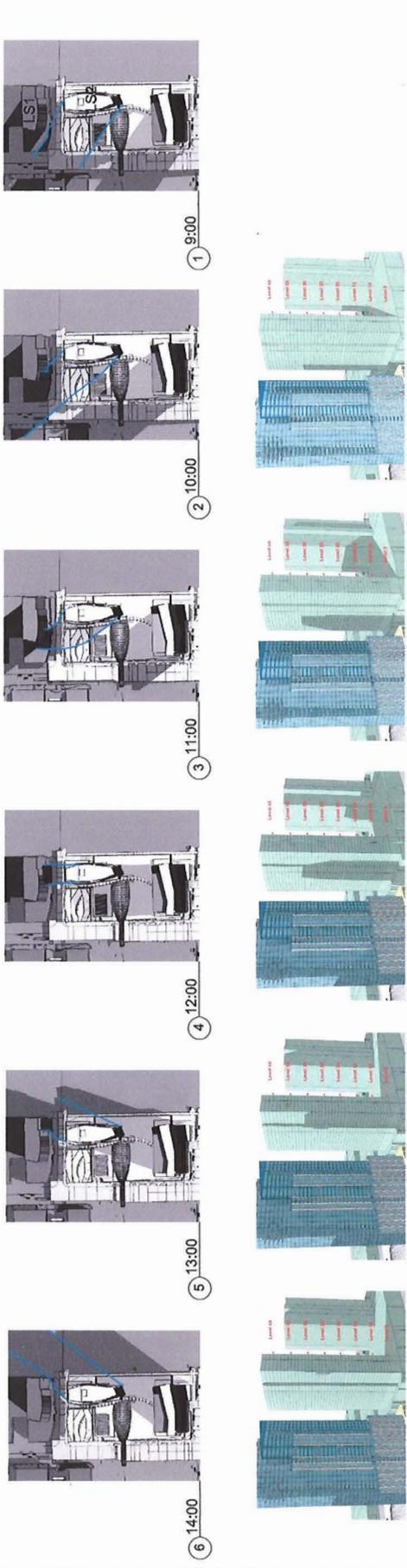


Overall Exterior Elevation - East
SCALE: 1/8" = 1'-0"

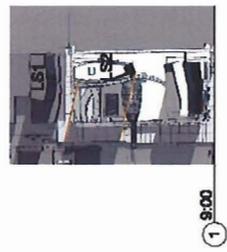




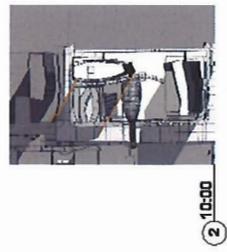
SHADE STUDIES - DECEMBER 21st



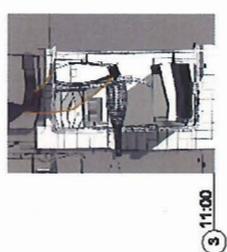
SHADE STUDIES - SEPTEMBER 21st



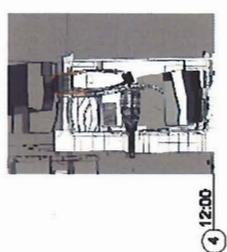
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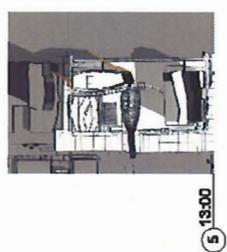
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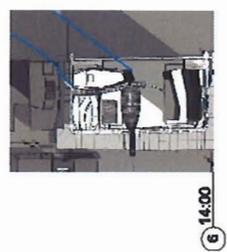
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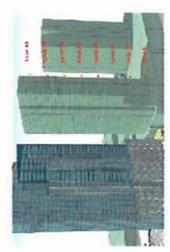
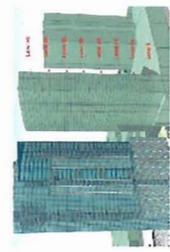
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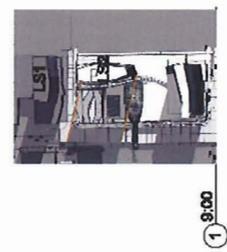
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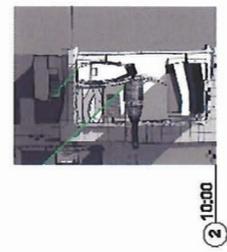
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SHADE STUDIES - JULY 21st



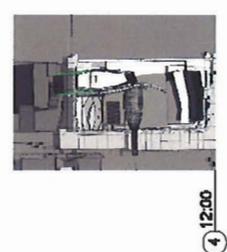
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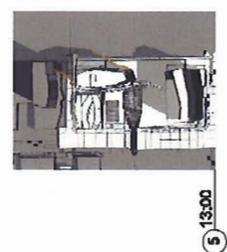
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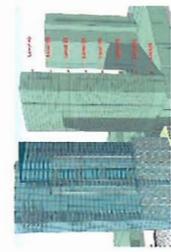
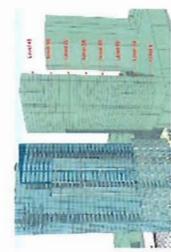
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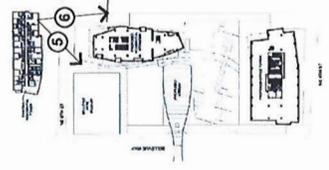
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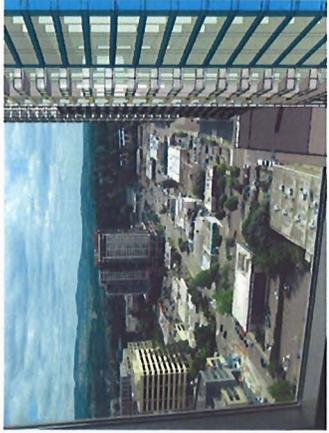
SHADE STUDIES - MARCH 21st



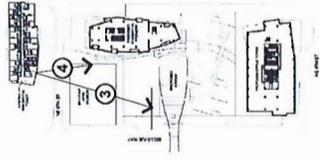
KEYS TO VIEWS 5 & 6



VIEW LOOKING SOUTHWEST FROM UNIT 2101



VIEW LOOKING SOUTHEAST FROM UNIT 2101



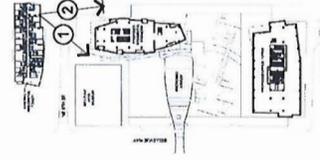
KEYS TO VIEWS 3 & 4



VIEW LOOKING SOUTHWEST FROM UNIT 3304



VIEW LOOKING SOUTHEAST FROM UNIT 3304



KEYS TO VIEWS 1 & 2

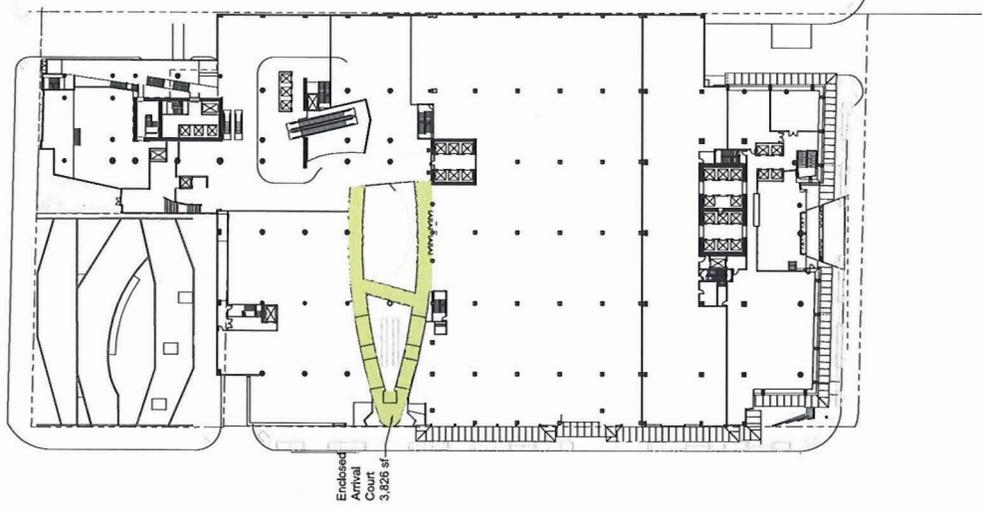
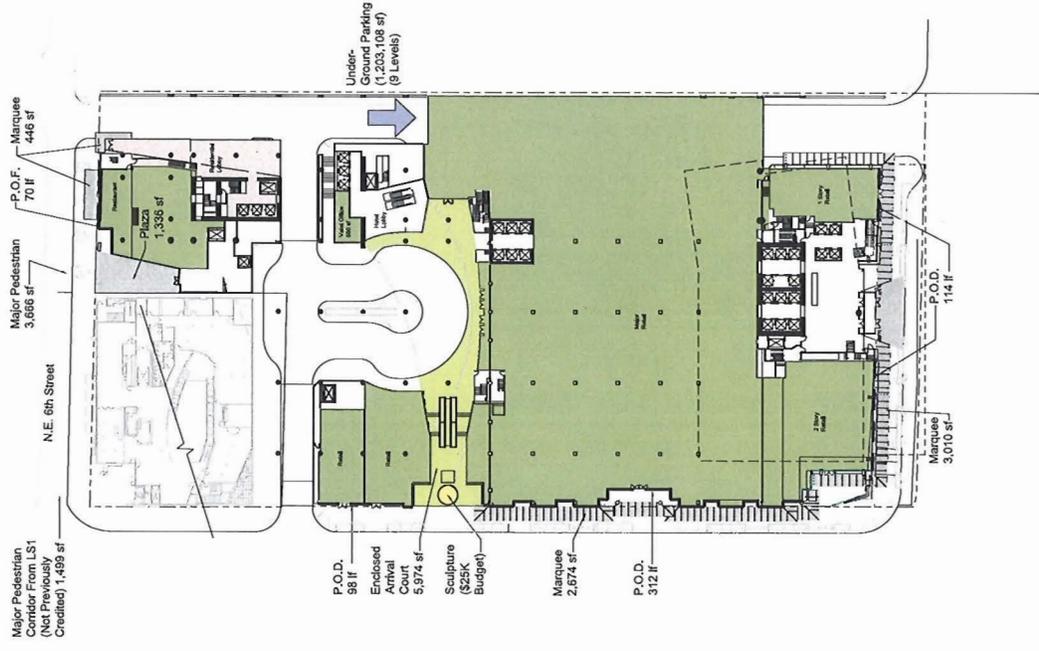


VIEW LOOKING SOUTHWEST FROM UNIT 3601



VIEW LOOKING SOUTHEAST FROM UNIT 3601

| BASIC FAR | |
|-----------|---------------------------|
| | LANDSCAPE FEATURE |
| | MARKUSE |
| | SCULPTURE |
| | WATER FEATURE |
| | PLAZA |
| | ACTIVE RECREATION AREA |
| BONUS FAR | |
| | UNDERGROUND PARKING |
| | MAJOR PEDESTRIAN CORRIDOR |
| | ENCLOSED ARRIVAL COURT |
| | LANDSCAPE AREA |
| | RESIDENTIAL USES |



LEGEND

SCALE: 1/8" = 1'-0"

AMENITY PLAN LEVEL 1

SCALE: 1/8" = 1'-0"

AMENITY PLAN LEVEL 2

SCALE: 1/8" = 1'-0"

LEGEND

SCALE: 1/8" = 1'-0"

AMENITY PLAN LEVEL 1

SCALE: 1/8" = 1'-0"

AMENITY PLAN LEVEL 2

SCALE: 1/8" = 1'-0"

LEGEND

SCALE: 1/8" = 1'-0"

AMENITY PLAN LEVEL 1

SCALE: 1/8" = 1'-0"

AMENITY PLAN LEVEL 2

SCALE: 1/8" = 1'-0"

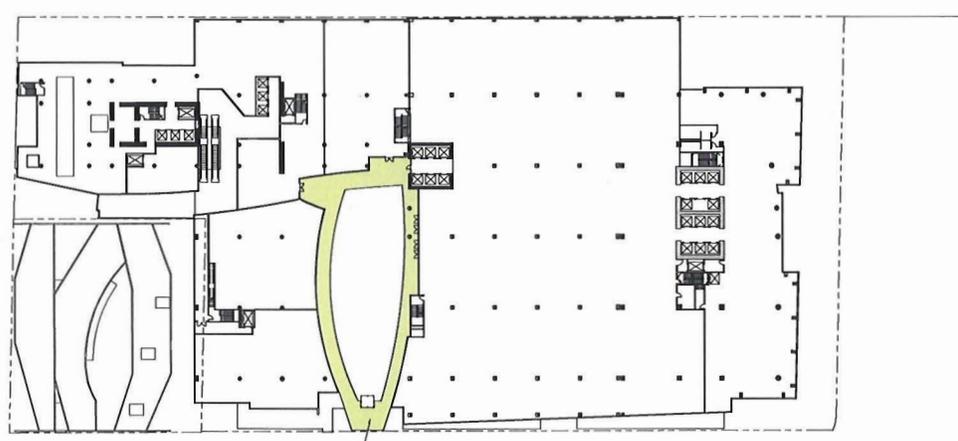
G112.1

BASIC FAR

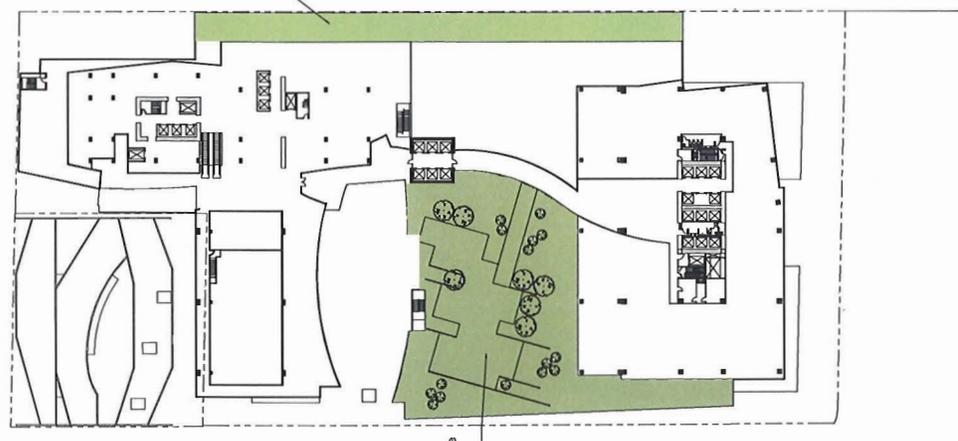
- PEDESTRIAN ORIENTED FRONTAGE
- LANDSCAPE FEATURE
- WALKWAY
- SCULPTURE
- WATER FEATURE
- PLAZA
- ACTIVE RECREATION AREA

BONUS FAR

- UNDERGROUND PARKING
- MAJOR PEDESTRIAN CORRIDOR
- ENCLOSED ARRIVAL COURT
- LANDSCAPE AREA
- RESIDENTIAL USES



AMENITY PLAN LEVEL 3 SCALE: 1/8" = 1'-0"



AMENITY PLAN LEVEL 4 SCALE: 1/8" = 1'-0"

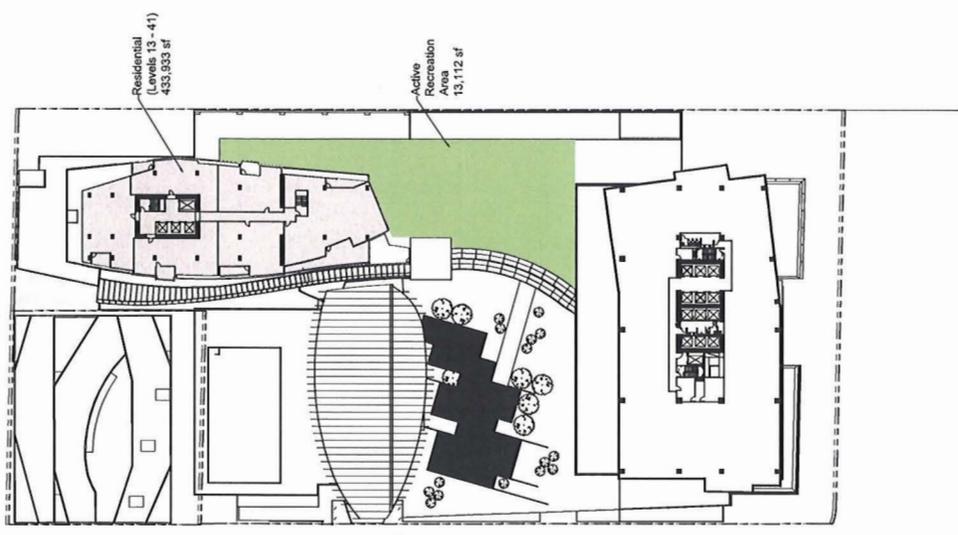
LEGEND SCALE: 1/8" = 1'-0"

BASIC FAR

- PEDESTRIAN ORIENTED FRONTAGE
- LANDSCAPE FEATURE
- WANDER
- SCULPTURE
- WATER FEATURE
- PLAZA
- ACTIVE RECREATION AREA

BONUS FAR

- UNDERGROUND PARKING
- MAJOR PEDESTRIAN CORRIDOR
- ENCLOSED ARRIVAL COURT
- LANDSCAPE AREA
- RESIDENTIAL USES





NORTH

AVERAGE GRADE PLAN (Sheet 1)

G113

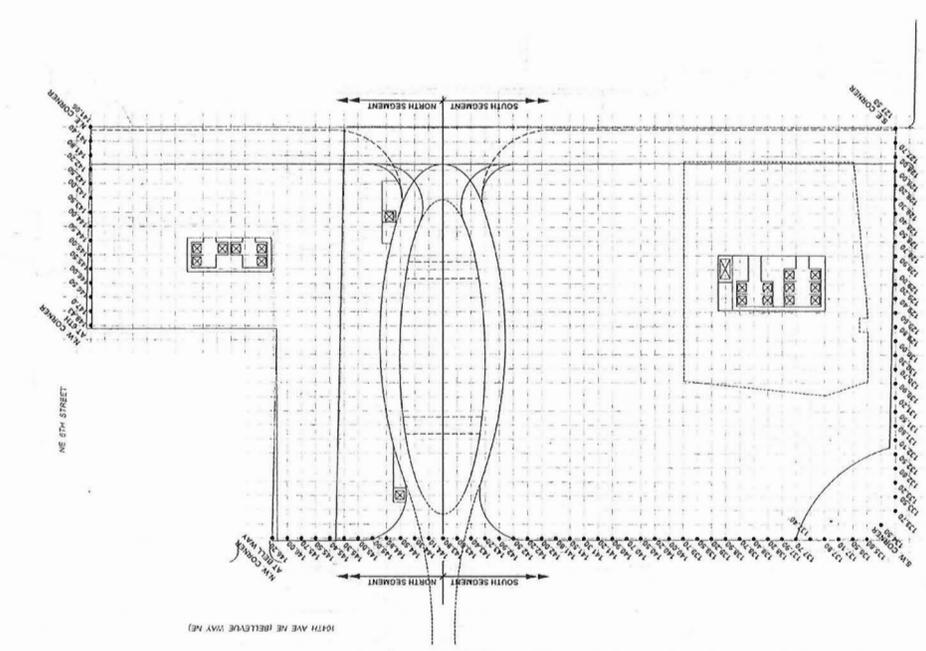
DATE: 09/17/10
SCALE: 0.75"=1.00'

AVERAGE GRADES

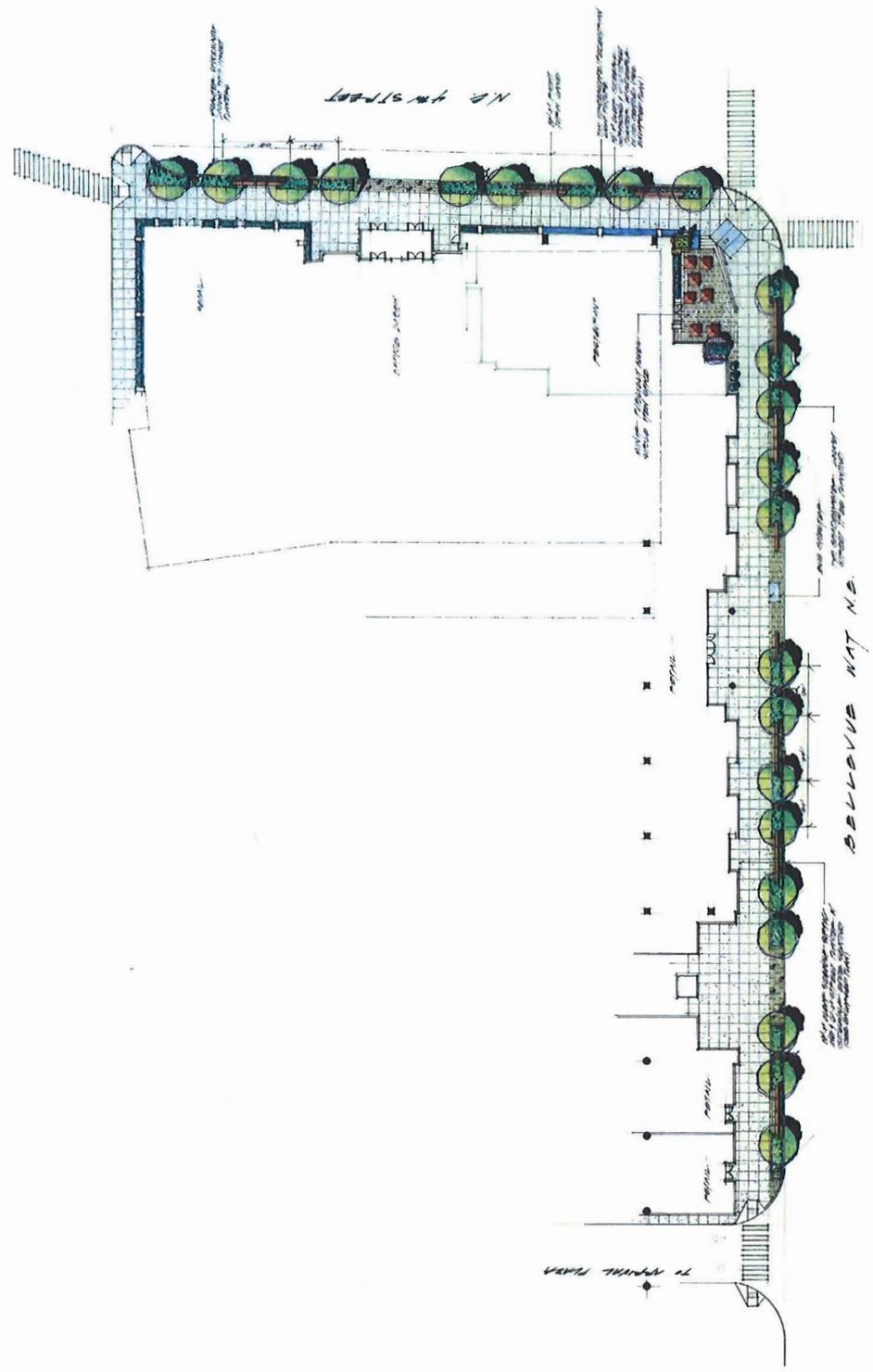
PROJECT: Lincoln Square Expansion
LOCATION: Bellevue Washington
DATE: September 17, 2010
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

Lincoln Square Expansion
Bellevue Washington
DRC Response
September 17, 2010

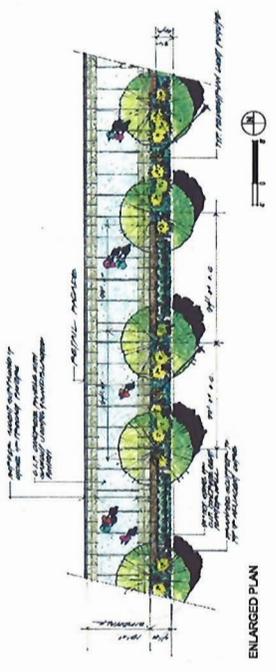
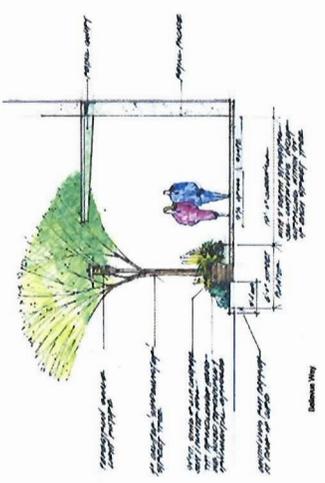
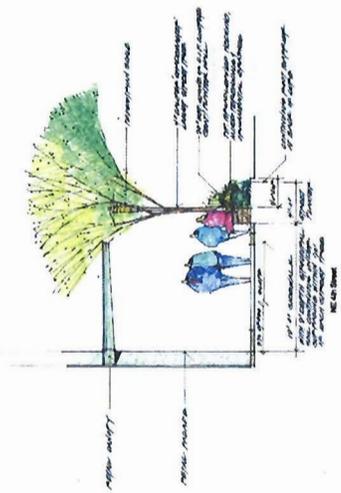
Solatrix
partners
ARCHITECTS



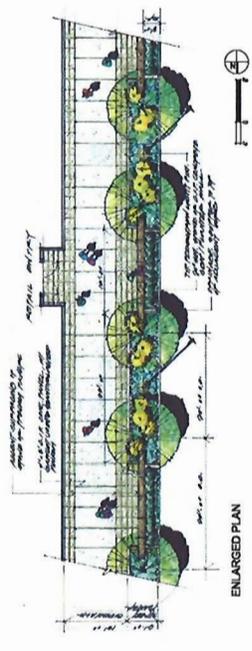
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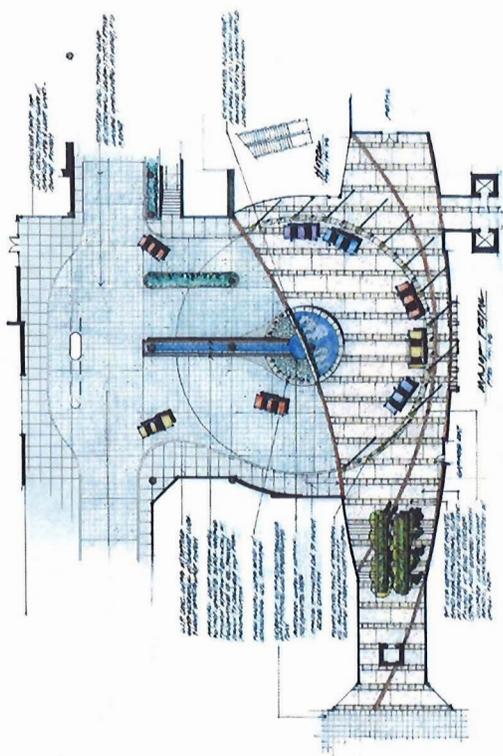
1 Perimeter Streetscape Plan
 SCALE: 1" = 40'



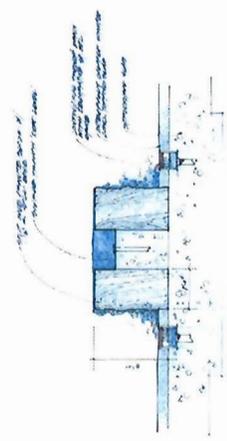
1 NE 4TH STREET PERIMETER STREETSCAPE
SCALE AS SHOWN



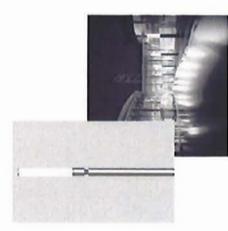
2 BELLEVUE WAY PERIMETER STREETSCAPE
SCALE AS SHOWN



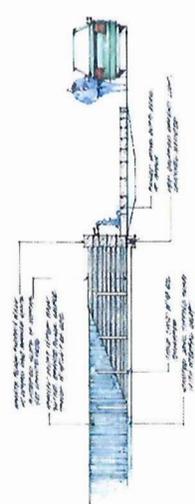
3 ARRIVAL COURT PLAN
SCALE: AS SHOWN



4 SECTION AT WATER WALL
SCALE: 1/4" = 1'-0"



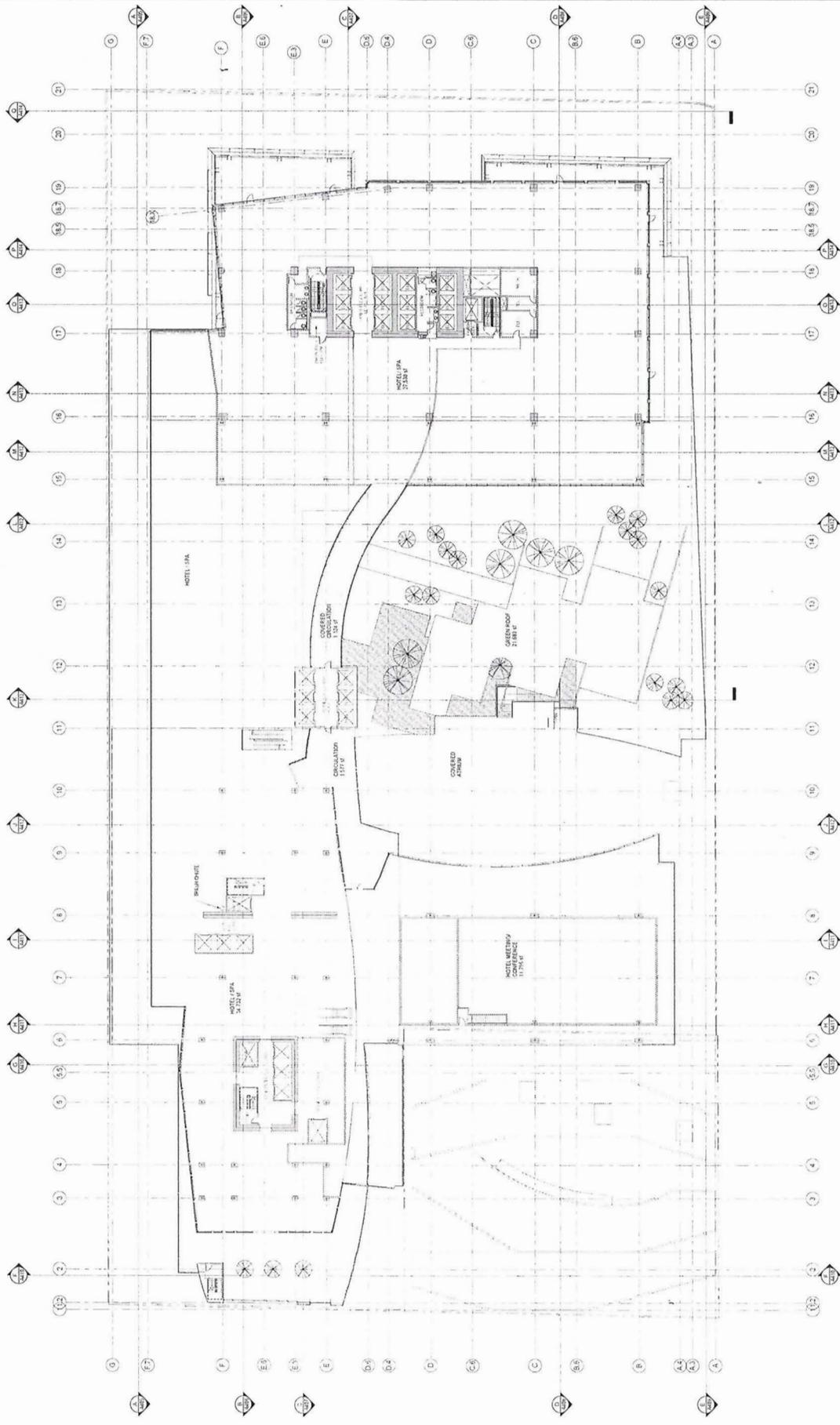
SABER LIGHT POLES:
BEGA DIE-CAST ALUMINUM LIGHT POLE W/ACRYLIC
DIFFUSER (MODEL 8894P)

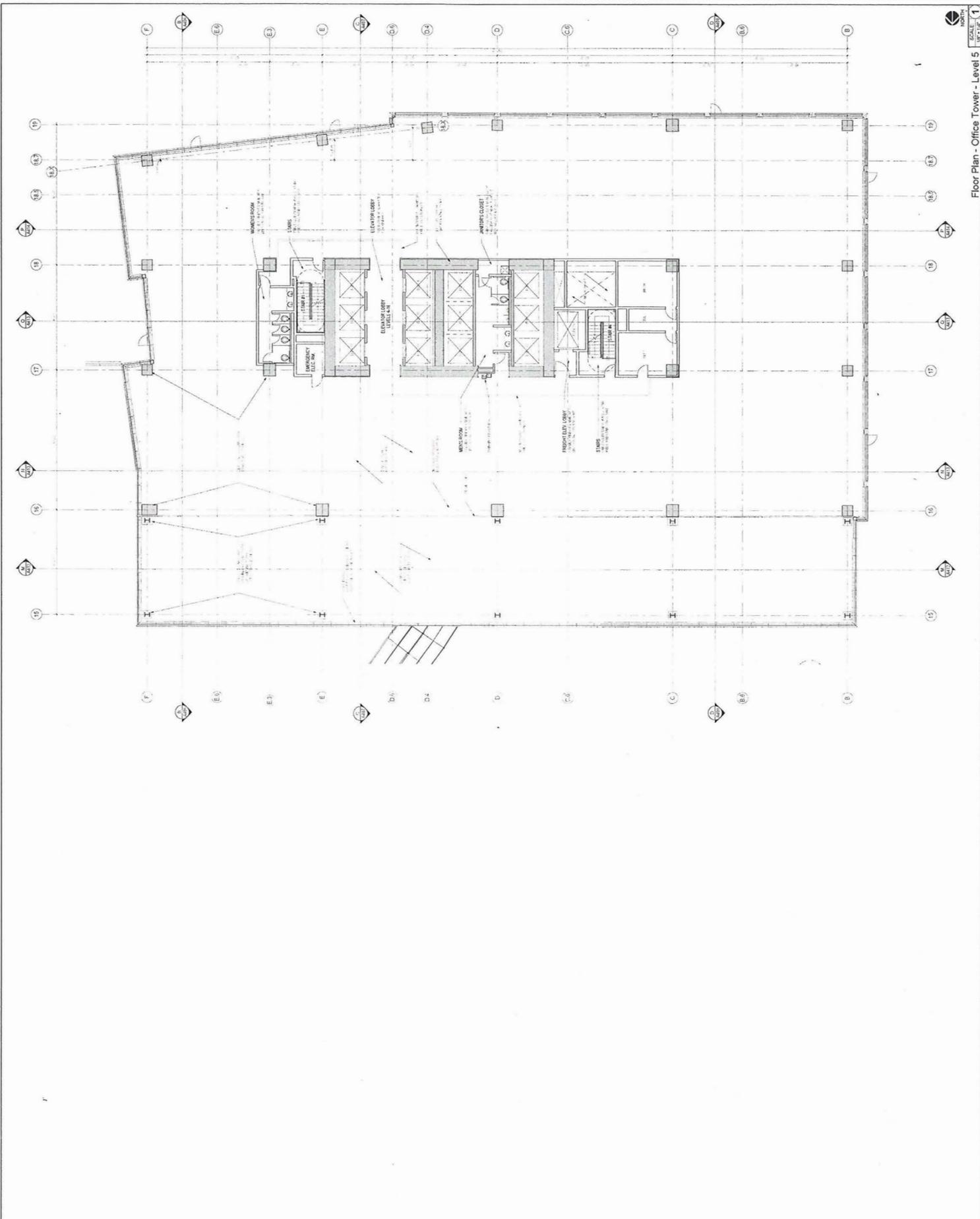


5 ELEVATION AT WATER WALL
SCALE: 1/4" = 1'-0"

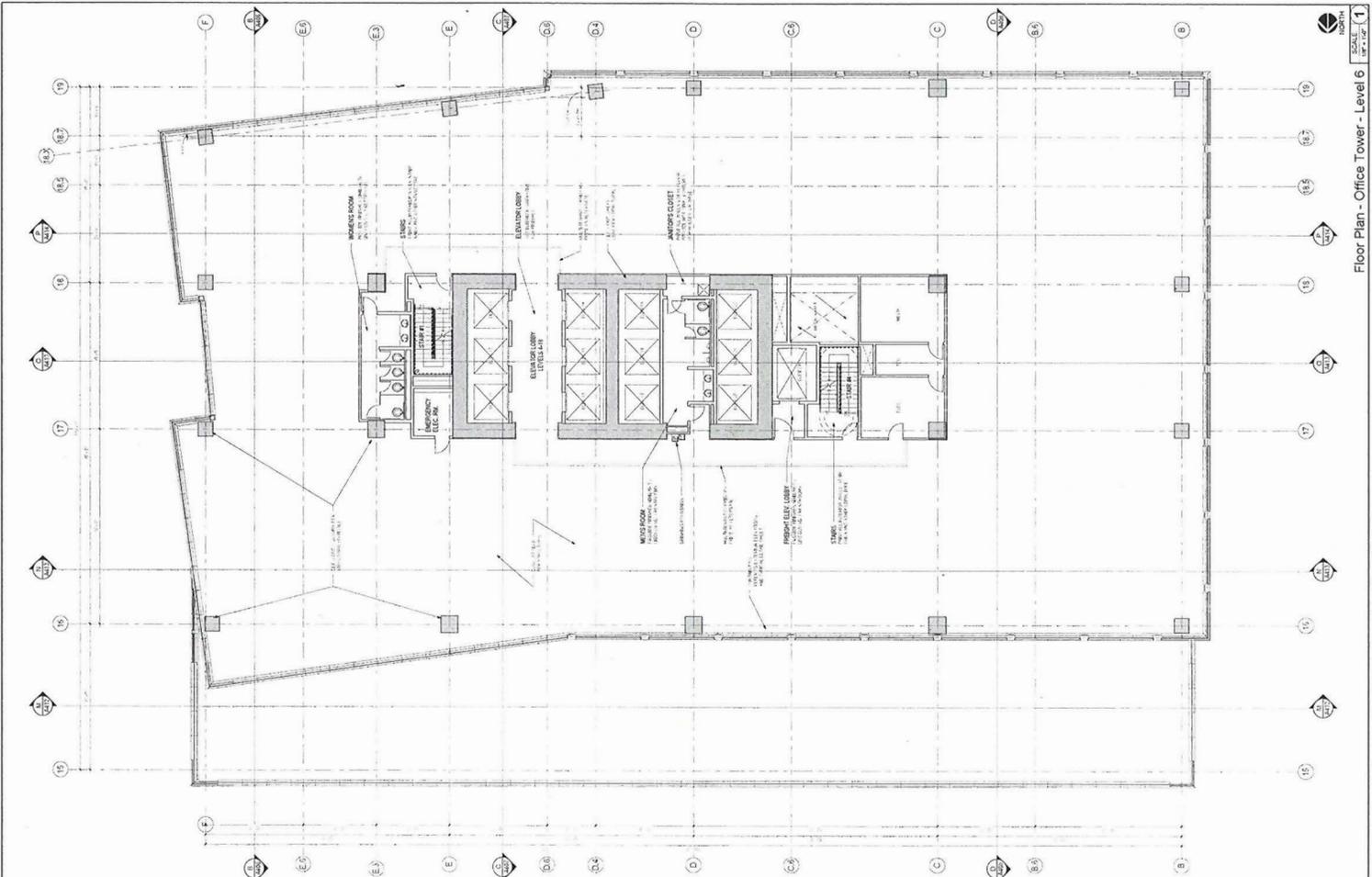


LPLIT TRENCH GRATES:
DECORATIVE TRENCH GRATES BY IRON AGE. LPLIT
BY CONTINUOUS BANDS OF L.E.D. (LIGHT EMITTING
DIODES) LIGHTING. LED-FLEX BY MALE LIGHTING.
CHANNEL-MOUNTED BENEATH GRILL.

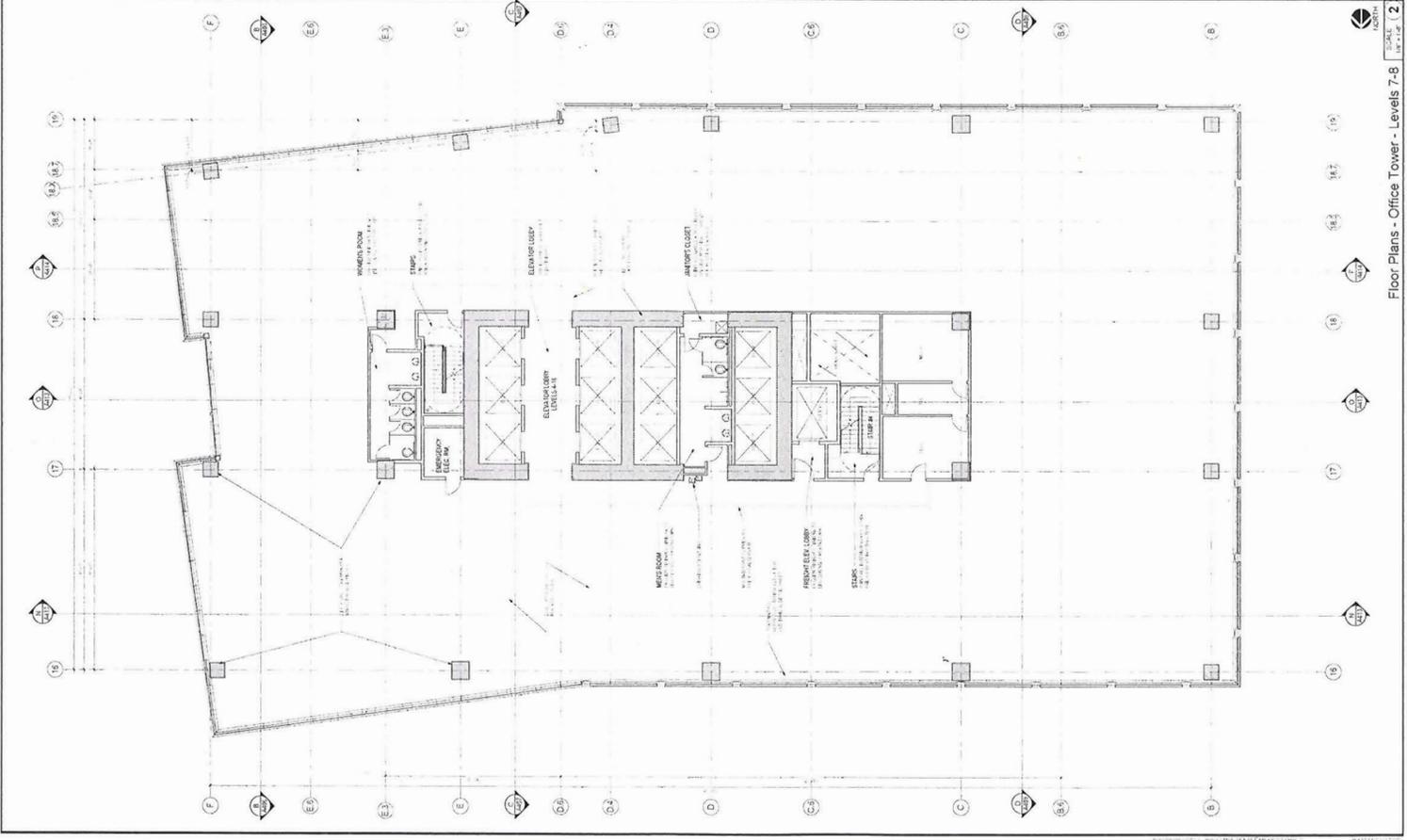




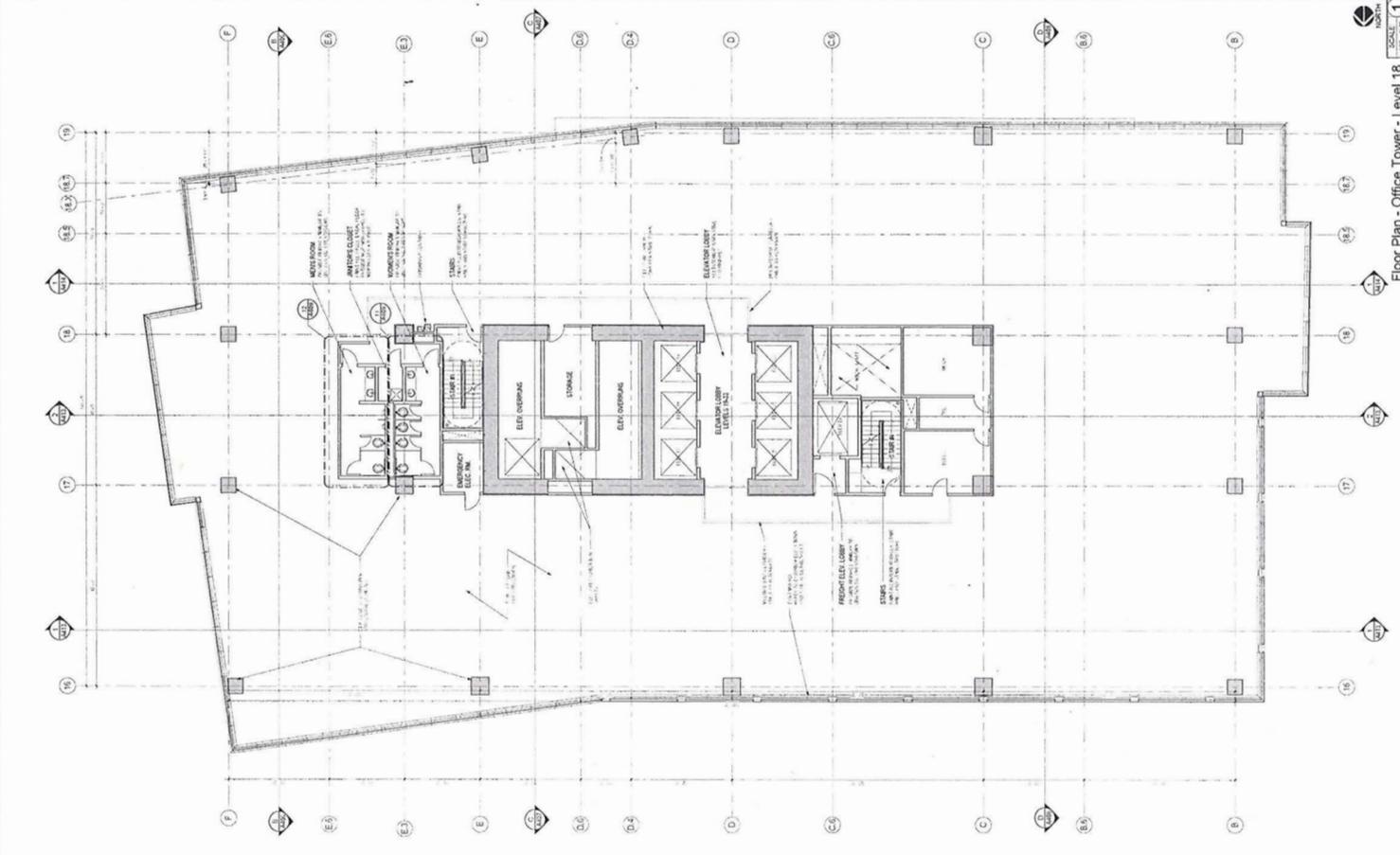
Floor Plan - Office Tower - Level 5



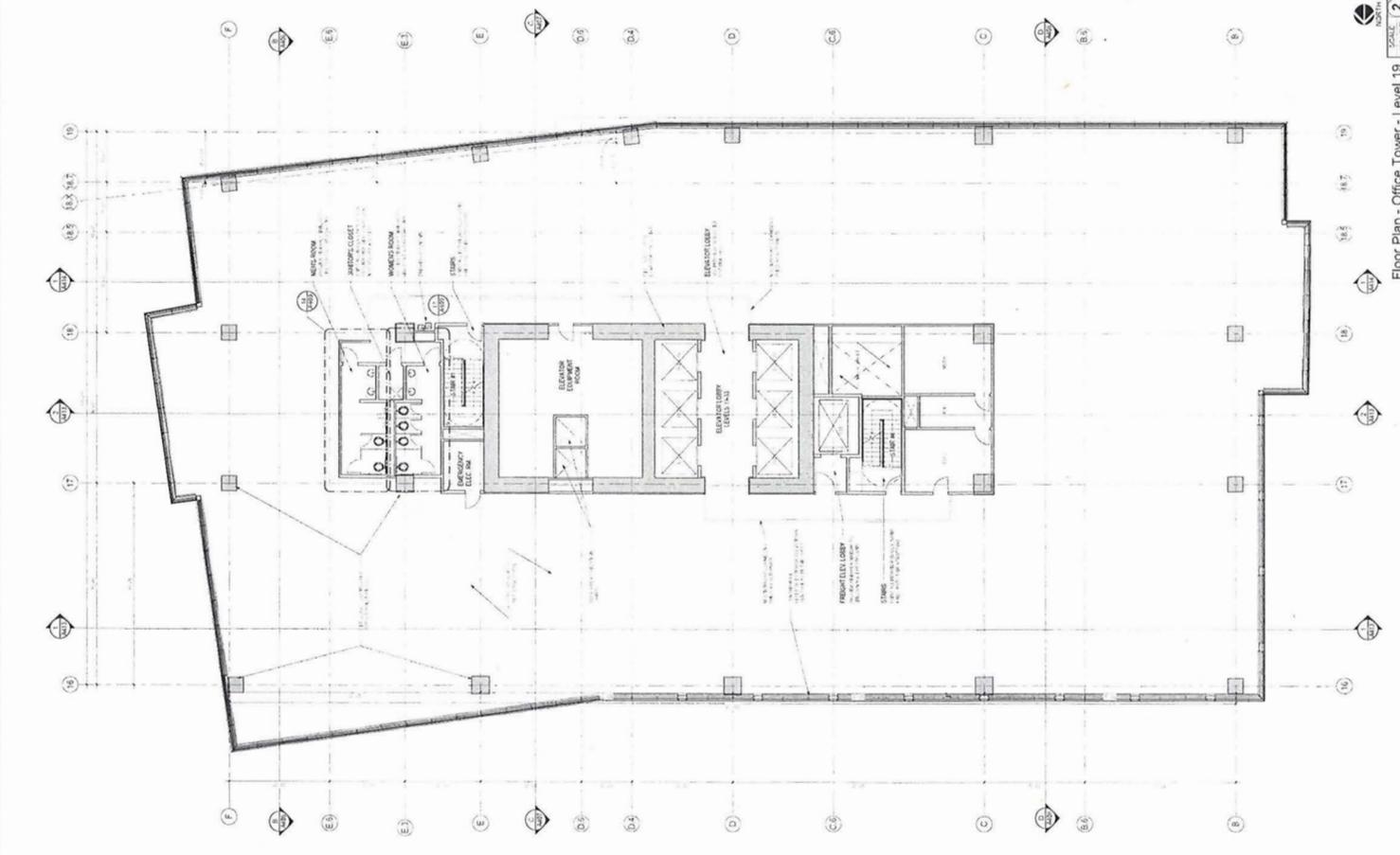
Floor Plan - Office Tower - Level 6



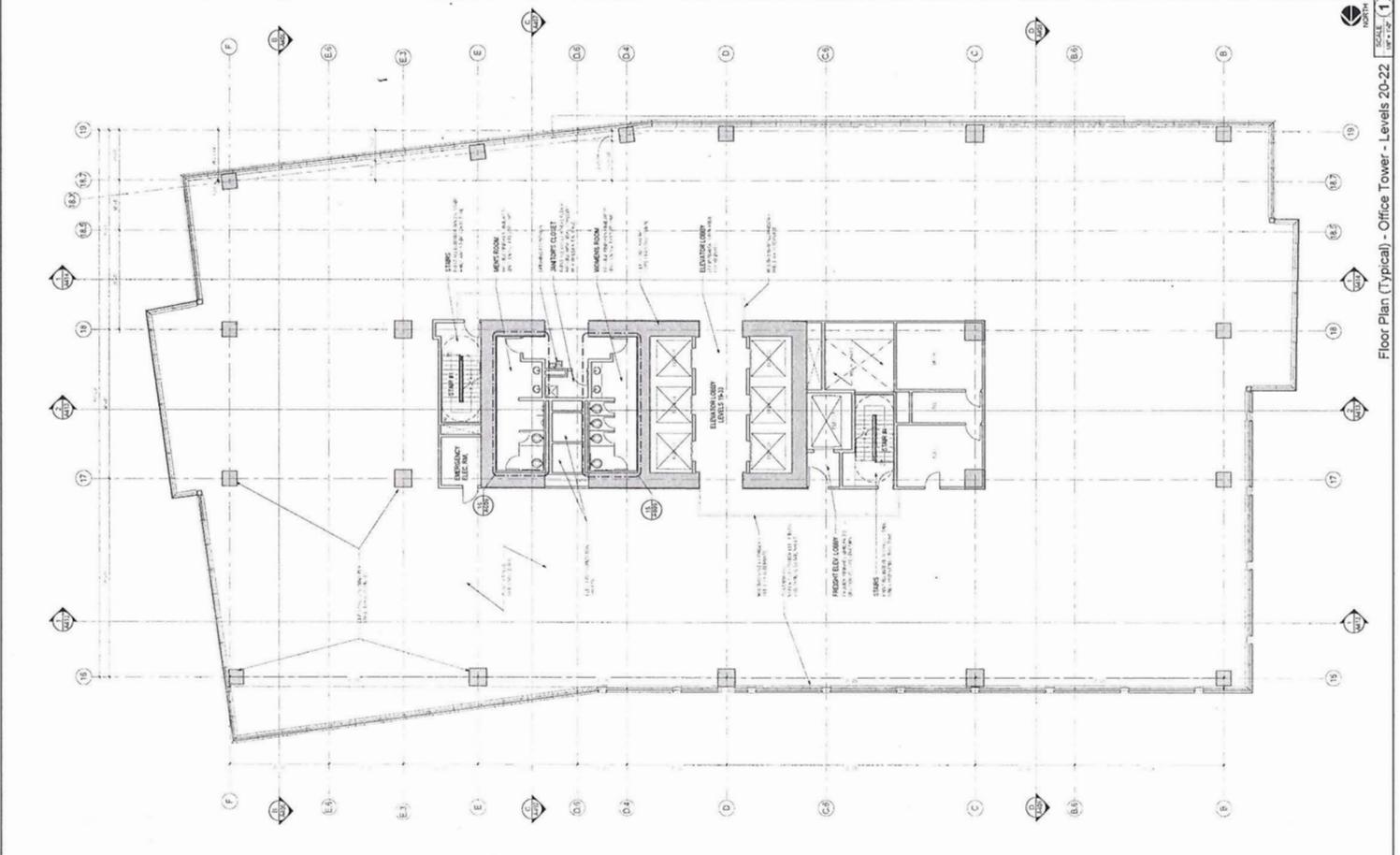
Floor Plans - Office Tower - Levels 7-8



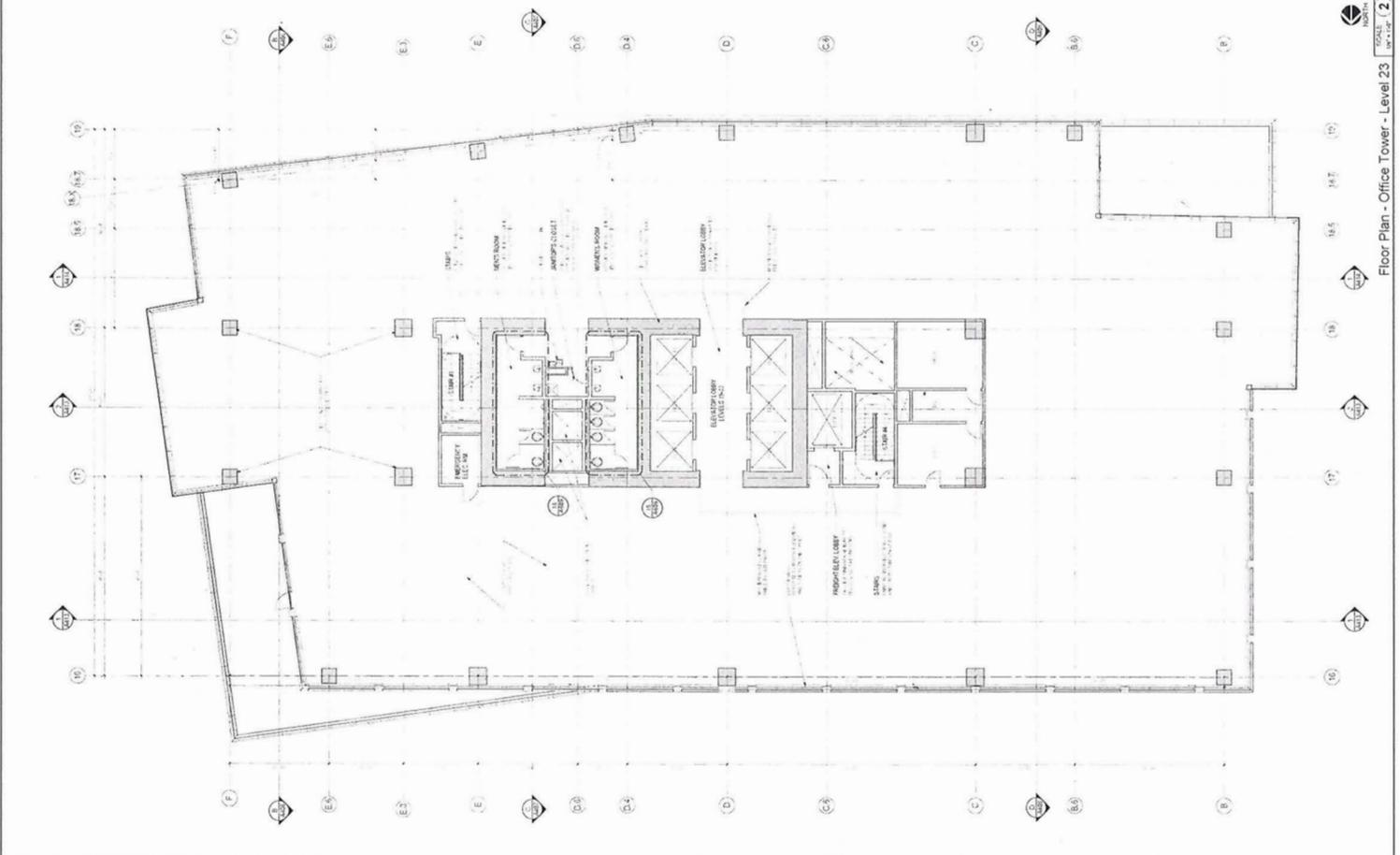
Floor Plan - Office Tower - Level 18



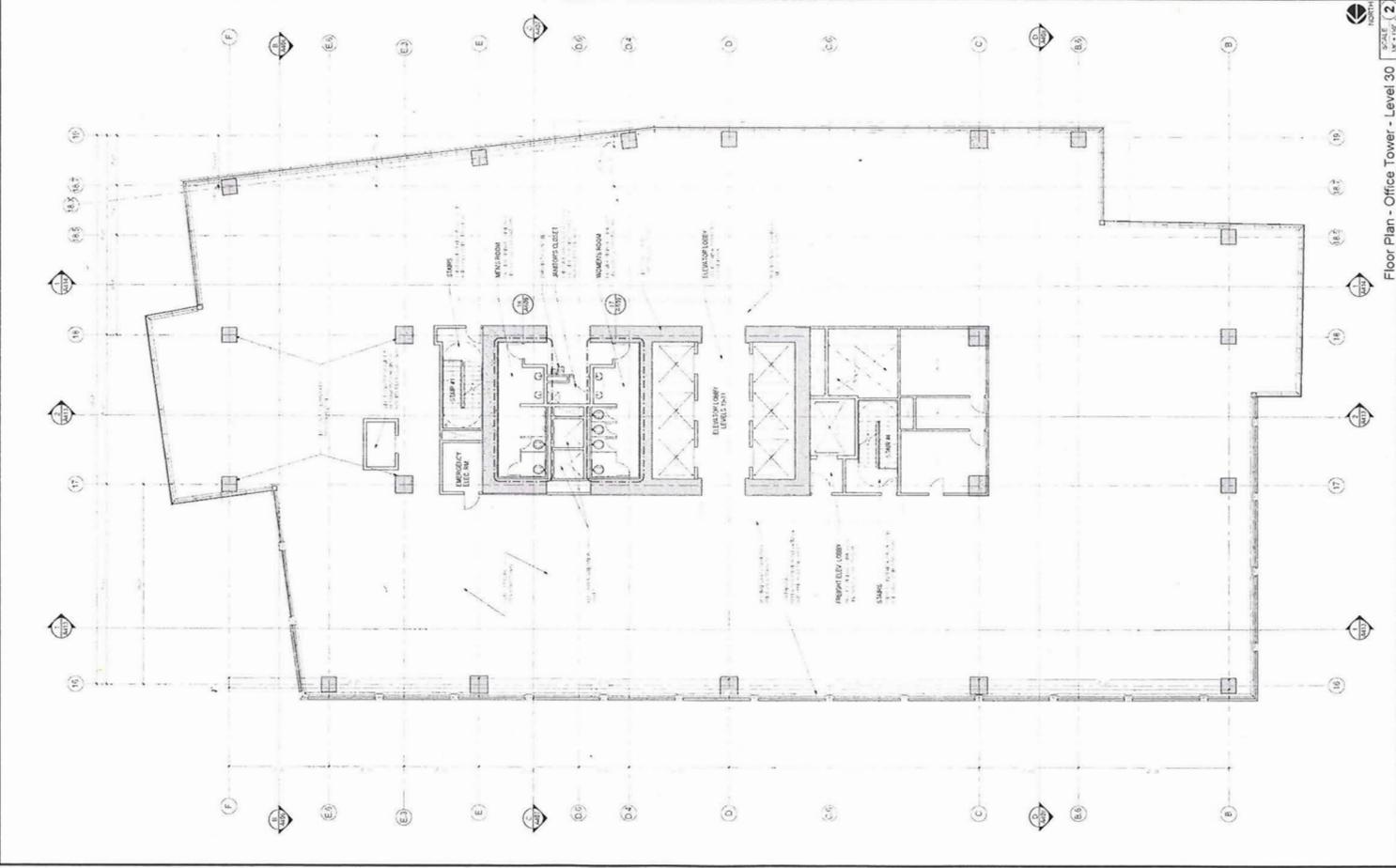
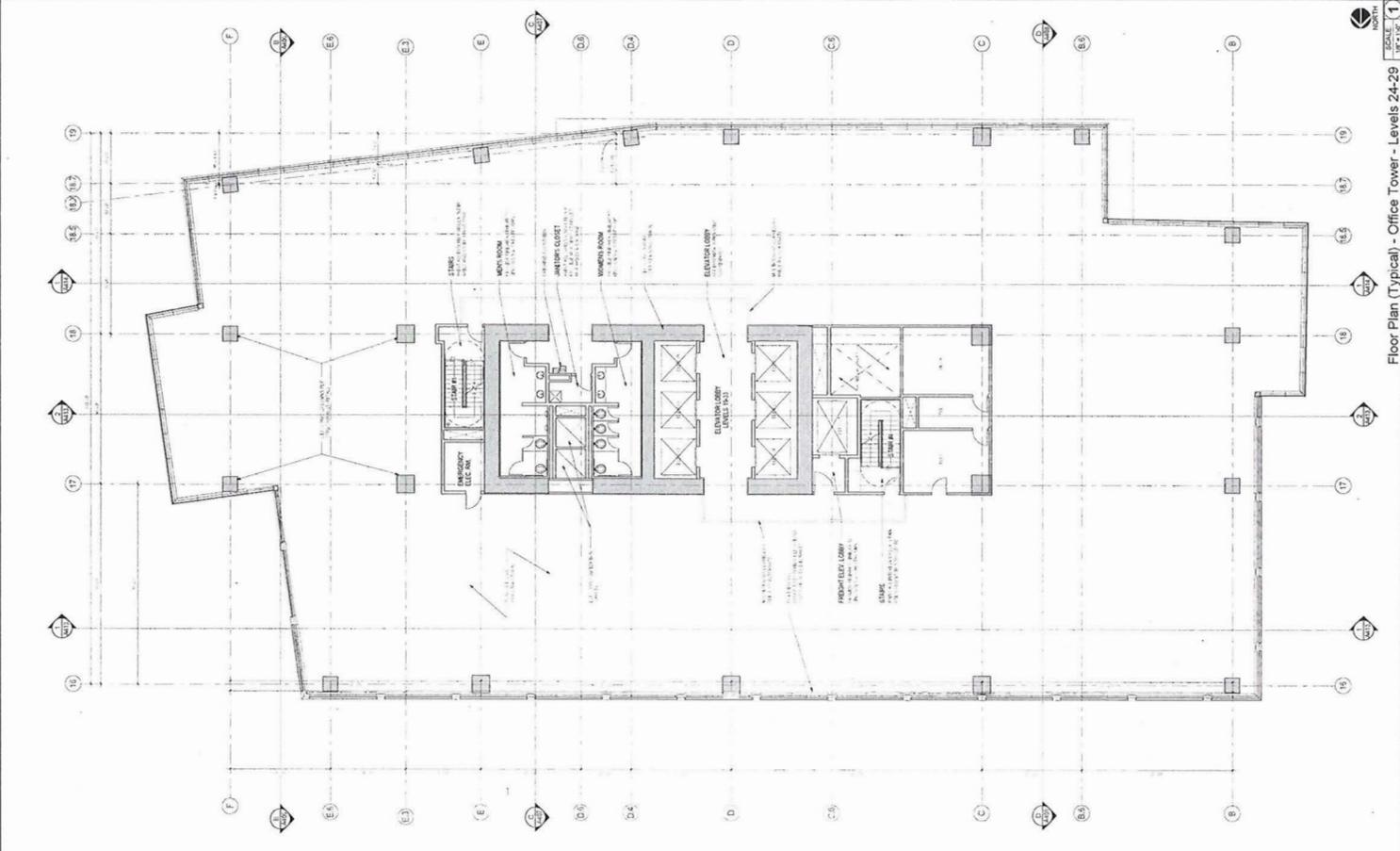
Floor Plan - Office Tower - Level 19

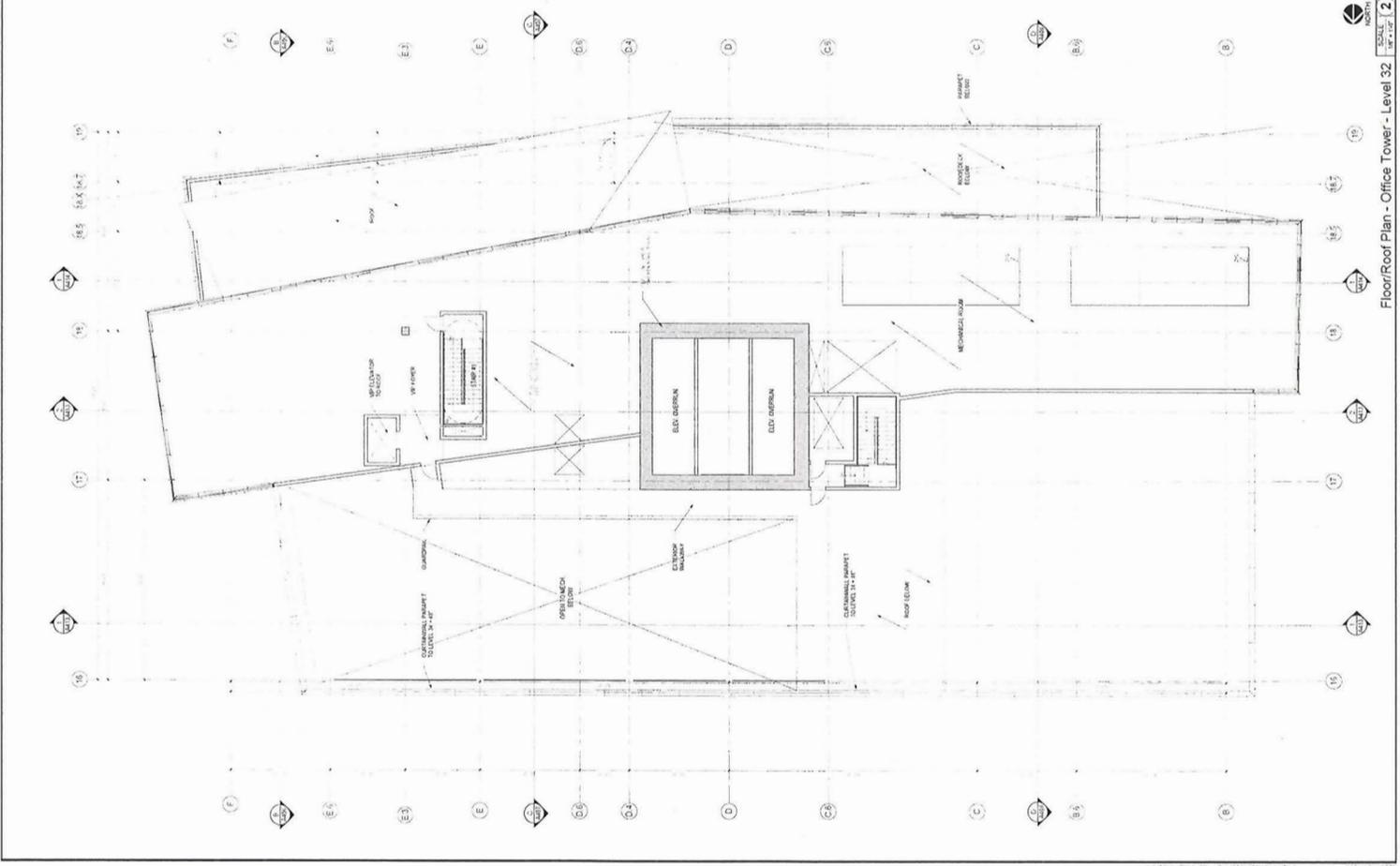
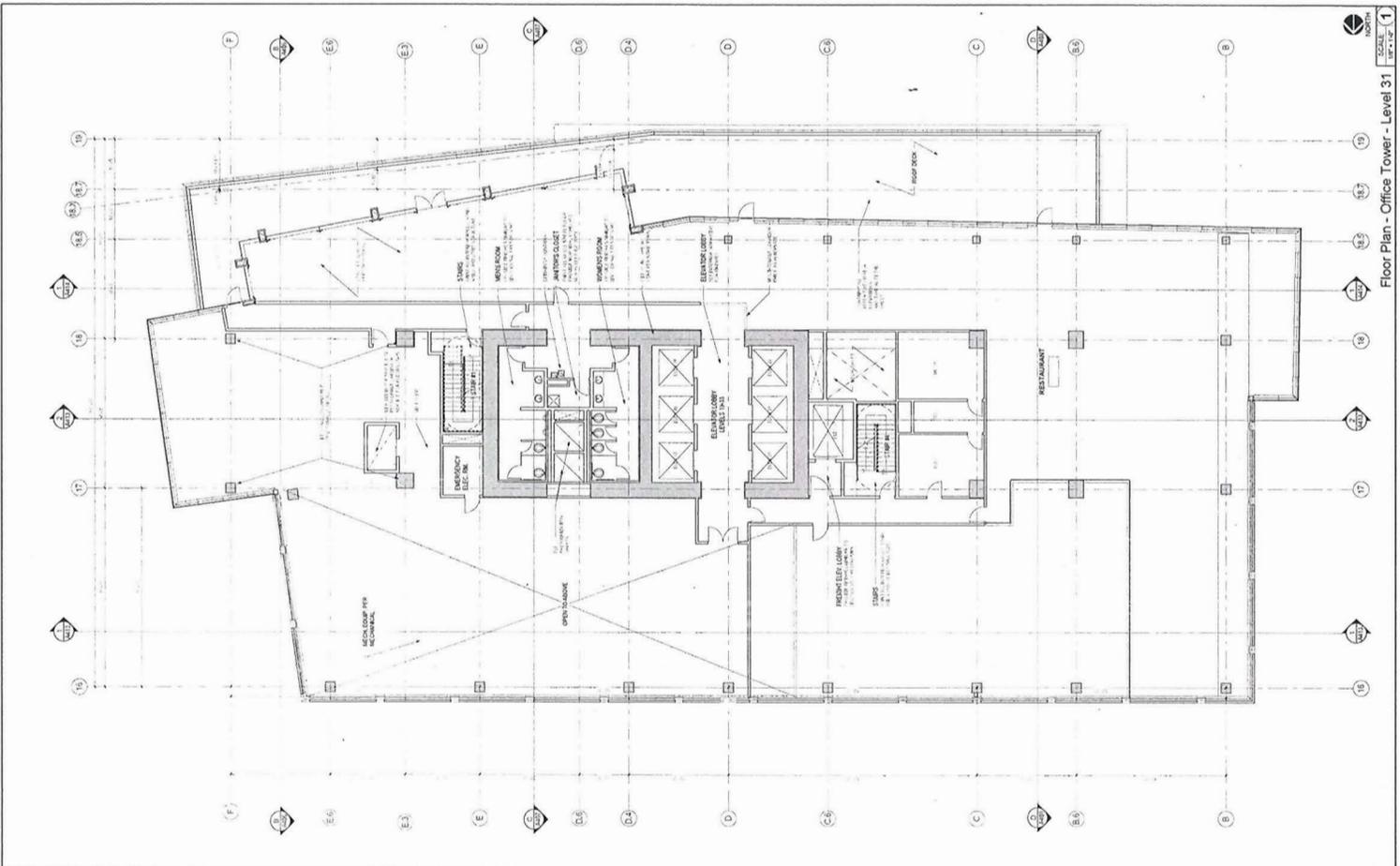


Floor Plan (Typical) - Office Tower - Levels 20-22 | SCALE: NORTH 1/8" = 1'-0" | 1



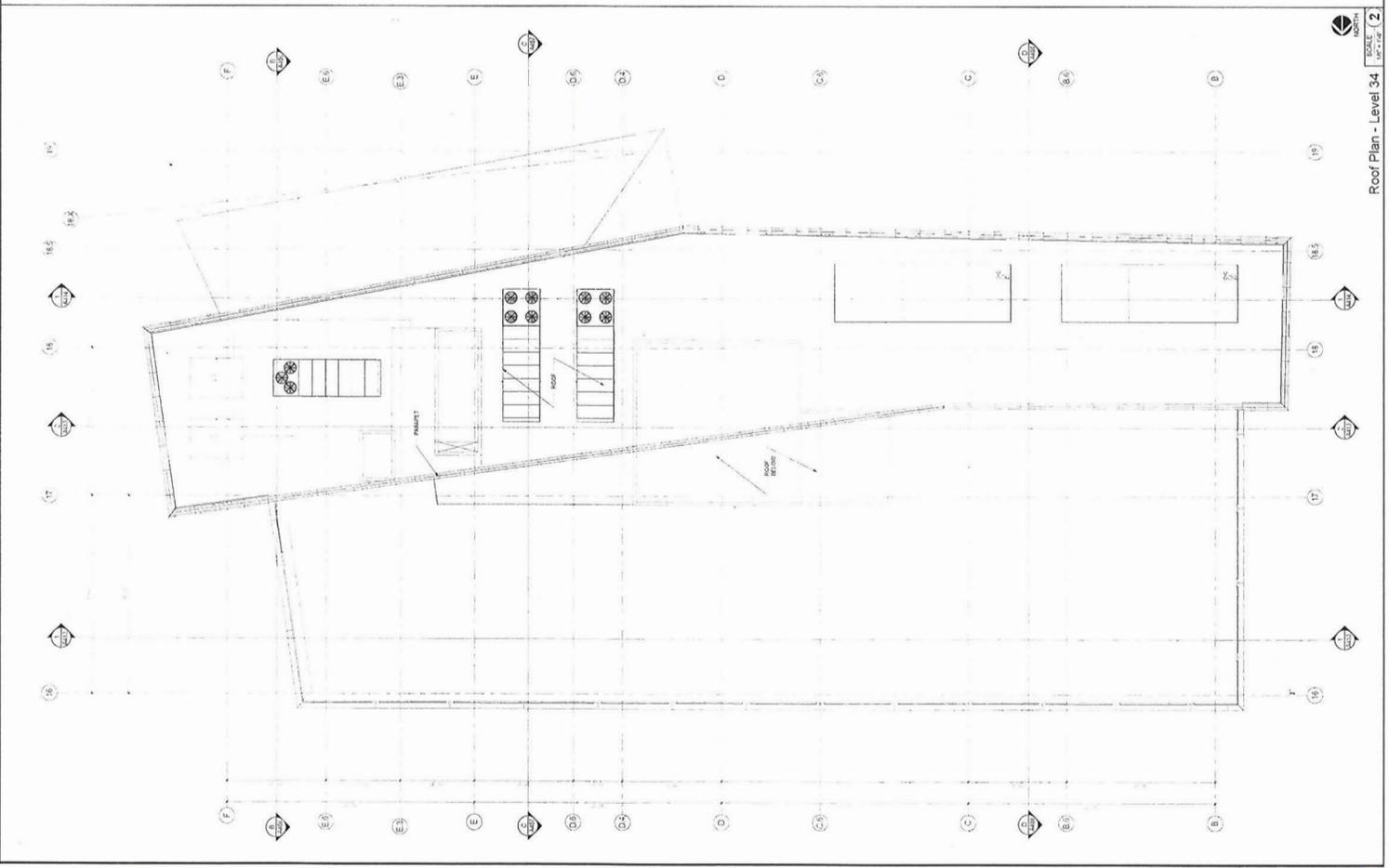
Floor Plan - Office Tower - Level 23 | SCALE: NORTH 1/8" = 1'-0" | 2







Floor/Roof Plan - Level 33



Roof Plan - Level 34

CERTIFICATE OF CONCURRENCY

LINCOLN SQUARE EXPANSION

This certificate documents the Transportation Department Director's decision that the development project at 410 Bellevue Way NE (Design Review File No. 08-103244 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 1,255 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 14.10.010D). 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

1/6/11

Date

Certificate No. 62