



DEVELOPMENT SERVICES DEPARTMENT  
 ENVIRONMENTAL COORDINATOR  
 11511 MAIN ST., P.O. BOX 90012  
 BELLEVUE, WA 98009-9012

**DETERMINATION OF NON-SIGNIFICANCE**

**PROPONENT:** Beacon Capital - NE 8<sup>th</sup> Office Tower

**LOCATION OF PROPOSAL:** 10833 NE 8<sup>th</sup> Street

**DESCRIPTION OF PROPOSAL:**

Application for Design Review approval and SEPA threshold determination to revest a previous Design Review proposal (#07-144354-LD) to construct a 32-story tower with approximately 679,790 square feet of office on a 2.87 acre site in the Downtown-Office District 1 (DNTN-01) zone. Proposal also includes an approximately 1.90 acre landscaped pedestrian plaza, 10,830 gross square feet of single level service retail and 6 levels of approximately 696,400 square feet of underground parking for approximately 1,913 vehicles.

**FILE NUMBERS: 11-113388-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 Development Services Department. 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 Nov. 10, 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This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information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. Holland  
 Environmental Coordinator

10/27/11  
 Date

**OTHERS TO RECEIVE THIS DOCUMENT:**

- State Department of Fish and Wildlife
- State Department of Ecology,
- Army Corps of Engineers
- Attorney General
- Muckleshoot Indian Tribe

# CERTIFICATE OF CONCURRENCY

## BEACON CAPITAL NE 8<sup>TH</sup> OFFICE

This certificate documents the Transportation Department Director's decision that the development project at 10833 NE 8<sup>th</sup> Street (Design Review File No. 11-113388 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 730 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

10/27/11  
\_\_\_\_\_  
Date

Certificate No. 70



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

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Proposal Name: Beacon Capital NE 8<sup>th</sup> Office Tower

Proposal Address: 10833 NE 8<sup>th</sup> Street

Proposal Description: Application for Design Review approval and SEPA threshold determination to revest a previous Design Review proposal (#07-144354-LD) to construct a 32-story tower with approximately 679,790 square feet of office on a 2.87 acre site in the Downtown-Office District 1 (DNTN-01) zone. Proposal also includes an approximately 1.90 acre landscaped pedestrian plaza, 10,830 gross square feet of single level service retail and 6 levels of approximately 696,400 square feet of underground parking for approximately 1,913 vehicles.

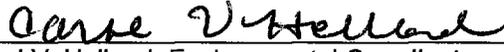
File Number: 11-113388-LD

Applicant: Beacon Capital Partners, LLC

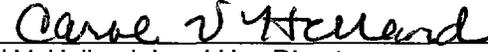
Decisions Included: Process II, Combined Design Review and SEPA

Planner: Sally Nichols

State Environmental Policy Act  
Threshold Determination: **Determination of Non-Significance**

  
\_\_\_\_\_  
Carol V. Helland, Environmental Coordinator  
Development Services Department

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

By:   
\_\_\_\_\_  
Carol V. Helland, Land Use Director

Application Date: April 29, 2011  
Notice of Application Date: May 26, 2011  
Notice of Decision Date: October 27, 2011  
Appeal Deadline: November 10, 2011

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

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### ATTACHED:

- A. Project Plans & Drawings
- B. Certificate of Concurrency
- C. Environmental Checklist

## I. REQUEST/PROPOSAL DESCRIPTION

The applicant requests a SEPA Threshold Determination and Design Review approval to re-vest a project previously reviewed and approved under Design Review Permit #07-144354-LD, which expired in March of 2011. The proposal has not changed from the original approval. The applicant proposes to construct a 32-story office tower with approximately 679,787 square feet (SF) of office use on a 2.87-acre site in the Downtown-Office District 1 (DNTN-01) land use district. In addition, the proposal includes an approximately 1.9 acre landscaped pedestrian plaza, 10,826 SF of street level service retail and six levels of approximately 696,000 SF of underground parking for approximately 1,913 vehicles.



**Refer to Section III of this report and Condition of Approval regarding modification of the design review plans in Section X of this report.**

### A. Review Processes

A Design Review is a Process II administrative decisions by the Director of the Development Services Department (DSD). The SEPA Determination is also a Process II decision by the Environmental Coordinator. Appeals of the Process II administrative decisions are heard and decided by the Hearing Examiner.

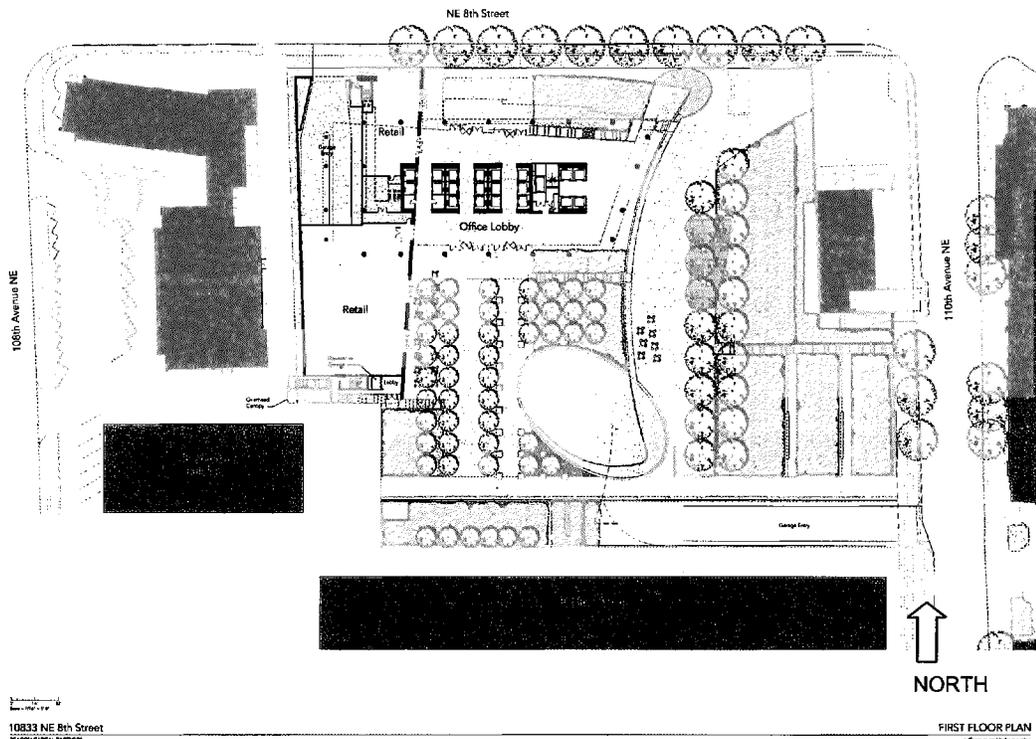
### B. Site Design

The project site lies at the intersection of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. A smaller existing building belonging to a separate owner (Yuen Lui Photography Studio) will remain at the northeast corner of the block. The project site will wrap around this property. The tower building will be located in the northwest quadrant of the site, adjacent to the First Congregational Church property to the west. This will maximize solar orientation for the proposed pedestrian plaza and provide relief from the density of The Bravern buildings across 110<sup>th</sup> Avenue NE to the east. The location will also help maximize views from the proposal building to Mount Rainier to the south, the City of Seattle and the Olympic Mountains to the West, and Mount Baker to the North. The narrowness of the building in the east-west direction will also minimize the impact that the building will have on the views to these landmarks from surrounding buildings. The tower location will also create a strong building edge and help create a gateway to the Downtown on NE 8<sup>th</sup> Street.

The southern portion of the site will be occupied almost entirely by an approximately 1.90 acre pedestrian plaza that will be accessible to the public during regular business hours. Included in the plaza design will be seating areas, landscaped areas, water features and a

covered mid-block pedestrian corridor running east-west along the entire southern edge of the plaza. This pedestrian mid-block corridor will be open to public at all hours of the day. Water will be a central unifying feature of the plaza, with a large reflecting pool and spillway that will be connected by a rill to a smaller water feature on NE 8<sup>th</sup> Street. The concept for this water element references Bellevue's position between Lake Washington and Lake Sammamish and the oval shapes are a reference to the elliptical paving element in the Major Public Open Space in front of the Galleria Building on 106<sup>th</sup> Avenue NE. The plaza will also include a vertical element, which is currently shown as a rain shelter, which would be connected to the mid-block pedestrian connection walkway (also refer to the Open Space Site Plan on page 23 of this report). **Refer to Condition of Approval regarding the pedestrian mid-block connection access agreement in Section X of this report.**

#### ILLUSTRATIVE SITE PLAN

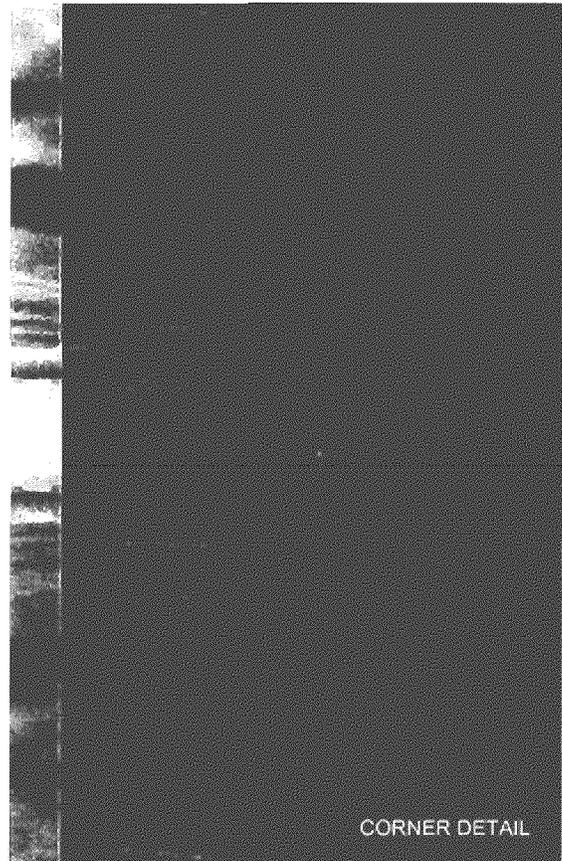
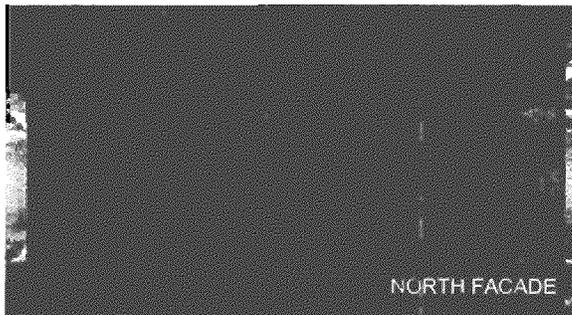


The concept for the landscape planting proposed for the plaza is a reference to Bellevue's natural landscape as well as its history as an agricultural center in the 20<sup>th</sup> century. Much of the ornamental planting is arranged in a linear pattern reminiscent of crop furrows and hedgerows. A central bosque of trees, suggesting an orchard, will provide a distinct space for casual seating and programmed plaza events. Large amounts of landscaping within the plaza will also effectively mitigate light and glare impacts at the ground level. The deciduous trees and a green screen element along the south and west property edges will help to enclose the plaza, serve as a windbreak for the abundant outdoor seating, create civic outdoor rooms and screen the façade of the existing parking garage on the adjacent property to the south. A mix of open, sunny spaces and shaded spaces with overhead tree canopies will provide opportunities for a wide range of pedestrian experiences throughout the year. The public right-of-way on NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE will be planted with street trees in four-foot wide planting strips.

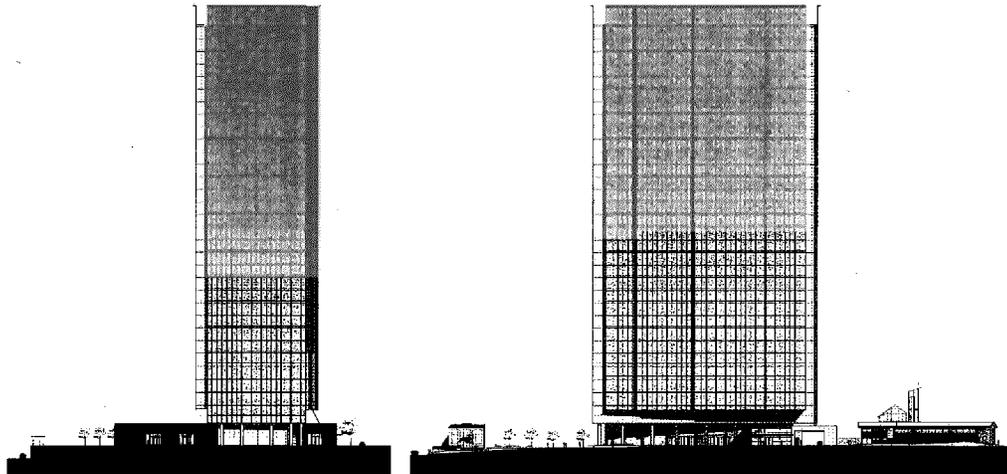
The below grade parking garage will have two ingress and egress points. A driveway at the northwest corner of the site on NE 8<sup>th</sup> Street will provide one entry to the parking garage. The second entry to the garage and the service loading dock (which will be located within the garage) will be along the southern edge of the property and it will be accessed via a new driveway off 110<sup>th</sup> Avenue NE. In the future, this driveway will become part of the vehicular mid-block connection that will be completed with redevelopment of the properties to the south and west.

## B. Building Design

The building is being designed in an effort to achieve a rating of LEED Core and Shell Gold-Certified Office Tower. The building concept is to create a tall, slender office tower in an urban park with ground level service and retail. This will be expressed via a sleek crystalline structure with glass facades that appear to drape freely over an inner clear glass form. Each façade will respond to its solar orientation by utilizing a different shade of high performance blue-grey glass, with the southern façade receiving the darkest tint. The northern façade – facing NE 8<sup>th</sup> Street – will be faceted to reveal vertical lines of windows that will add visual interest along NE 8<sup>th</sup> Street, particularly as seen entering the City from the east.



The widest portion of the tower will be on the north and south facades, which will allow light into the pedestrian plaza, provide a strong building presence and edge to NE 8<sup>th</sup> Street, and will preserve views and sunlight for adjacent properties. The tower's form will be undercut at the lower floors to create a thin, transparent base of ultra clear glass. The main entry to the building will face NE 8<sup>th</sup> Street and there will be views through the lobby to the pedestrian plaza beyond. This transparency at the lobby level will be further reinforced with paving patterns and complementary materials that will visually extend from NE 8<sup>th</sup> Street, through the building, and continue to the pedestrian mid-block connection along the main open space plaza's southern edge.

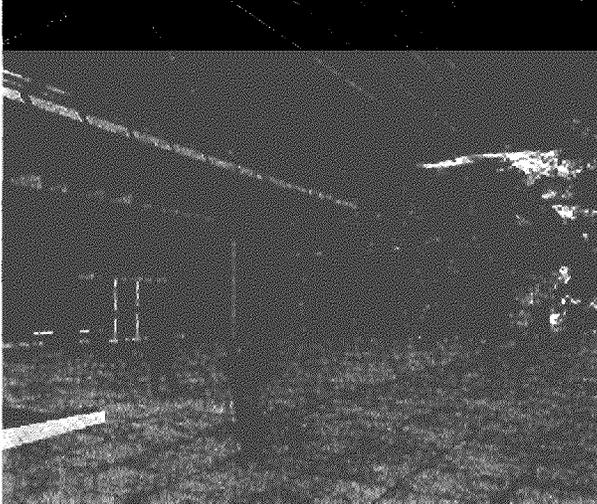


PLAZA (EAST) ELEVATION

NE 8<sup>TH</sup> STREET (NORTH) ELEVATION

Intersecting the transparent base of the tower along the eastern and northern property lines will be the one and a half story podium containing retail spaces and building services. One pedestrian-oriented retail space will be located on NE 8<sup>th</sup> Street and another retail space (intended to be a restaurant) will be oriented onto the main plaza. The walls of this podium along NE 8<sup>th</sup> Street will be clad in a colorful, blue natural stone, punctuated with deep-set

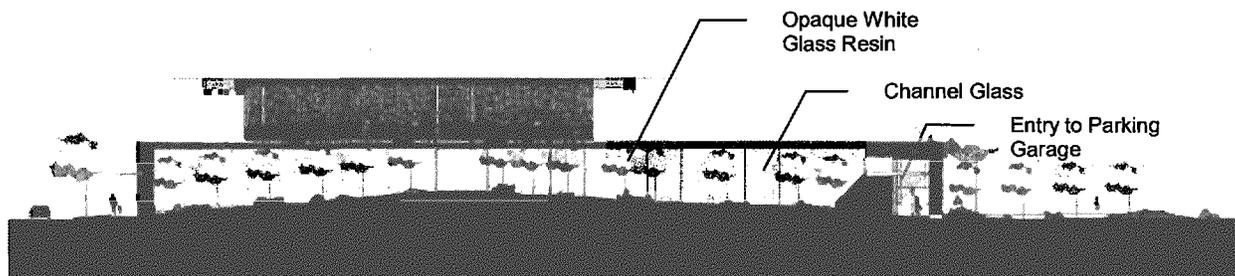
glass openings and overhead weather protection. The western wall of the podium, facing the adjacent Church, will be clad with white glass resin panel, translucent glass, and louvers. When combined with additional landscaping, these materials will provide scale and visual interest for the Church property. **Refer to Condition of Approval regarding the final landscape plan and plaza plan in Section X of this report.**



BUILDING ENTRY and RETAIL SPACE on NE 8<sup>TH</sup> STREET

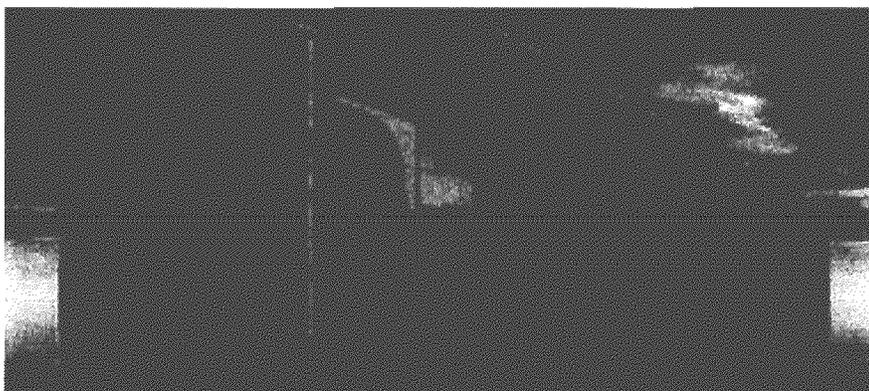


SOUTHWEST PODIUM CORNER



PODIUM WALL FACING THE CHURCH

The tower is proposed to be 450-feet tall. All mechanical equipment will be placed below the 450-foot level and will be hidden from view behind a curved screen wall and/or the glass curtain wall system. The top of the building will have a crown created by the extension of the glass curtain walls. This crown will be illuminated at night with a wash of light behind the architectural glass that will have low reflectivity and glare. **Refer to Condition of Approval regarding lighting at the building crown in Section X of this report.**



BUILDING CROWN

Signage will include building identification and addressing, retail signage, low profile monuments in the plaza and signage indicating the public access at the mid-block pedestrian corridor. A sign package will need to be submitted. **Refer to Condition of Approval regarding project signage and public access signage in Section X of this report.**

## II. SITE DESCRIPTION, ZONING, & LAND USE CONTEXT

### A. Site Description

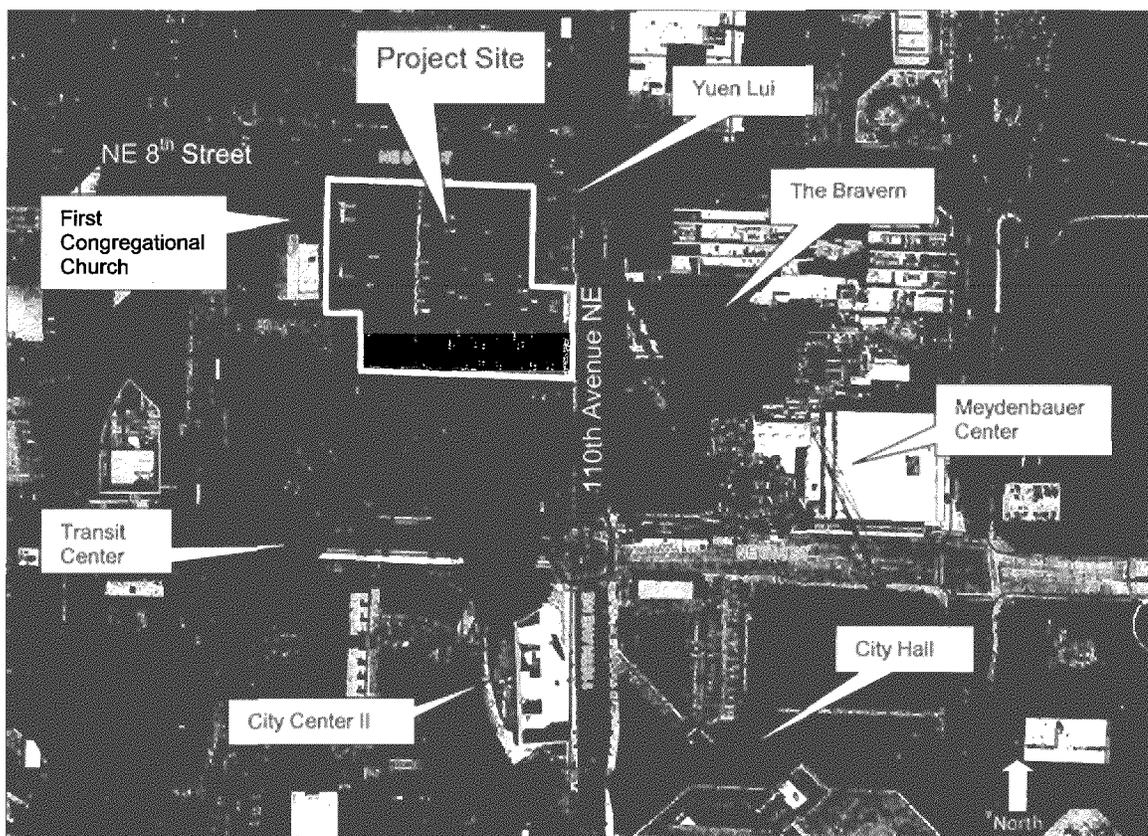
The 124,800 SF (2.87 acres) project site is located on the corner of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. The entire site is currently being used as a surface parking lot. It lies primarily in the northeast quadrant of the superblock. The corner lot at the intersection of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE belongs to the Yuen Lui Studio and is not part of this proposed project.

NE 8<sup>th</sup> Street is a major east-west arterial that brings traffic into and out of the heart of the Downtown; particularly from I-405 to the east. NE 8<sup>th</sup> Street rises in grade from I-405 and

levels out at the proposal site near the intersection with 110<sup>th</sup> Avenue NE. The proposal property occupies the highest topographical point in the Downtown. Due to its elevation and prominent location, the proposal site becomes one of the primary locations where drivers entering from the east will first realize that they are entering Downtown. The proposed development, including both the site design and the building architecture, will complement the buildings across NE 8<sup>th</sup> Street to the north to create a gateway announcing the eastern entry into the Downtown.

110<sup>th</sup> Avenue NE is a minor arterial that runs in a north-south direction. A non-signalized pedestrian crosswalk across 110<sup>th</sup> Avenue NE from the proposal site (at the pedestrian mid-block connection) to The Bravern is anticipated in the future. In addition, 110<sup>th</sup> Avenue NE is scheduled to be widened when redevelopment occurs on the Yuen Lui site. It has already been widened along the eastern edge of the proposal property.

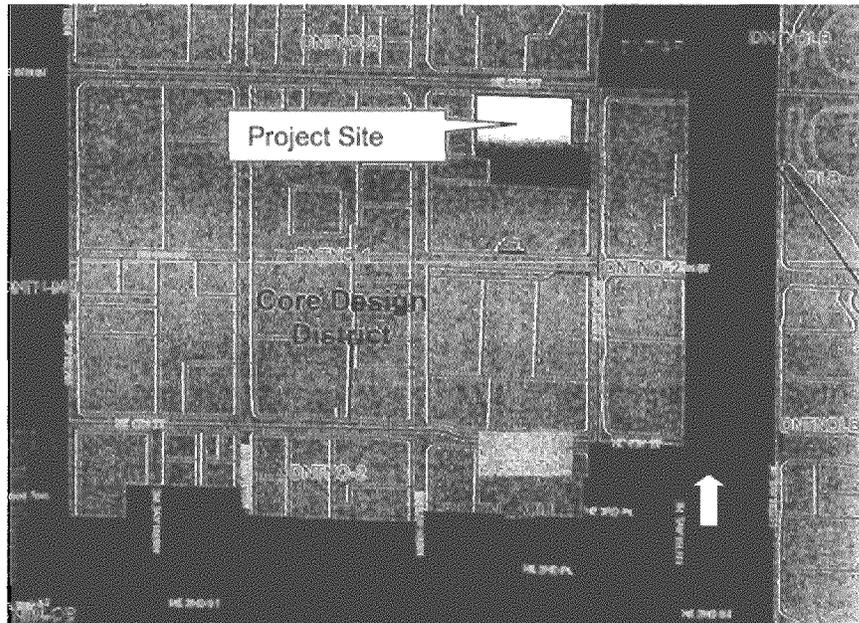
### VICINITY MAP/AERIAL PHOTOGRAPH



### C. Zoning

The property is zoned Downtown – O1, within the Core Design District. This site, along with all of Downtown, was rezoned in 1981 through Ordinance No. 3013 to implement the 1979 Downtown Subarea Plan Map. The proposed uses of office and retail are permitted outright.

## ZONING MAP



### D. Land Use Context

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

Adjacent properties are as follows:

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

West: DNTN-01 - The First Congregational Church, which is comprised of the sanctuary building to the north and a two-story office building to the south (The Bradford Center Building). A portion of the parking for this Church will be accommodated in the parking garage of the proposed project.

South: DNTN-01 - A three level parking structure. This garage extends along the northern edge of the Bellevue Transit Center.

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

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

The proposed project site and the adjacent First Congregational Church property are linked by a number of existing private easement agreements addressing access, use, and parking. These agreements include obligations imposed on the project site to provide parking stalls for the Church in the project garage and a pedestrian connection between the project garage and the Church property. Additional private easements exist with the property to the south boundary of the project site. Copies of the recorded easements will be retained in the project file at City Hall. Any changes to any existing easements which affect Land Use Code compliance for the properties must be reviewed by Land Use and recorded. **Refer to Conditions of Approval regarding changes to existing and/or new easements in Section X of this report.**

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

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

##### 1. Use

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

##### 2. Dimensional Requirements

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

**Table 1: Dimensional Requirements**

Item	Permitted/ Required	Propose	Comments/Conditions
<b>Project Limit</b>	No minimum	124,800 SF	Meets LUC requirement
<b>Building Height</b>	300 FT maximum plus 150 FT bonus with Transfer of Bonus Floor Area = 450 FT maximum  LUC 20.25A.030.E and LUC 20.25A.100.E.4.d.vi	450 FT - 150 FT of additional height is allowed with the Transfer of Bonus Floor Area from the City Center II development (King County Recording # 20100212000540)	Meets LUC requirements and complies with "Heights in Core Design District" map LUC 20.25A.020 & 030.E
<b>Lot Coverage</b>	100%	100%	Meets LUC requirement LUC 20.25A.020.A.2
<b>Floor Area Ratio (FAR)</b>	5 Min./8 Max.	5.5	Meets LUC requirement LUC 20.25A.020
<b>Floor Area per Floor Above 40 Feet</b>	24,000 SF Non-Residential	24,000 SF	Meets LUC requirement LUC 20.25A.020

Item	Permitted/ Required	Propose	Comments/Conditions
<b>Floor Area per Floor Above 80 Feet</b>	24,000 SF Non-Residential	24,000 SF	Meets LUC requirement LUC 20.25A.020
<b>Setbacks/ Front(s) Side &amp; Rear</b>	0 FT 0 FT at grade level/ Min. 20 FT for all floors above 40 FT	0 FT Approx. 5 FT at grade level/20 FT above 40 FT	Meets LUC requirement LUC 20.25A.020 LUC 20.25A.020 Note 25
<b>Upper Level Stepback In Core Design District on NE 8<sup>th</sup> Street</b>	20 FT Stepback along NE 8 <sup>th</sup> Street between 25 and 40 feet in height	Stepback varies between 14 and 19 FT along NE 8 <sup>th</sup> Street between 25 and 40 feet in height	Modification requested. * See discussion below Table 1: Dimensional Requirements  LUC 20.25A.100.E.7
<b>Sidewalk Width</b>	<u>NE 8<sup>th</sup> Street:</u> 12 FT (plus 4 FT planting area for street trees) plus 6" curb = 16'-6"  <u>110<sup>th</sup> Avenue NE:</u> 12 FT (including 4 FT planting strip) plus 6" curb = 12'-6"	<u>NE 8<sup>th</sup> Street:</u> 12 FT (plus 4 FT planting area for street trees) plus 6" curb = <u>16'-6"</u> minimum  <u>110<sup>th</sup> Avenue NE:</u> 12 FT (including 4 FT planting strip) plus 6" curb = 12'-6"	Meets LUC requirements LUC 20.25A.060.A  Meets LUC requirements LUC 20.25A.060.A
<b>Street Tree/ Species &amp; Caliper</b>	3" diameter min. on NE 8 <sup>th</sup> Street: Acer platanoides 'Parkway'  3" diameter min. on 110 <sup>th</sup> Avenue NE: Tree to match the street trees on 110 <sup>th</sup> Avenue NE at The Bravern	All existing street trees on NE 8 <sup>th</sup> Street will be replaced with 3" min. diameter Acer platanoides 'Parkway'  110 <sup>th</sup> Avenue NE: 3" diameter trees to match the street trees on 110 <sup>th</sup> Avenue NE at The Bravern	Meets LUC requirements  LUC 20.25A.060.B (See Street Tree Map) <b><u>Refer to Condition of Approval regarding street trees, the final landscape plan, streetscape irrigation, and landscape installation and maintenance assurance devices in Section X of this report.</u></b>
<b>Mid-Block Walkways</b>	Provide pedestrian connection in each superblock	A continuous, 12 FT min. to 16 FT wide mid-block connection running east-west with overhead weather protection as shown on approved plans and is ADA accessible	Meets LUC requirement LUC 20.25A.060.C <b><u>Refer to Condition of Approval regarding the easement for the pedestrian mid-block connection and public access signage in Section X of this report.</u></b>

Item	Permitted/ Required	Proposed	Comments/Conditions
<b>Parking</b>  <u>Office</u> 679,787 NSF  <u>Retail</u> 2,385 NSF  <u>Restaurant</u> 8,441 NSF  <b>Total Stalls:</b>  Standard Stalls: Compact Stalls:	Stalls Per 1,000 NSF:  <u>Min.</u> <u>Max.</u> 2.0 =      2.7 = 1,360      1,835 *  3.3 =      5 = 8              12  0 =          15 = 0              127  1,368      1,974  No limits 65% of total max	Total Stalls Provided: 1,913 *  690 Standard 1,223 = 63.9% Note: Allocation of spaces for the restaurant & retail will occur under TCO	Meets LUC requirements  LUC 20.25A.050 LUC 20.25A.050.F   <u>Refer to Condition of            Approval regarding            compact and dedicated            Church stalls and            changes to new and/or            existing easements in            Section X of this report.</u>  * <b>Note:</b> Any exclusively dedicated stalls for Church use resulting from recorded Parking Easements and/or Agreements between the Church and the applicant must be removed from the total number of stalls for the Office use.
<b>Loading</b>	One off-street 10' x 55' space, or other as approved by the Director	Provided within the garage accessed off 110 <sup>th</sup> Avenue NE	Meets LUC requirements LUC 20.20.590K.4.a-c
<b>Recycling &amp; Solid Waste</b>	<u>Office:</u> 2 SF per 1,000 Gross Feet – Min. 1,382 SF <u>Retail:</u> 5 SF per 1,000 Gross – Min. 55 SF <u>Restaurant:</u> Unspecified Total: min. 1,437 SF LUC 20.20.725	1,540 SF in the trash/recycle area at the loading dock on P-1 Level	Meets LUC requirements The approximately 1,540 SF of recycling and solid waste will adequately accommodate all of the proposed building uses. <u>Refer to Condition of Approval regarding solid waste and recycling in Section X of this report.</u>

\* **Modification of Upper Level Stepback** (LUC 20.25A.100.E.7): The applicant has requested a modification of the 20-foot upper level *stepback* along NE 8<sup>th</sup> Street. The proposed *stepback* of the tower from the podium building at the northwest corner of the site will vary from approximately 14 to 19-feet wide. The reduced *stepback* can be supported due to the following:

- a) NE 8<sup>th</sup> has been recently widened. This widening has already effectively preserved the view corridor from the street level.

b) The *stepback* is 20-feet back from the back of the required sidewalk. If the podium had been pulled out to the back of the sidewalk and the tower had remained in its current location, the 20-foot *stepback* would have been achieved. However, the building podium itself has been pulled back from the sidewalk to create a more generous walkway and enhanced pedestrian experience.

c) The area where the tower is located less than 20-feet back from the podium occurs on approximately one third of the building façade. At the building entry, the podium dives under the tower and the tower itself curves slightly until it is almost 60-feet from the curbline. Within this space, the applicant will provide a generous sidewalk, landscape feature and water feature. This enhanced streetscape will visually connect with the buildings directly across NE 8<sup>th</sup> Street to the north, which are also pulled back from the street and have a wide landscape feature between the buildings and the street. These treatments on both sides of NE 8<sup>th</sup> Street will work together to create a “green,” open gateway into the Downtown.

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

## **B. Special District Requirements**

### **1. Downtown (DNTN) Core Design District**

The applicable guidelines for this site within the Downtown Core Design District are found in LUC 20.25A.100.3 – Pedestrian Connections. Under these guidelines, the pedestrian mid-block connection shall be provided and designed to respond to the Design Guidelines in LUC 20.25A.060.C.3.

**Finding:** The pedestrian mid-block connection will provide a continuous, fully accessible route of travel in the east-west direction from 110<sup>th</sup> Avenue NE to the First Congregational Church property to the west. Pedestrians may then continue on the Church property to 108<sup>th</sup> Avenue NE. The walkway on the proposal site will have weather protection in the form of a marquee along its length and it will be further delineated with special paving and landscaping. The walkway will also be open to the entire plaza, the new office tower and all street frontages. A vertical element, such as a rain shelter feature, will be provided at approximately the mid-point of the walkway.

### **2. FAR Amenity System Requirements**

Subject to LUC 20.25A.020C.2, the amount of bonus floor area in square feet generated by the amenities provided to meet the Basic Floor Area Ratio (FAR) requirement must at a minimum be equal to 20% of the Project Limit area times the Basic FAR permitted for a non-residential building in the land use district. The Basic FAR requirement in square feet is calculated by  $0.20 \times \text{the Project Limit area} \times \text{the Basic Non-residential FAR}$  ( $0.20 \times 124,800 \text{ SF} \times 5$ ) and equals 124,800 square feet.

The amount of “Basic” FAR Amenity Earned (124,848 SF), calculated below, exceeds the minimum required by 48 SF. Note that the calculations in Table 1 and 2 refer only to the building up to a height of 300 feet. The additional 150-foot in height requested will be accommodated via a Transfer of Bonus Floor Area as shown in Table 3.

**Table 2: Bonus Amenity Area Earned**

Project Gross Floor Area (GFA) for FAR	690,613 SF
Project Limit	124,800 SF
Basic Permitted Floor Area (Basic FAR for DNTN-01 X Project Limit)	624,000 SF (5.0 X 124,800 SF)
"Basic" FAR Amenity Points Required (5 x 0.20 x Project Limit) * 124,800 earns 624,000 SF "Basic" FAR	124,800 SF (5 x 0.20 X 124,800 SF)
Total "Basic" FAR Amenity Earned	124,848 SF (Refer to Table 2 below)
Excess "Basic" FAR Amenity Earned (Total "Basic" Earned – "Basic" Required)	48 SF (Refer to Table 2 below) (124,848 SF – 124,800 SF)
Additional Floor Area Requested/Remaining FAR Amenity to Earn (Project GFA – Basic Permitted Floor Area)	66,613 SF (691,076 SF – 624,000 SF)
Total FAR Amenity Earned <b>after</b> Basic Earned (Non-Basic + Extra Points from Basic )	458,373 SF (458,325 SF + 48 SF) (Refer to Table 2 below)
Excess FAR Amenity Earned (Total FAR Amenity Earned after Basic – Additional Floor Area Requested)	<u>391,760 SF</u> (458,373 SF – 66,613)

This project provides more than the amount of total amenity required for the floor area proposed. As summarized in Table 2 – "Basic" & "Bonus" Amenity Earned above, the proposed project is required to provide a minimum of 124,800 SF of "basic" amenities and an additional 66,613 SF of "non-basic" amenities. The project provides a total of 583,173 SF amenity points, and 391,760 SF in excess of the total amount of amenity points required.

**Table 3: "Basic" & "Non-Basic" Amenities**

	<b>Amenity</b>	<b>Units of Measure</b>	<b>Bonus Ratio</b>	<b>Bonus Floor Area Earned</b>	<b>How Amenity Meets the Description and Design Criteria? Public Benefit?</b>
<b>Basic Amenities</b>	Pedestrian-Oriented Frontage	LF	200:1	43.25 LF x 200 = 8,650 SF	Building frontage devoted to retail/commercial activity
	Landscape Feature	SF	4:1	1,000 SF x 4 = 4,000 SF	Landscaped open space adjacent to both NE 8 <sup>th</sup> St. and 100 <sup>th</sup> Ave. NE
	<b>Marquees</b> 1. Mid-block Pedestrian Connection 2. Church Connection 3. NE 8 <sup>th</sup> Street	SF	4:1	4,128 SF x 4 = 16,512 SF  850 SF x 4 = 3,400 SF  346.5 SF x 4 = <u>1,386 SF</u>  Total: 21,298 SF	Overhead weather protection along the mid-block pedestrian connection, church connection and along pedestrian-oriented retail on NE 8 <sup>th</sup> Street
	Water Feature	Per \$100 construct. value	8:1	\$880,000 divided by 100 x 8 = 70,400 SF	Visual and audible enhancement/mitigates heat-island effect of plaza
	Sculpture	Per \$100 appraised value	5:1	\$410,000 divided by 100 x 5 = 20,500 SF	Public Art
	<b>Sub-Total Basic</b>			<b>124,848 SF</b>	
<b>Non-Basic</b>	Plaza	SF	8:1	5,000 SF x 8 = 40,000 SF	Publicly accessible open space
	Underground Parking	SF	0.5:1	693,649 SF x 0.5 = 346,825 SF	Hides parking under the building
	Landscape Area	SF	2:1	35,750 SF x 2 = 71,500 SF	20,000 SF in plaza and 16,500 SF green roof on podium
	<b>Sub-Total Non-Basic</b>			<b>458,325 SF</b>	
	<b>COMBINED TOTAL</b>			<b>583,173 SF</b>	

**3. Bonus for Extra Height**

According to LUC 20.25A.030, in the Core Design District, buildings are allowed to reach a maximum height of 450 feet “as a result of either transferring from another site, using on-site, or a combinations thereof, the bonus floor area received as a result of constructing the Major Pedestrian Corridor or Major Public Open Spaces.” The proposed building will achieve the 450 foot height by transferring bonus floor area from the City Center II development.

**Table 4: Transfer of Bonus Floor Area (LUC 20.25A.030.D)**

Project Gross Floor Area (GFA) for FAR Above 300 FT up to 450 FT (height) = Transfer Points Required (Floor Levels 23-32)	222,986 SF
Amount Actually Transferred from City Center II: Major Public Open Space: 41,000SF Major Pedestrian Corridor: 195,808SF (King County Recording #20100212000540, dated February 2, 2010)	236,808SF

Subject to LUC 20.25A.030.D, the total amount of bonus floor area earned through the Amenity Incentive System for a project, the total amount of bonus floor area to be utilized on-site for that project, and any transferred bonus floor area must be recorded with the King County Division of Records and Elections and with the Bellevue City Clerk. The transfer of the Bonus Floor Area identified above has been completed and recorded on February 12, 2010. The recorded document (Recording #20100212000540) is available for public viewing in the project file. **Refer to Conditions of Approval regarding amenity designs and statistics, and the bonus system/pedestrian-oriented frontage agreement and recording in Section X of this report.**

**4. Design Review Criteria and Design Guidelines**

Subject to LUC 20.25A.110 and 20.25A.115, the following design criteria must be met for Design Review approval.

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

**A. Site Design Criteria**

**1) Vehicular Circulation and Parking**

a. Provide efficient vehicular access to parking and service areas which is coordinated on a superblock basis.

Vehicular access is provided from two points. The first garage entry is accessed directly off NE 8<sup>th</sup> Street in the northwest corner of the site. The second entry, accessed by a driveway off 110<sup>th</sup> Avenue NE, will provide access to the service and loading areas inside the building at the P-1 Level as well as to the general parking areas within the garage. In the future, this driveway will become part of a new vehicular mid-block connection that will connect 110<sup>th</sup> Avenue NE and 108<sup>th</sup>

Avenue NE when the adjacent properties to the south and west are redeveloped. Refer to discussion of the vehicular mid-block connection in section b. below.

The proposal project will also provide, via access agreements, shared parking and dedicated parking stalls in the parking garage for the use of the First Congregational Church. Any dedicated Church stalls must be subtracted from the total parking counts for the proposal project uses (office, retail and restaurant). **Refer to Table 1: Dimensional Requirements in Section III.A and Conditions of Approval regarding changes to existing and/or new easements, vehicular mid-block connection construction and compact and dedicated Church parking stalls in Section X of this report.**

*b. Coordinate the location of vehicular and pedestrian mid-block connections, considering opportunities for mid-block crossings.*

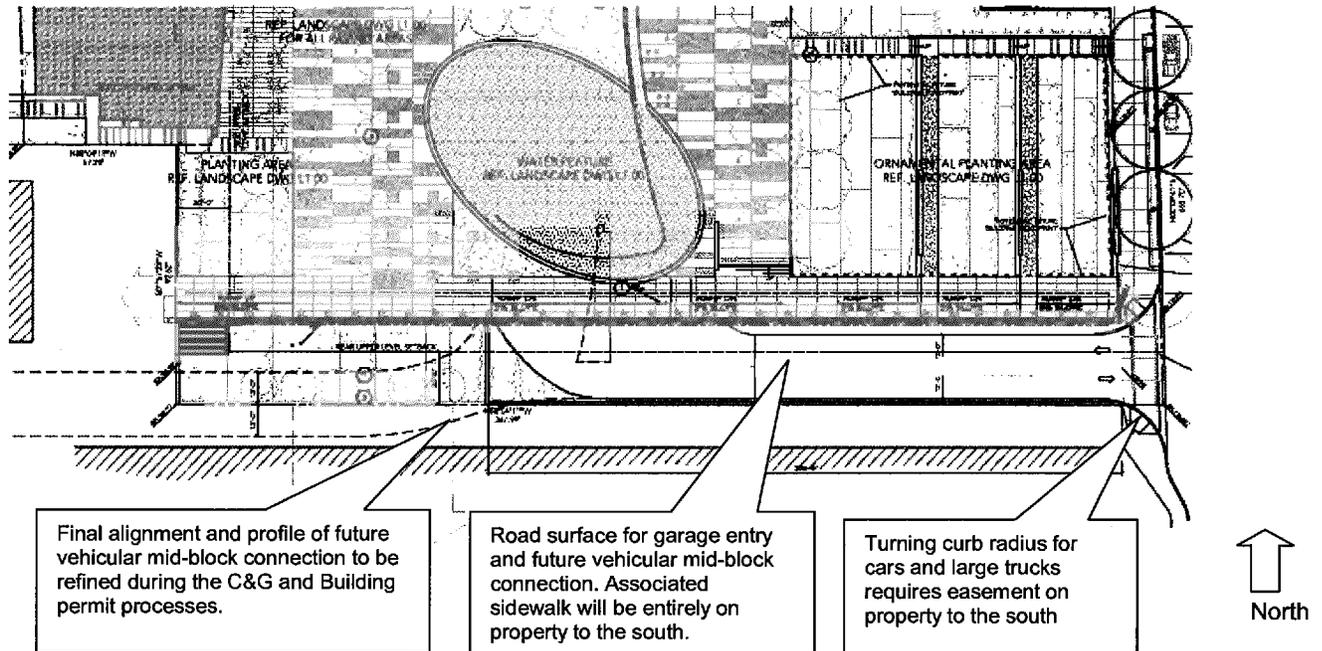
The approved project plans include two options for construction of this vehicular mid-block connection (refer to illustrations below).

Option 'A' places the vehicular mid-block connection along the southern boundary of the project site, with a portion of required improvements straddling the proposal project site and the property to the south. This option will require that easements be obtained from the property to the south in order to construct the southern driveway apron and sidewalk area adjacent to it. Under Option 'A', when the property to the south is redeveloped, that project will also be required to construct a mid-block pedestrian connection along the entire southern side of the vehicular mid-block connection roadway.

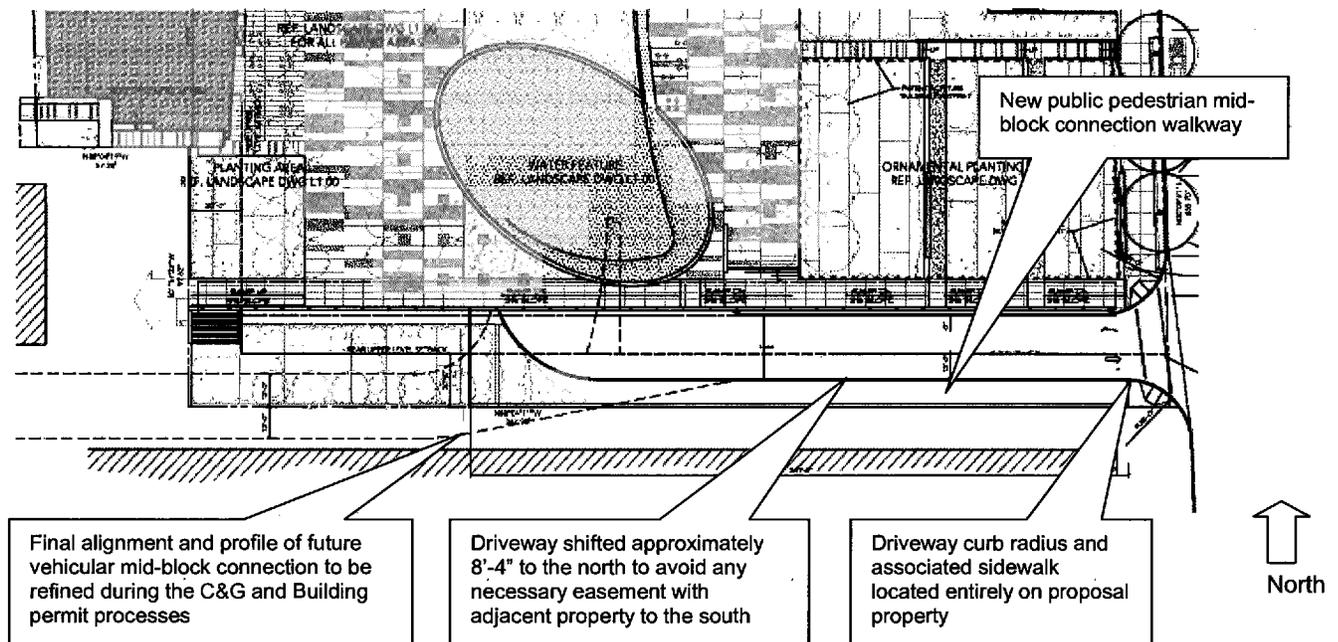
Option 'B' places the mid-block connection (and associated driveway onto 110<sup>th</sup> Avenue NE) approximately 8'-4" further to the north, so that all construction will be located on the 8<sup>th</sup> Street Properties site. With this option, no easements will be required. Under Option 'B', the applicant will also be required to construct the portion of the pedestrian mid-block connection (that runs along the south side of the roadway) that lies on the proposal site.

Both options will be approved with this Design Review, and the applicant may elect which option to implement in connection with development of the project. With either option, the applicant will be required to engineer and construct the subgrade for the northern half of the western portion of the mid-block connection on the proposal site; extending along the southern property line from approximately the garage entry to the western property line with the First Congregational Church. When the property to the south is redeveloped, that project will be required to complete the vehicular mid-block connection and pave the entire roadway – including the portion on the 8<sup>th</sup> Street Properties proposal site. In addition, the owners of the proposal property must also allow the properties to the south and the west to encroach into the public access easement on the proposal property to complete construction of the entire mid-block connection in the future. **Refer to further discussion under b. below, Section V.C and Conditions of Approval regarding modification to the vehicular mid-block connection, easements for mid-block connections and vehicular mid-block connection construction in Section X of this report.**

**OPTION 'A' - Vehicular Connection/Garage Entry Along South Property Line**  
 (requires easement with property to the south)



**OPTION 'B' - Vehicular Connection/Garage Entry Along South Property Line**  
 (requires no easements)



A pedestrian mid-block connection at the plaza level will run in an east-west direction, parallel to the future vehicular mid-block connection, along the entire

southern edge of the plaza. Refer to Section III.3.A.2 below regarding pedestrian circulation. **Refer to Condition of Approval regarding the pedestrian mid-block connection access easement at the plaza level in Section X of this report.**

*c. Provide for safe and pleasant movement within the Downtown for the pedestrian and bicyclist.*

The pedestrian mid-block connection will provide continuous, accessible weather protection for pedestrians and bicyclists from 110<sup>th</sup> Avenue NE to the western property line, where it will seamlessly transition onto the adjacent property. The openness of the pedestrian plaza also allows for easy pedestrian movement from NE 8<sup>th</sup> Street to 110<sup>th</sup> Avenue NE. Both major street frontages will have pedestrian amenities including new street trees, spaces for seating and landscaping and there will be weather protection along the majority of the building façade facing NE 8<sup>th</sup> Street. Seating will be provided throughout the plaza area.

*d. Maximize the separation of vehicular traffic from pedestrian areas by means of level changes, space and distance, or landscaping.*

The driveway off 110th Avenue NE will slope down to the garage entry and will be physically separated from the plaza and pedestrian mid-block connection via grade change, railings and landscaping.

*e. Incorporate retail shopping space at ground level into parking structures whenever practical and appropriate.*

Does not apply. There will be no at-grade parking.

*f. Minimize the location of parking adjacent to pedestrian connections.*

All parking is located within the building.

*g. Limit the number of driveway openings and the number of access lanes in each opening.*

The driveway openings will be limited to two garage entries.

*h. Where appropriate, fit garages into the topography and make use of garage roofs for public open space, recreation or landscaped areas.*

Although a relatively level site, the applicant has made use of the topography such that all of the parking is underground in six levels of parking and approximately 1.90 acres of the garage roof will be used as the public pedestrian plaza/open space.

*i. Maximize the use of underground parking.*

All parking will be provided in six levels of underground parking.

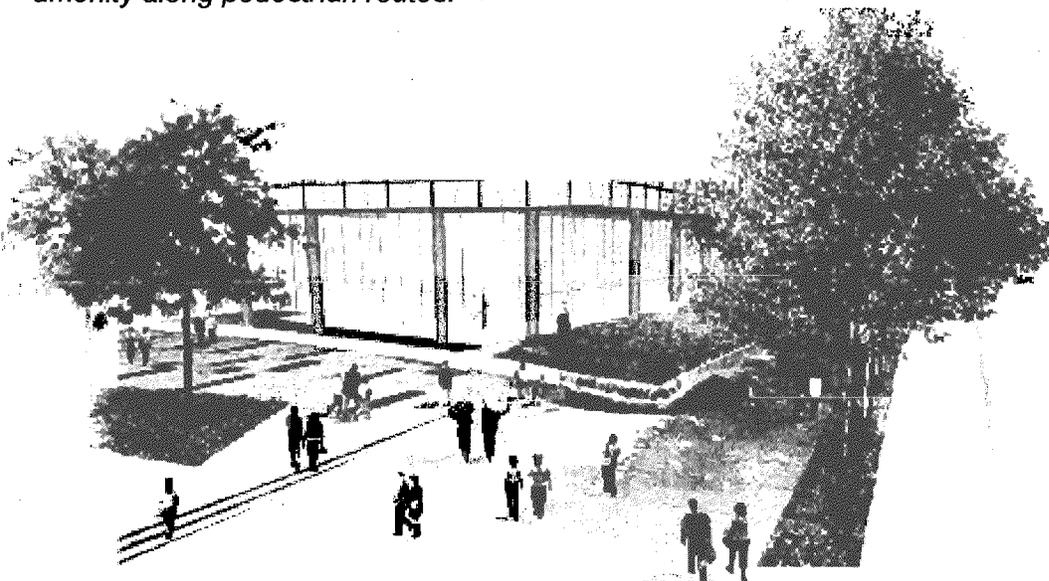
**2) Pedestrian Circulation and Amenities (see LUC 20.25A.060)**

*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 designations.*

*d. Pedestrian connections must offer diversity in terms of activity and pedestrian amenity along pedestrian routes.*



LOOKING WEST AT THE NORTHEAST CORNER OF THE BUILDING ALONG NE 8<sup>TH</sup> STREET

*e. Pedestrian connections must meet construction code handicapped requirements.*

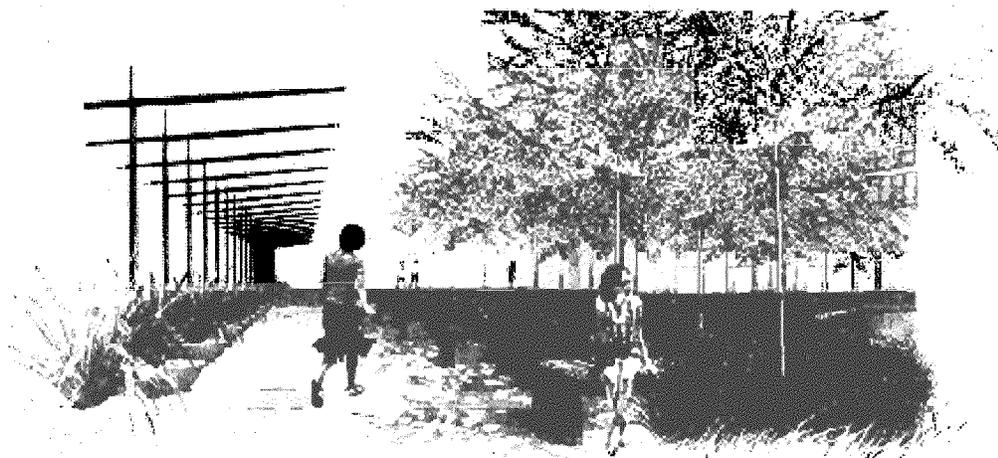
*f. Pedestrian connections should use trees and landscaping to provide definition and enclosure.*

*g. Pedestrian connections should provide for weather protections from rain through use of sheltered walkways or sidewalks, canopies, multiple building entrances, lobbies, and entries of sufficient size and accessibility.*

The proposed project will include the redevelopment of the public right-of-way streetscapes on NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. As the sidewalk approaches the street corner at the highly visible intersection of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE, it will widen to become the main entry into the pedestrian plaza and will appear to reach out to the corner. The minimum width of the sidewalk on both NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE will be 12-foot plus four-foot of planter strip plus six-inches of curb. **Refer to Table 1: Dimensional Requirements in Section III.A.2 of this report.**

The proposed project will also include the required mid-block pedestrian connection as discussed previously in this report. The walkway will not only allow pedestrians to travel from 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE, but will also link up to the building's public spaces (retail areas and lobby) and the plaza walkways which will extend to NE 8<sup>th</sup> Street.

Special paving materials and patterns that are used at the building entry along NE 8<sup>th</sup> Street will be carried through the building lobby and will then run through the plaza to the mid-block pedestrian connection. As the property to the south is redeveloped, a pedestrian connection can then be added to complete the connection from NE 8<sup>th</sup> to the Bellevue Transit Center.



PEDESTRIAN MID-BLOCK CONNECTION (LOOKING WEST)

### **3) Wind and Sun**

*a. Ensure that the form and placement of buildings consider desirable year-round conditions of sun and shade in surrounding open spaces and public areas.* The proposal building was placed in the northwest quadrant of the site to maximize air and solar exposure to the public plaza below, which lies primarily in the southern half of the site. The building will be designed and sited to cast as little shadow as possible on surrounding properties. Refer to shadow (lighting) studies prepared by the applicant in the project file, which is available for public viewing at City Hall.

*b. Design new buildings with wind conditions in mind so as to shelter pedestrians from undesirable winds, particularly on the ground, and in publicly accessible areas.*

The winter storms and prevailing winds generally come from the southwest. By orienting the building close to NE 8<sup>th</sup> Street in the northwest corner of the site, the building will block some of the storm winds for pedestrians on NE 8<sup>th</sup> Street. In addition, the proposal will provide a covered pedestrian walkway along a majority of the northern building façade, which will be created via the marquee over the retail space, the large main entry canopy, and a combination of building overhangs. The two-tier, lower overhang will be approximately 10 to 16-feet wide. The third floor will then overhang the walkway an average of 18-feet.

*c. Consider how new buildings might incorporate outdoor spaces of calm, especially for winter, and places of suitable breeziness in summer at levels of pedestrian activity.*

The large pedestrian plaza has created a variety of spaces for refuge and calm throughout the year. The building will block the prevailing winter winds from the north. In the summer, the openness of a large part of the plaza, in conjunction with many deciduous trees and extensive water feature, will result in a variety of pleasant spaces.

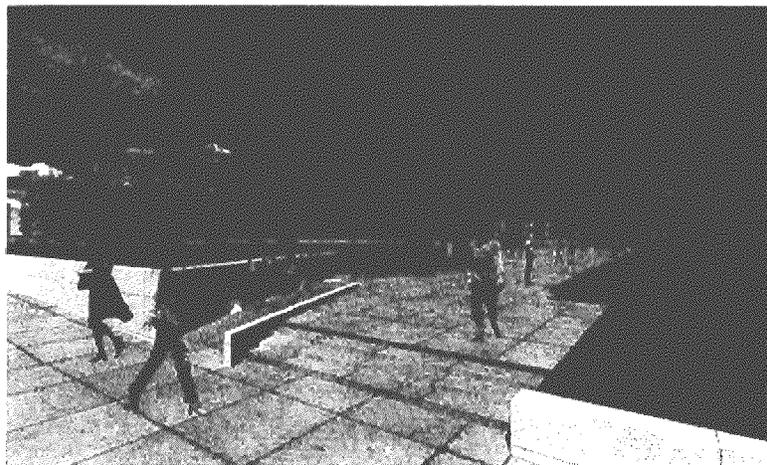
*d. Consider wind and sun in design of landscaping: e.g., evergreen tree-planting as wind blocks, or deciduous trees on south and west sides of open spaces to maximize winter sun penetration.*

Heavy plantings of deciduous trees and the green screen will not only provide shaded pedestrian spaces, but also will serve as a windbreak for the abundant outdoor seating and minimize the heat absorption and reflection of the plaza paving.

#### **4) Open Space**

The proposed plaza and pedestrian circulation systems are designed to be part of an overall system of open spaces that occur throughout the Downtown. The proposed plaza will be open at all times and will be used as a pedestrian connection in both the north-south and east-west directions. It will also be an important link to The Bravern development to the east and will provide pedestrian open space that is not found in that development. Upon redevelopment of the property to the south in the future, the plaza could potentially also connect directly with the Bellevue Transit Center.

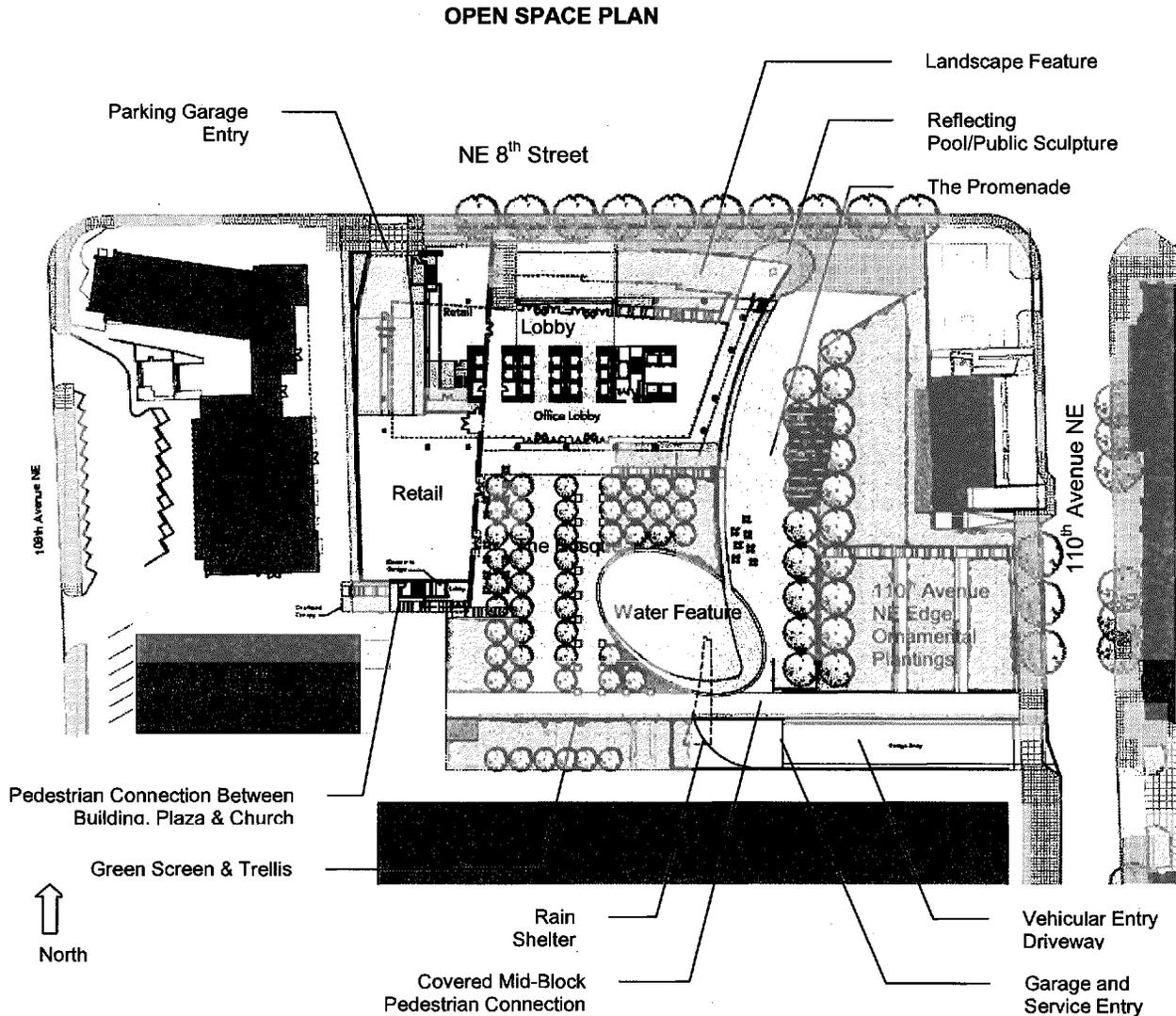
The proposed plaza occupies approximately 1.90 acres, and the majority of the space will lie in the sunny, open southern portion of the proposal site. The open space will be connected to the public sidewalk on NE 8<sup>th</sup> Street via a wide, gracious paving area and entry feature, which will include landscape and water features and public sculpture. The public pedestrian mid-block connection along the southern edge of the plaza will draw the pedestrians in from the public sidewalk on 110<sup>th</sup> Avenue NE and The Bravern to the east.



PEDESTRIAN PLAZA (LOOKING NORTHWEST FROM THE PEDESTRIAN MID-BLOCK CONNECTION)

Although the entire plaza space will be large, it will be broken down into smaller, more intimate spaces. These areas will be delineated via changes in paving, elevation, landscaping and scale. These subareas will revolve around the main water feature in the heart of the plaza. A variety of seating, including benches, seat walls and platforms, will be provided throughout the open space. If a restaurant leases the retail space on the west side of the plaza, moveable seating could be placed at an outdoor eating terrace. A tapestry of paving

materials and patterns will not only help to delineate spaces and create visual interest, but will also help to direct pedestrians through and around the space. The plaza will be ADA accessible.



The plaza will contain a variety of public amenities, including water features and pedestrian-scaled lighting that will be provided throughout the site. Variety in the scale and character of spaces within the plaza will provide the opportunity for different activities – either programmed or spontaneous – to occur.

**5) Light and Glare**

By aiming to achieve a LEED Gold certification, the proposed project is intending to meet the LEED standard for light pollution, and as such would have minimal light shining away from the property. The glass exterior skin will feature advanced architectural glass with high light transmittance and low reflectivity and glare. Vertical mullions with projecting snap caps are planned to break up large

expanses of glass and to reduce the impacts of glare and reflection. The decorative lighting at the top of the building will be a wash of light that will create an interesting top to the building while not lighting up the sky. The heavily landscaped pedestrian plaza will minimize glare from the plaza and lighting in the plaza will be in low level, pedestrian scaled fixtures.

**B. Downtown Patterns and Context**

**1) Natural Setting and Topography**

The proposal site not only lies at the highest elevation in the Downtown, but it also lies in a prominent gateway location for people entering the Downtown from the east. The applicant has responded to this location by designing an elegant, slender tower that will be constructed with high quality materials such as high performance glass, natural stone and glass resin panels. The openness of the nearly 1.90 acre plaza will allow views of the Downtown at the ground level and the tower itself will have panoramic views to the mountains, Lake Washington and the Seattle skyline.

**2) Landscape Design**

The pedestrian plaza and streetscapes will be heavily planted with native and semi-native species. Overall, landscape elements and plant materials will be selected and arranged to define a variety of outdoor spaces, thereby allowing many different activities to occur. Refer to Section I.A for the site design description. The existing vegetation on site will not be retained. Due to changes in the City's stormwater code, some of the proposed planting areas may serve double duty as landscaped areas and stormwater bioretention facilities (raingardens). Any significant changes to the approved landscape concept design will require a final landscape plan and will be reviewed as a modification to the approved Design Review decision through a land use exemption. **Refer to Condition of Approval regarding street trees, the final landscape and pedestrian-oriented plaza plan, modification to the Design Review/land use exemption review, and streetscape irrigation in Section X of this report.**

**3) Views**

By locating the building in the northeast corner of the site, potential views from the proposed tower to the Cascade Mountains, Mount Rainier, the City of Seattle, the Olympic Mountains and Mount Baker will be enhanced. However, the location of the building will also minimize obstruction of views from neighboring buildings. In addition, the slender profile of the tower is slender and the 24,000 SF floor plate will allow open visual access across the site in all directions.

**4) Building Height and Bulk**

A strong visual and physical relationship between the public right-of-way on NE 8<sup>th</sup> Street, the building lobby and the plaza will be reinforced by a transparent, glazed edge at the ground plane.

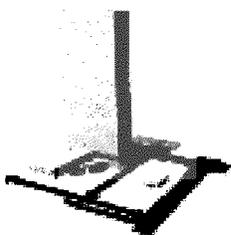
Above the podium, the building will be a slender tower with a maximum floor plate of 24,000 SF. The footprint will be a narrow rectangle, where the narrowest facades will face east and west, and the proposed building will lie in the northwest corner of the site.

The required 20-foot setback for all floors above 40-feet will be oriented to the Congregation Church site to the west to maximize the availability of light and air at

the street and between the Church building and the proposed tower. A modified **stepback** along NE 8<sup>th</sup> Street, in conjunction with the previously completed widening of the street, will continue to preserve views and allow light and air into the site and adjacent properties. **Refer to Table 1: Dimensional Requirements in Section III.A.2 of this report.**

#### **5) Transitions**

The building and the open space of the proposal project have been designed to provide clear connections with neighboring developments. The circulation through the site will be accessible and clearly defined. It will continue through the building lobby, where transparent glass and complimentary paving will visually and physically pull the pedestrian through the building to the open space beyond. In addition, the applicant has acknowledged the possibility to a future connection to the transit center by continuing the use of complementary paving materials to the south, through the plaza, to a future logical connection point along the pedestrian mid-block connection. The pedestrian openings from the public sidewalks into the interior plaza are wide and gracious and will provide amenities such as landscaping, seating and water features.



#### **6) Patterns of Activity**

The proposed development will provide numerous pedestrian-level activities at the ground level, including at least two retail spaces, the office lobby and the pedestrian plaza. This plaza will be open to the public at all times and a hierarchy of different spaces within the plaza is intended to encourage a variety of activities.

#### **7) Signage**

Project signage has not been addressed during this Design Review. The applicant will be required to submit a Sign Master Plan. If this Master Plan is submitted prior to building completion, it will be processed as a post-issuance Design Review Revision. If it is submitted after building completion, it will be processed as a Land Use Exemption. In addition, the applicant will be required to install at least two City of Bellevue public access signs to identify the entry points to the pedestrian mid-block connection. **Refer to Condition of Approval regarding project signage and public access signage for the mid-block connection in Section X of this report.**

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

NE 8<sup>th</sup> Street is designated as a “C” Right-of-Way and 110<sup>th</sup> Avenue NE is designated as a “D” Right-of-Way. These are low to moderate pedestrian orientation designations. However, due to the existing The Bravern development to the east and the proposed development, it is anticipated that these two streets will experience increased pedestrian traffic and activity. Therefore, the streetscapes will have a higher level of design detail that is required in the Design Guidelines.

On NE 8<sup>th</sup> Street, in addition to the required 12-foot sidewalk and 4-foot wide planting strip, there will be pedestrian oriented retail, a welcoming building entry and weather protection for

the pedestrian along the majority of the building façade. Directly in front of the building there will be a wide landscape feature, a water feature, public sculpture and seating. These amenities will help to activate the pedestrian activity that will move through the Downtown on NE 8<sup>th</sup> Street and will also help to identify the gateway into Downtown. On 110<sup>th</sup> Avenue NE, the street frontage provided by this proposal will include the required 12-foot wide sidewalk and a 4-foot wide planting strip, a portion of the pedestrian plaza that will include landscaping and seating, and the entry to the pedestrian mid-block connection. No mechanical equipment will be allowed in above ground cabinets in any pedestrian paths or walkways, including the public right-of-way. **Refer to Condition of Approval regarding mechanical equipment and equipment screening in Section X of this report.**

#### IV. PUBLIC NOTICE AND COMMENT

Application Date: April 29, 2011  
Notice of Application: May 26, 2011  
Public Notice Sign: May 26, 2011  
Minimum Comment Period: June 9, 2011

Although the minimum required public comment period ended on June 9, 2011, comments were accepted up to the date of this decision. No written requests to become Parties of Record were received with this new Design Review application. However, under the previous Design Review, questions were asked that influenced the final approval. These questions are included below:

1. *What will be the effect of the new building on the natural light on the Congregational Church property?*  
The new building will be stepped 20-feet back from the Church property at an elevation above 40-feet. **Refer to Condition of Approval regarding the final landscape plan in Section X of this report.**
2. *Where are the locations of the vehicular entries?*  
Refer to Section III.B.3 in this report for discussion regarding the vehicular access.
3. *Describe the use and location of a vehicular mid-block connection.*  
A vehicular mid-block connection is required at this site. As properties to the south (Hallwood property - existing parking garage) and west (Church property) are redeveloped, they will be required to complete their respective portions of the connection. **Refer to Section III.B.3 of this report for discussion of the mid-block connections and Condition of Approval regarding the easements for the mid-block connections in Section X of this report.**
4. *How will the proposed parking garage (and required church parking) be physically connected to the Church?*  
The actual type and design of a connection (tunnel or at-grade walkway) between the church and the parking will be addressed via a private agreement between the applicant and the Church and as such is not part of the City's approval requirements. Instead of a tunnel, the applicant has proposed an at-grade connection from an elevator at the southern end of the podium building, which will include a walkway to the Church and a marquee along the southern podium façade. The piece of this at-grade connection that occurs on the applicant's property is the only part of the connection

being approved under this Design Review. If a tunnel or alternative connection design other than the proposed at-grade connection is ultimately preferred by the Church, the project can be modified during future permit reviews to reflect this change. **Refer to the illustration on page 6 in Section I.B in this report and Condition of Approval regarding the final landscape plan and changes to existing and/or new easements in Section X of this report.**

5. *What will be the impact of excavation on the Church property?*

There are existing private easement agreements between the Church and the applicant. Any work on the Church property will be handled via these existing and/or new, private agreements. Agreements between the Church and the applicant are not part of the scope of this Design Review. Work that occurs during excavation will be reviewed during future permit applications, including, but not limited to, the Clear and Grade and Building Permits. **Refer to Condition of Approval regarding the final landscape plan and changes to existing and/or new easements in Section X of this report.**

6. *How will parking easements be addressed during construction?*

Parking for the Church during construction will be handled via private easements and agreements between the Church and the applicant, which are not part of this Design Review. However, Development Services Department (DSD) will review all agreements, existing and proposed, to make sure that all code requirements will still be met for both properties. **Refer to Condition of Approval regarding changes to existing and/or new easements in Section X of this report.**

7. *How will construction hours impact the Church – particularly during evenings and weekends?*

As conditioned, the applicant will be required to comply with the City of Bellevue construction noise hours and holiday construction and traffic restrictions. **Refer to Conditions of Approval regarding construction noise hours and changes to existing and/or new easements in Section X of this report.**

## V. TECHNICAL REVIEW

### A. Utilities

The City has adequate capacity for providing water and sanitary sewer service for this proposal. The water, sewer and storm drainage systems have been reviewed on a conceptual basis only. There are no implied approvals of the engineering specifications for the water, sanitary sewer and storm water components of the proposal. Engineering review will be performed through the Utility Developer Extension Agreement (UE) application, which needs to be submitted prior to submittal of the Clear & Grade and Building permit application. Final civil engineering may require changes to the site layout to accommodate the utilities. The Utility Codes and Engineering Standards contain adequate standards and requirements to mitigate water, sanitary sewer and expected storm drainage and water quality impacts. **Refer to Condition of Approval regarding the utility code requirements in Section X of this report.**

## **B. Clearing & Grading**

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

## **C. Transportation**

### **Site Access**

Access to the proposed project will be provided via NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. Both access points will be restricted to right-turn-in and right-turn-out only. The site access on NE 8<sup>th</sup> Street must be at least 30-foot wide.

The Downtown Subarea Plan identifies a mid-block connection linking 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. Mid-block connections are necessary to provide parking garage and loading/ delivery access without disrupting traffic flow on the major arterial streets. Policy S-DT-144 states: "Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/ delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock." The applicant will be required to construct the "mid-block vehicle connection."

Access to the site's garage and loading/ delivery from 110<sup>th</sup> Avenue NE will be provided along a mid-block vehicular connection that will eventually link 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE. The 24-foot wide vehicular connector runs within 30-foot wide public access easement along the south side of the site. At this time the east-west mid-block connector road will terminate approximately 252-feet west of the site's 110<sup>th</sup> Avenue NE property line (at the loading entry terminus) and will provide about 152-feet of vehicle stacking from back of the sidewalk to the site's garage entry. The applicant will grant the necessary public access easement along the site's property line past the 252-feet west of the site's 110<sup>th</sup> Avenue NE property line between the loading entry terminus and the western property line. The applicant will also be required to engineer and construct to the subgrade the half of the vehicular mid-block connection in this location – approximately 116-feet west of the loading entry terminus. **Refer to Condition of Approval regarding street frontage improvements and easements for mid-block connections in Section X of this report.**

The mid-block connection opening for the proposed 24-foot wide public access easement on 110<sup>th</sup> Avenue NE shall be constructed with 25-foot radius curb returns including access ramps and crosswalk. This is to allow for large trucks such as WB-40 tractor-trailer to better maneuver at the site's access. Access restriction will be placed on use of larger trucks (such as WB-50 and larger tractor-trailers) during 7:00 a.m. to 7:00 p.m., Monday through Friday. Such larger trucks may be allowed to access the proposal site during restricted hours by obtaining a right-of-way permit at least 48 hours prior to accessing the site. **Refer to Condition of Approval regarding large truck access restriction in Section X of this report.**

The approved project plans include two options for construction of the vehicular mid-block connection. Option 'A' places the mid-block connection directly adjacent to the southern property line of the proposal project site. This option will require that easements be obtained from the property directly adjacent to the south, in order to construct the southern driveway apron and sidewalk area on 110<sup>th</sup> Avenue NE. Option 'B' places the mid-block connection approximately 8'-4" to the north of the southern property line and will include a sidewalk at

least 8-feet wide that will be designed according to the development standards in Land Use Code 20.25A.060. With this option, no easements would be necessary for the driveway apron and sidewalk area on 110<sup>th</sup> Avenue NE. Both options will be approved with this Design Review, and the applicant may elect which option to implement in connection with development of the project.

In order to complete the entire two-way vehicular access and pedestrian connection from 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE in the future, the City will require additional easements from other property owners including the property to the south (Hallwood property). These easements are not required as part of this proposal project. However, the applicant will be required to grant these easements to all adjacent properties for construction (and eventual completion) of the mid-block vehicular connection when these properties are redeveloped.

**Refer to Conditions of Approval regarding vehicular access restrictions and easements for mid-block connections in Section X of this report.**

### **Street Frontage Improvements**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

The existing improvements were constructed recently and generally meet requirements. Some modification and addition will occur along the site frontage. Information below applies to existing and new construction along the site frontage.

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-7A).

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

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to

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

3. The existing curb, gutter, and 16-foot wide sidewalk, which include a 4-foot wide planter area, on NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE shall be maintained. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.

4. Any design or appearance change of the sidewalk and landscaping on NE 8<sup>th</sup> and 110<sup>th</sup> NE 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-wide planter strips, 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 below for further details.

5. Planter strips and other landscaping within the sidewalk on either adjacent city street shall be irrigated with a private metered water source. Electrical connections for lighting in tree wells or planter strips may be allowed, if installed in compliance with the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

6. The driveway on NE 8<sup>th</sup> Street shall have an approach width, as defined in standard drawing DEV-7A, of at least 30-feet. The driveway apron design shall be consistent with standard drawing DEV-7A.

7. The mid-block connection opening for the proposed 24-foot wide public access easement on 110<sup>th</sup> Avenue NE shall be constructed with 25-foot radius curb returns, access ramps, and crosswalk. C-curbs and appropriate signs will be installed since the driveway will operate as right-in and right-out only.

8. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or

sidewalk/utility easement without an indemnification agreement that protects the city.

9. 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.

10. 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.

11. 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-7A. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.

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

**Refer to Condition of Approval regarding civil engineering plans for transportation and street frontage improvements in Section X of this report.**

#### **Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full-required width of any sidewalks located outside the city right of way fronting this site. There are 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 8<sup>th</sup> Street, 110<sup>th</sup> Avenue NE frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible. In addition, the applicant shall provide a public access easement for the east-west mid-block vehicular and pedestrian connector. The applicant is also responsible

for acquiring a public access/ utilities easement for the portion of the east-west connector which extends south into the Hallwood property (i.e., south curb return and the extension of the sidewalk), if the applicant elects to construct the approve Option 'A' mid-block connector.

**Refer to Section III.B.3 and Conditions of Approval regarding existing easements, easements for mid-block connections, and pedestrian and utilities easements in Section X of this report.**

#### **Holiday Construction & Traffic Restrictions**

From November 15<sup>th</sup> to January 5<sup>th</sup>, construction activities such as hauling and lane closures will be allowed only between the hours of 10:00 p.m. and 6:00 a.m. due to holiday traffic. The dates and times of these restrictions are subject to change. The applicant shall contact the Transportation Department Right-of-Way Section to confirm the specifics of this restriction prior to applying for a Right-of-Way Use Permit, which is issued directly by the Transportation Department. **Refer to Condition of Approval regarding holiday construction and traffic restrictions in Section X of this report.**

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

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

### **Pavement Restoration**

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching.

Presently at the site's frontage, NE 8<sup>th</sup> Street is classified as "Overlay Required." 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 along the entire site's frontage will be required.

Currently near the development site, 110<sup>th</sup> Avenue NE is classified as "Standard Trench Restoration." **Refer to Condition of Approval regarding pavement restoration in Section X of this report.**

### **Alternative Paving Materials**

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

### **Transportation Management Program**

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

**management program and implementation of the transportation management program in Section X of this report.**

**D. Fire Department**

The site development plans for this application generally conform to Fire Code requirements. Information regarding code requirements for high-rise buildings has been sent to the applicant under separate cover. However, there are a number of conditions that must be met prior to issuance of building permits. **Refer to Condition of Approval regarding the smoke control requirements and fire department requirements for the building permit set in Section X of this report.**

**VI. STATE ENVIRONMENTAL POLICY ACT**

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. 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 Department Records Room, Bellevue City Hall, 450 110<sup>th</sup> Ave NE. Transportation-related impacts associated with the Beacon Capital NE 8<sup>th</sup> Office Tower project are consistent with the potential projected impacts analyzed in the 2009-2020 TFP EIS.

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.

**A. Earth**

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

**B. Environmental Health/Noise**

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

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

case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties.

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

**Refer to Conditions of Approval regarding noise & construction hours, holiday construction and traffic restrictions, use of best available noise abatement technology, and the noise levels at the property line and in pedestrian areas in Section X of this report.**

### **C. Water**

The City of Bellevue has adequate capacity for providing water, sanitary sewer, and storm drainage for this proposal. The proposal provides a canister treatment system which is considered adequate mitigation to treat the storm water for enhanced treatment for the pollution generating impervious surface prior to discharge from the project site.

### **D. 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. This proposed development lies within MMA # 3, which has a 2020 total growth projection of 5,489,336 GSF office and 1,259,253 GSF retail. This development was analyzed for 679,787 GSF office, 8,441 GSF restaurant and 2,385 GSF of retail. Therefore, the proposed development is within the assumptions of the Transportation Facilities Plan EIS.

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

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

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more 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 new traffic model, based on the City's current model platform, was run for this 2011 Design Review application. This development will generate approximately 730 new p.m.

peak hour trips. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service were also determined using traffic volumes without the project-generated trips. In this project analysis, 25 system intersections received 20 or more p.m. peak hour trips. Neither the maximum area-average levels of service nor the congestion allowances were exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development. The report is available for review in the project file.

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

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

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

City staff directed the applicant's traffic consultant Transportation Engineering NorthWest, LLC (TENW) to analyze the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. Issues that were analyzed in the Traffic Impact Analysis dated February 28, 2008, included LOS analysis at nearby intersections, LOS and vehicle queues at site driveways and adjacent intersections, site vehicular and pedestrian circulation, transit availability, and accident history analysis for the past three years. Staff does not anticipate any adverse operational impacts due to the proposed development. The TENW analysis is available for review in the project file.

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

### **Building Exterior**

- The concept of the glass facades draping over the center structure and the color differentiation between facades was pushed to be stronger and more easily understood by a layperson.
- The building height was adjusted so that no portion of the building could be taller than 450-feet.

### **Site Design**

- The pedestrian plaza now has a more open, expansive entry along NE 8<sup>th</sup> Street and the design, as expressed in the paving design, now extends closer to the corner of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE – thereby symbolically and physically encouraging access from this intersection.
- The entry to the parking garage off NE 110<sup>th</sup> Avenue was reconfigured to be accessed

- by a new entry driveway that will become part of a future vehicular mid-block connection. The service entry to the garage was moved to this location.
- The streetscape along NE 8<sup>th</sup> Street was reinforced with a landscape feature and a water feature to better express the idea of gateway in conjunction with the property to the north across NE 8<sup>th</sup> Street.
  - The number of trees was reduced in the plaza interior to allow for a mix of shady and sunny spaces, while still providing protection from the heat island effect.
  - Along the southern property line, the half of the vehicular mid-block connection that lies on the proposal site between the loading entry terminus and the western property line will be engineered and the subgrade will be constructed as part of this project. Any development on the adjacent southern property will be required to engineer and construct the remaining portions of the east-west vehicular connection and to pave the entire roadway on both their property and this proposal site.

**Refer to Condition of Approval regarding street frontage improvements in Section X of this report.**

## VIII. DECISION CRITERIA

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

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

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

#### **Urban Design Element Policies**

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

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

**Response:** The proposed building will create an attractive, high-quality project due to its building design, site plan, architectural details and materials. The siting of the building within a large, vibrant plaza/open space will enhance the overall quality of the project. Due to the superior elevation of the site, this tower will become a visual reference point against the skyline and serve as a gateway for people entering the Downtown; especially from the east.

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

***Policy UD-4:*** Ensure that the development relates, connects and continues design quality and site functions from site to site.

**Response:** Although a slightly different building style from other adjacent buildings, the project will be compatible with surrounding development due to its mass, scale, and use of glazing. It will also make strong pedestrian connections with adjacent properties, including the Congregational Church and The Bravern across 110<sup>th</sup> Avenue NE.

***Policy UD-5:*** Design building located on the edge of public spaces using materials, forms, details and other architectural elements that will enrich the appearance of the places and encourage people to use them.

**Policy UD-8:** *Design rooftop mechanical screening so that it is integral with building architecture. Consider the visual effects of technical advances such as satellite dishes on building design.*

**Response:** The proposal will use high-quality building materials, such as natural stone, different colors of high performance glass and glass resin panels. The quality of materials will then be carried into the plaza via paving materials and patterns, architectural elements and landscaping. The mechanical equipment will be hidden behind a screen wall at the top of the building. In addition, each of the four glass facades, which are designed to appear to drape over the inner building form, are designed to extend to the full height of the building and to mask the mechanical penthouse. The top of the building will appear to be a glass crown that will be washed in light at night (see illustration in Section 1.B of this report).

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

**Response:** Glass marquees will be located along the mid-block pedestrian connection and over the retail space on NE 8<sup>th</sup> Street. Pedestrians will also be protected from the rain along a majority of the north façade by walking under the entry canopy and the building overhangs.

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

**Policy UD-15:** *Use landscape design that is urban in character in more urban settings.*

**Response:** The landscape design for the entire site combines hardscape and landscape elements to create an open space with a very urban character. However, the large amount of trees, water features, delineation of smaller spaces, and landscaping within this urban context will give the plaza a feeling of an urban oasis.

#### **Downtown Subarea Policies:**

**Policy S-DT-1:** *Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.*

**Response:** The retail spaces, pedestrian plaza and pedestrian connections will provide additional activities for area residents.

**Policy S-DT-3:** *Develop Downtown as an aesthetically attractive area.*

**Response:** this proposal will add to the aesthetic environment of the Downtown.

**Policy S-DT-4:** *The highest intensity development shall be located in the core of Downtown.*

**Response:** This project is located within the Downtown Core and the 450-foot height of the building is the tallest allowed in this district.

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

**Response:** This proposal will complement the surrounding office, residential and retail developments in the Downtown Core and will provide pedestrian connection through the superblock.

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

**Response:** This office tower will complement the surrounding retail activities and it is located within one block of the Bellevue Transit Center.

**Policy S-DT-9:** *Provide bonus incentives for private developments to accomplish the public objectives outlined in this Plan.*

**Response:** Refer to Section III.B of this report for discussion on how this project qualifies for the bonus incentives for height.

**Policy S-DT-35:** *Create a pedestrian environment with a sense of activity, enclosure, and protection.*

**Response:** This proposal will provide a pedestrian plaza with a variety of spaces and access opportunities.

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

**Response:** This project provides a variety of streetscape enhancements. Refer to Sheet L-1 in the project drawings and discussion of design guidelines for building/sidewalk relationships in Section III.B.3 of this report.

**Policy S-DT-48:** *Provide for a sense of approach to Downtown at key entry points through the use of gateways and identify treatments that convey a sense of quality and permanence.*

**Response:** The location of the building and the treatment of the streetscape on NE 8<sup>th</sup> Street will help to create a visual gateway for people entering the Downtown from the east.

**Policy S-DT-57:** *Create pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown.*

**Response:** The project will provide a pedestrian mid-block connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE.

**Policy S-DT-70:** *Encourage uses that will bring additional pedestrian activity to the area.*

**Response:** The combination of retail and office uses within the building and the provision of a pedestrian plaza will provide a variety of opportunities for pedestrian activity.

**Policy S-DT-103:** *Encourage developers to provide open space amenities accessible to the public. Such amenities must be clearly identified and maintained for public use.*

**Response:** The proposal will provide a pedestrian plaza and pedestrian mid-block connection that will be open to the public and maintained for public use.

**Policy S-DT-144:** *Provide mid-block access corridors within a Downtown superblock which accommodates vehicle access to parking areas, loading/delivery access, and pedestrian circulation. Develop specific design concepts and implement them as development occurs in each superblock.*

**Response:** This proposal will provide a portion of the vehicular mid-block access that will line 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE when adjacent properties to the west and south are redeveloped in the future.

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

**Response:** The proposal has provided a pedestrian mid-block connection that will link 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE.

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

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

Refer to section III.A of this report for how the general provisions of the Land-Use Code have been met.

In the event that construction is suspended for any reason, the development shall not rely on improvements occurring in subsequent phases as mean for not providing a compliant-built development. The applicant will be required to submit a Construction Phasing Plan that will identify each phases of construction and demonstrate that at the end of each phase, the result will be a development that will be compliant with all City guidelines, standards, and requirements. **Refer to Condition of Approval regarding the construction phasing plan in Section X of this report.**

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

As conditioned, the proposal addresses all applicable design guidelines and criteria of this Code. Refer to Section III.B of this report for discussion relating to how the applicable design criteria and guidelines have been met.

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

The project will take advantage of its urban site by placing the building in the northwest corner near NE 8<sup>th</sup> Street. The building will help to form an elegant edge to the street. The upgraded streetscape and development along the public right-of-way will reinforce the idea of gateway and will energize the pedestrian experience on NE 8<sup>th</sup> Street.

The building is tall and slender, and will reach the full-allowed height of 450-feet. Although taller than some of the surrounding development, it will fit contextually due to massing, site design and high quality architectural detail. The building is intended to be sleek, yet will express itself differently to each compass point due to the difference in detailing and the color of the glass skin.

The pedestrian plaza will provide a welcome open area adjacent to developments that are more intensively developed. This open space is particularly important with the anticipated increase in the pedestrian population that will occur with this project and the development of City Center II and The Bravern. The open space will also complement and provide links to other public spaces in the Downtown.

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

All required public services and facilities are available to the site.

**IX. DECISION**

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

Note that the vested status of this Design Review Approval shall expire two (2) years from the date of this decision unless a complete Building Permit application is filed before the end of the two-year term per LUC 20.40.500.

**X. CONDITIONS OF APPROVAL:  
COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES**

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

<b><u>Applicable Codes, Standards and Ordinances</u></b>	<b><u>Contact Person</u></b>
Clearing & Grading Code – BCC 23.76	Savina Uzunow, 425-452-7860
Construction Codes – BCC Title 23	Bldg. Division, 425-452-6864
Fire Code – BCC 23.11	Adrian Jones, 425-452-6032
Land Use Code – BCC Title 20	Sally Nichols, 425-452-2727
Environmental Procedures Code – BCC Title 22.02	Sally Nichols, 425-452-2727
Noise Control – BCC 9.18	Sally Nichols, 425-452-2727
Right of Way Use Code – BCC 14.30	Tim Stever, 425-452-4294
Sign Code – BCC Title 22	Sally Nichols, 425-452-2727
Transportation Code – BCC 14.60	Abdy Farid, 425-452-7698
Transportation R.O.W. – BCC 11.70, 14.30, 14.60	Tim Stever, 425-452-4294
Utility Code – BCC Title 24	Don Rust, 425-452-4856

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

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

**1. Construction Noise Hours**

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday, 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. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

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

**2. Holiday Construction & Traffic Restrictions**

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

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

### **3. Vehicular Access Restrictions**

Access to this site from NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE will be restricted to right-turn-in and right-turn-out only.

AUTHORITY: BCC 14.60.150  
REVIEWER: Abdy Farid, Transportation

### **4. Large Truck Access Restriction**

Large trucks (WB-50 and larger) will not be allowed use of the 110<sup>th</sup> Avenue NE access to the site loading area Monday through Friday between the hours of 7:00 a.m. and 7:00 p.m. Such larger trucks may be allowed to access the project during restricted hours by obtaining a right-of-way use permit at least 48 hours prior to accessing the site.

AUTHORITY: BCC 14.60.150  
REVIEWER: Tim Stever, Transportation/Right-of-Way

### **5. Use of Best Available Noise Abatement Technology**

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

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

### **6. Utility Code Requirements**

The water, sanitary sewer and storm drainage systems shall be designed per the Utility codes BCC 24.02, 24.04 and 24.06, the Utility Engineering Standards. The water, sanitary sewer and storm drainage system design review, plan approvals and inspection shall occur through the Utility Developer Extension process.

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

### **7. Street Trees and Right-of-Way Landscaping**

All street trees along NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE shall be planted as specified by Parks Department tree planting standards. The species to be planted are as follows:

NE 8<sup>th</sup> Street: 3" caliper Acer platanoides 'Parkway'  
110<sup>th</sup> Avenue NE: 3" caliper to match street trees across the street on  
110<sup>th</sup> Avenue NE at The Bravern.

AUTHORITY: LUC 20.25A.040  
REVIEWER: Sally Nichols, Land Use

### **8. Modification to the Design Review Plans/Land Use Exemption**

Any modification or addition to this approval, other than those to the vehicular mid-block connection outlined in Condition 9. below, shall be processed as either a new decision or 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 III.B of this report. Conditions of Approval run for the life of the project:

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

**9. Modification to the Vehicular Mid-Block Connection**

If the applicant chooses to construct vehicular mid-block connection Option 'B', the applicant will be required to design and build a portion of the public concrete sidewalk that will run along the entire south side of the vehicular mid-block connection. The remaining portions of this vehicular mid-block connection and sidewalk will be completed with the development of adjacent properties.

This sidewalk shall be provided in addition to the public pedestrian mid-block connection at the plaza level (north side of the vehicular mid-block connection). The applicant will be required to build only the portion of sidewalk that lies on the proposal site. Design drawings for this sidewalk shall be submitted to Land Use and Transportation for review and approval as part of the building permit submittal.

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

**10. Solid Waste/Recycling**

Prior to the issuance of any construction permit, the applicant shall provide a written document demonstrating that Allied Waste has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for this building using current standards. In addition, no rights-of-way and public easements shall be occupied by trash receptacles, dumpsters, recycling bins or other such items.

AUTHORITY: LUC 20.20.720  
REVIEWER: Sally Nichols, Land Use

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

**1. Final Landscape Plan and Pedestrian-Oriented Plaza Plan**

- a) The final design for the pedestrian plaza and the landscape plan must be submitted and constructed per the approved clear & grade and/or building permit applications. Any significant modification of this plaza will require review and approval.
- b) The final design for any site improvements on the First Congregations Church property must be included for informational purposes only on the final landscape and pedestrian plaza plans.

AUTHORITY: LUC 20.25A.030.C, 110.B and LUC 20.30.F.175  
REVIEWER: Sally Nichols, Land Use

## **2. Right-of-Way Use Permit**

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

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

In addition, the applicant shall submit for review and approval a plan for providing pedestrian access during construction of this project. Access shall be provided at all times during the construction process, except when specific construction activities such as shoring, foundation work, and construction of frontage improvements 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, foundation or demolition permit.**

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

## **3. Civil Engineering Plans - Transportation**

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

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

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

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

**1. Transportation Impact Fee**

Payment of the traffic impact fee will be required at the time of building permit issuance. This fee is subject to change and the fee schedule in effect at the time of building permit issuance for the above ground building permit (i.e. the podium, the tower) will apply.

AUTHORITY: BCC 22.16  
REVIEWER: Abdy Farid, Transportation

**2. Building and Site Plans - Transportation**

The building grade and elevations shall be consistent with the curb and sidewalk grade shown in the approved civil engineering plans. During construction, city inspectors may require additional survey work at any time in order to confirm proper elevations.

Building plans, landscaping plans, and architectural site plans must accommodate on-site traffic markings and signs and driveway design as specified in the engineering plans. Building plans, landscaping plans, and architectural site plans must comply with vehicle and pedestrian sight distance requirements, as shown on the engineering plans.

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

**3. Existing Easements**

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

AUTHORITY: BCC 14.60.100  
REVIEWER: Tim Stever, Transportation/Right-of-Way

**4. Easement for Pedestrian Mid-Block Connection at Plaza Level**

The applicant shall provide an access easement to the City along the entire southern edge of the Pedestrian Plaza for the Pedestrian Mid-Block Connection. The connection shall be continuous from the western property line along 110<sup>th</sup> Avenue NE to the eastern property line with the First Congregational Church (by the Bradford Building); a length of approximately 368 feet. The width of the easement shall be a minimum of 16 feet wide.

AUTHORITY: BCC 14.60.100  
REVIEWER: Sally Nichols, Land Use

**5. Easements for Mid-Block Connections**

a) The applicant shall provide adequate easements to the City along the south property line for public utilities and public vehicular and pedestrian access easements.

- b) The applicant will be required to grant easements to the adjacent property owners to the south (Hallwood property) and the west (First Congregational Church) to allow these properties to perform construction on the 8<sup>th</sup> Street Properties site necessary to complete the remaining portions of the vehicular and pedestrian mid-block connection that will connect 108<sup>th</sup> Avenue NE with 110<sup>th</sup> Avenue NE. This work will also include paving the vehicular connection subgrade that is required to be constructed with this approval.
- c) If the applicant elects to construct the approved vehicular connection Option 'A', the applicant will be responsible for acquiring a public access/utilities easement for the portion of the east-west connector (curb return and sidewalk extension) which extends south into the adjacent property (Hallwood property) along 110<sup>th</sup> Avenue NE.

AUTHORITY: BCC 14.60.100

REVIEWER: Abdy Farid, Transportation

#### **6. Pedestrian and Utilities Easements (Property Frontage)**

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

AUTHORITY: BCC 14.60.100

REVIEWER: Abdy Farid, Transportation

#### **7. Transportation Management Program**

The owner of the property being developed shall sign and record at the King County Office of Records and Elections an agreement to establish a Transportation Management Program to the extent required by Sections 14.60.070 and 14.60.080.

AUTHORITY: BCC 14.60.070, 14.60.080

REVIEWER: Abdy Farid, Transportation

#### **8. Exterior Lighting at the Building Crown**

In order to mitigate potential impacts related to light and glare, the lighting at the crown of the building shall incorporate mechanisms to adjust the light levels.

AUTHORITY: LUC 20.20.522

REVIEWER: Sally Nichols, Land Use

#### **8. Project Signage**

Since no signage was submitted as part of this proposal, a Sign Master Plan package in compliance with the Sign Code shall be submitted to the Development Services Department for review and approval. If the Sign Master Plan is submitted prior to building completions, it will be processed as a post-issuance Design Review Revision. If it is submitted after building completion, it will be processed as an application for a Sign Permit with a Land Use Exemption.

AUTHORITY: BCC 22B.10.010 and BCC 22B.10.025 and LUC 20.25A.115

REVIEWER: Sally Nichols, Land Use

**9. Mechanical Equipment and Equipment Screening**

- a) Show the location of each piece of mechanical equipment, including communication equipment such as satellite dishes, and demonstrate that screening is provided so that these items are not visible from adjacent streets, public sidewalks, or the surrounding buildings, AND
- b) No mechanical equipment (including power, telephone, traffic control, etc) shall be located in above ground cabinets in sidewalk areas within pedestrian pathways and walkways, including the public right-of-way. Such equipment shall be located in underground vaults, in the building, or substantially screened per the approval of PCD. 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.

AUTHORITY: LUC 20.20.525, 20.25A.110.B

REVIEWER: Sally Nichols, Land Use

**10. Compact and Dedicated Church Parking Stalls**

- a) All compact stalls shall be marked as such.
- b) Any stalls exclusively dedicated to the First Congregational Church as a result of recorded Parking Easements and Agreements between the applicant and the Church shall be marked as such. These stalls must be subtracted for the total number of stalls currently shown for Office use shown in Table 1: Dimensional Requirements in Section III of this report.

AUTHORITY: LUC 20.25A.050.F

REVIEWER: Sally Nichols, Land Use

**11. Noise Levels at the Property Line and in Pedestrian Areas**

Prior to issuance of any mechanical permit for any equipment, including garage exhaust, that will create noise at the property line on the public sidewalk, any publicly accessible space, the mid-block pedestrian connection, and/or walkways adjacent to pedestrian oriented frontage, the applicant shall provide certification by a noise consultant that the noise from the project exhaust fans and any other such equipment will not exceed 60 dBA at the property line. The City may require certification of compliance following installation.

AUTHORITY: BCC 9.18.030 and LUC 20.30F.145

REVIEWER: Sally Nichols, Land Use

**12. Streetscape Irrigation (Right-of-Way and Site)**

- a) Right-of-Way: Any irrigation system for all landscaping within the City right-of-way will be on a separate meter and controller which can be accessed 24 hours a day by the City of Bellevue Parks Department and shall remain separate from the on-site systems. The irrigation system shall include automatic operations and rain sensors to override the automatic cycle if needed. Coordinate the exact location with the Parks Department prior to irrigation installation and submit proof that the irrigation design for the right-of-way has been approved by the Parks Department prior to building permit issuance. If the irrigated area exceeds 500 square feet, then the landscape irrigation budgeting section of the Water Code applies.
- b) A private irrigation service line(s) is required for all on-site landscape areas. Where feasible, drip irrigations should be used to reduce water loss due to over-

spray and evaporation. The Utilities Department is responsible for reviewing all irrigation designs.

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

### 13. Smoke Control Requirements

- a) A smoke control system that complies with IBC 909 and BFDDS Chapter 11 shall be provided. A Smoke Control system is required for as outlined in BFDDS Chapter 11 section 11.2.
- b) Submittal requirements are detailed in Chapter 11 of the BFDDS and Number Sheet 42. Note that the BFDDS include many details and standard features applicable to the Smoke Control Panel and procedures applicable to the Special Inspector.
- c) Permit timing:  
Permit application and approval timing is as follows:
  1. The Smoke Control Concept (see number sheet 42A) *must be approved prior to submittal of the garage building permit (BB for the garage).*
  2. The Smoke control Detailed Design (see number sheet 42B) *must be submitted prior to issuance of the garage building permit (BB for garage).*
  3. The Smoke Control Permit (FH Detailed Design see number sheet 42B) *must be approved before the above grade building permit (BB for podium/tower) will be issued.*
  4. Work associated with the smoke control permit, except for a slab-only pre-wire, cannot occur until the Smoke Control permit (FH) is issued. An electrical Pre-Construction meeting is required before garage slab-only permit is issued.
- d) Provide 2-hr protection of control and power wiring for stair and elevator pressurization systems per BA 909.20.6.1. Wiring for the fire alarm systems shall meet the requirements of NFPA 72 on Survivability, and IBC 909.20.6 as relates to shaft pressurization.
- e) Pressurization of all stairways leading into a parking garage that descend more than 30 ft. below grade is required, as well as pressurization of any pressurized stair tower above grade that extends below grade, and the reverse combination.
- f) A separate permit is required for a smoke control system (FH permit).

AUTHORITY: IBC 909 and BFDDS Chapter 11  
REVIEWER: Adrian Jones, Fire

### 14. Fire Department Requirements for Building Permit Set

The following requirements must be shown on the building permit set:

- a) Provide diagrams showing that all areas in the parking garage are within 240 feet of a Fire Department hose connection at the intermediate level of the stairs. (IFC 905.4).
- b) One elevator in each garage, low rise, mid rise, and high-rise sections shall be sized to accommodate a 24-inch by 84-inch ambulance stretcher. (IBC 30).
- c) Relocate the generator room/fuel supply to meet the requirement of IFC 3404.2.7.3.3 & IMC 1305.7. The vent pipe shall terminate at least 12 feet above the adjacent ground and can be no longer than 20 vertical feet from the bottom of the fuel tank to the top of the vent pipe.
- d) The truck dock area shall be provided with 10 air changes per hour and on emergency power.
- e) Provide a fire pump room which only contains the fire pumps and related equipment. An approved direct access route shall be provided from a stairway.

- f) Provide a secondary water supply for the fire pump sized to meet Amended IFC 903.3.5.2.
- g) Provide information on the location of the generator remote refueling station to meet IFC 3404.2.7.5.2.
- h) Provide two (2) Fire Department Connections, one each on opposite sides of the building at approved locations and with a fire hydrant within 50 feet of each.
- i) Complete other items noted in the letter on the Pre-Application meeting.
- j) The size of the six (6) inch fire main should be checked with the Fire Sprinkler Contractor to assure that it will meet the sprinkler design. (IFC903)

AUTHORITY: BFDDS, IFC 3404.2.7.3.3, 3404.2.7.5.2, 903.3.5.2, 905.4, IBC 30, IMC 1305.7

REVIEWER: Adrian Jones, Fire

#### **15. Amenity Designs and Statistics**

All FAR amenity points calculations found in Section III.B.2 of this report *shall be confirmed in the building permit application*. The building permit plans shall include a detailed design for each proposed amenity with a design component and a statistical summary for each amenity included in the building permit drawings.

AUTHORITY: LUC 20.25A.030

REVIEWER: Sally Nichols, Land Use

#### **16. Stepback Modification**

The modification is granted based on the building design approved with this Design Review. This approval may be rescinded if any modification of the project or building design is proposed that would alter the exterior design or location of the building.

AUTHORITY: LUC 20.30F.145

REVIEWER: Sally Nichols, Land Use

#### **17. Construction Phasing Plan**

Prior to building permit issuance, the applicant must submit a Construction Phasing Plan which identifies each phase of construction and demonstrates that at the end of each phase, the result will be a development that will not be an eyesore or danger to the public and will be compliant with all City guidelines, standards, and requirements. This plan shall also include, but not be limited to, the following:

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

AUTHORITY: LUC 20.25a, 20.20.010, 20.30f

REVIEWER: Sally Nichols, Land Use

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

**1. Bonus System/Pedestrian Oriented Frontage Agreement & Recording**

- a) The applicant shall record 1) a copy of the approved bonus point calculations (Tables 2, 3 and 4 in Section III.B of this report), 2) an agreement to maintain only pedestrian-oriented frontage uses in the retail tenant space on NE 8<sup>th</sup>, and 3) the project drawings and conditions of this Design Review with the King County Office of Records and Elections and with the Bellevue City Clerk.
- b) Prior to any CO, the applicant shall provide documentation of \$880,000 cost or appraised value of the water feature and \$410,000 cost or appraised value of the sculpture.

AUTHORITY: LUC 20.25A.030.D and 20.30F.145

REVIEWER: Sally Nichols, Land Use

**2. Changes to Existing and/or New Easements**

- a) If any existing easements, including those with any adjacent property owner(s), change as a result of this project, the changes shall be recorded with the King County Office of Records and Elections and the applicant shall supply a copy of the revised easements regarding this proposal property to Land Use for informational purposes and to be included in the project file.
- b) Any new easements created as a result of this project shall be recorded with the King County Office of Records and Elections and the applicant shall supply a copy of all new easements regarding this proposal property to Land Use for informational purposes and to be included in the project file.

AUTHORITY: LUC 20.25A.050, BCC 14.60.100

REVIEWER: Sally Nichols, Land Use

**3. Street Frontage Improvements**

All street frontage improvements and other required transportation elements, including new street light poles on NE 8<sup>th</sup> frontage, must be constructed by the applicant and accepted by the City Inspector. Transformers and utility vaults to serve the building shall be placed inside the building or below grade. Bonding or other types of assurance devices will not be accepted in lieu of construction. Specific requirements are detailed below.

- a) The applicant is responsible for street channelization, marking and signage on NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE, including C-curb on 110<sup>th</sup> Avenue NE.
- b) Miscellaneous:
  - ♦ Driveway aprons for the proposed 30-foot wide commercial driveways on NE 8<sup>th</sup> must be constructed in accordance with Design Manual Standard Drawing DEV-6. C-curbs and appropriate signs will be installed since the driveway will operate as right-in and right-out only.
  - ♦ The mid-block connection opening for the proposed 24-foot wide public access easement on 110<sup>th</sup> Avenue NE shall be constructed with 25-foot radius curb returns including access ramps and crosswalk. C-curbs and appropriate signs will be installed since the driveway will operate as right-in and right-out only.
  - ♦ Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
  - ♦ Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as

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

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

**REVIEWER:** Abdy Farid, Transportation

#### **4. Vehicular Mid-block Connection Construction**

The applicant is responsible for construction of the 24-foot wide mid-block vehicular connection up to the loading area terminus, approximately 252 feet west of the eastern property line. In addition, the applicant is responsible for engineering and constructing, up to the subgrade, half of the vehicular mid-block connection that lies on the proposal site between the loading entry terminus and the western property line (approximately 116 feet long).

Both sections of the vehicular connection referenced above shall be built per the City of Bellevue public street details and standards. The connector opening on 110<sup>th</sup> Avenue NE will have 25-foot radius curb returns with access ramps and crosswalk.

If the applicant chooses to construct vehicular mid-block connection Option 'B', the applicant will be required to construct the pedestrian mid-block connection walkway that will run along the south side of the vehicular mid-block connection on the proposal property.

**AUTHORITY:** BCC 14.60.060

**REVIEWER:** Abdy Farid, Transportation

#### **5. Pavement Restoration**

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

- a) Presently at the site's frontage, NE 8<sup>th</sup> Street is classified as "No Street Cuts Permitted." 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 along the entire site's frontage will be required.
- b) Currently near the development site, 110<sup>th</sup> Avenue NE is classified as "Standard Trench Restoration." However, the City is planning to overlay 110<sup>th</sup> Avenue NE in year 2011 and therefore the street will be classified as "No Street Cuts Permitted" right after the overlay and at least five years thereafter.

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

**REVIEWER:** Tim Stever, Transportation

#### **6. Implementation of Transportation Management Program**

The Transportation Management Program required by Bellevue City Code Sections 14.60.070 and 14.60.080 per a condition of approval above must be functional prior to the initial certificate of occupancy.

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

**7. Landscape Installation Assurance Device**

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

AUTHORITY: LUC 20.40.490  
REVIEWER: Sally Nichols, Land Use

**8. Landscape Maintenance Assurance Device**

File with the Development Services Department a landscape maintenance assurance device for a one-year period in the form of an assignment of savings or letter of credit for 20% of the cost of labor and materials for all required landscaping.

AUTHORITY: LUC 20.40.490  
REVIEWER: Sally Nichols, Land Use

**9. Public Access Signage for Pedestrian Mid-Block Connection**

The "Public Access" as depicted in the Bellevue Wayfinding Manual shall be prominently located to clearly convey the message that the public is welcome in all plazas and along the mid-block pedestrian connection. The number and location of these signs shall be as directed by the Development Services Department.

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

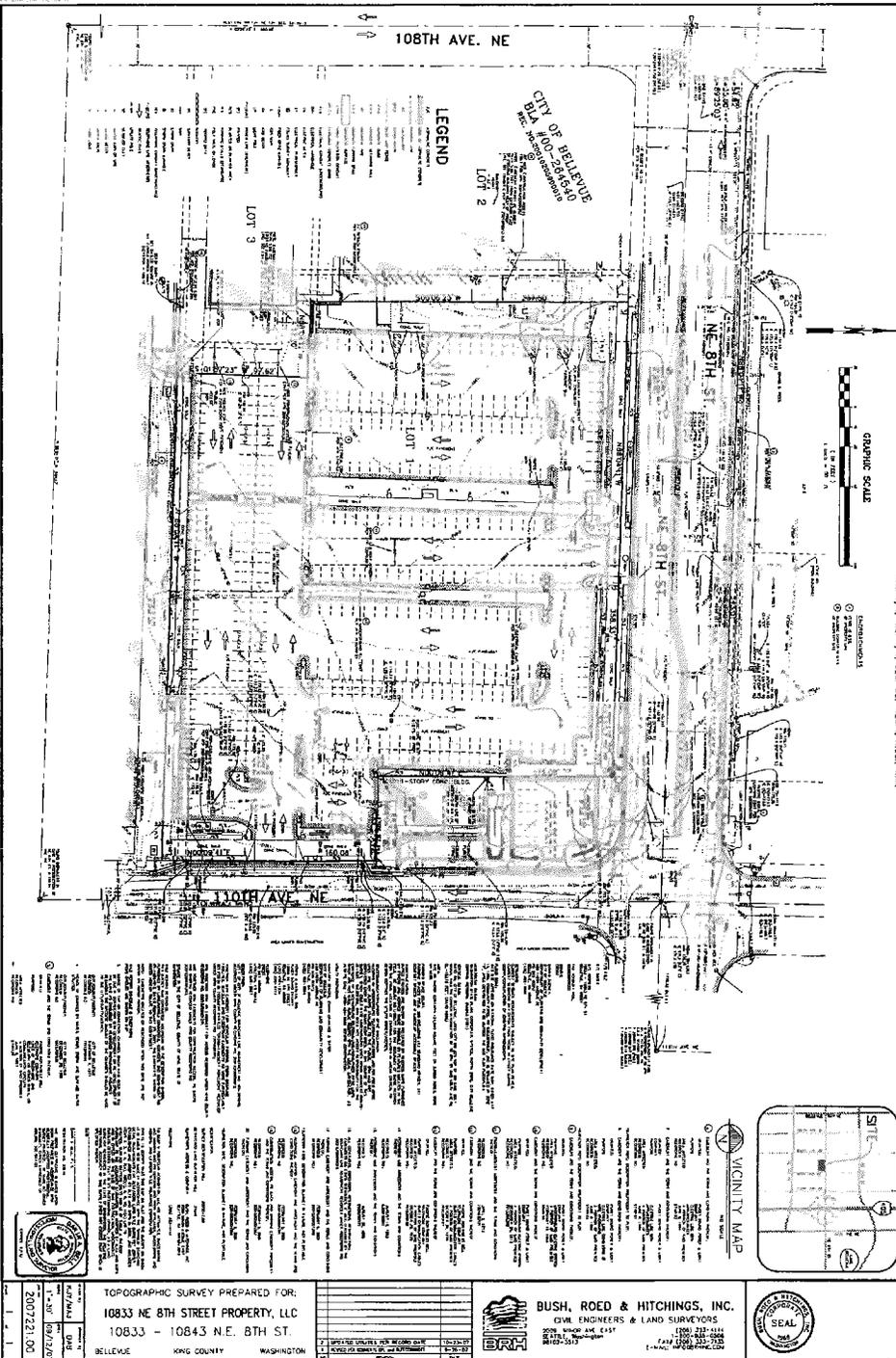
**10. Pedestrian Mid-Block Connection Access Agreement**

The applicant shall record with King County Records and Elections a site plan and documentation regarding the hours that the Pedestrian Mid-Block Connection, from the eastern property line on 110<sup>th</sup> Avenue NE to the western property line adjacent to the First Congregational Church's Bradford Building site, will be open for public access at all times.

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







**LEGEND**

1. BOUNDARY LINE

2. ELEVATION

3. SPOT ELEVATION

4. CONTOUR LINE

5. WATER

6. ROAD

7. FENCE

8. TREE

9. UTILITY

10. EROSION

11. ROCK

12. SAND

13. GRAVEL

14. CLAY

15. SILT

16. SANDSTONE

17. LIMESTONE

18. GRANITE

19. GNEISS

20. SLATE

21. SHALE

22. SANDSTONE

23. LIMESTONE

24. GRANITE

25. GNEISS

26. SLATE

27. SHALE

28. SANDSTONE

29. LIMESTONE

30. GRANITE

31. GNEISS

32. SLATE

33. SHALE

34. SANDSTONE

35. LIMESTONE

36. GRANITE

37. GNEISS

38. SLATE

39. SHALE

40. SANDSTONE

41. LIMESTONE

42. GRANITE

43. GNEISS

44. SLATE

45. SHALE

46. SANDSTONE

47. LIMESTONE

48. GRANITE

49. GNEISS

50. SLATE

51. SHALE

52. SANDSTONE

53. LIMESTONE

54. GRANITE

55. GNEISS

56. SLATE

57. SHALE

58. SANDSTONE

59. LIMESTONE

60. GRANITE

61. GNEISS

62. SLATE

63. SHALE

64. SANDSTONE

65. LIMESTONE

66. GRANITE

67. GNEISS

68. SLATE

69. SHALE

70. SANDSTONE

71. LIMESTONE

72. GRANITE

73. GNEISS

74. SLATE

75. SHALE

76. SANDSTONE

77. LIMESTONE

78. GRANITE

79. GNEISS

80. SLATE

81. SHALE

82. SANDSTONE

83. LIMESTONE

84. GRANITE

85. GNEISS

86. SLATE

87. SHALE

88. SANDSTONE

89. LIMESTONE

90. GRANITE

91. GNEISS

92. SLATE

93. SHALE

94. SANDSTONE

95. LIMESTONE

96. GRANITE

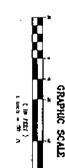
97. GNEISS

98. SLATE

99. SHALE

100. SANDSTONE

CITY OF BELLEVUE  
 PLAT NO. 20064640  
 108TH AVE. NE



**NOTICE**

THIS SURVEY WAS MADE IN ACCORDANCE WITH THE SURVEYING ACTS OF 1896 AND 1907, AND THE SURVEYING ACTS OF 1934 AND 1942, AND THE SURVEYING ACTS OF 1964 AND 1968, AND THE SURVEYING ACTS OF 1970 AND 1972, AND THE SURVEYING ACTS OF 1974 AND 1976, AND THE SURVEYING ACTS OF 1978 AND 1980, AND THE SURVEYING ACTS OF 1982 AND 1984, AND THE SURVEYING ACTS OF 1986 AND 1988, AND THE SURVEYING ACTS OF 1990 AND 1992, AND THE SURVEYING ACTS OF 1994 AND 1996, AND THE SURVEYING ACTS OF 1998 AND 2000, AND THE SURVEYING ACTS OF 2002 AND 2004, AND THE SURVEYING ACTS OF 2006 AND 2008, AND THE SURVEYING ACTS OF 2010 AND 2012, AND THE SURVEYING ACTS OF 2014 AND 2016, AND THE SURVEYING ACTS OF 2018 AND 2020.

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	TOPOGRAPHIC SURVEY PREPARED FOR: 10833 NE 8TH STREET PROPERTY, LLC 10833 - 10843 N.E. 8TH ST. BELLEVUE KING COUNTY WASHINGTON	
	BUSH, ROED & HITCHINGS, INC. CIVIL ENGINEERS & LAND SURVEYORS 2008 BROAD AVE. EAST BELLEVUE, WASHINGTON 98004 TEL: 206.461.1111 FAX: 206.461.1112 E-MAIL: INFO@BRHINC.COM	

CENTRAL BUILDING  
 810 Third Avenue Suite 220  
 Seattle, WA 98104  
 www.ruffcornmott.com  
 206.405.4443 v  
 206.405.4449 f

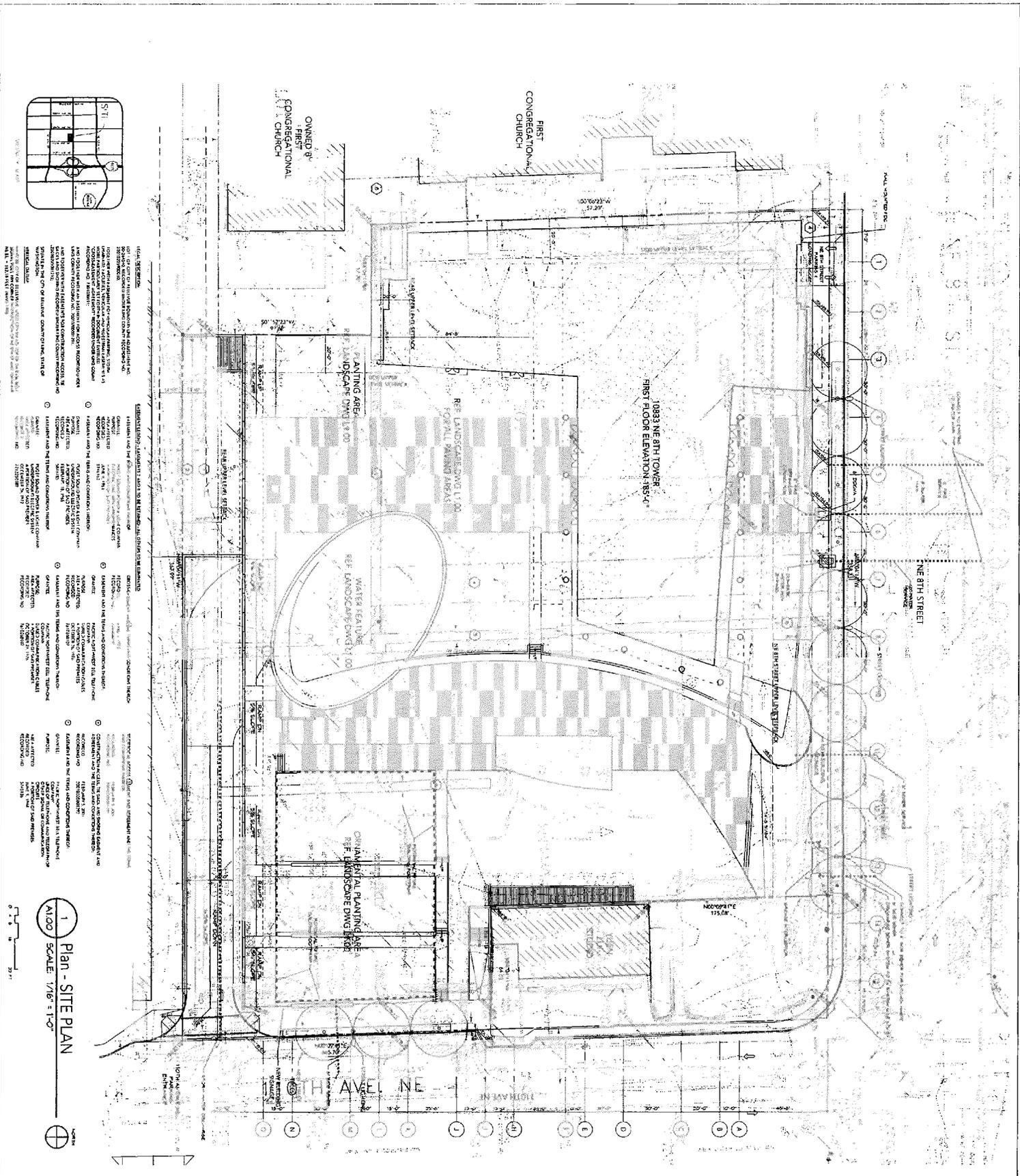
ruffcorn mott hinthorne stine

10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 Central Building  
 PLAN - SITE B  
 OPTION A

DATE	1/20/2018
DESIGNED BY	MMB
CHECKED BY	MMB
DATE	

A1.00

DESIGN REVIEW



1 Plan - SITE PLAN  
 SCALE 1/8" = 1'-0"



10833 NE 8TH TOWER  
 FIRST FLOOR ELEVATION 115.0'

MONOPOLY 175.0'

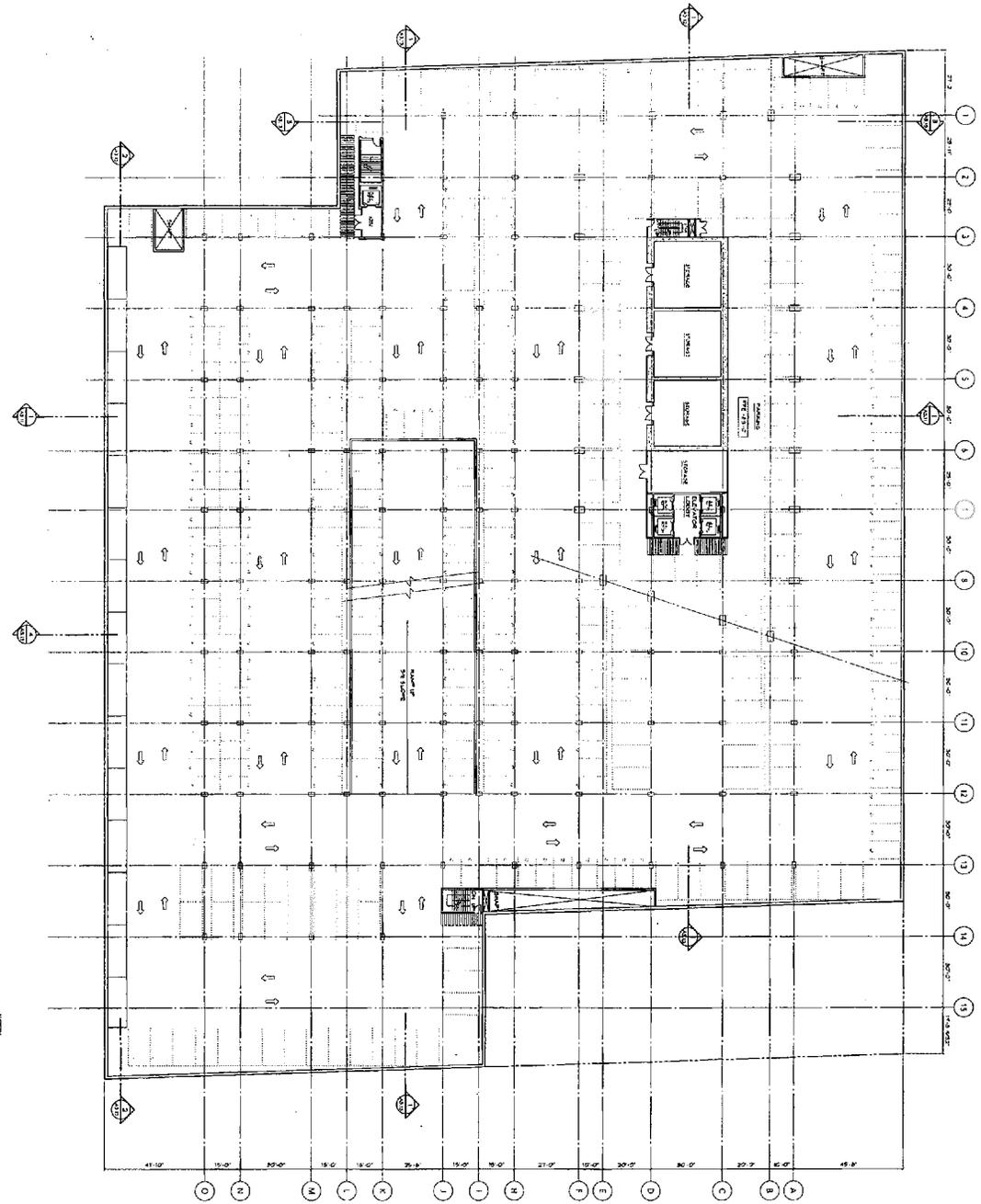
LANDSCAPE

PLANTING AREA

CHURCH

CHURCH

CHURCH



PLAN - PARKING LEVEL P6  
 0' = 1/8" 1" = 8'-0"  
 NORTH  
 LEVEL P6 PARKING  
 COMMENTS: 2008.04.14  
 TOTAL: 9/11

ARCHITECTS

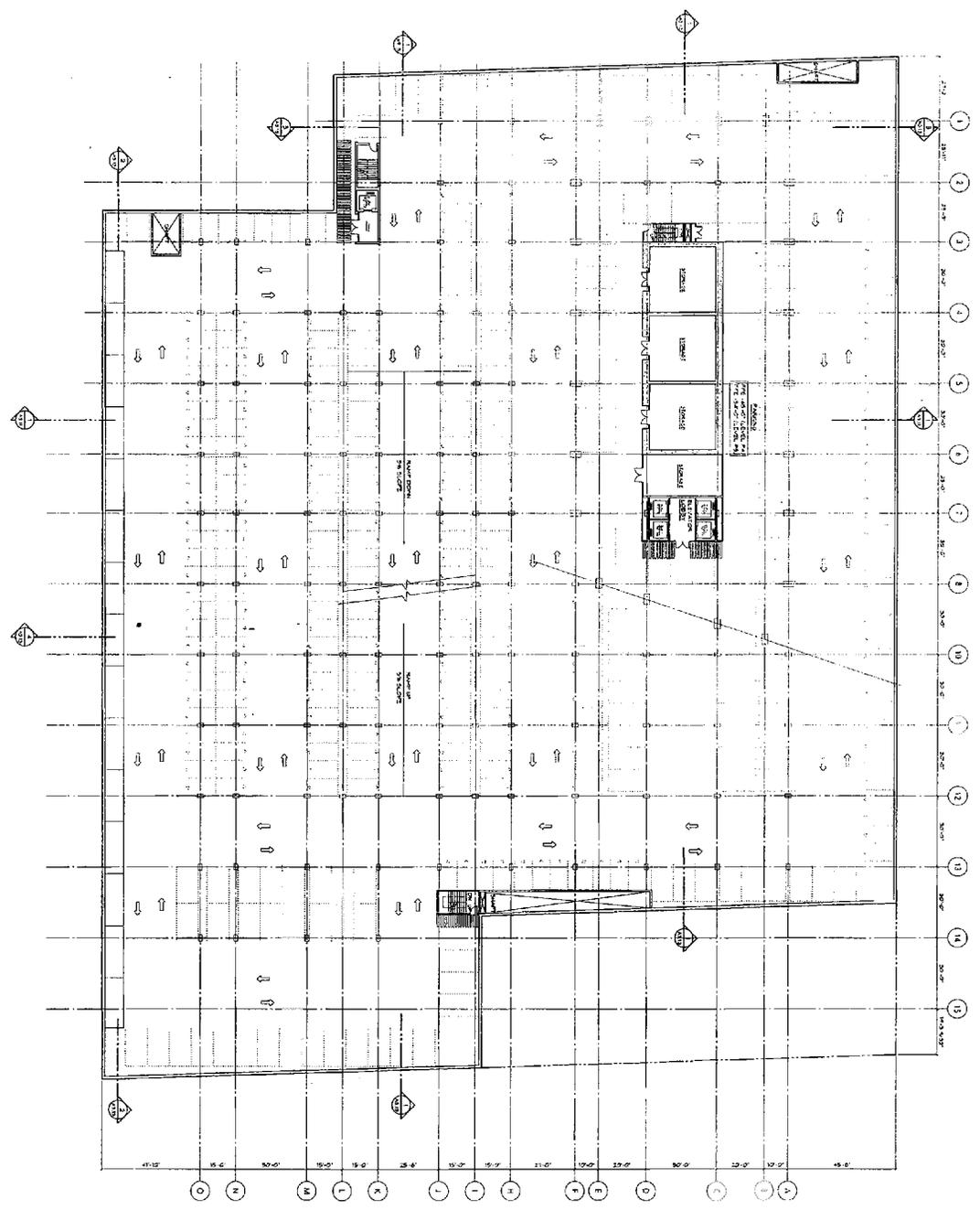
CENTRAL BUILDINGS  
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 Seattle, WA 98104  
 www.ruffcornmott.com  
 206.405.4443 v  
 206.405.4449 f

ruffcorn mott hinthorne stine

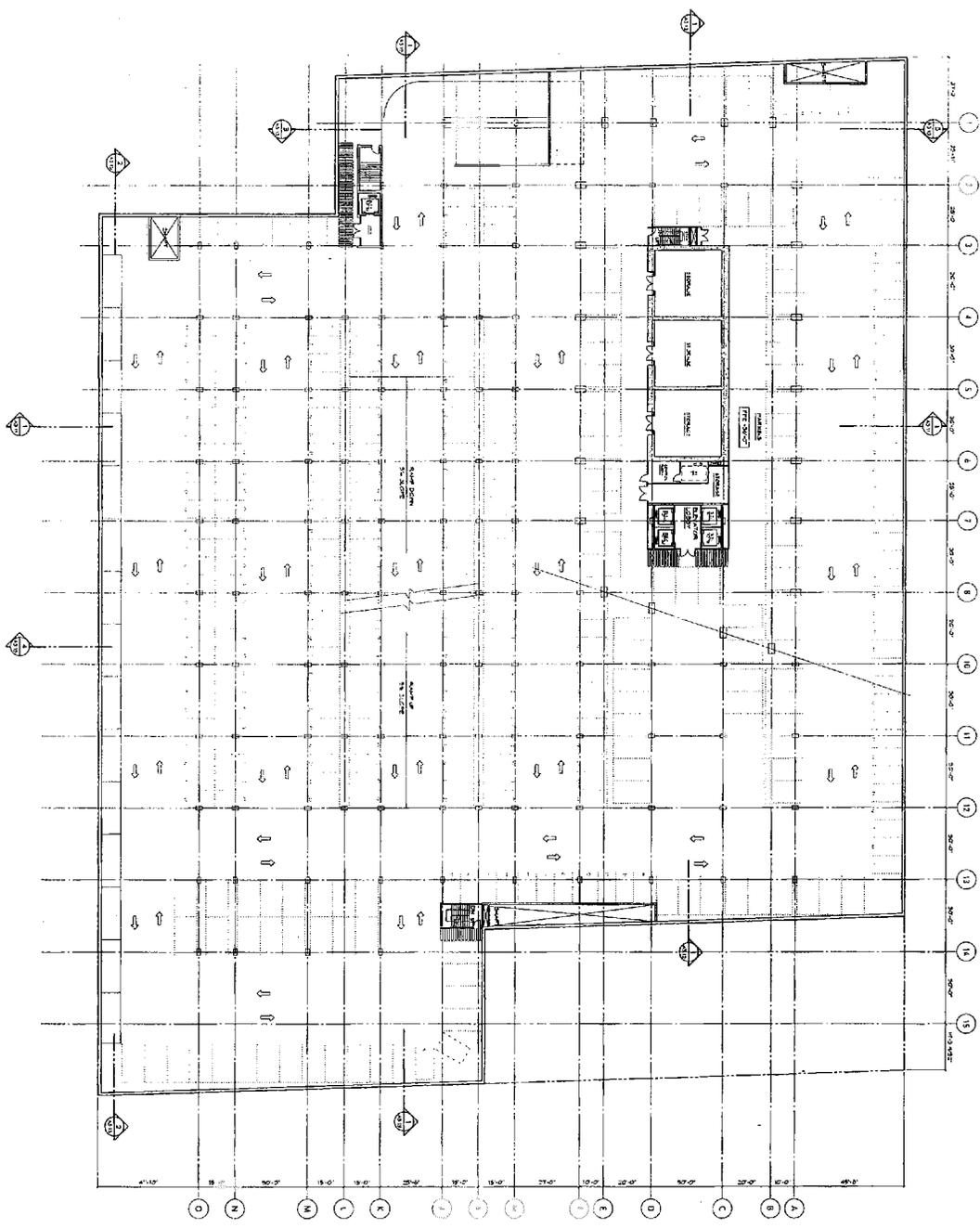
10833 NE 8th  
 Redmond, Washington  
 Beacon Capital  
 Partners  
 PLAN - FLOOR  
 PARKING P6

A2.01

DESIGN REVIEW



10833 NE 8th  
 BUILDING PARKING  
 LEVELS P4 & P5  
 PLAN - PARKING LEVELS P4 & P5  
 1/8" = 1'-0"  
 1/4" = 3'-0"  
 1/2" = 6'-0"  
 1" = 12'-0"  
 1/2" = 6'-0"  
 1/4" = 3'-0"  
 1/8" = 1'-0"  
 1/16" = 6"-0"  
 1/32" = 3'-0"  
 1/64" = 1'-0"  
 1/128" = 6"-0"  
 1/256" = 3'-0"  
 1/512" = 1'-0"  
 1/1024" = 6"-0"  
 1/2048" = 3'-0"  
 1/4096" = 1'-0"  
 1/8192" = 6"-0"  
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 1/32768" = 1'-0"  
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 1/17668470646051188951757209606975819320963872" = 1'-0"  
 1/35336941292102377903514419213951638641927744" = 6"-0"  
 1/7067388258420475580702883842790327728385488" = 3'-0"  
 1/14134776516840951161405767685580655456770976" = 1'-0"  
 1/28269553033681902322811535371161310913541952" = 6"-0"  
 1/56539106067363804645623070742322621827083904" = 3'-0"  
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 1/45231284853891043716498456593858097461667232" = 3'-0"  
 1/90462569707782087432996913187716195123334464" = 1'-0"  
 1/1809251394155641748659938263754323902466688" = 6"-0"  
 1/361850278831128349731987652750864780493376" = 3'-0"  
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 1/9485



PLAN PARKING LEVEL P3  
 1" = 12'-0"  
 LEVEL 8 SURVEYS  
 SURVEYING INC.  
 1000 1st Avenue  
 Seattle, WA 98104

ARCHITECTS

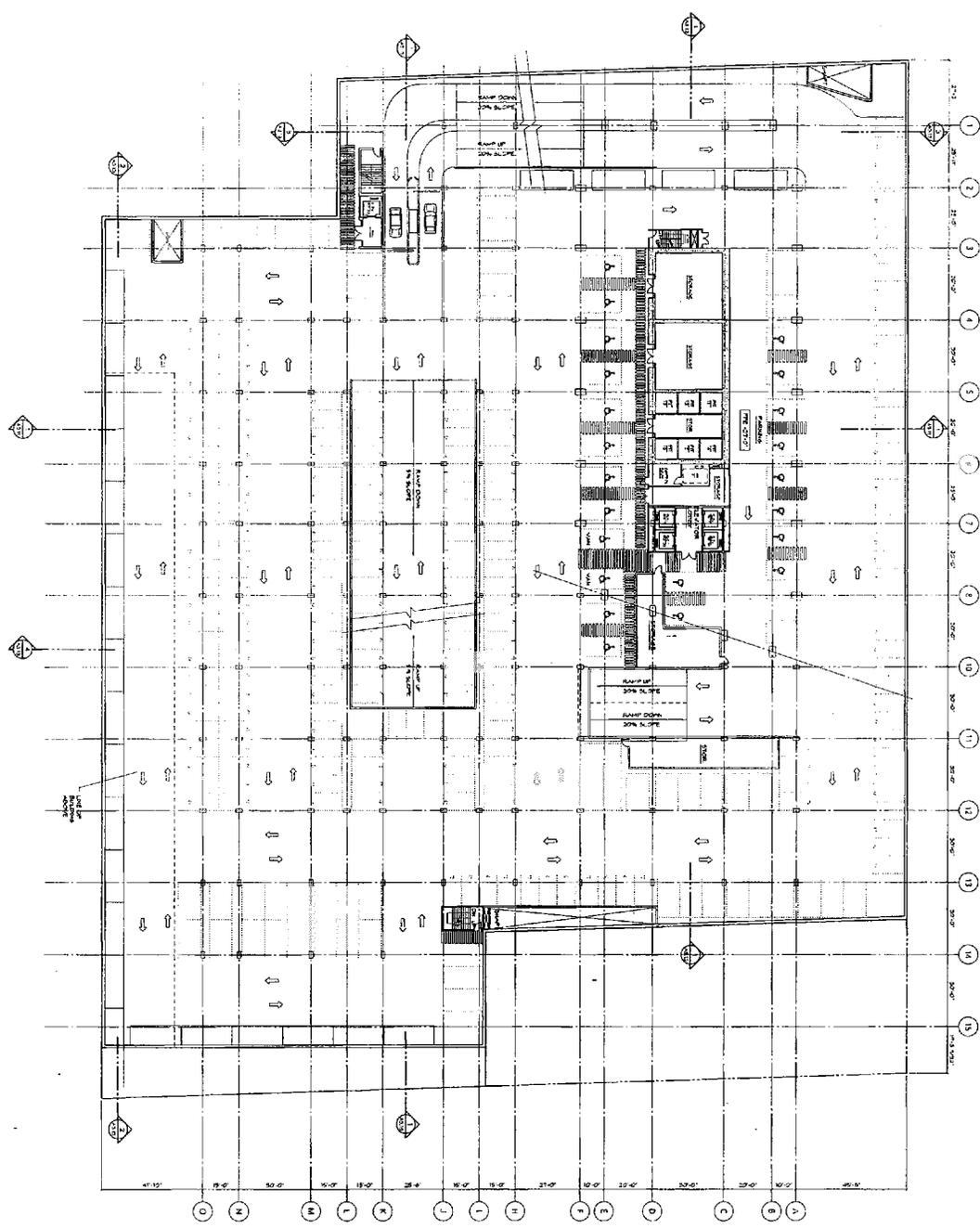
CENTRAL BUILDING  
 810 Third Avenue Suite 220  
 Seattle, WA 98104  
 www.ruffcornmott.com  
 206.455-4443 v  
 206.455.4449 f

ruffcorn mott hinthorne stine

10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners

A2.03

DESIGN REVIEW



10833 NE 8th  
 Beacon Capital  
 Partners  
 PLAN - FLOOR  
 PARKING P2  
 SCALE: 1/8" = 1'-0"  
 DATE: 11/11/11  
 2011

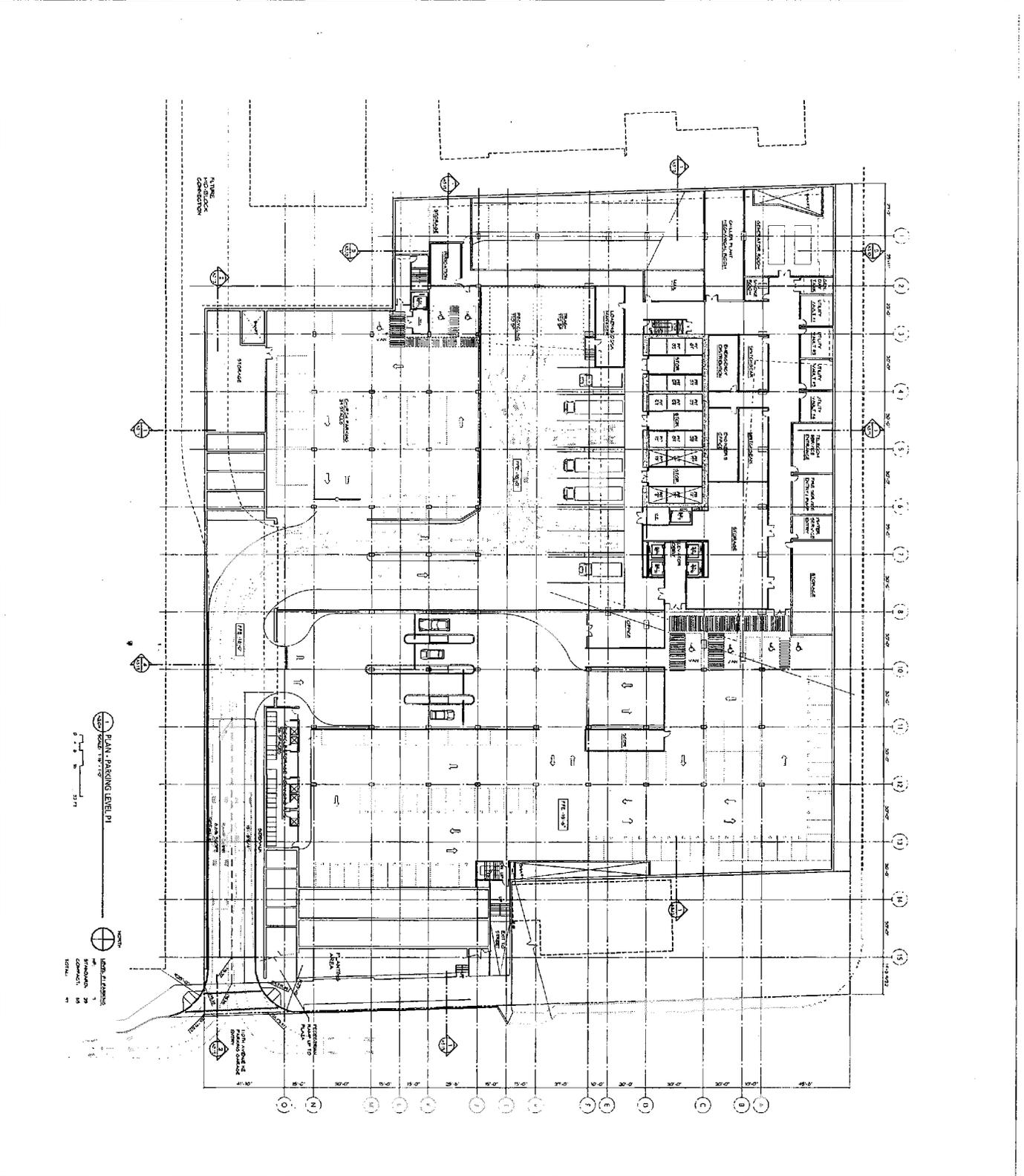
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 206.405.4443  
 206.405.4469

ARCHITECTS

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10833 NE 8th  
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 PLAN - FLOOR  
 PARKING P2

A2.04  
 DESIGN REVIEW



10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 Project Name  
 PLAN - FLOOR  
 PARKING P1

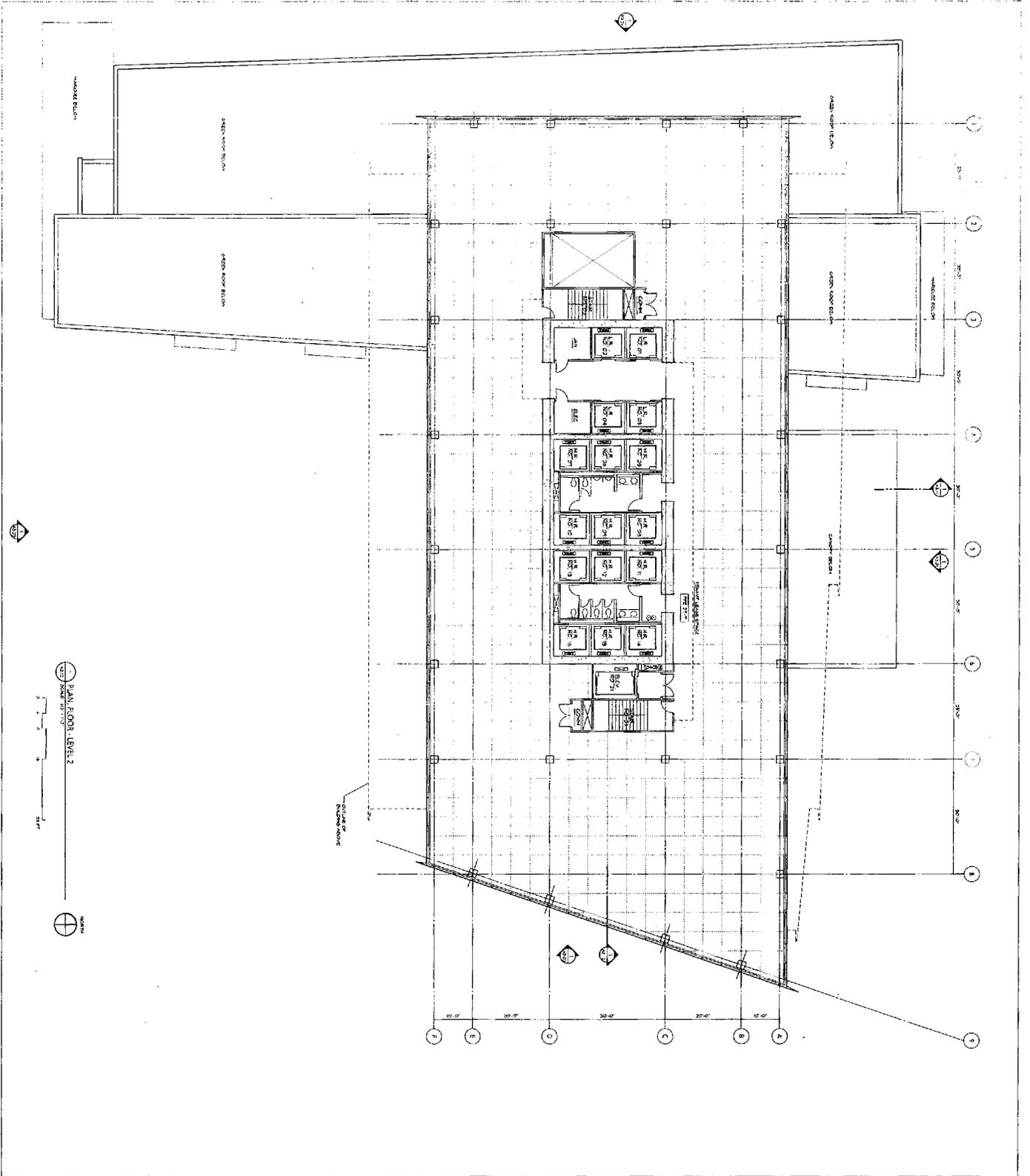
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 TIME: 07:00  
 DRAWN BY: [blank]  
 CHECKED BY: [blank]  
 ESTIMATE: [blank]

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 810 Third Avenue Suite 220  
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DESIGN REVIEW  
 A2.05





ARCHITECTS

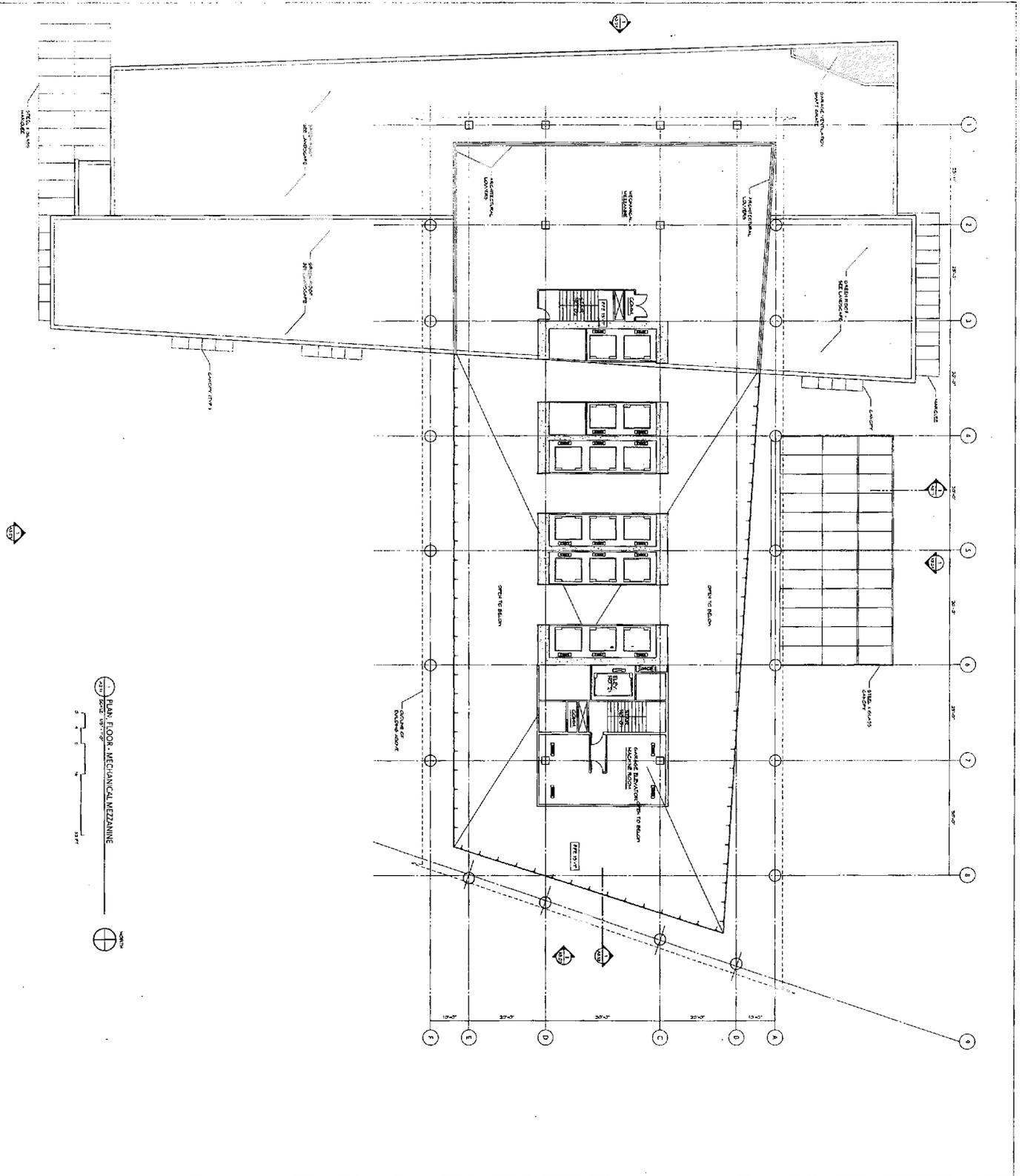
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 206.405.4449 f

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10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 PLAN - FLOOR  
 LEVEL 2

DATE: 11/11/11  
 DRAWN BY: JMM  
 CHECKED BY: JMM  
 PROJECT NO: 10833 NE 8th  
 SHEET NO: A2.12

DESIGN REVIEW



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 810 Third Avenue Suite 220  
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 206.405.4449 f

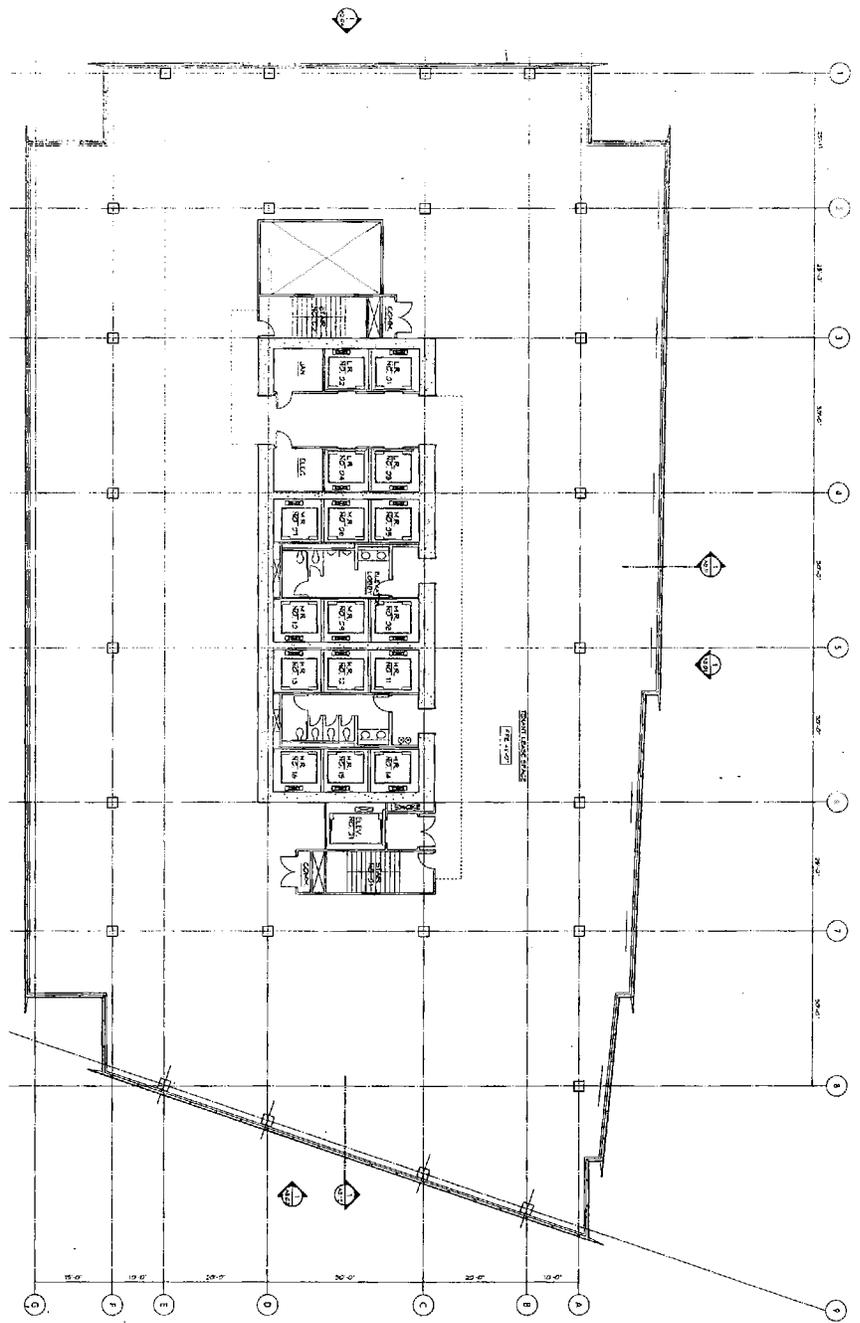
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10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 Project Title  
 PLAN - FLOOR  
 LEVEL MM

DATE: 12/10/10  
 DRAWN BY: [unintelligible]  
 CHECKED BY: [unintelligible]  
 PROJECT NO.: [unintelligible]

A2.11

DESIGN REVIEW



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10833 NE 8th  
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 PLAN - FLOOR  
 LEVEL 3

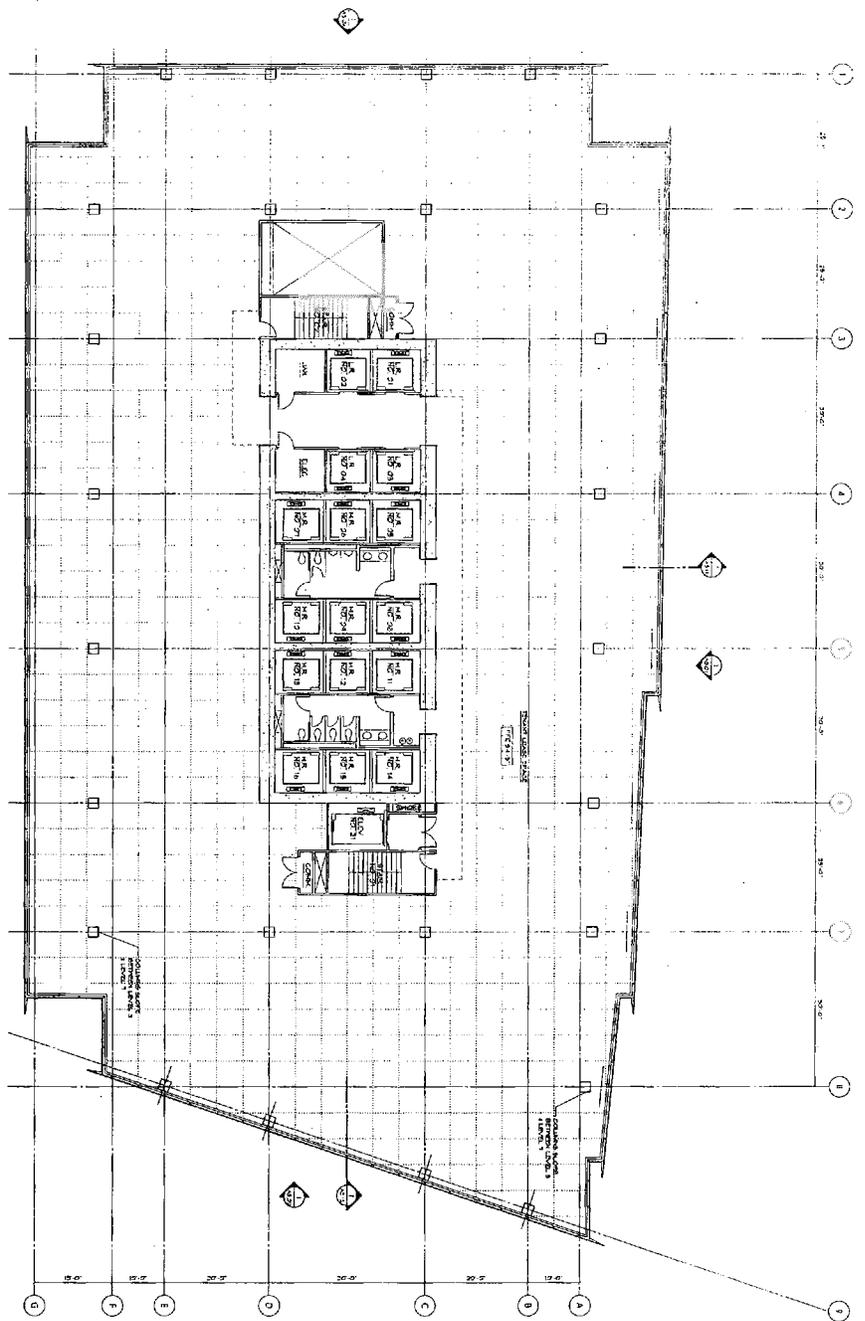
A2.13

DESIGN REVIEW

Date:	1/27/2016
Drawn by:	JKM
Checked by:	JKM
Project No.:	10833
Sheet No.:	A2.13

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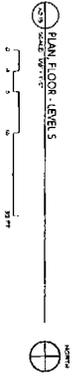
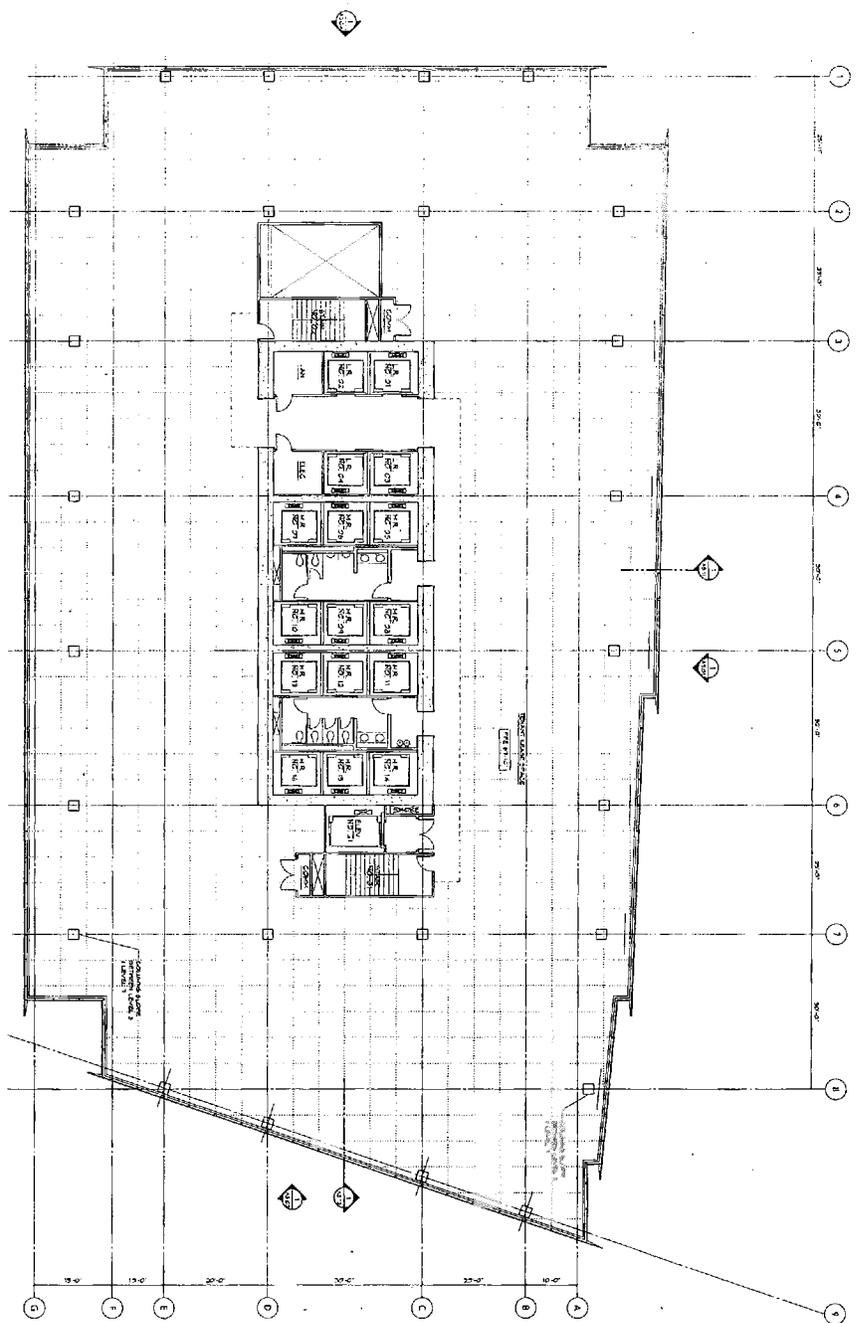


10833 NE 8th  
Bellevue, Washington  
Beacon Capital  
Partners  
Project No.  
PLAN - FLOOR  
LEVEL 4

Date:	4/2/2014
Drawn By:	SKM
Checked By:	
Scale:	
Sheet No.:	

A2.14

DESIGN REVIEW



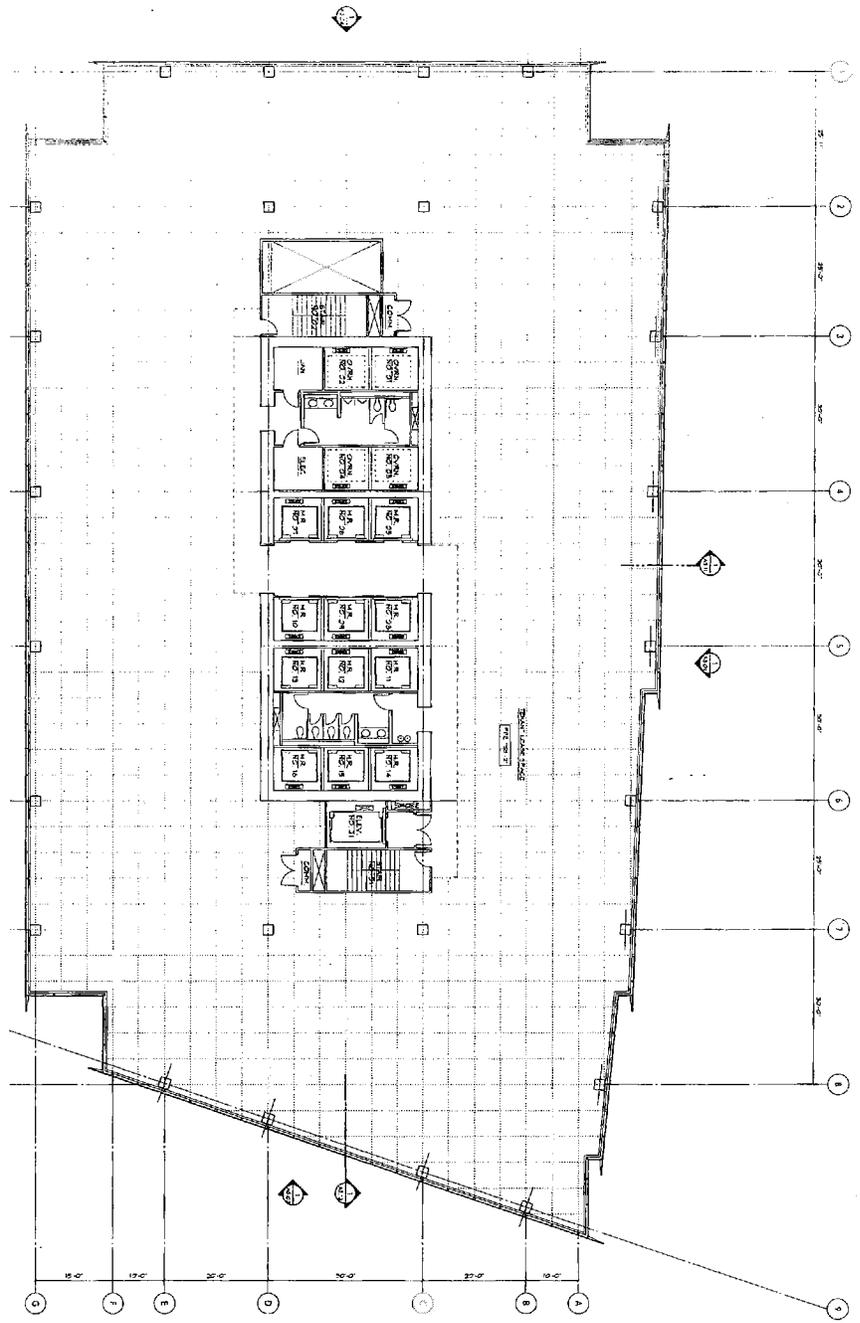
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 PLAN - FLOOR  
 LEVELS

A2.15  
 DESIGN REVIEW



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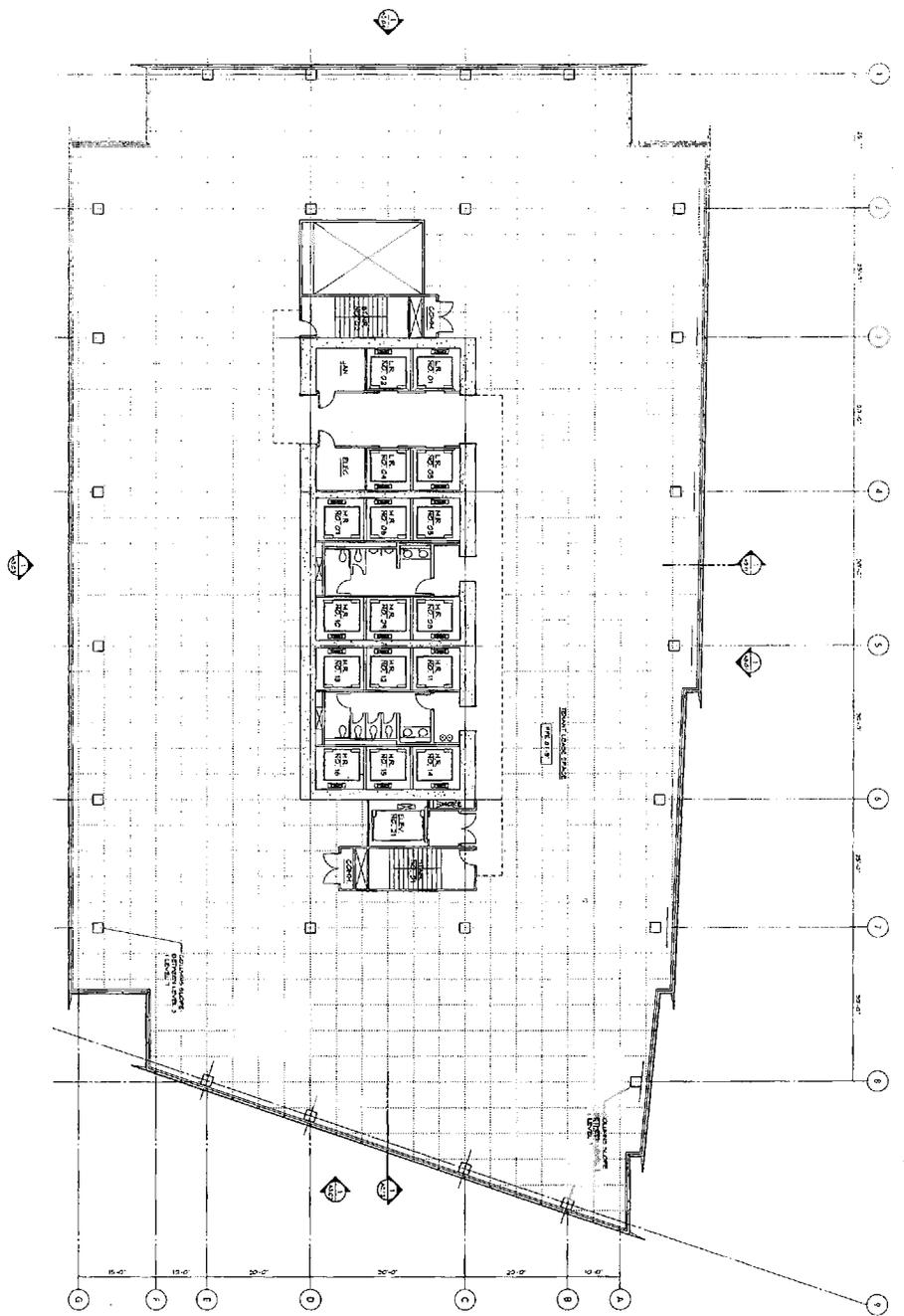
10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners

PLAN - FLOOR  
 LEVEL 10

DATE: 4/24/08  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]

A2.20

DESIGN REVIEW



ARCHITECTS

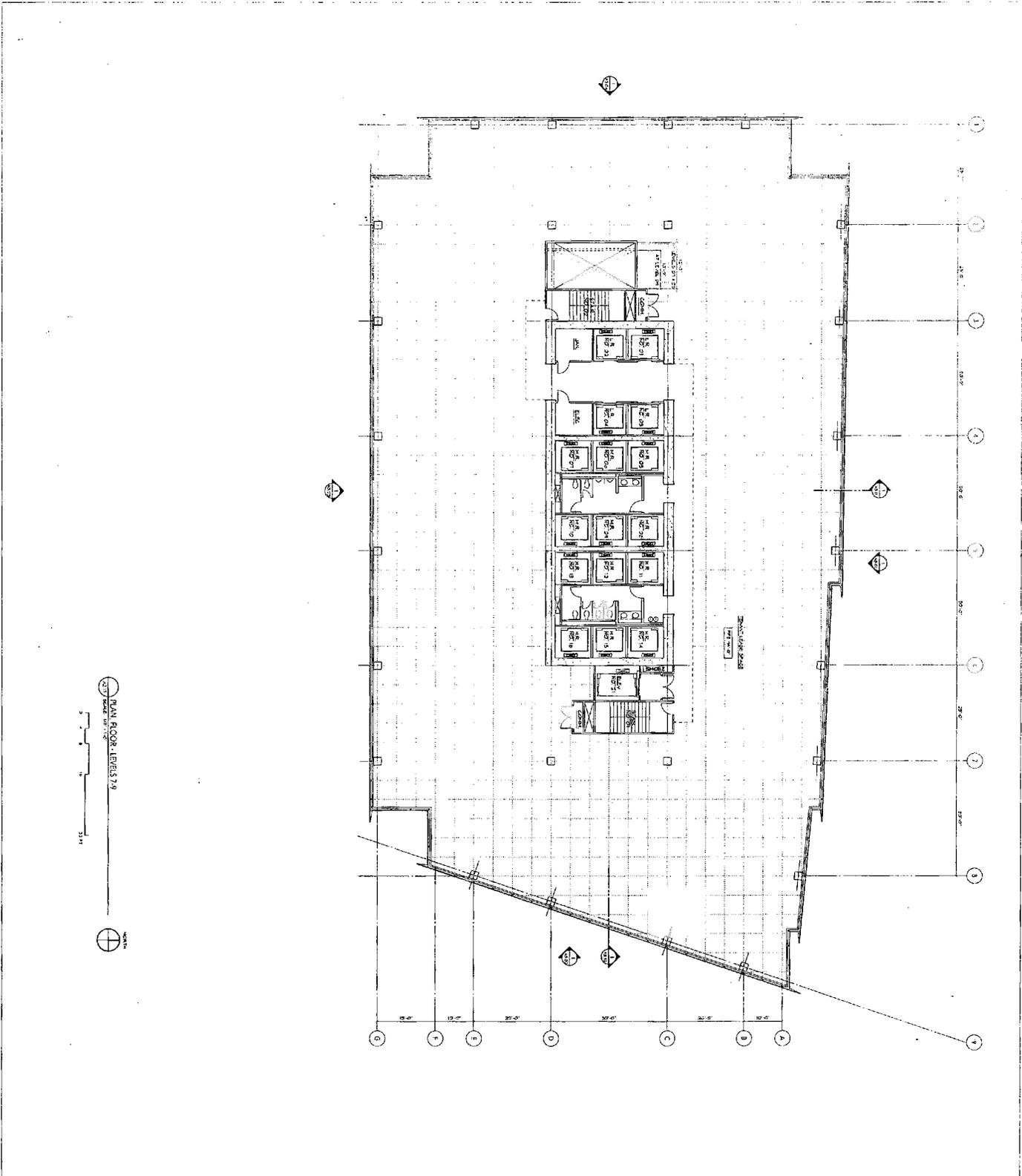
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 206.405-4489 f

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10833 NE 8th  
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 Beacon Capital  
 Partners  
 PLAN-FLOOR  
 LEVEL 6

DATE: 1/28/2010  
 DRAWN BY: [illegible]  
 CHECKED BY: [illegible]  
 PROJECT NO: [illegible]  
 SHEET NO: [illegible]  
 DESIGN REVIEW

A2.16



ARCHITECTS

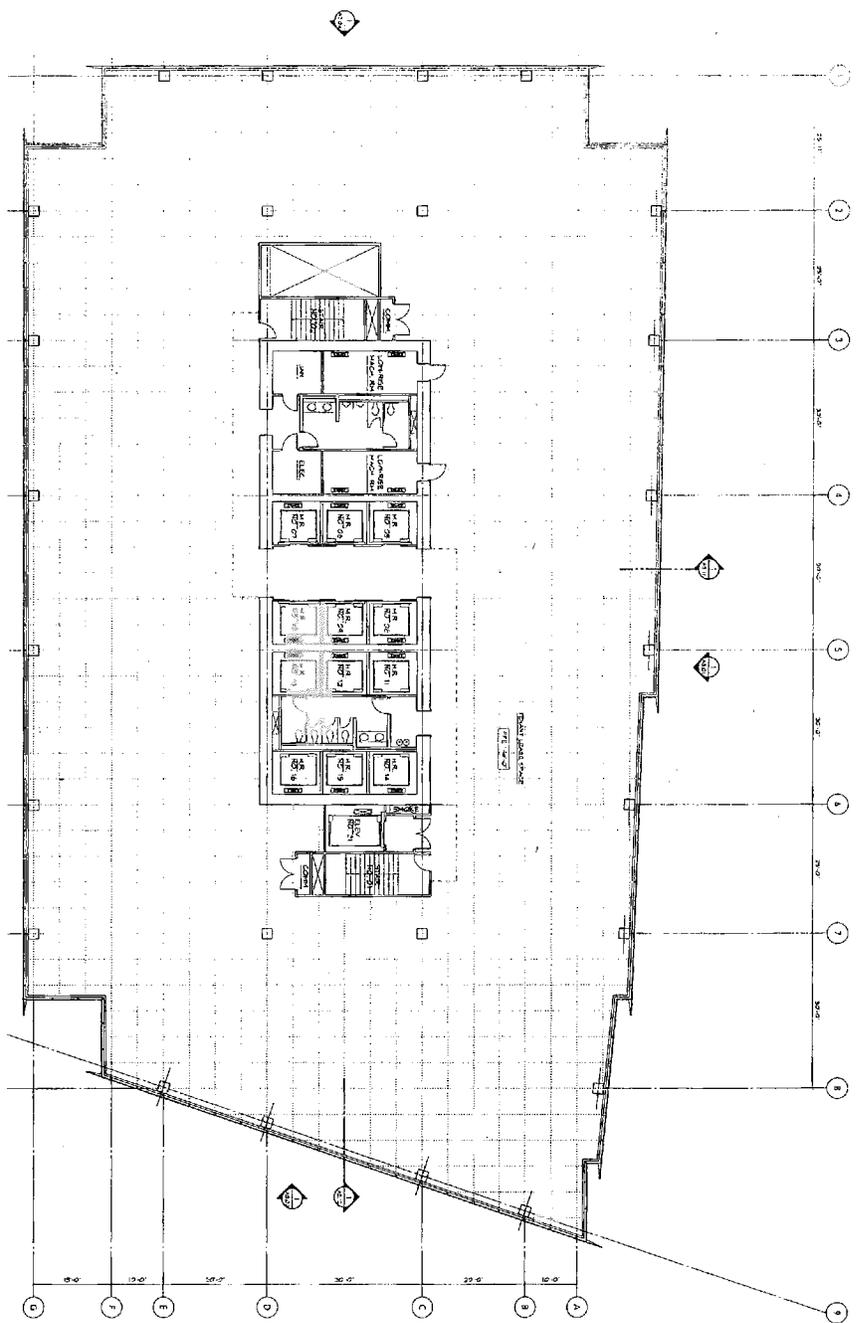
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 Baarcon Capital  
 Partners

A2.17

DESIGN REVIEW



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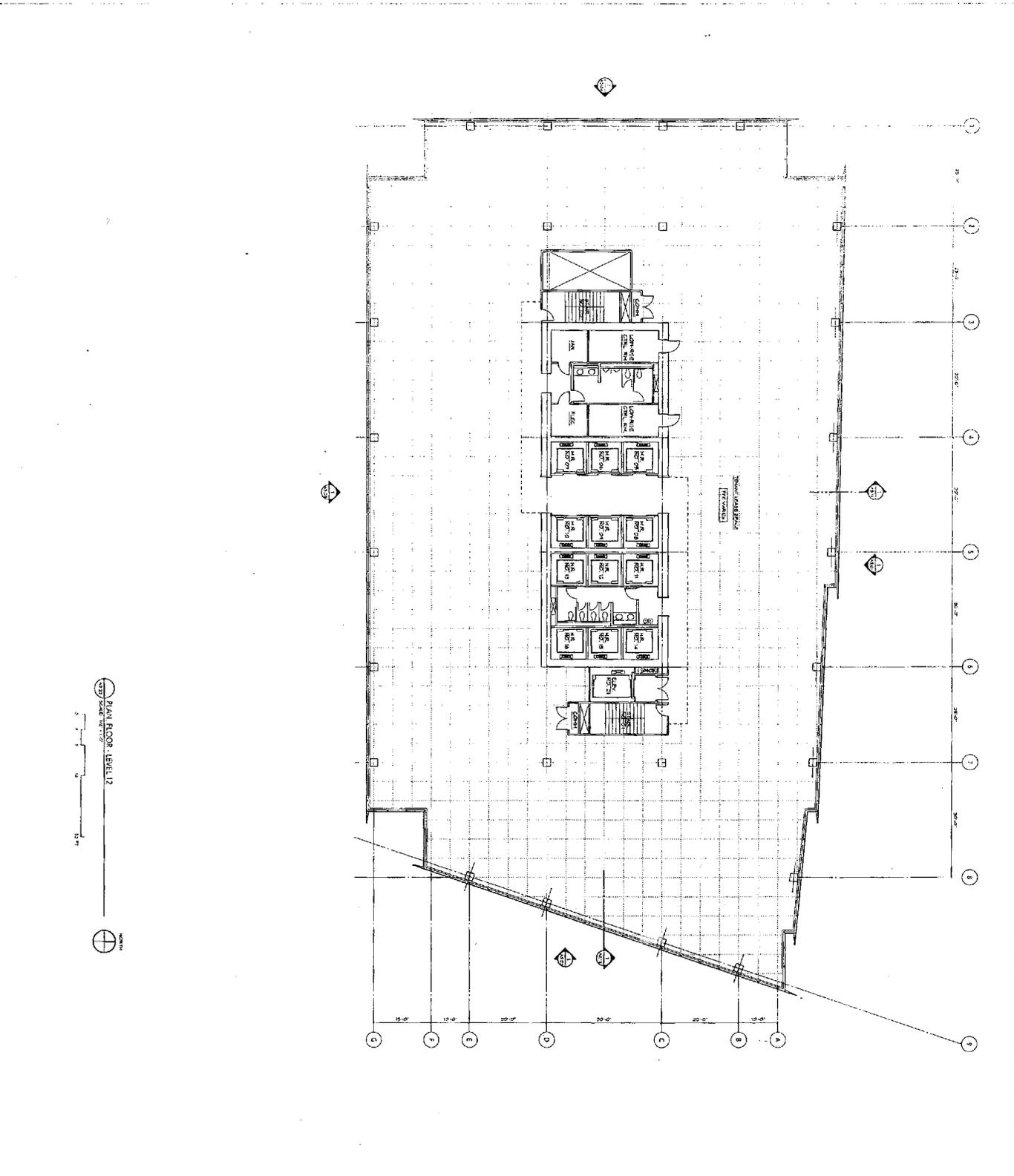
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 206.405.4499 f

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10833 NE 8th  
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 Beacon Capital  
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 PLAN - FLOOR  
 LEVEL 11

DATE: 1.20.10  
 DRAWN BY: L. MOYER  
 CHECKED BY: J. MOYER  
 PROJECT NO: 10833 NE 8TH  
 SHEET NO: A2.21

DESIGN REVIEW



ARCHITECTS

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 810 Third Avenue Suite 220  
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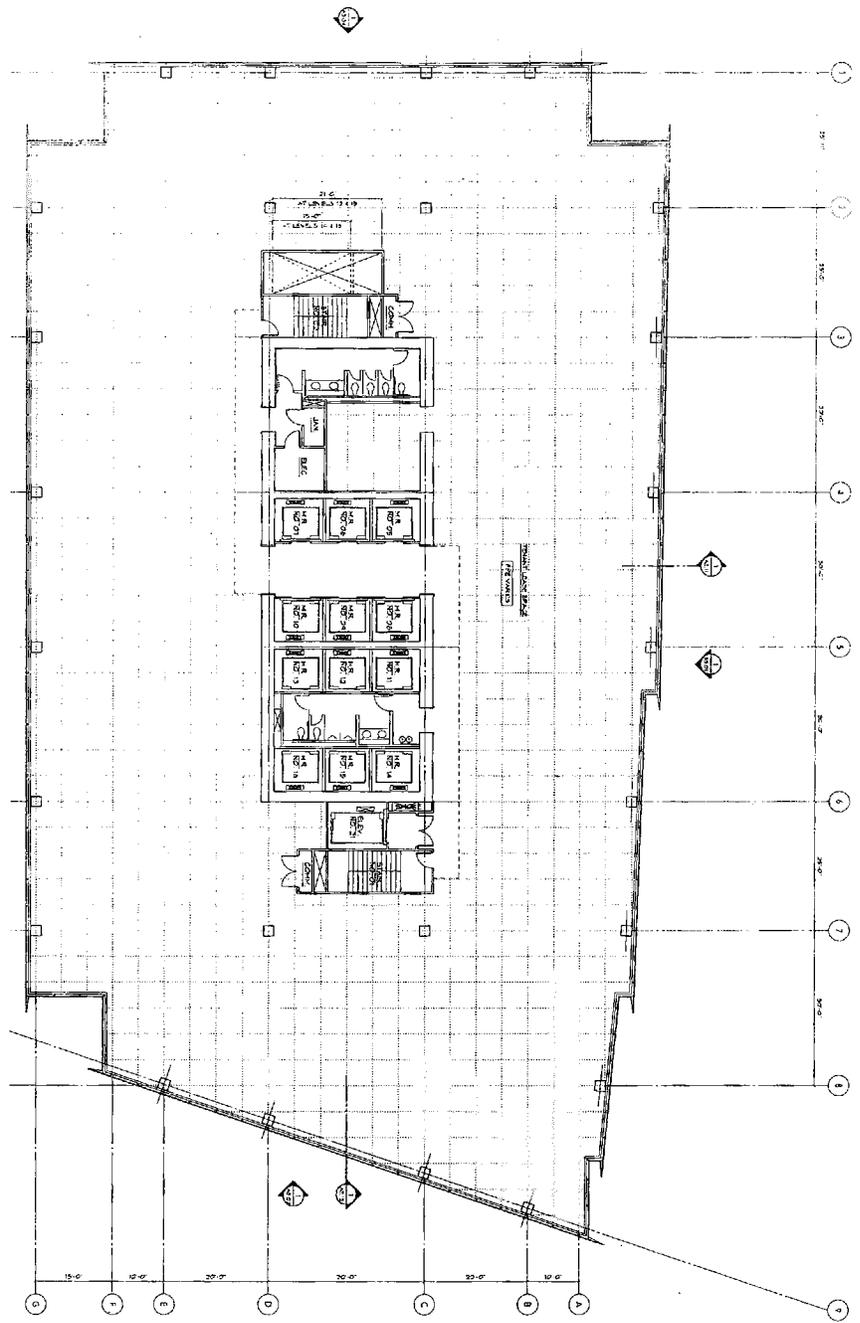
10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners

PLAN - FLOOR  
 LEVEL 12

DATE: 1.26.09 (REV. 001)  
 DRAWN BY: STINE  
 CHECKED BY:  
 SCALE: 1/8" = 1'-0"

A2.22

DESIGN REVIEW



PLAN FLOOR - LEVEL 13-15  
 1" = 32'  
 NORTH

ARCHITECTS

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 810 Third Avenue Suite 220  
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 206.405.4491

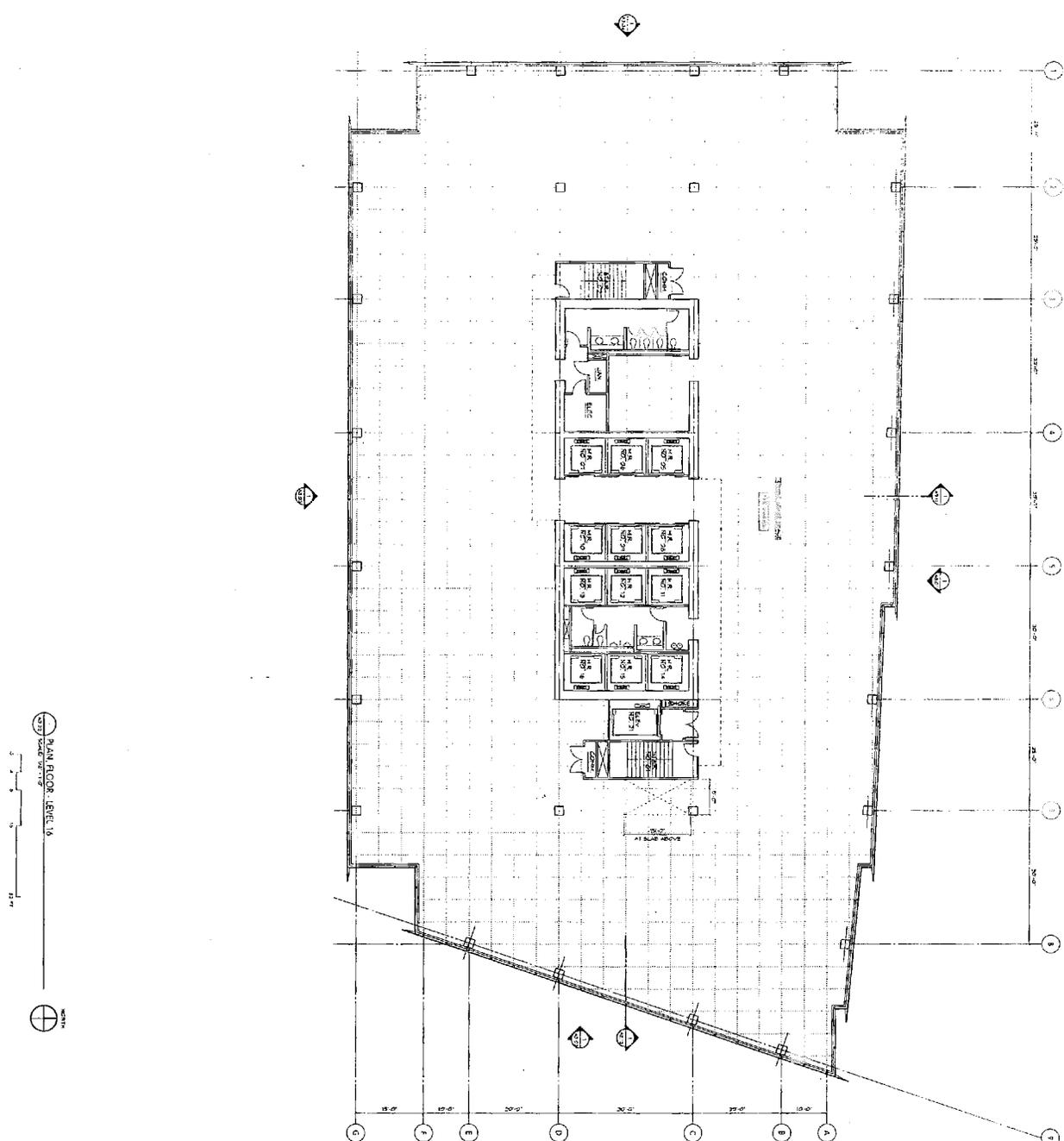
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10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 PLAN - FLOOR  
 LEVEL 13-15

Date: 1/27/14  
 Project: 10833 NE 8th  
 Drawing: 13-15  
 Drawing by: [Signature]

A2.23

DESIGN REVIEW



PLAN FLOOR LEVEL 16  
SCALE: 1/8" = 1'-0"



ARCHITECTS

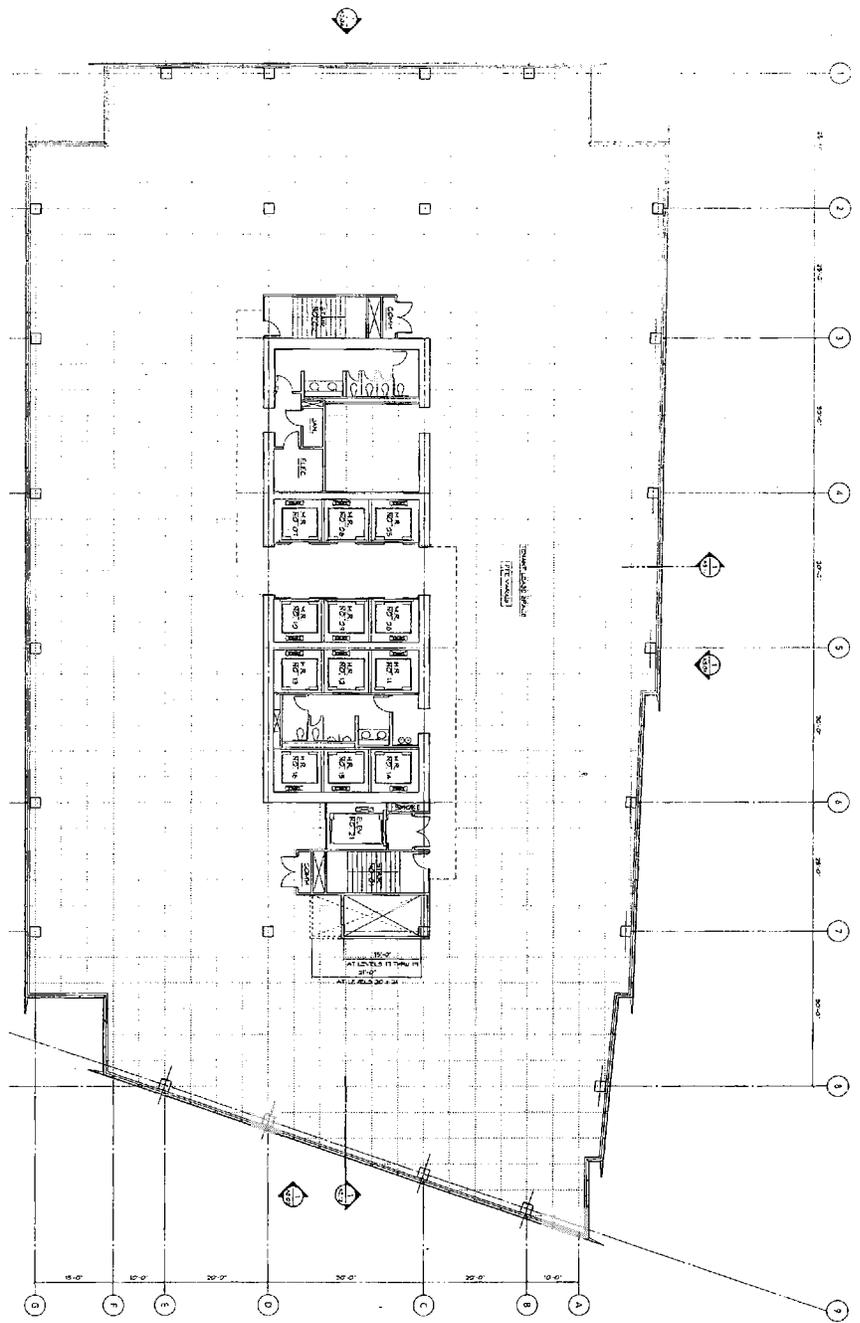
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 PLAN - FLOOR  
 LEVEL 16

A2.24

DESIGN REVIEW



PLAN FLOOR LEVEL 17-21  
 17-21  
 0 5 10 20 ft

ARCHITECTS

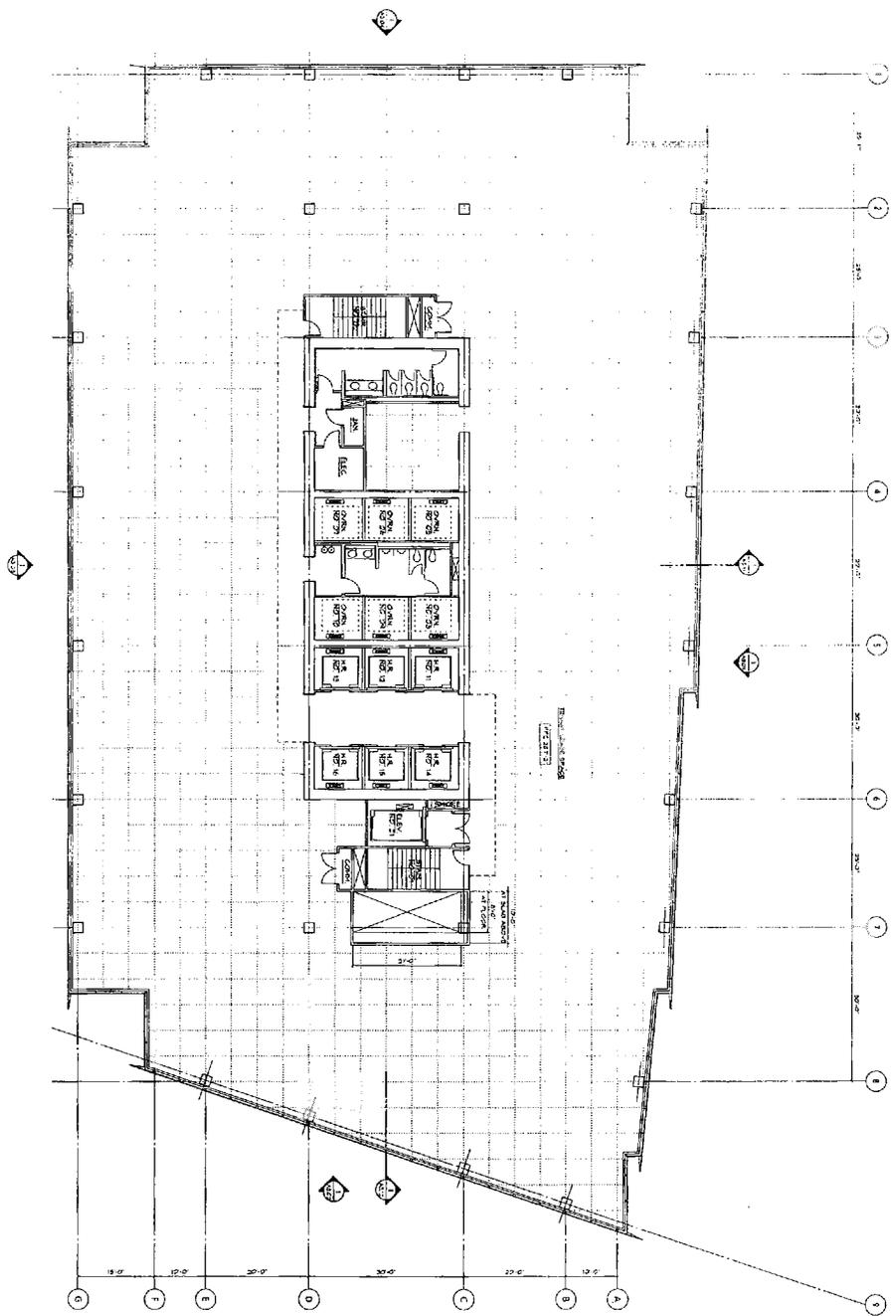
CENTRAL BUILDING  
 210 Third Avenue Suite 220  
 Seattle, WA 98104  
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 206.405.4449 f

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 Project No.  
 PLAN - FLOOR  
 LEVEL 17-21

A2.25

DESIGN REVIEW



PLAN FLOOR - LEVEL 22  
 1" = 10'-0"  
 NORTH

ARCHITECTS

CENTRAL BUILDING  
 810 Third Avenue Suite 220  
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 206.405.4449 f

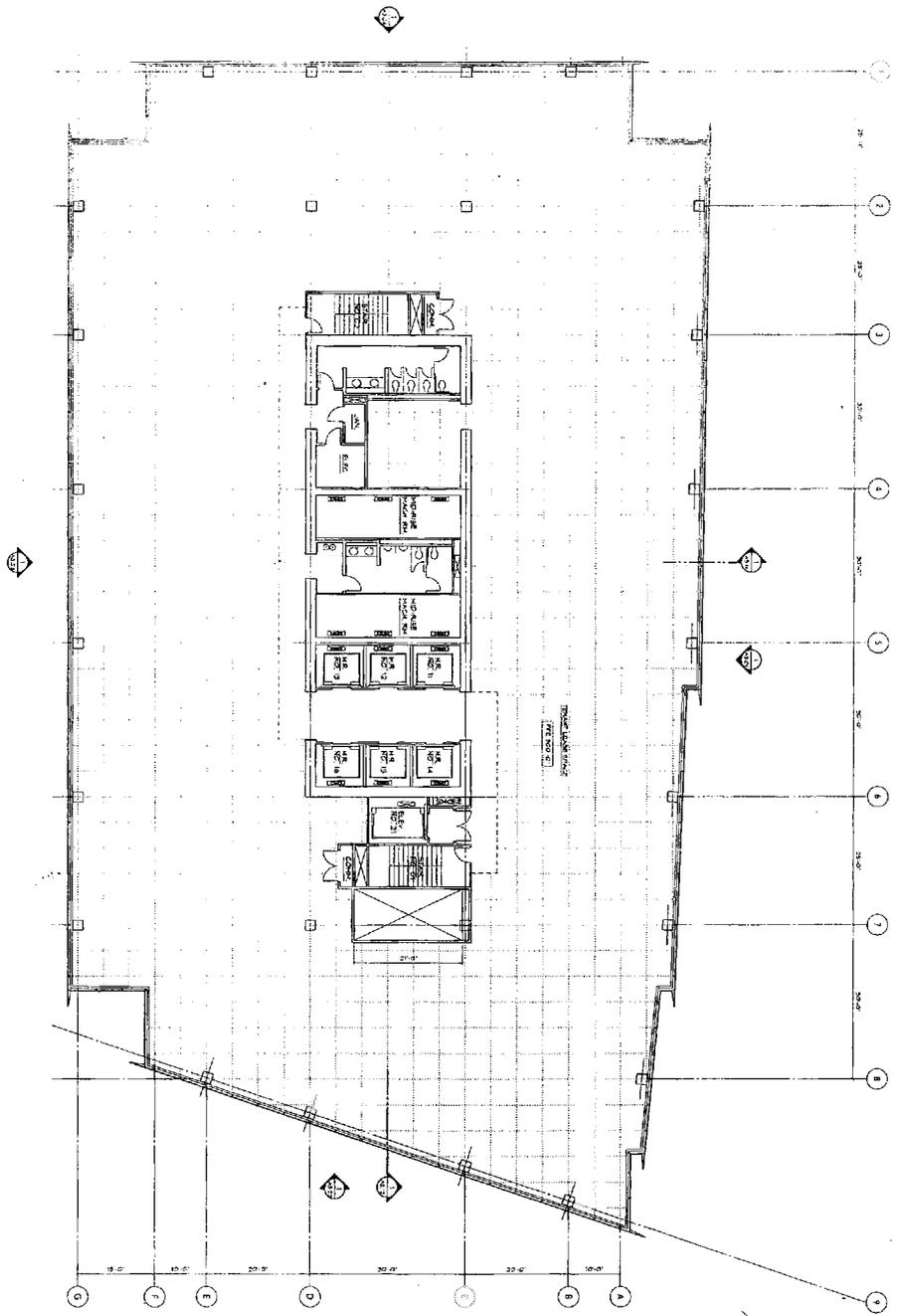
ruffcorn mott hinthorne stine

10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners

PLAN - FLOOR  
 LEVEL 22

A2.30

DESIGN REVIEW



PLAN ROOM - LEVEL 23  
 SCALE: 1/8" = 1'-0"  
 0' 6" 1' 0" 1' 6" 2' 0"

ARCHITECTS

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 810 7th Avenue Suite 220  
 Seattle, WA 98104  
 www.ruffcornmott.com  
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 206.405.4499

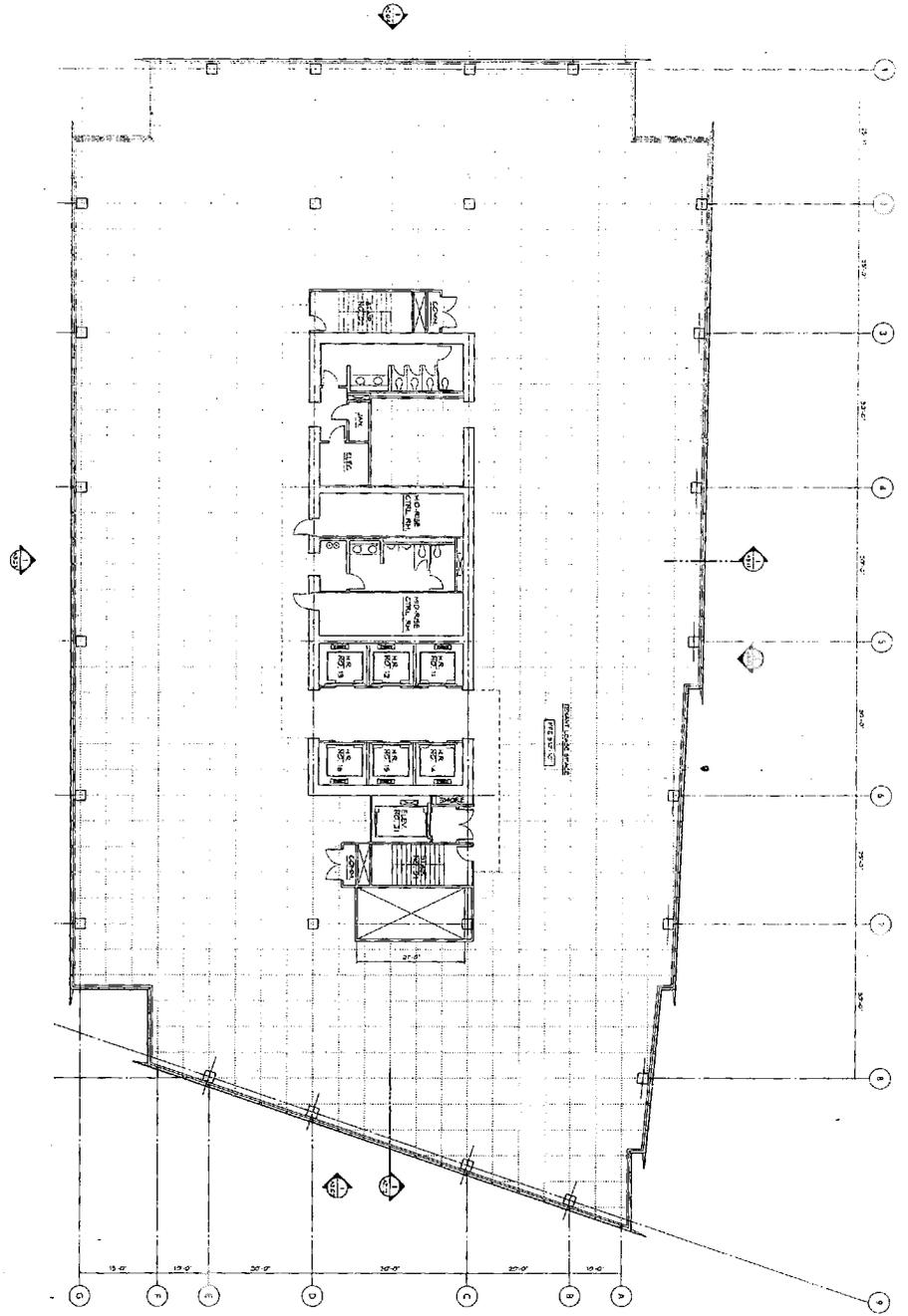
ruffcorn mott hinthorne stine

10833 NE 8th  
 Bellevue, Washington  
**Beacon Capital Partners**  
 PLAN - FLOOR LEVEL 23

DATE	1/20/08
BY	JKM
CHECKED	JKM
DESIGNED	JKM
PROJECT NO.	10833

A2.31

DESIGN REVIEW



ARCHITECTS

CENTRAL BUILDING  
 810 Third Avenue Suite 220  
 Seattle, WA 98104  
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 206.405.4449 f

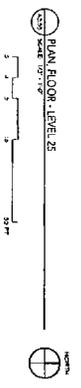
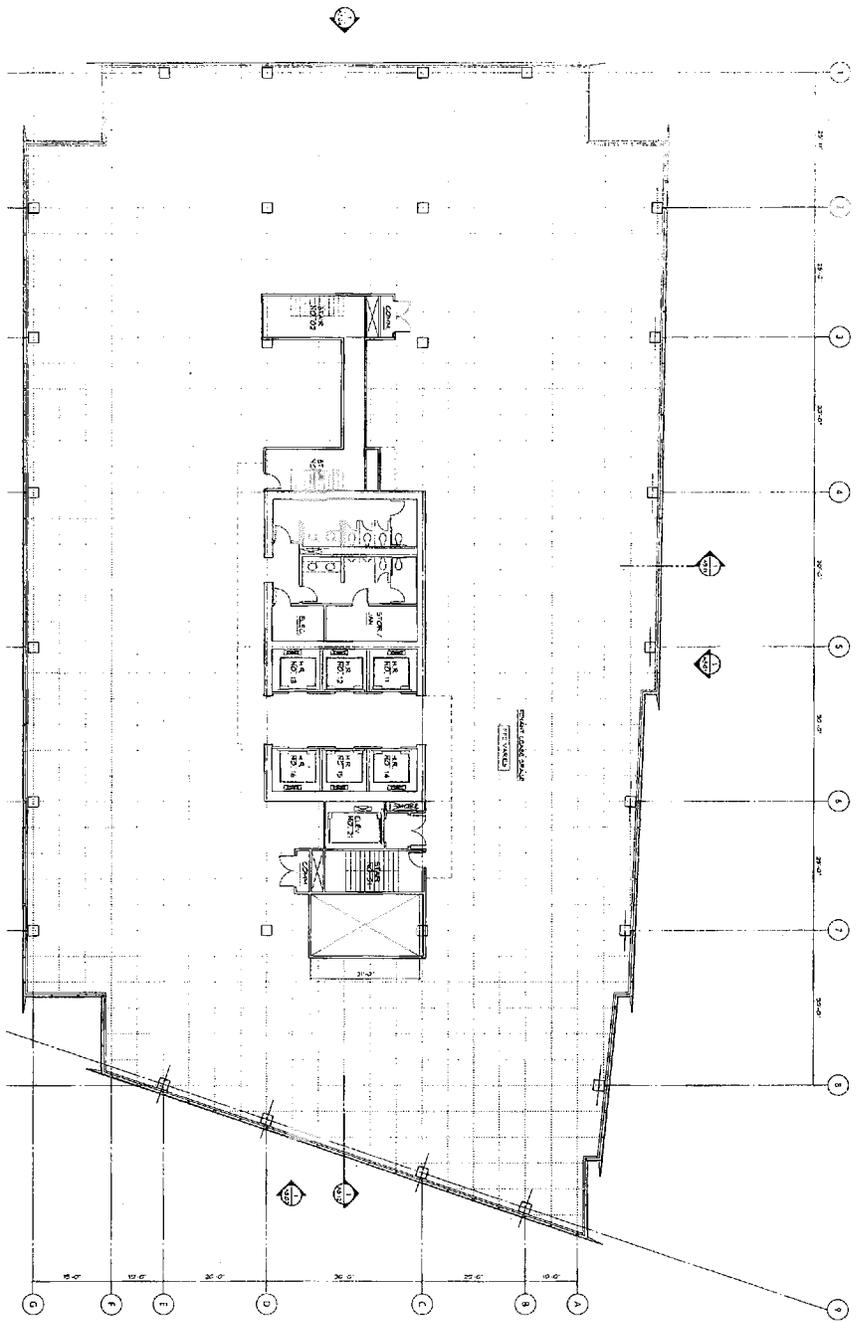
ruffcorn mott hinthorne stine

10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 Project No.  
 PLAN - FLOOR  
 LEVEL 24

DATE: 11/07/14  
 DRAWN BY: ERM  
 CHECKED BY:  
 APPROVED BY:

A2.32

DESIGN REVIEW



ARCHITECTS

CENTRAL BUILDING  
 610 Third Avenue, Suite 220  
 Seattle, WA 98104  
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206.405.4443  
 206.405.8309

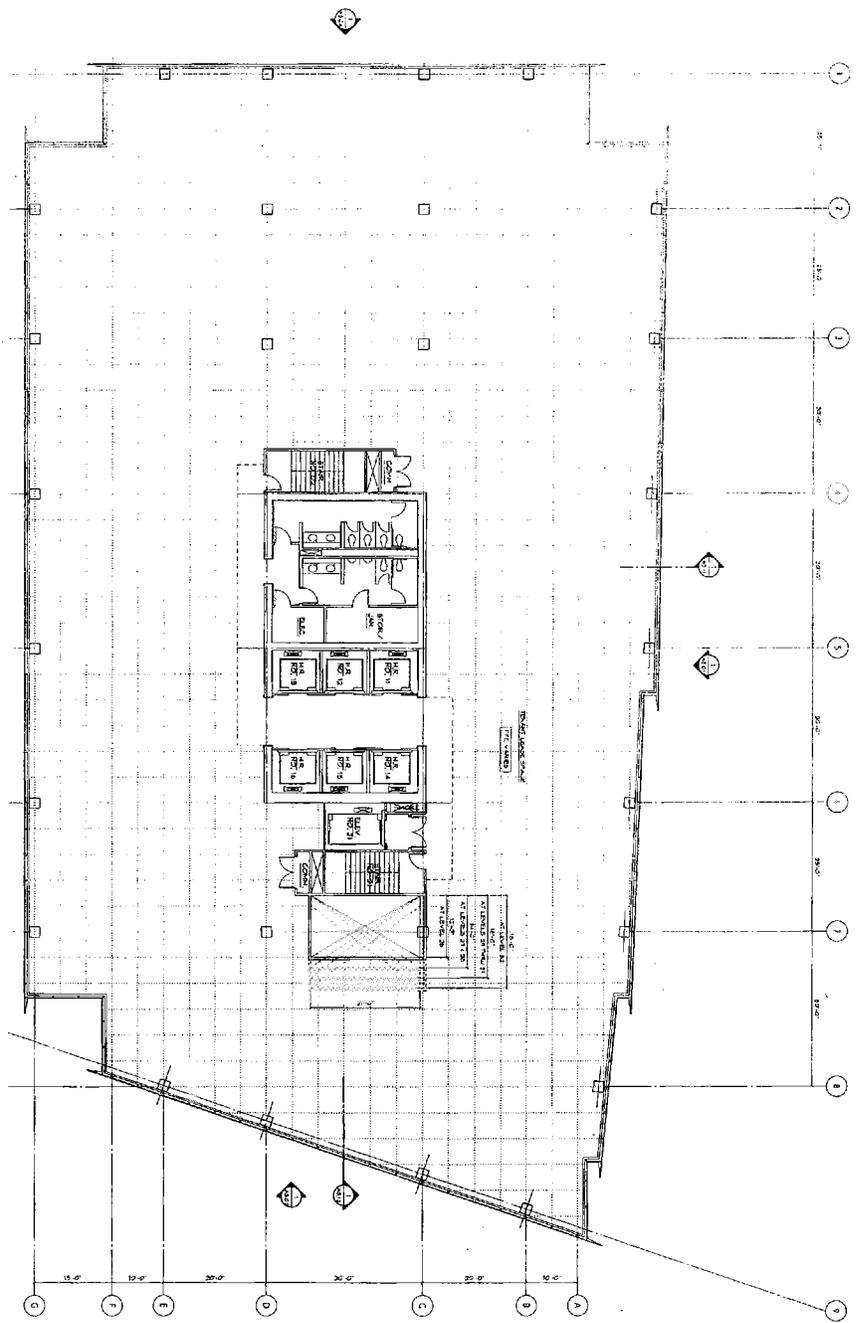
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10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 PLAN - FLOOR  
 LEVEL 25

Date:	1/20/2016
Drawn By:	AF/DM
Checked By:	
Design No:	

A2.33

DESIGN REVIEW



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CENTRAL BUILDING  
 810 Third Avenue Suite 220  
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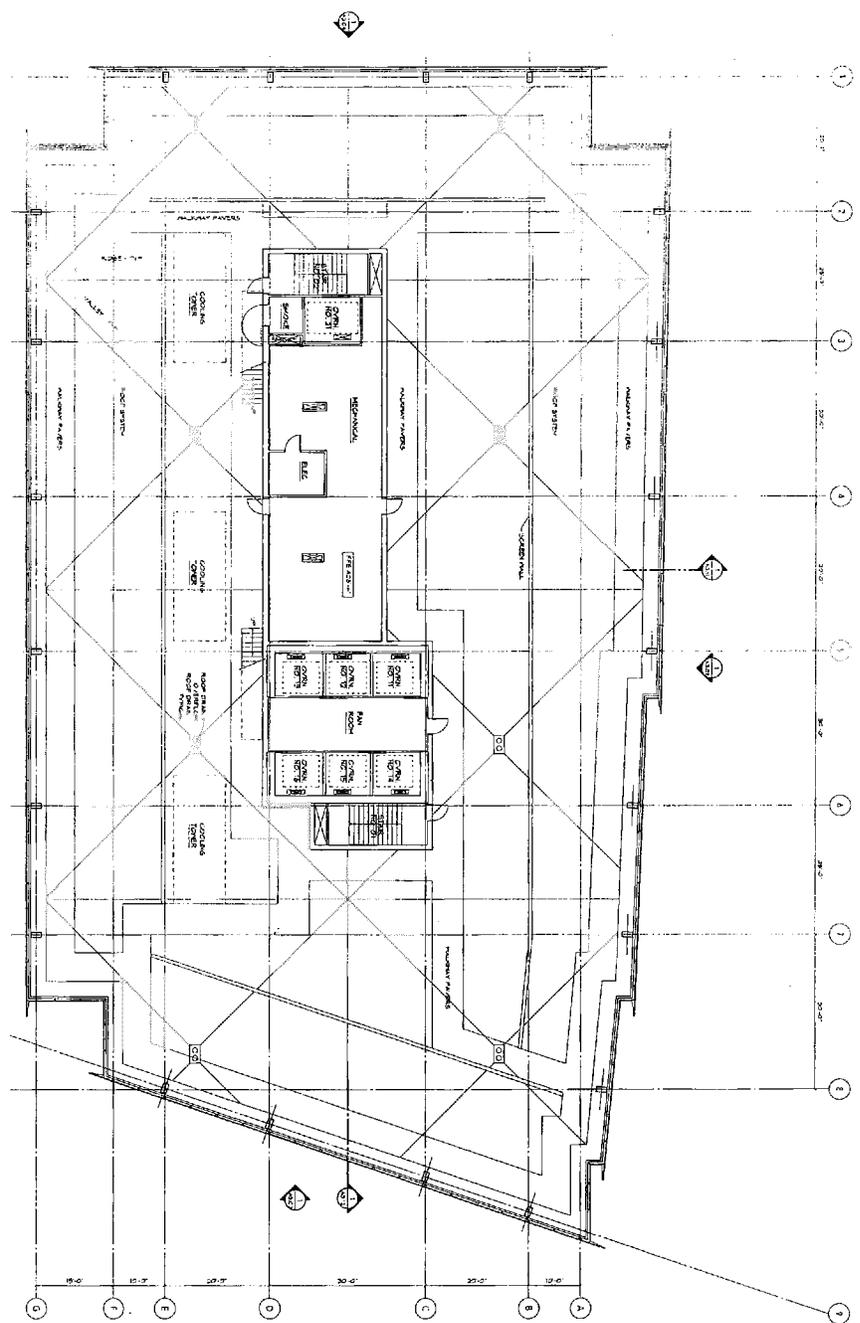
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10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 PLAN - FLOOR  
 LEVEL 26-32

A2.34

DESIGN REVIEW

DATE	11.11.2010
BY	AMM
FOR	AMM
REVISION	
DATE	
BY	
FOR	
REVISION	
DATE	
BY	
FOR	
REVISION	



1st FLOOR - MECHANICAL

0 5 10 15 20 25

NORTH

ARCHITECTS

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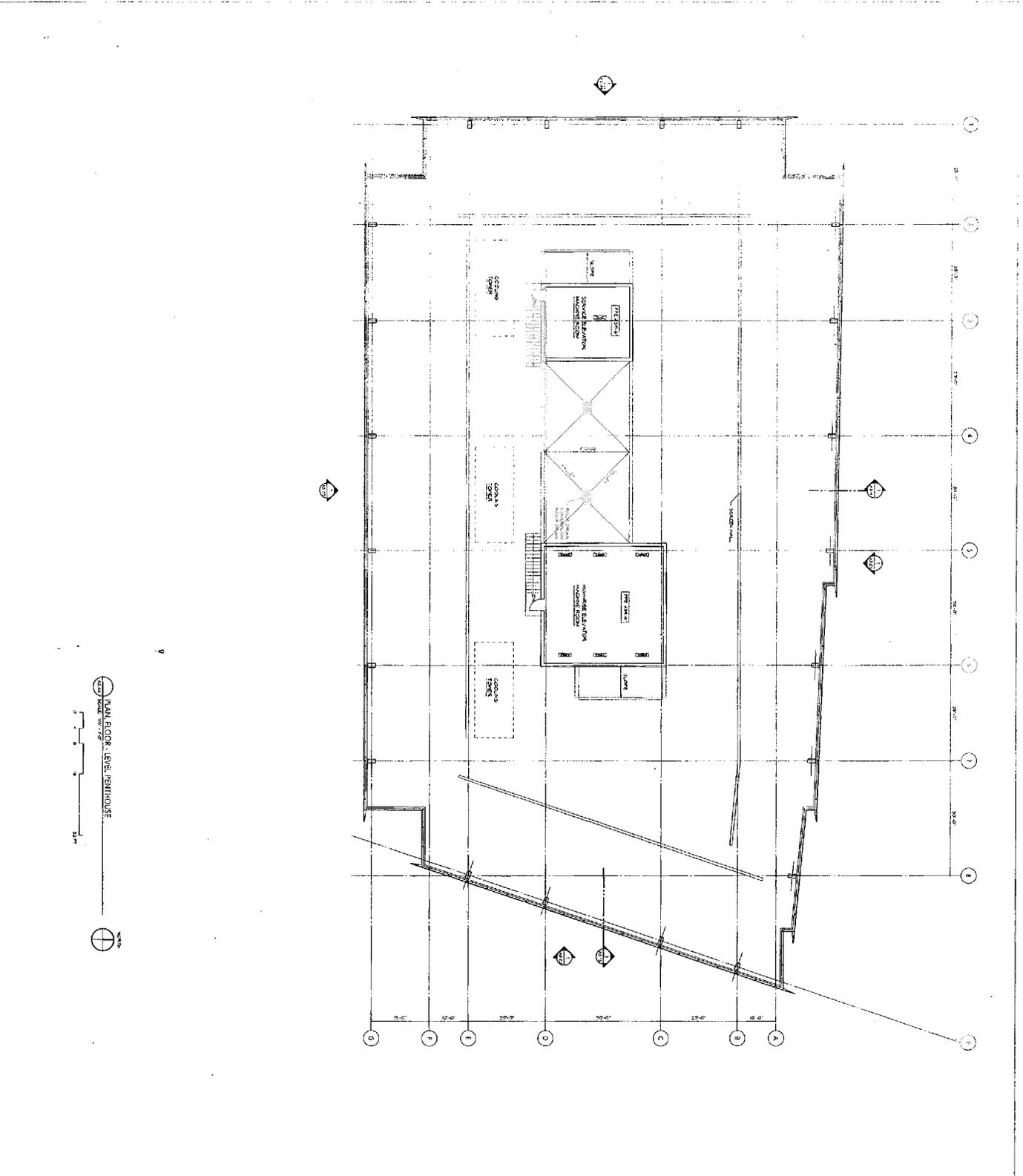
10833 NE 8th  
 Bellevue, Washington

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 Partners

PLAN - FLOOR  
 LEVEL  
 MECHANICAL

A2.40

DESIGN REVIEW



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 Beacon Capital  
 Partners  
 PLAN - FLOOR  
 LEVEL - PH

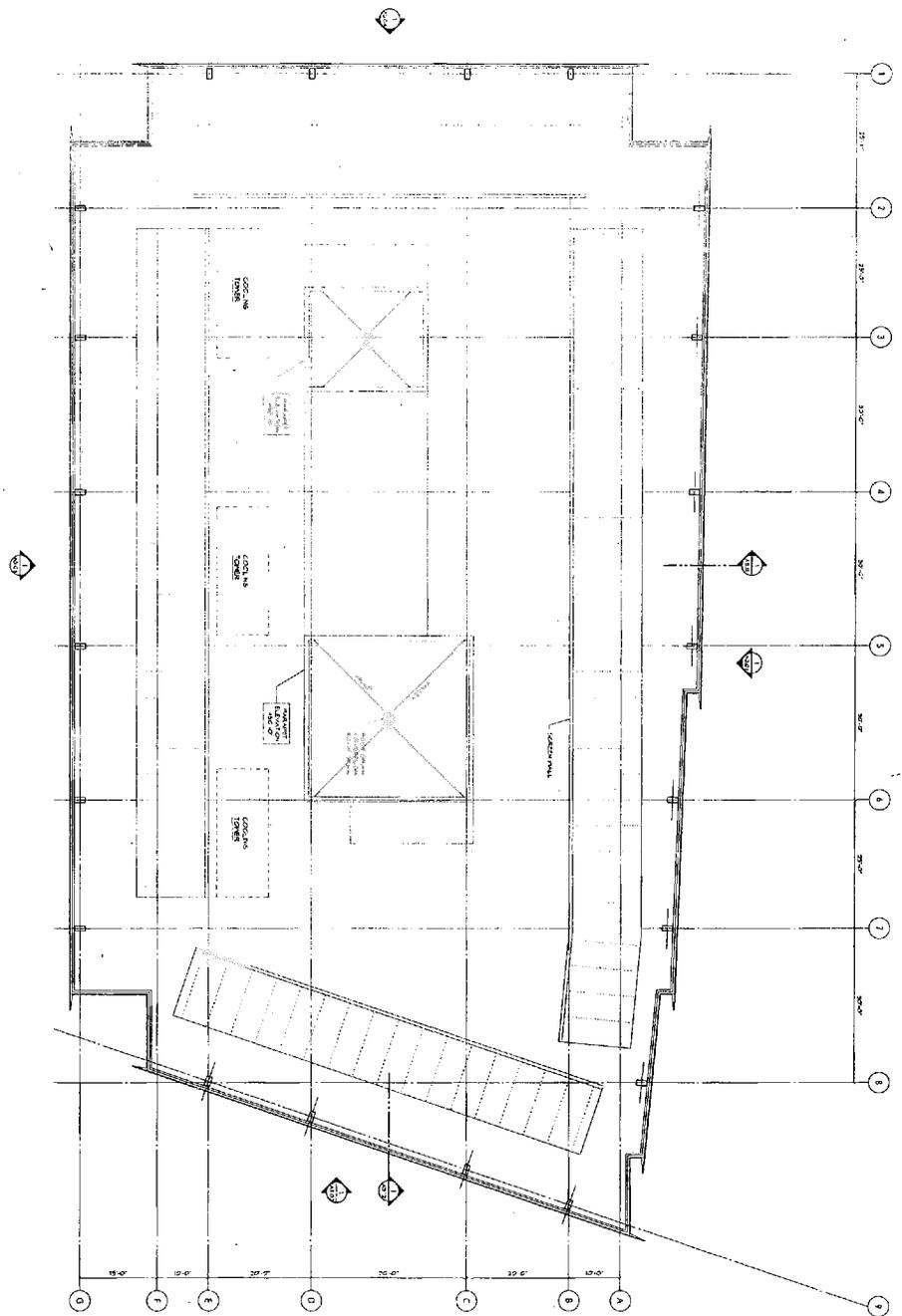
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DESIGN REVIEW

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206.405.4449 f

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 PLAN, ROOF - PENTHOUSE
   

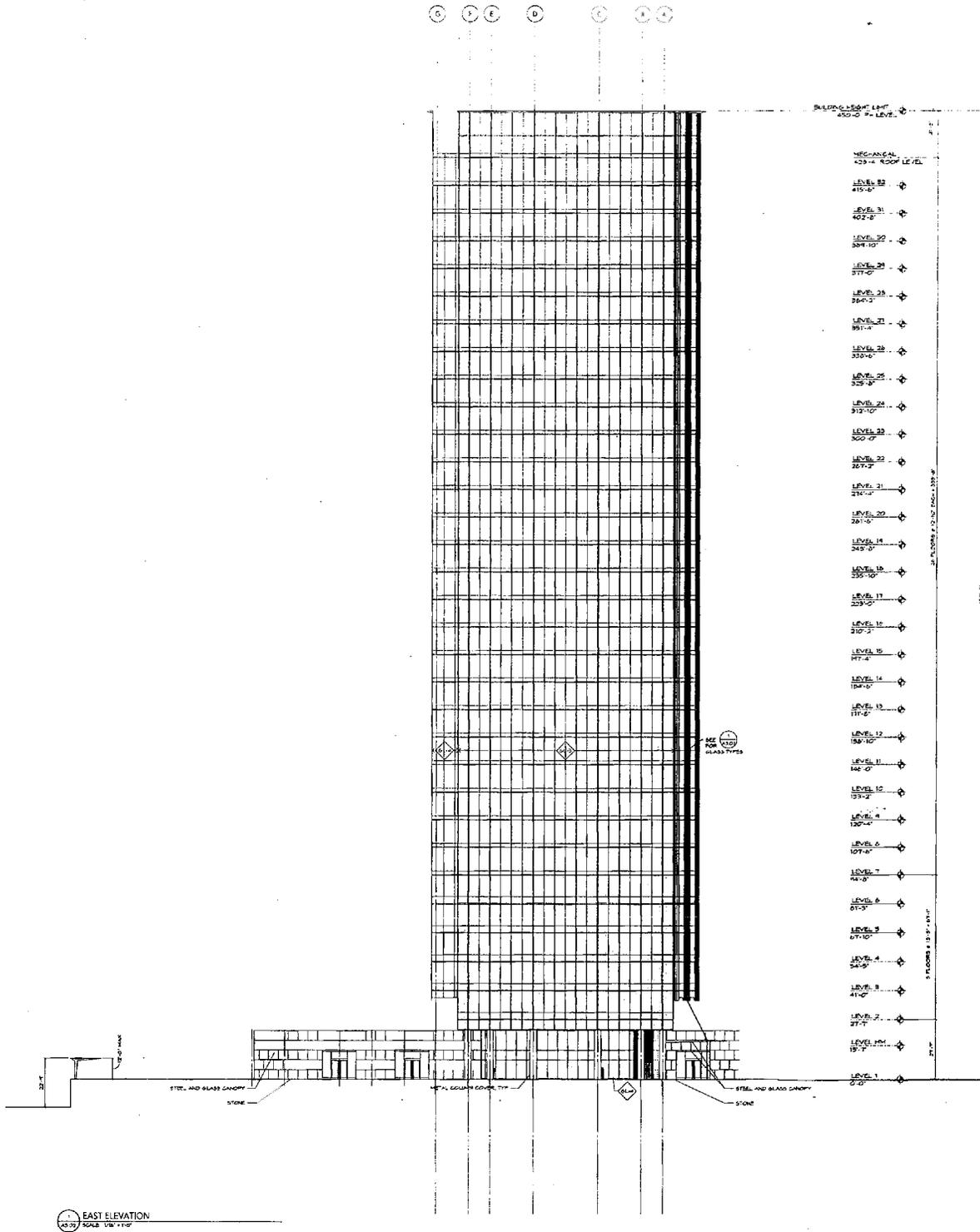

10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners

Date: 11/11/10  
 Title: PENTHOUSE  
 Project: 10833  
 Drawing: 10833-01

A2.42

DESIGN REVIEW





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

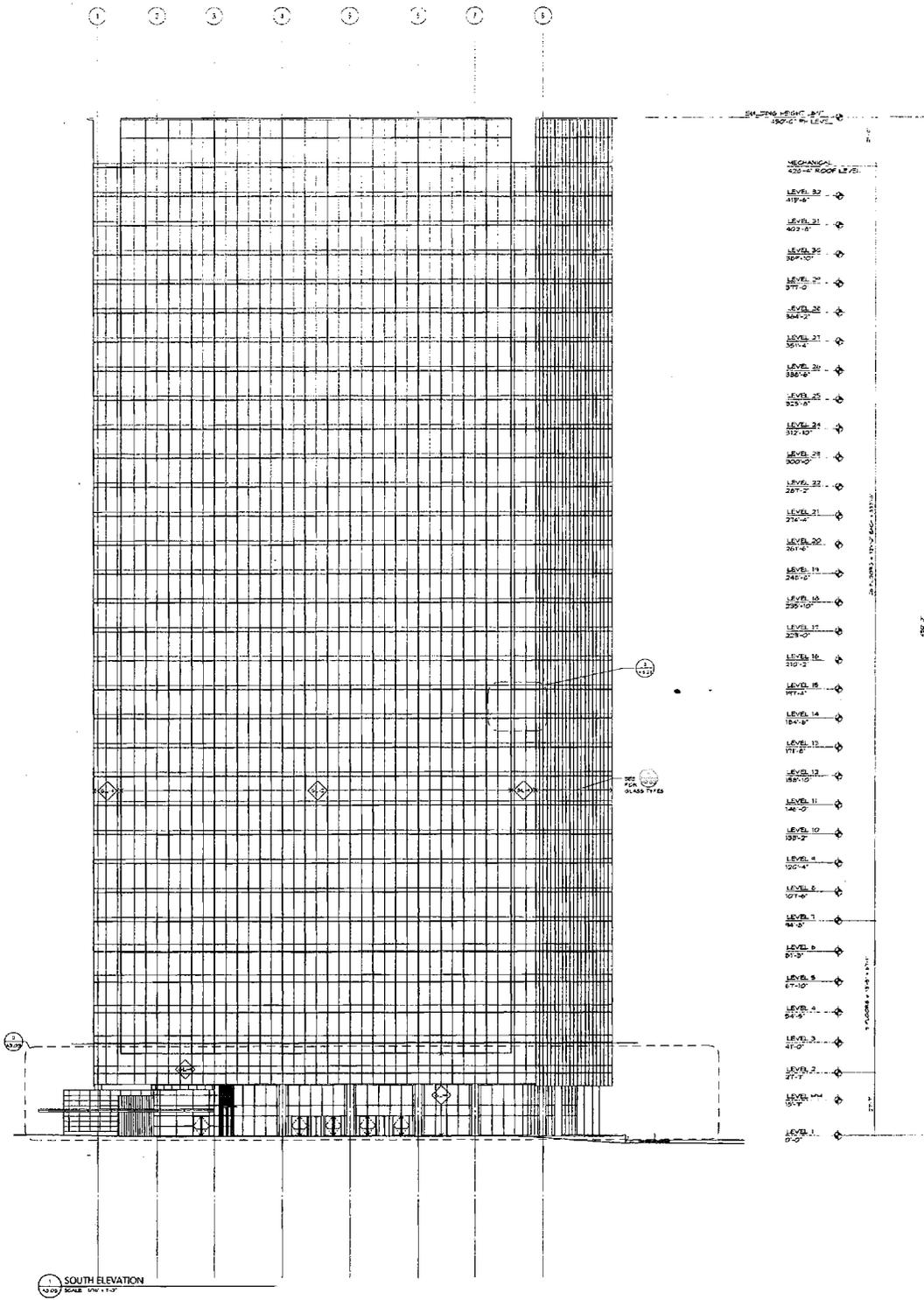
DESIGN REVIEW  
A3.02

10833 NE 8th  
Bellevue, Washington  
Beacon Capital  
Partners

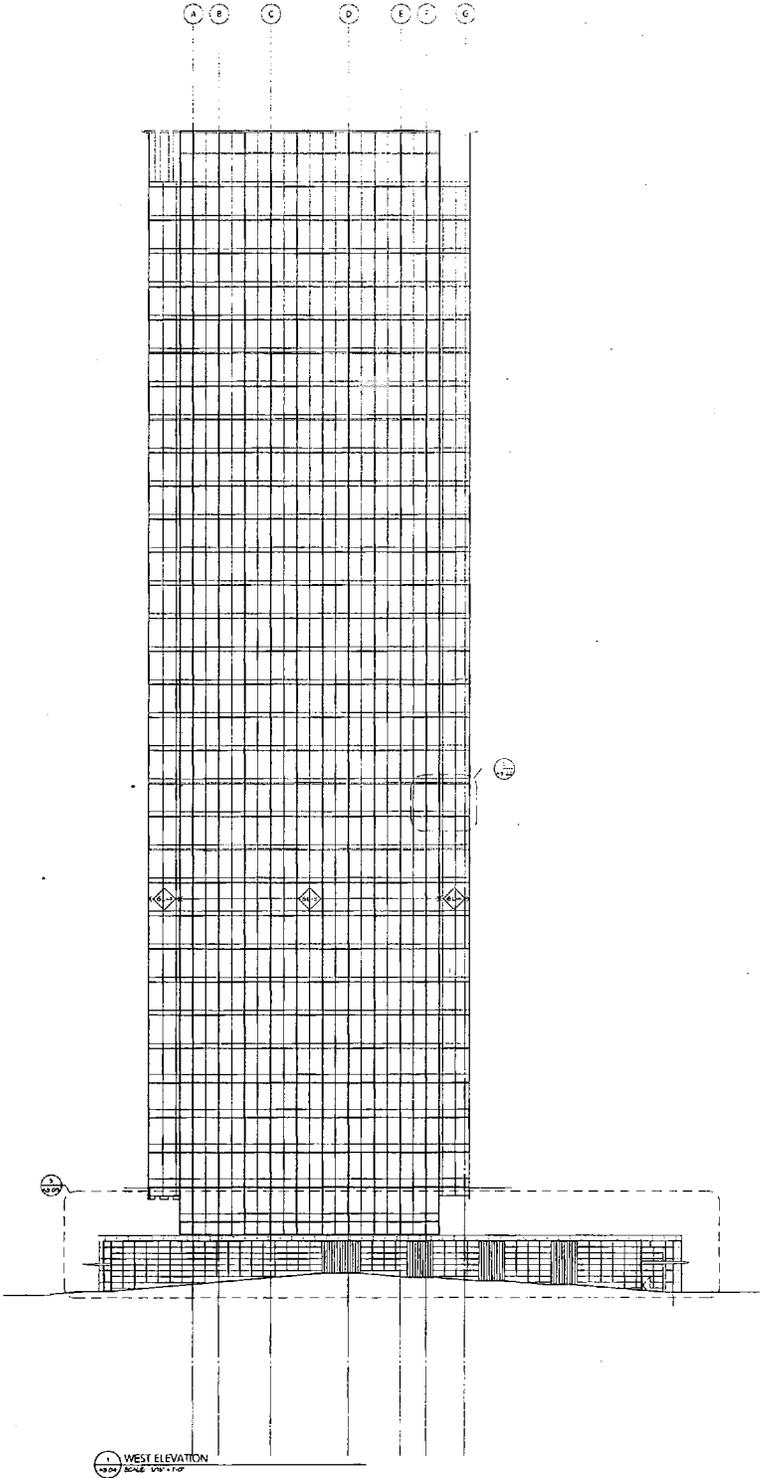
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206.405.4449 f

ARCHITECTS

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DESIGN REVIEW  
A3.03



WEST ELEVATION  
SCALE 1/8" = 1'-0"

ARCHITECTS  
CENTRAL BUILDING  
810 Third Avenue Suite 220  
Seattle, WA 98104  
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204.405.4499 f

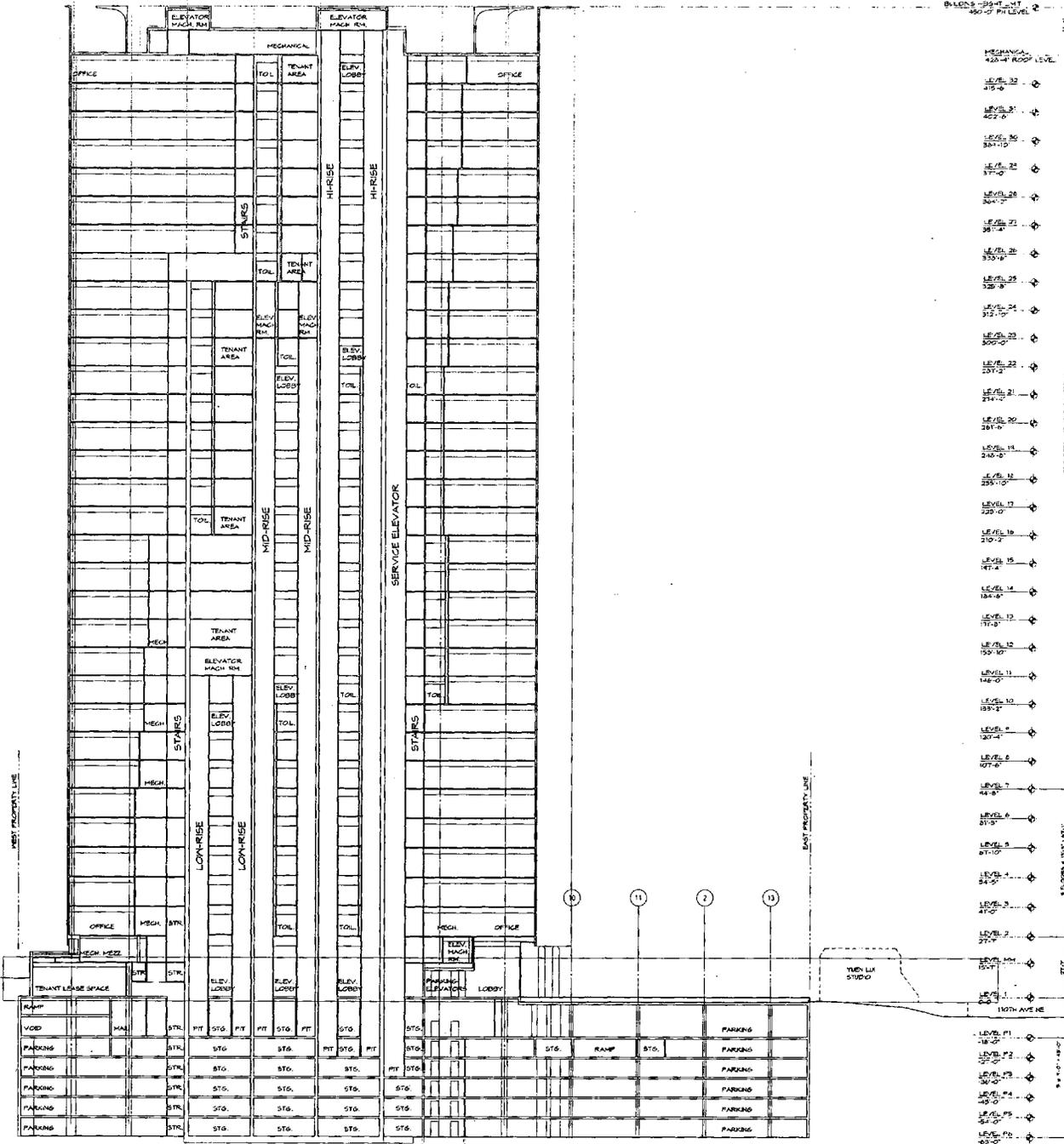
10833 NE 8th  
Bellevue, Washington  
Beacon Capital  
Partners  
West  
ELEVATION -  
WEST

A3.04

DESIGN REVIEW







SECTION, BUILDING - LOOKING NORTH  
SCALE 1/8" = 1'-0"

ARCHITECTS

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206.405.4449 f

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Bellevue, Washington  
Beacon Capital  
Partners

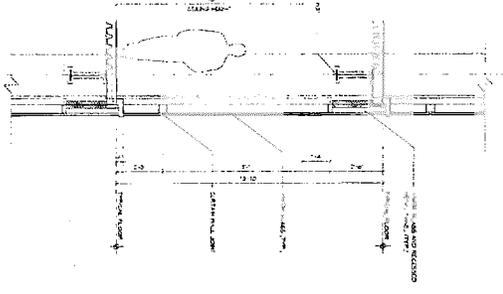
THE  
BUILDING  
SECTION

A3.12

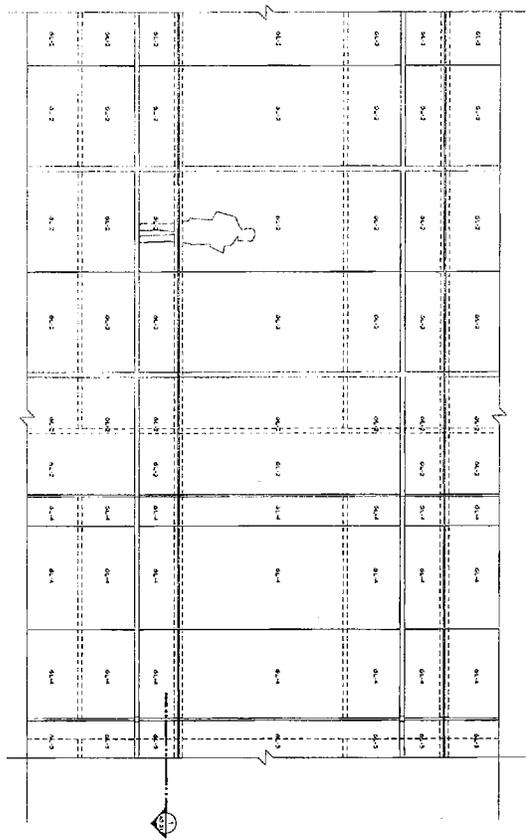
DESIGN REVIEW



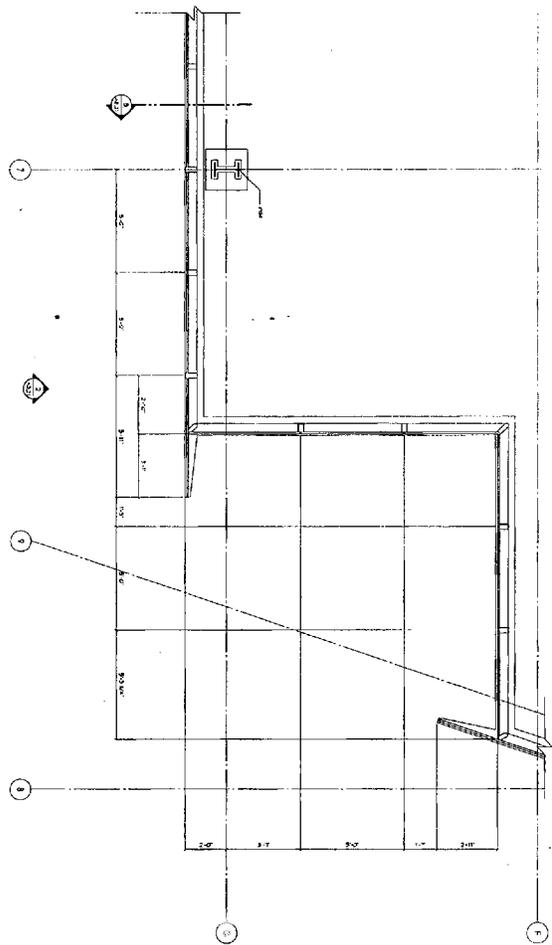




1.1 ENLARGED SECTION OF INTERIOR WALL SECTION



1.2 ENLARGED SECTION OF EXTERIOR WALL ELEVATION



1.3 ENLARGED SECTION FLOOR

ARCHITECTS

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 206.405.4449 f

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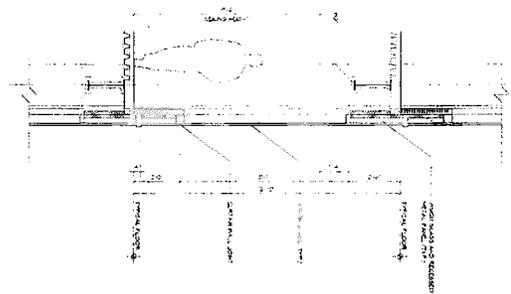
10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners

SECTION, WALL  
 & ENLARGED  
 ELEVATION -  
 SOUTH

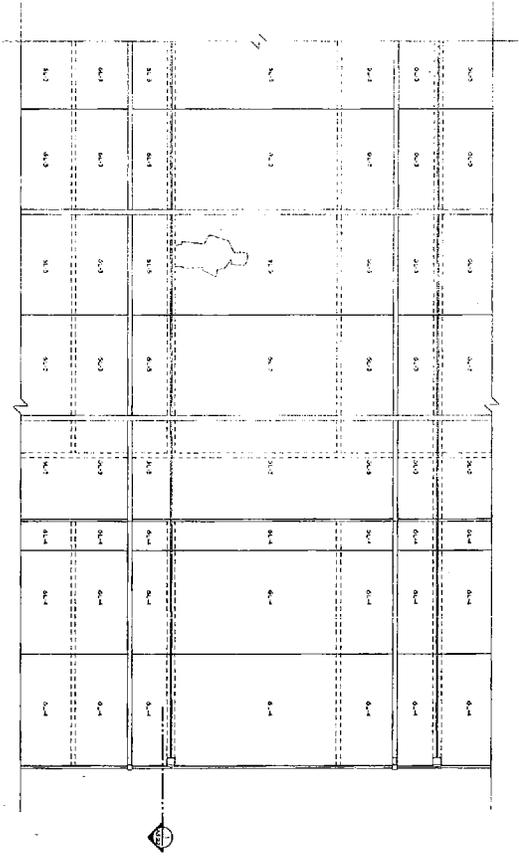
Date:	1/24/2018
Rev. No.:	001
Rev. Description:	
Drawn By:	
Checked By:	
Scale:	

A3.21

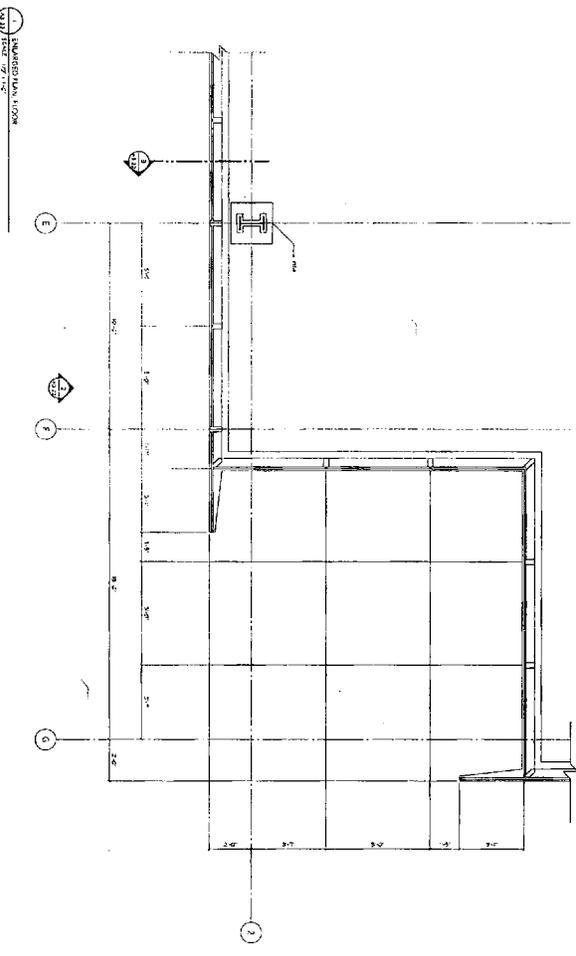
DESIGN REVIEW



1-1 CENTRAL WEST ELEVATION WALL SECTION



1-2 ENLARGED WEST ELEVATION WALL SECTION (40x200)



1-3 ENLARGED MAIN FLOOR

CENTRAL BUILDING  
 810 Third Avenue Suite 220  
 Seattle, WA 98104  
 www.ruffcornmott.com  
 206.405.4443 v  
 206.405.4449 f

ARCHITECTS

ruffcorn mott hinthorne stine

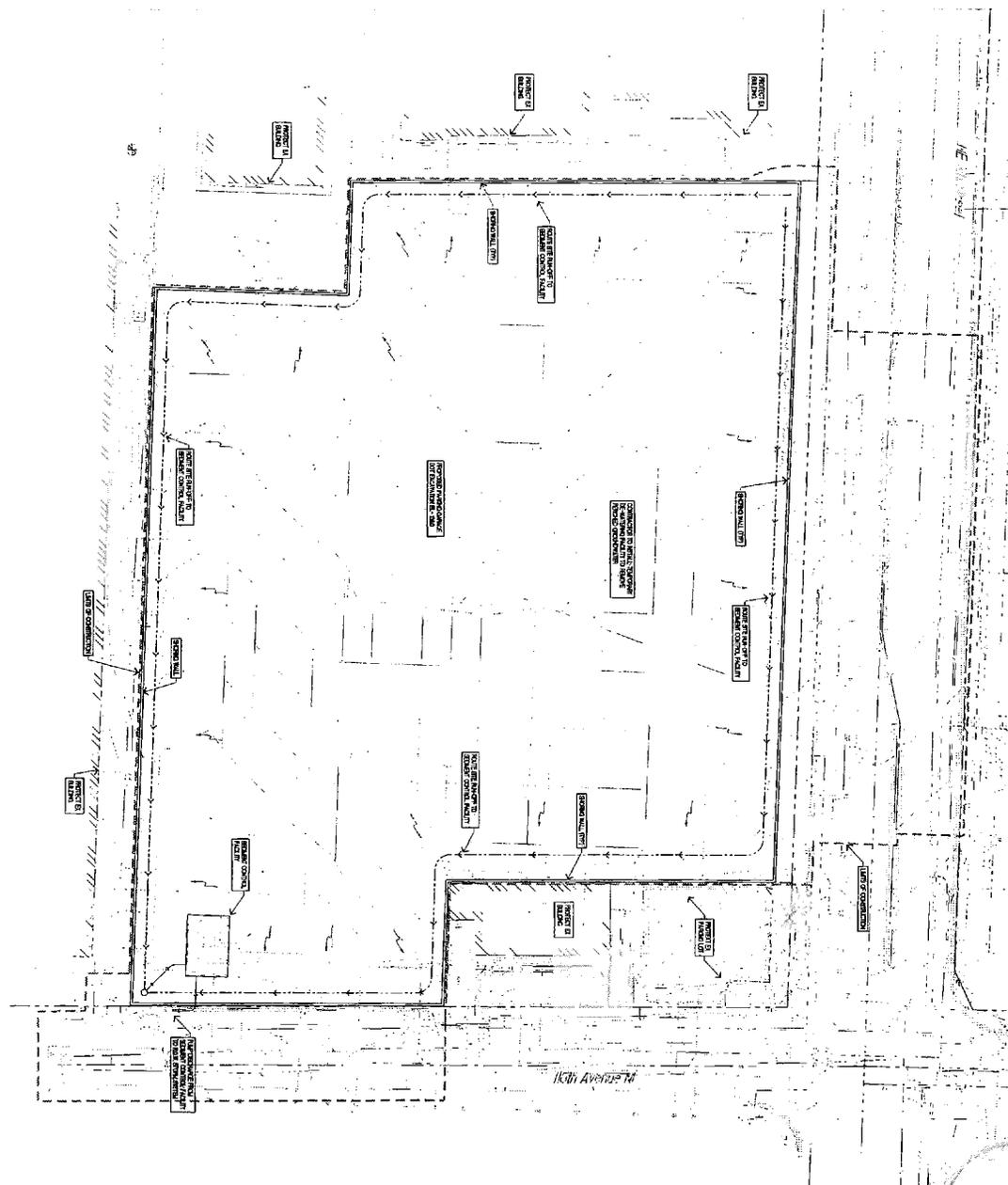
10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 SECTION, WALL  
 & ENLARGED  
 ELEVATION -  
 WEST

A3.22

DESIGN REVIEW







**OWNER**  
 THE UNIVERSITY OF WASHINGTON  
 1959 University Avenue  
 Seattle, WA 98195

**ARCHITECT**  
 RUFFCORN MOTT HINTHORNE STINE  
 206.405.4443  
 206.405.4449

**PROJECT**  
 UNIVERSITY OF WASHINGTON  
 1959 UNIVERSITY AVENUE  
 SEATTLE, WA 98195

**DESIGNER**  
 ARCHITECT

**DATE**  
 11/15/11

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

**PROJECT NO.**  
 11111111

**SHEET NO.**  
 11111111

**DATE**  
 11/15/11

**BY**  
 [Signature]

**CHECKED BY**  
 [Signature]

**APPROVED BY**  
 [Signature]

**PAINT SCHEDULE**

1. INTERIOR WALLS AND CEILING: [Detailed paint schedule text]

2. EXTERIOR WALLS: [Detailed paint schedule text]

3. FLOORING: [Detailed paint schedule text]

4. METALS: [Detailed paint schedule text]

5. WOODWORK: [Detailed paint schedule text]

6. GLASS: [Detailed paint schedule text]

7. OTHER: [Detailed paint schedule text]

**CLEANING AND GRINDING STANDARDS**

1. CLEANING: [Detailed cleaning standards text]

2. GRINDING: [Detailed grinding standards text]

3. SURFACE PREPARATION: [Detailed surface preparation text]

4. QUALITY CONTROL: [Detailed quality control text]

**NOTES**

1. [Note 1 text]

2. [Note 2 text]

3. [Note 3 text]

4. [Note 4 text]

5. [Note 5 text]

6. [Note 6 text]

7. [Note 7 text]

8. [Note 8 text]

9. [Note 9 text]

10. [Note 10 text]

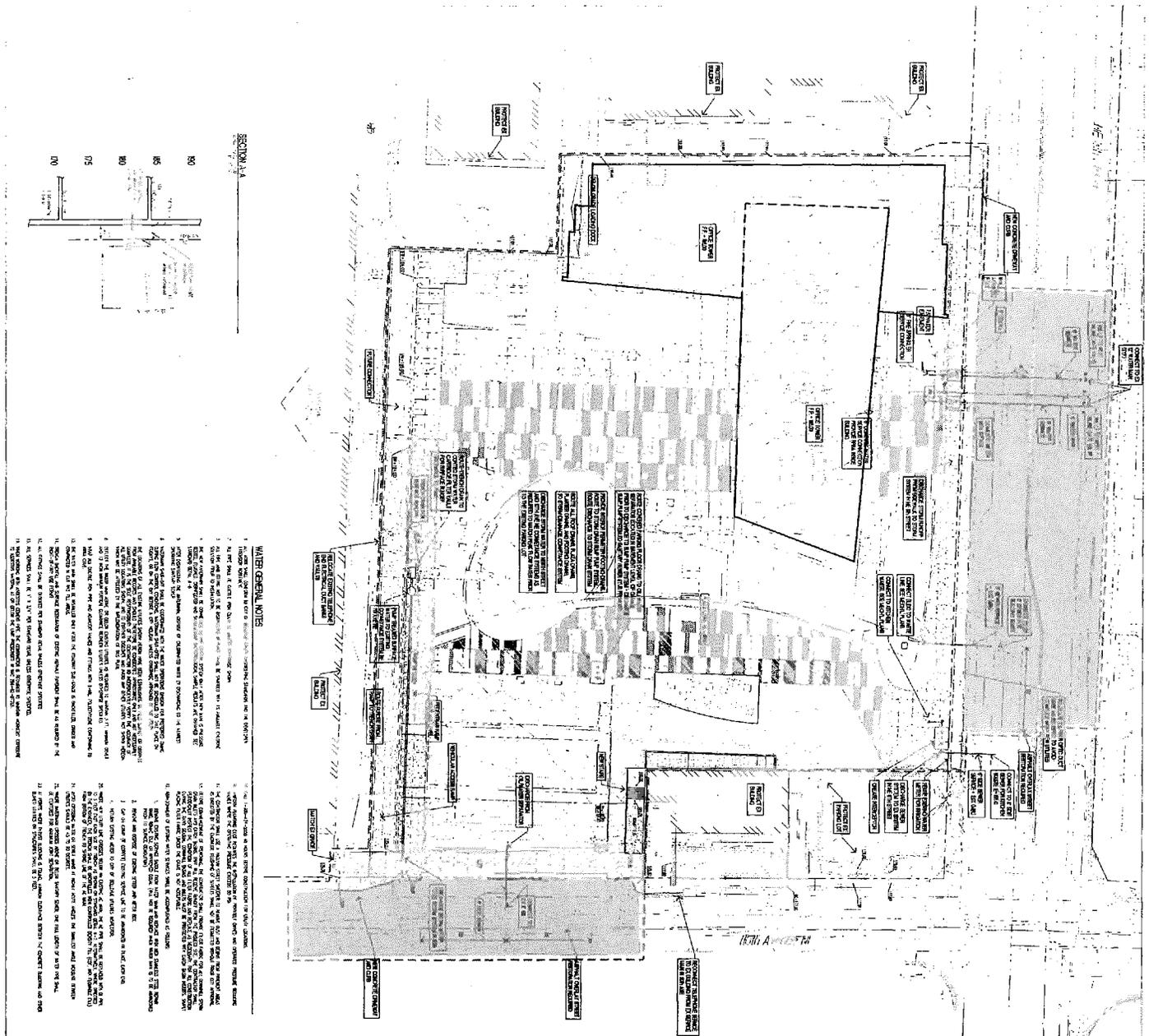
11. [Note 11 text]

12. [Note 12 text]

13. [Note 13 text]

14. [Note 14 text]

15. [Note 15 text]



**OWNER**  
 10833 NE 8th  
 Bellevue, WA 98004

**ARCHITECT**  
 RUFFCORN MOTT HINTHORNE STINE  
 206.405.4443  
 206.405.4449

**SCALE** 1/2" = 1'-0"  
 D16  
 10833 NE 8th

**GENERAL NOTES**

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODES (IBC) AND THE INTERNATIONAL ENERGY CONSERVATION CODE (IECC).
2. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE APPROVED BY THE ARCHITECT AND SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE SPECIFICATIONS FOR STRUCTURAL STEEL, REINFORCING STEEL, AND CONCRETE.
3. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY OF BELLEVUE DEPARTMENT OF PERMITS AND INSPECTION.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF BELLEVUE.
5. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
6. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
7. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE SPECIFICATIONS FOR STRUCTURAL STEEL, REINFORCING STEEL, AND CONCRETE.
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20. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

**SECTION A-A**

10833 NE 8th  
 Bellevue, WA 98004

**CIVIL SITE PLAN**

**Beacon Capital Partners**

**10833 NE 8th**  
 Bellevue, Washington

**Scale** 1/2" = 1'-0"

**DATE** 10/15/2014

**BY** [Signature]

**FOR** [Signature]

**DESIGN REVIEW**

**C3.00**

**10833 NE 8th**  
 Bellevue, Washington

**Beacon Capital Partners**

**CIVIL SITE PLAN**

**Scale** 1/2" = 1'-0"

**DATE** 10/15/2014

**BY** [Signature]

**FOR** [Signature]

**DESIGN REVIEW**

**C3.00**

**10833 NE 8th**  
 Bellevue, WA 98004

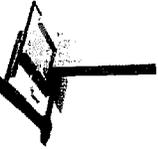
**ARCHITECT**  
 RUFFCORN MOTT HINTHORNE STINE  
 206.405.4443  
 206.405.4449

**SCALE** 1/2" = 1'-0"  
 D16  
 10833 NE 8th

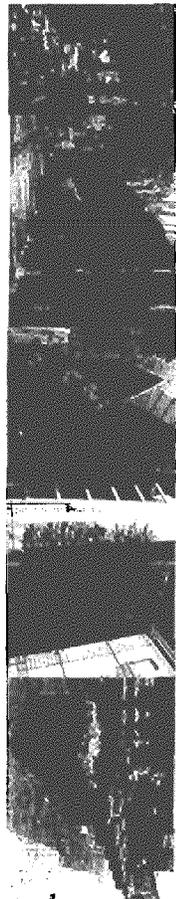
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20. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

**EDGE AND ENCLOSURE**



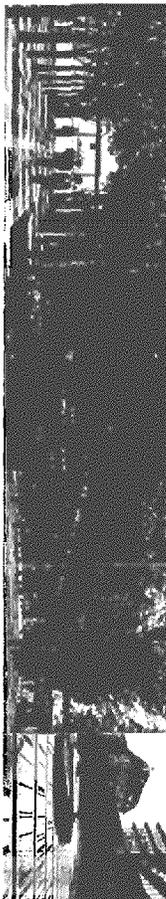
The building is enclosed along the Street to provide a sense of enclosure and address the street. At the same time, the cantilevered edge and enclosure details provide a sense of transparency and address the street. The cantilevered edge and enclosure details provide a sense of transparency and address the street.



**CONNECTIONS AND TRANSPARENCY**



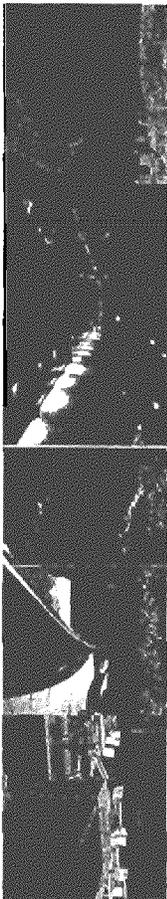
A series of connections between building lobby and street is provided by a transparent edge at the ground plane. The connections between building lobby and street are provided by a transparent edge at the ground plane. The connections between building lobby and street are provided by a transparent edge at the ground plane.



**WATER AS NARRATIVE**



Water is a central element in the building's narrative. The building's design is inspired by the water and the surrounding landscape. The building's design is inspired by the water and the surrounding landscape. The building's design is inspired by the water and the surrounding landscape.



**NATURAL / AGRARIAN AS NARRATIVE**



The building's design is inspired by the natural and agrarian landscape. The building's design is inspired by the natural and agrarian landscape. The building's design is inspired by the natural and agrarian landscape.



PHILLIPS  
HALLENBERG  
TARLEY & A.A.C.  
LAWSON MONTGOMERY  
ARCHITECTS

CENTRAL BUILDING  
810 Third Avenue, Suite 220  
Seattle, WA 98104  
www.ruffcornmott.com

206.465.4443  
206.465.4449

ruffcorn mott hinthorne stine

10833 NE 8th  
Bellevue, Washington

DESIGN PRINCIPLES

1.0

DESIGN REVIEW



CENTRAL BUILDING  
 810 Third Avenue Suite 220  
 Seattle, WA 98104  
 www.ruffcornmott.com  
 206.405.4143 v  
 206.405.4419 f



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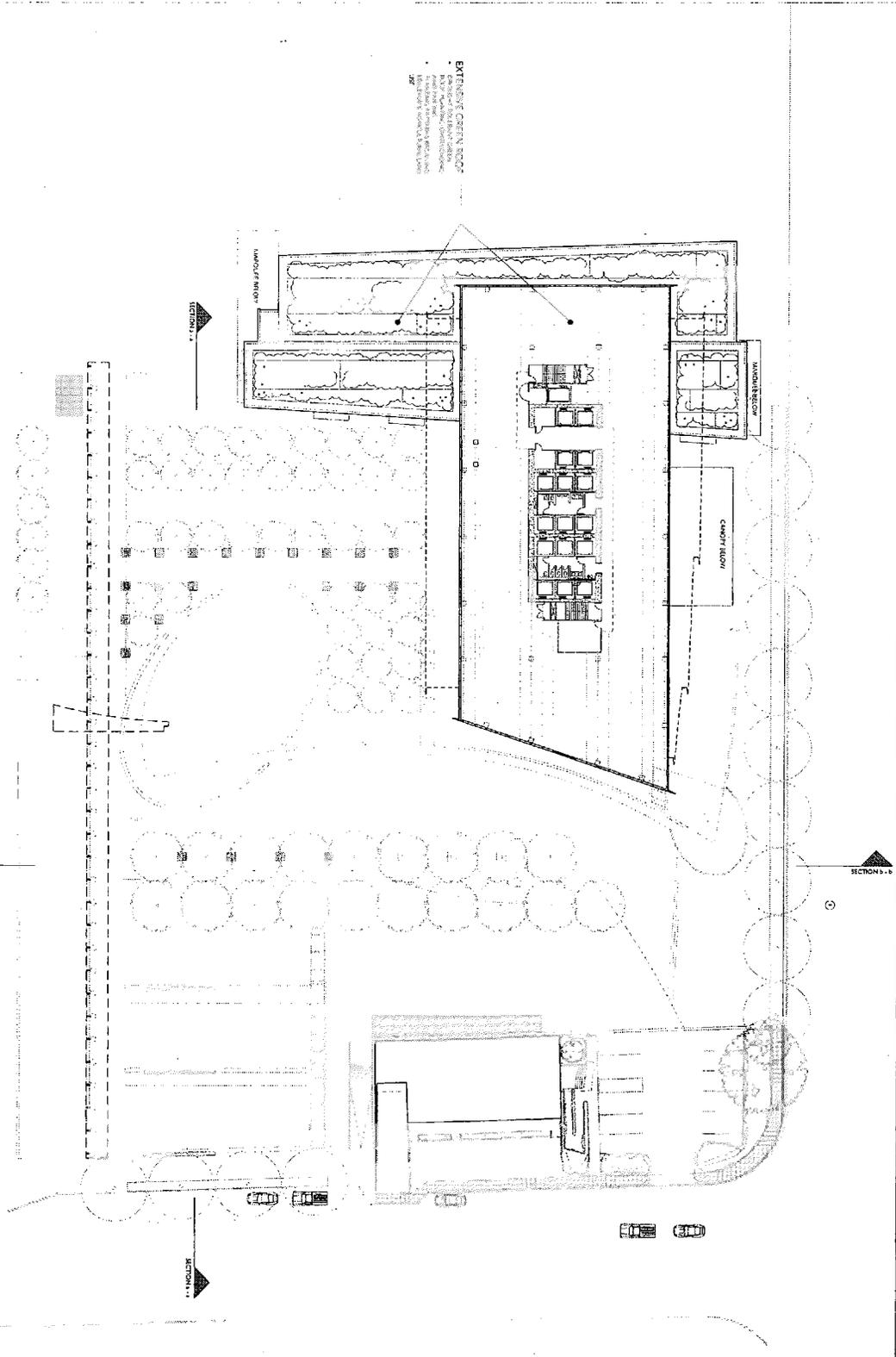
10833 NE 8th  
 Bellevue, Washington

LANDSCAPE  
 SITE PLAN  
 LEVEL 2

Author	10/11/11
Checked	
Reviewed	
Approved	

L1.2

DESIGN REVIEW



**EXTENDING GREEN ROOF**  
 - Proposed for Level 2  
 - See Section A-A for details  
 - See Section B-B for details  
 - See Section C-C for details

**PLANT SCHEDULE**

NO.	SYM.	DESCRIPTION	QUANTITY
1	1	1.00m x 1.00m x 1.00m	100
2	2	2.00m x 2.00m x 2.00m	50
3	3	3.00m x 3.00m x 3.00m	25
4	4	4.00m x 4.00m x 4.00m	10
5	5	5.00m x 5.00m x 5.00m	5
6	6	6.00m x 6.00m x 6.00m	2
7	7	7.00m x 7.00m x 7.00m	1
8	8	8.00m x 8.00m x 8.00m	1
9	9	9.00m x 9.00m x 9.00m	1
10	10	10.00m x 10.00m x 10.00m	1

**SECT. CONDITIONS**

SECTION	CONDITIONS
A-A	1. 100mm x 100mm x 100mm
B-B	2. 200mm x 200mm x 200mm
C-C	3. 300mm x 300mm x 300mm

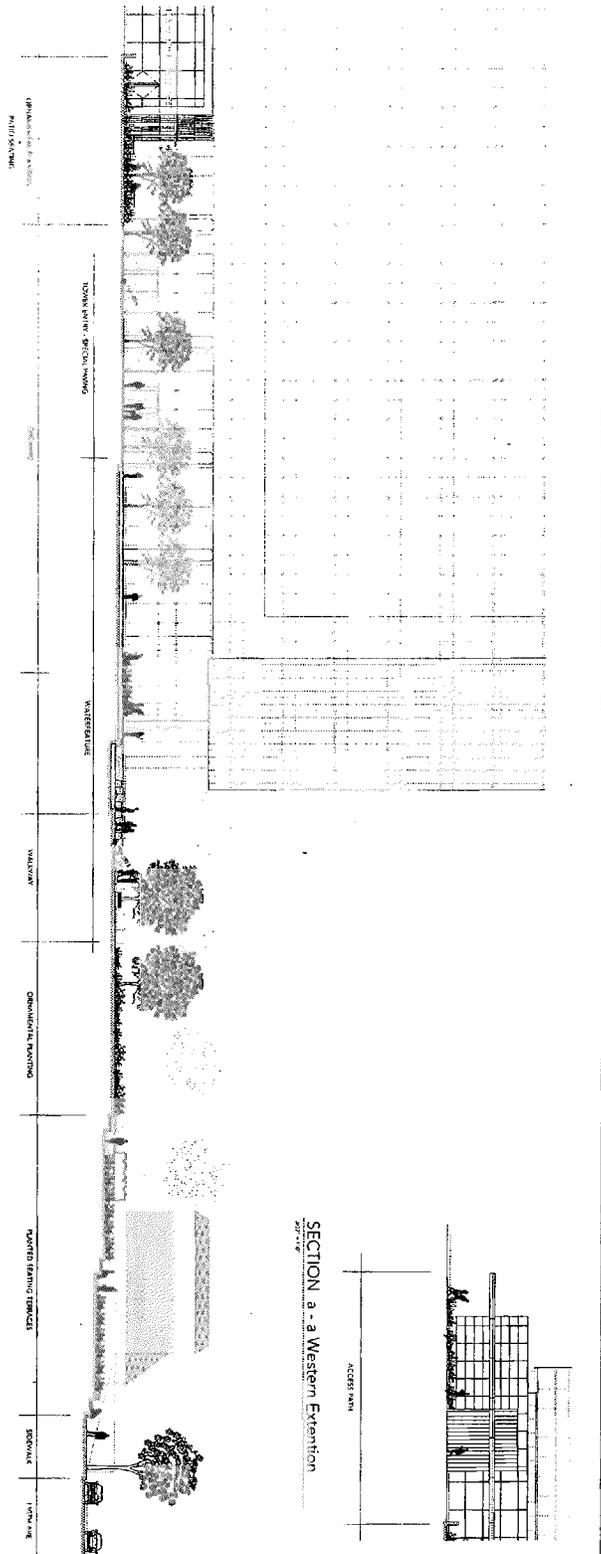
**SECT. CONDITIONS**

SECTION	CONDITIONS
A-A	1. 100mm x 100mm x 100mm
B-B	2. 200mm x 200mm x 200mm
C-C	3. 300mm x 300mm x 300mm

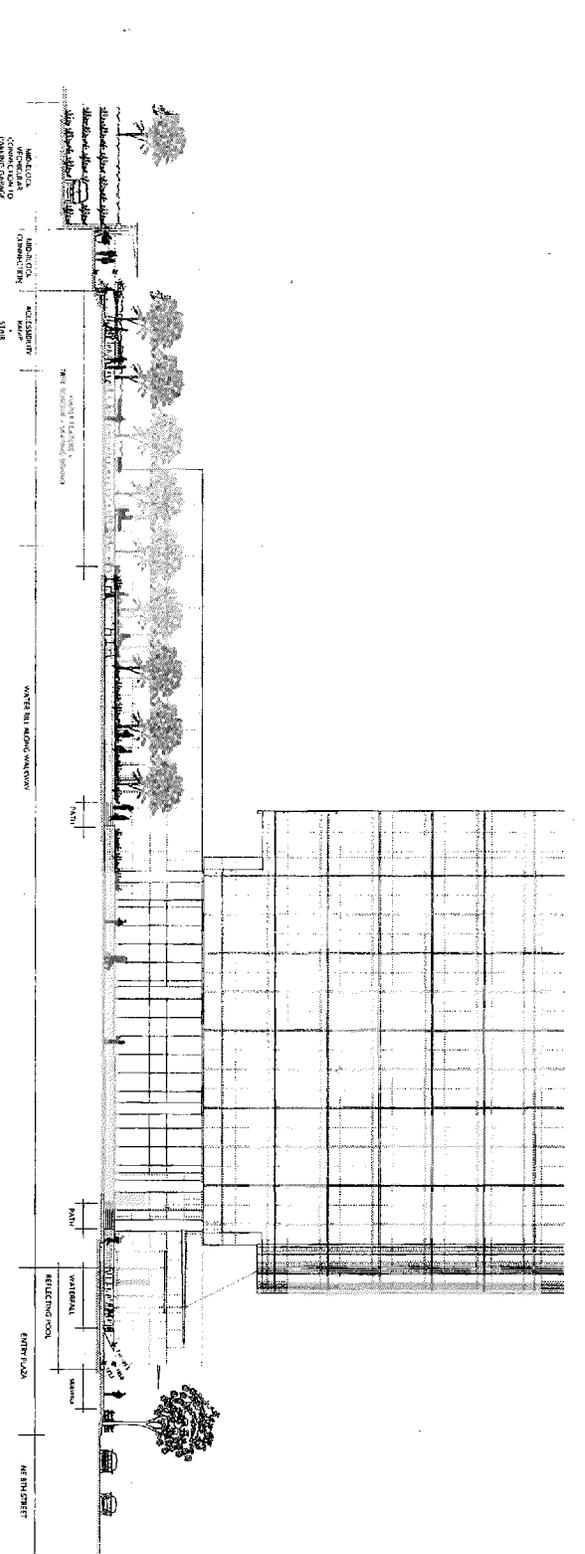
**NOTES**

1. ALL STRUCTURAL DETAILS INCLUDING STEEL JOISTS AND RAFTERS TO BE SUBMITTED FOR REVIEW BY THE CITY OF SEATTLE'S DEPARTMENT OF BUILDINGS AND SAFETY.
2. ALL MATERIALS AND METHODS TO BE APPROVED BY THE CITY OF SEATTLE'S DEPARTMENT OF BUILDINGS AND SAFETY.
3. ALL MATERIALS AND METHODS TO BE APPROVED BY THE CITY OF SEATTLE'S DEPARTMENT OF BUILDINGS AND SAFETY.
4. ALL MATERIALS AND METHODS TO BE APPROVED BY THE CITY OF SEATTLE'S DEPARTMENT OF BUILDINGS AND SAFETY.
5. ALL MATERIALS AND METHODS TO BE APPROVED BY THE CITY OF SEATTLE'S DEPARTMENT OF BUILDINGS AND SAFETY.





SECTION a - a



SECTION b - b

CENTRAL BUILDING  
 810 Third Avenue Suite 220  
 Seattle, WA 98104  
 www.ruffcornmott.com  
 206.405.4443  
 206.405.4419



10833 NE 8th  
 Bellevue, Washington

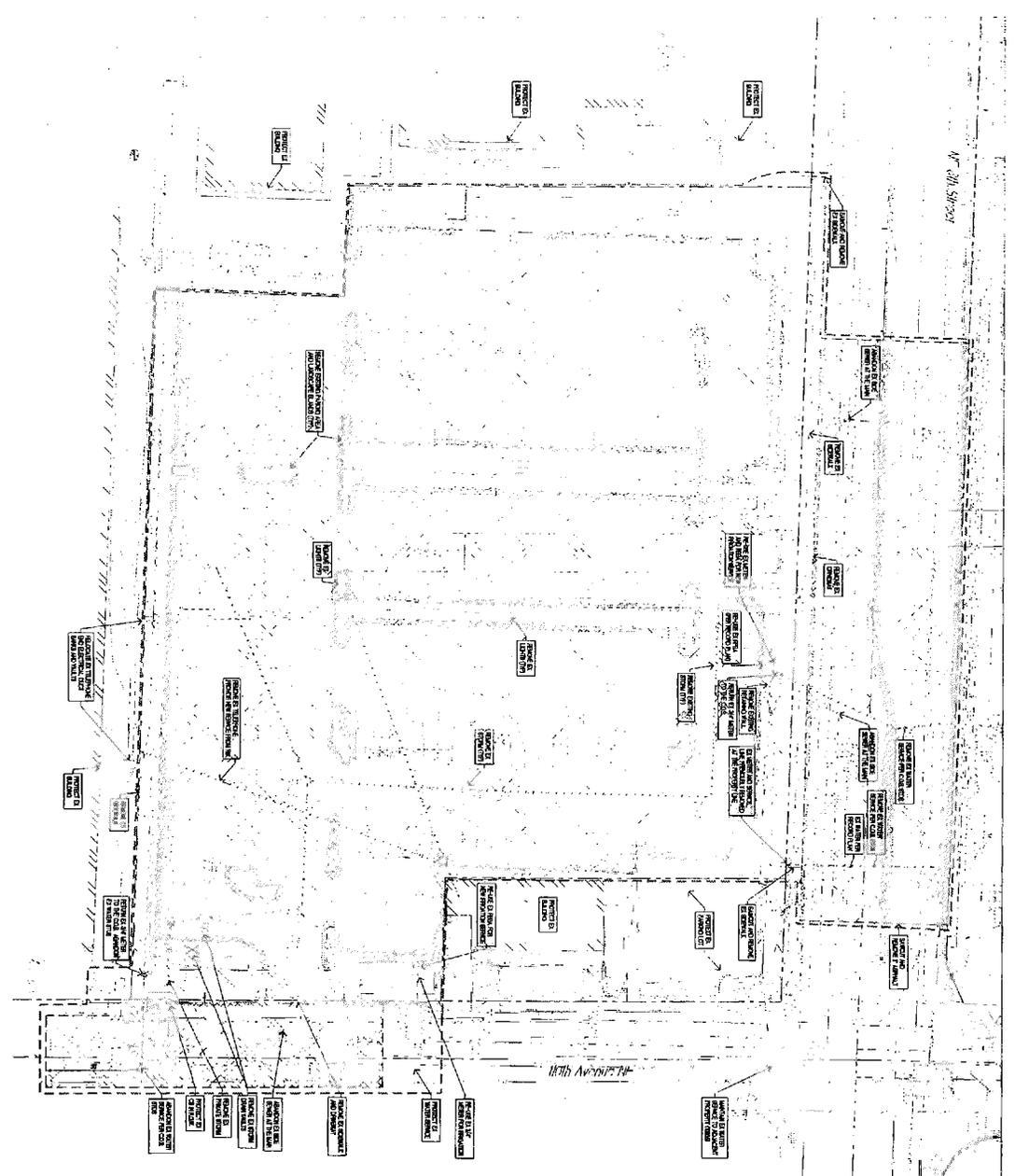
LANDSCAPE SECTIONS

L1.3

DESIGN REVIEW

17th Street SW

17th Avenue SW



**OWNER**  
 THE UNIVERSITY OF WASHINGTON  
 4010 University Avenue  
 Seattle, WA 98195

**ARCHITECT**  
 RUFFCORN MOTT HINTHORNE STINE  
 610 Third Avenue, Suite 220  
 Seattle, WA 98101  
 206.405.4443  
 www.ruffcornmott.com

**PROJECT**  
 DEMOLITION OF EXISTING BUILDING  
 17TH AVENUE SW, SEATTLE, WA

**DATE**  
 10/15/2014

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

**PROJECT NO.**  
 14-0001

**SHEET NO.**  
 101

**DATE PLOTTED**  
 10/15/2014 10:00 AM

**PLotted BY**  
 J. HINTHORNE

**GENERAL NOTES**

1. DEMOLITION OF EXISTING BUILDING TO BE COMPLETED BY 12/31/2014.
2. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE CITY OF SEATTLE DEMOLITION ORDINANCE (S.M.A. 22.210).
3. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE DEMOLITION ACT (RCW 9A.02.010).
4. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HAZARDOUS WASTE HANDLING ACT (RCW 70A.05.010).
5. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE ENVIRONMENTAL IMPACT ACT (RCW 43.210.010).
6. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC PRESERVATION ACT (RCW 24.05.010).
7. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE ARCHITECTURAL RECORDS ACT (RCW 9A.02.020).
8. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE CULTURAL HERITAGE ACT (RCW 24.05.020).
9. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE LANDMARKS ACT (RCW 24.05.030).
10. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC ARCHITECTURE ACT (RCW 24.05.040).
11. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC LANDMARKS ACT (RCW 24.05.050).
12. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC ARCHITECTURE ACT (RCW 24.05.060).
13. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC LANDMARKS ACT (RCW 24.05.070).
14. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC ARCHITECTURE ACT (RCW 24.05.080).
15. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC LANDMARKS ACT (RCW 24.05.090).
16. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC ARCHITECTURE ACT (RCW 24.05.100).
17. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC LANDMARKS ACT (RCW 24.05.110).
18. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC ARCHITECTURE ACT (RCW 24.05.120).
19. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC LANDMARKS ACT (RCW 24.05.130).
20. ALL DEMOLITION WORK TO BE COMPLETED IN ACCORDANCE WITH THE WASHINGTON STATE HISTORIC ARCHITECTURE ACT (RCW 24.05.140).

**LEGAL DESCRIPTION**

LOT 1, 1/4 SECTION 16, T32N, R10E, S1, DISTRICT OF COLUMBIA, D.C.

THE UNIVERSITY OF WASHINGTON  
 4010 University Avenue  
 Seattle, WA 98195

10833 NE 9th  
 Bellevue, Washington

Beacon Capital  
 Partners

DEMOLITION PLAN

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

**DATE**  
 10/15/2014

**PLotted BY**  
 J. HINTHORNE

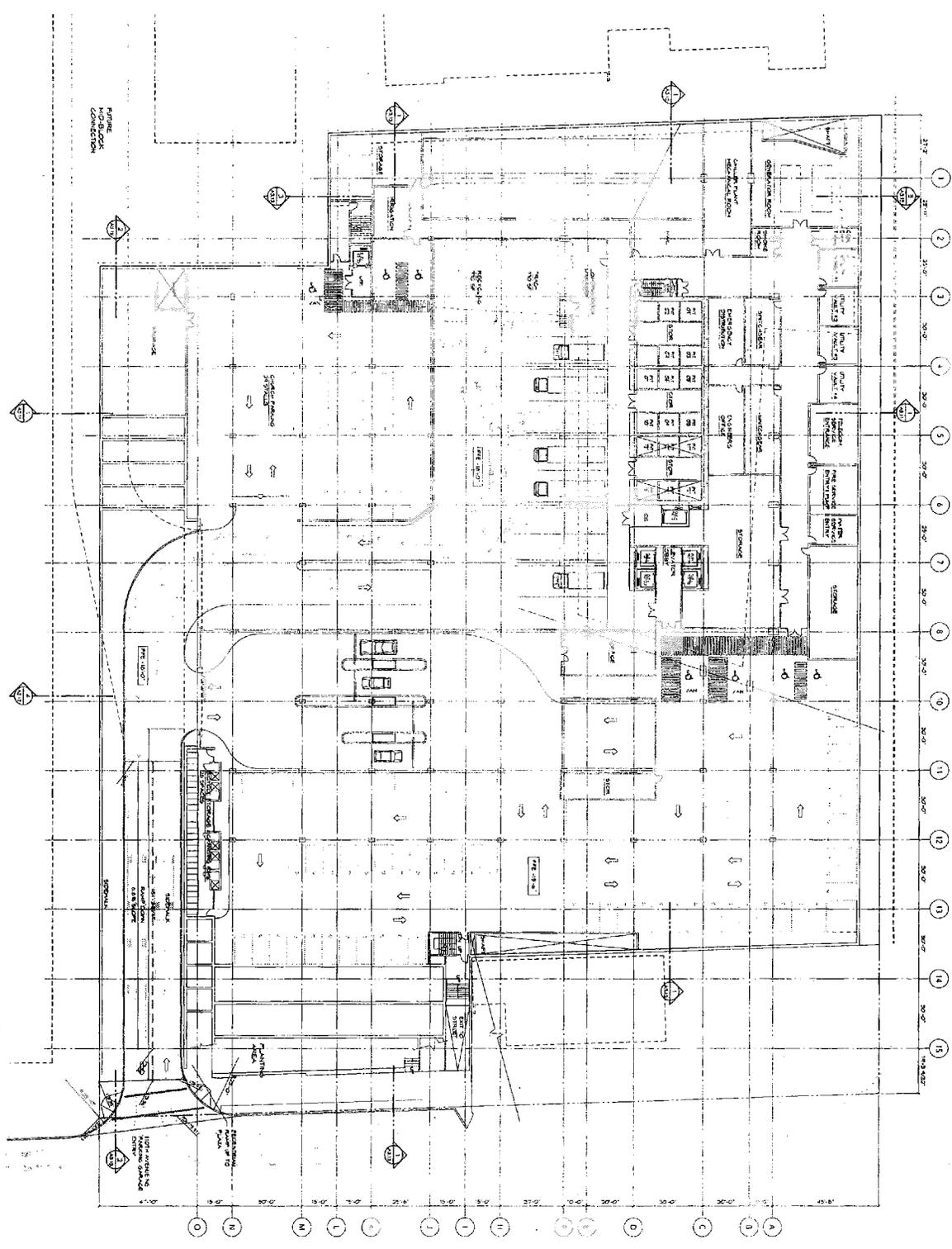
**DATE PLOTTED**  
 10/15/2014 10:00 AM

**PLotted BY**  
 J. HINTHORNE









PLAN - PARKING LEVEL P1  
 0 5 10 20 30 40  
 FEET

DATE: 08/10/10  
 DRAWN BY: [unintelligible]  
 CHECKED BY: [unintelligible]  
 TOTAL: [unintelligible]

CENTRAL BUILDING  
 810 Third Avenue Suite 220  
 Seattle, WA 98104  
 www.ruffcornmott.com  
 206.405.4443  
 206.405.4447

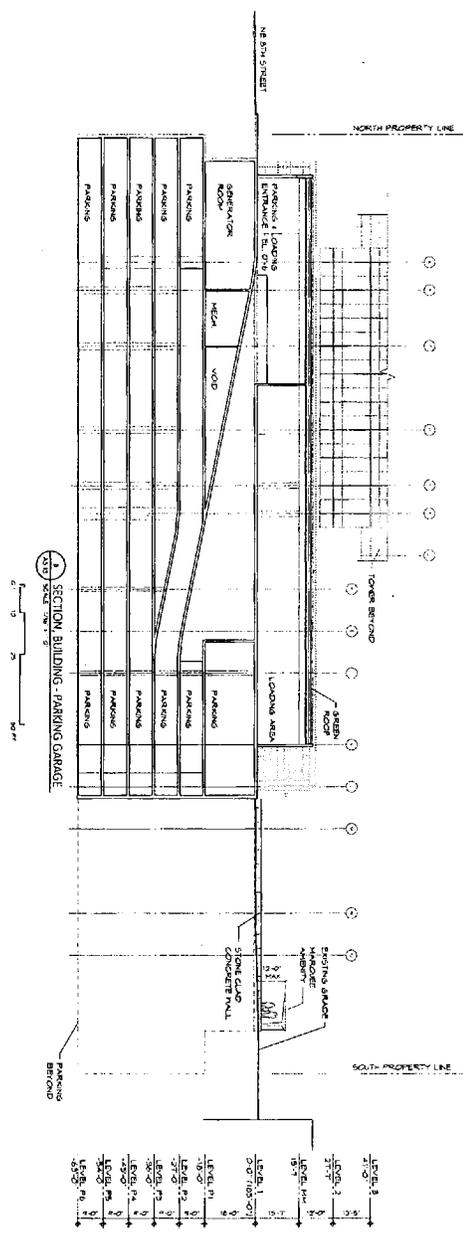
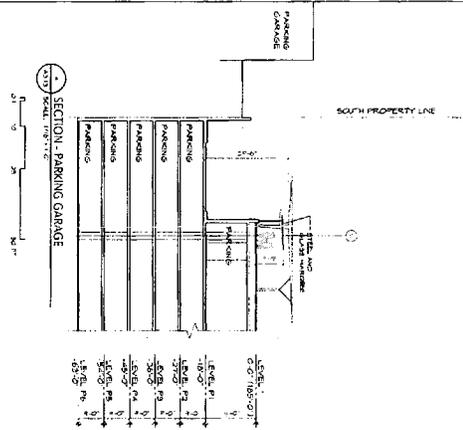
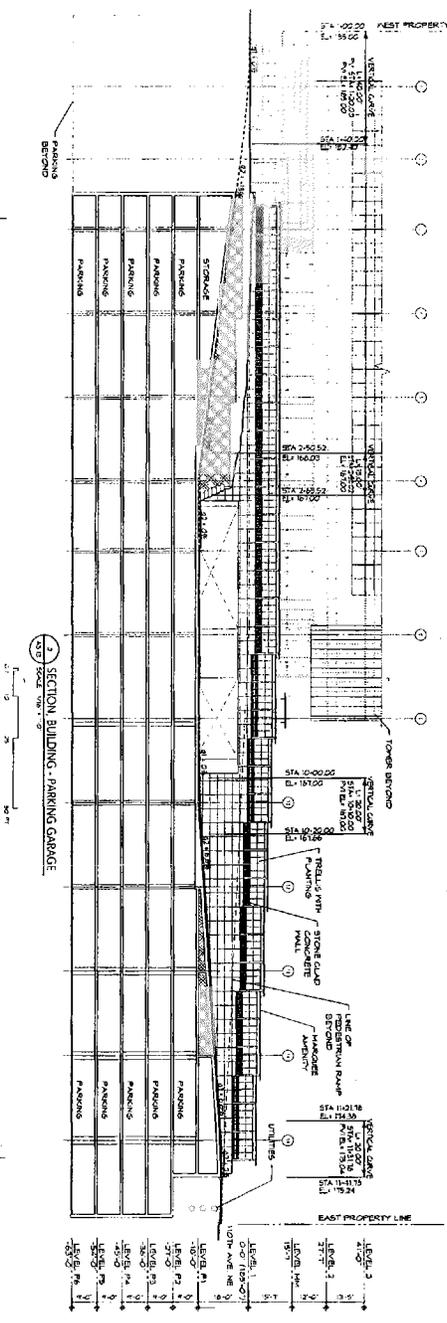
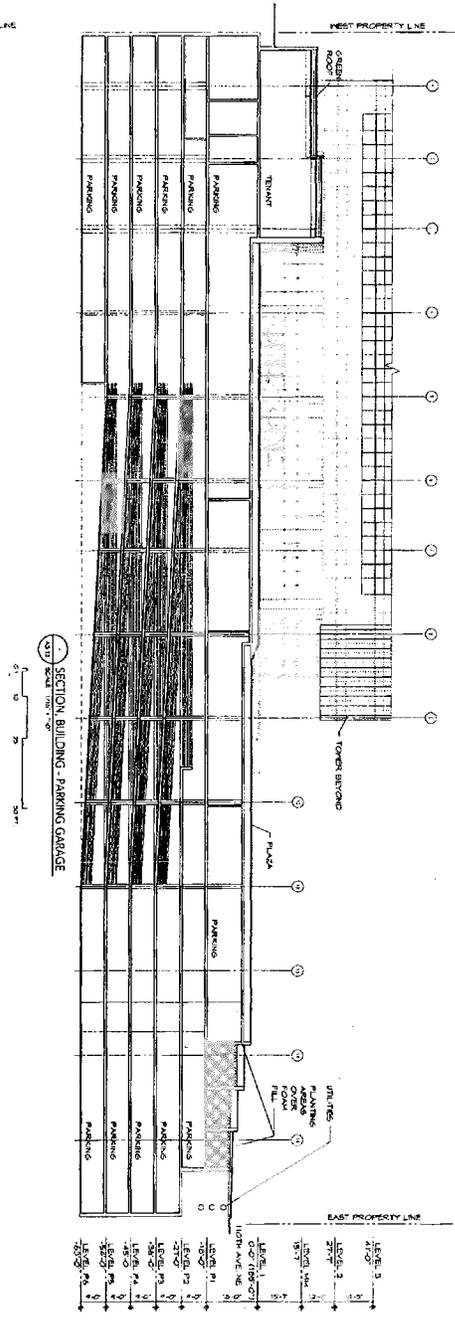
ARCHITECTS

ruffcorn mott hinthorne stine

10833 NE 8th  
 Bellevue, Washington  
 Beacon Capital  
 Partners  
 Planning  
 PLAN - FLOOR  
 PARKING P1  
 OPTION B

A2.05

DESIGN REVIEW



108333 NE 8th  
Bellevue, Washington  
Beacon Capital  
Partners

SECTION,  
BUILDING -  
AT PARKING  
OPTION B

A3.13

DESIGN REVIEW



Sally Nichols  
10/17/11

City of Bellevue Submittal Requirements 27a

**ENVIRONMENTAL CHECKLIST**

12/21/07

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:** 10833 NE 8th Street Property LLC

**Proponent:**

**Contact Person:**

*Beacon Capital Partners  
Arne Hall*

(If different from the owner. All questions and correspondence will be directed to the individual listed.)

**Address:** ~~Todd Stine~~ *Arne Hall*

*35520 SE 42nd St  
Fall City, WA 98024  
(425) 269-9899*

**Phone:**

**Proposal Title:** 10833 NE 8th Street Project

**Proposal Location:** The 10833 NE 8th Street Project would be located at 10833 NE 8th Street, Bellevue, WA 98004. The site is located in the northeast corner of the block bounded by 108th Avenue NE on the west, NE 8th Street on the north, NE 6th Street on the south, and 110th Avenue NE on the east.

The legal description for the property is as follows:

LOT 1 BELLEVUE BLA #00-264540 REC #20010205900010; together with easement for vehicular parking, storm drainage facilities, vehicular and pedestrian easements as more particularly set forth in document entitled "Cross-Easement Agreement" recorded under King County Recording No. 7304030191; and together with an easement for access recorded under King County Recording No. 20010205001291; and together with easements for construction access, tie backs and shoring recorded under King County Recording No. 20010205001292; situate in the City of Bellevue, County of King, State of Washington; PORTION OF NW 1/4 OF NW 1/4 OF NE 1/4 32-25-05

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

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

RECEIVED

DEC 27 2007

Received  
APR 28 2011

PERMIT PROCESSING

Permit Processing

SN

1. **General description:** The site of the proposed 10833 NE 8th Street Project is located in the city of Bellevue, WA. The project site is currently a surface parking lot that fronts on NE 8th Street between 108th and 110th Avenues NE.

The proposed development would include approximately 734,000 square feet of office space, 4,000 square feet of quality restaurant space, and 5,000 square feet of miscellaneous retail use. The commercial office building development would be located at the highest topographical point in Bellevue's Downtown Business Core District. Also planned is a 1,721 stall below grade parking garage. Out of the total, 637 spaces would be full-size, 1,056 would be compact spaces, and 28 would be handicapped spaces.

The project is planned to reach a Gold LEED certification.

2. **Acreage of site:** 2.87 acres ✓

3. **Number of dwelling units/buildings to be demolished:** None ✓

4. **Number of dwelling units/buildings to be constructed:** None ✓

5. **Square footage of buildings to be demolished:** None ✓

6. **Square footage of buildings to be constructed:** 734,000 square feet of office space, 4,000 square feet of quality restaurant space, and 5,000 square feet of miscellaneous retail use.

7. **Quantity of earth movement (in cubic yards):** Preliminary development plans indicate that the excavation for the planned development may extend up to 75 feet below existing site grades. (*below grade parking - 1,721 stalls below podium*) ✓

8. **Proposed land use:** Commercial - *office bldg w/ limited retail*

9. **Design features, including building height, number of stories and proposed exterior materials:** 32 stories high (450 feet tall; this would be the tallest commercial structure in Bellevue) with approximately 2 acres of landscaped garden and plaza. The principal exterior building materials would consist of an aluminum curtainwall with four colors of vision glass above a stone-clad retail and service podium. ✓

10. **Other**

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

Construction would be expected to take approximately 27 months, with the start projected to be in the 3rd quarter of 2008. The project as proposed would be built in a single phase.

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

No plan for future additions, expansion, or further activity is currently expected. The southeast corner of the site has been identified as a possible location for a future building of undefined use. ✓

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

Other environmental documents for 10833 NE 8th Street project include:

- Geotechnical Engineering Design Report, Griffin Site Project Bellevue, Washington (prepared by GeoEngineers, Inc.) *dated Oct. 29, 2007.*

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. ✓

There are no other applications pending directly affecting this property.

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. ✓

Preliminary investigation indicates that the following permits and/or approvals could be required for the proposal. Additional permits and approvals may be identified during the review process. Permits likely to be required include:

- *Design Review Approval (Land Use/Trans/Util./Cib/Bldg/Fire)*
  - Large Commercial Major Project Permit, which would include:
    - Clearing and Grading
    - Building/Mechanical
    - Smoke Control Plans
    - Civil Plan
    - Environmental Review (SEPA)

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: Slight Rise

The site is relatively flat, with a very slight rise.

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

Site grades vary from approximately Elevation 190 feet at the northwest corner of the site to approximately Elevation 176 feet at the southeast corner of the site (Source: GeoEngineers, Inc.). *Highest elev. in CBD*

- 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.**

Explorations by GeoEngineers encountered four soil units: fill, glacial till, advance outwash and glaciolacustrine deposits.

The fill was encountered below the pavement section to depths of about three feet below the ground surface in two of the explorations, and typically consists of medium dense to dense silty sand with variable gravel content and organic material.

Glacial till was encountered below the fill or below the pavement section in each of the explorations. The glacial till typically consists of dense to very dense silty sand with variable gravel and cobble content. The upper several feet of glacial till is typically weathered and in a medium dense to dense condition. The glacial till observed in the explorations extends to depths ranging from 20 to 43 feet below the ground surface.

A 9- to 21-foot transitional deposit of dense to very dense stratified silts and sands separates the glacial till and the advance outwash. Advance outwash deposits were encountered below the glacial till unit and transitional deposits in each of the explorations. The advance outwash deposits consist of very dense sand and gravel with variable silt and cobble content. Three of the explorations were terminated in the advance outwash soil unit at depths between 83 and 85.3 feet. Advance outwash was encountered to depths of 80 to 83.3 feet in the remaining explorations.

Hard glaciolacustrine silts and clays were encountered below the advance outwash in four of the explorations. Each of these explorations was terminated in the glaciolacustrine deposits.

*No farmland*

*GeoEngineers  
GeoTech Eng. Design Report  
Oct. 29, 2007*

*4/20/11*

*SN*

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

There are no surface indications or history of unstable soils in the immediate vicinity.

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

Preliminary development plans indicate that the excavation for the planned development may extend up to 75 feet below existing site grades. Structural fill in building, sidewalks, and pavement areas would be compacted to at least 95% of maximum dry density (MDD). Structural fill placed against subgrade walls would be compacted between 90 and 92% MDD. Construction areas would be filled with structural fill consisting of clean, freely-draining, well-graded sand and/or gravel.

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

Erosion could occur as a result of clearing and construction. Construction activities require the removal of selected vegetation and soils, however appropriate measures would be utilized to minimize or eliminate erosion.

*Erosion control  
per City inspect  
BCL 23.76*

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

There would be an increase in the amount of impervious surfaces as a result of project construction. After construction, the site would be covered with approximately 100% impervious surfaces. *currently parking lot*

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

Measures to reduce or control erosion, or other impacts to the earth, would be implemented during the construction process in accordance with the Puget Sound Water Quality Management Plan, Stormwater and Combined Sewer Overflows Program (2000). Measures could include:

- Protecting cut slopes during the excavation and construction period, and any soil stockpiled on site, by placing plastic sheeting on exposed cut slopes;
- Limiting the maximum duration of the open excavation to the shortest time possible;
- Ensuring that all erosion and sediment control facilities conform to the City's Environmental Best Management Practices and Design Standards Manual;
- Stabilizing disturbed soils that are exposed to surface water runoff with straw or hydro-seeding;
- Inspecting catch basin in the street on a daily basis; and
- Obtaining approval and implementing in-place temporary construction erosion and sediment control measures prior to any site demolition and grading activities.

*BCL 23.76 Erosion & Sedimentation Control -*

*City code*

## 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 the construction period emissions from construction traffic, fuel-powered equipment, and soil disturbance activities would be expected.

Air quality in Bellevue is regulated by three agencies: The United States Environmental Protection Agency (EPA), the Washington State Department of Ecology (Ecology), and the Puget Sound Clean Air Agency (PSCAA). EPA sets national standards and has oversight authority for Ecology and PSCAA. Ecology has responsibility for mobile sources such as vehicles. PSCAA has local responsibility for regulation and permitting of stationary sources (such as emissions from power plants) and construction emissions. The project would conform to the applicable rules of these agencies.

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

No off-site sources of emissions or odor would affect this proposal.

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

Measures that would be implemented to reduce or control emissions during construction include the following:

- Site-specific development would comply with PSCAA's regulations concerning construction activity.
- During excavation and construction, debris and exposed areas would be sprinkled as necessary to control dust.
- Truck wheels and undercarriages would be brushed/washed before exiting project site.
- Truck loads and routes would be monitored to minimize dust-related impacts.
- Well-maintained construction equipment would be used to reduce emissions.
- Prolonged periods of vehicle idling would be avoided.
- Trucking construction materials to and from the project site would be scheduled and coordinated to minimize congestion during peak travel times on adjacent streets.

*Construction Dust  
Suppression measures per  
BCC 23.76 - Clear and  
Grade Code*

### 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. ✓

There are no surface water bodies on or in the immediate vicinity of the site. Both Meydenbauer Bay (to the southwest) and Lake Bellevue (to the east) are approximately one mile from the site.

- (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, this site does not lie within a 100-year floodplain.

- (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 discharges of waste material to surface waters are proposed.

#### b. Ground

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

Withdrawal of groundwater may be required for this project, if construction activities occur below Elevation 120 feet.

- (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. ✓

No waste material would be discharged into the ground.

**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.

The source of water runoff is stormwater and runoff from the parking areas, grass areas, and buildings. This runoff is captured by the City of Bellevue storm drain system, which drains to Lake Washington.

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

No waste materials would enter ground or surface waters.

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

Proposed measures would include the following:

- The project owner and contractor would comply with applicable requirements for surface water runoff control and water quality.
- Specific measures may include oil/water separators, retention/detention storage, and catch-basins with clean-outs.
- Detailed information concerning BMP provisions would be provided in the plans.

*Utilities code 24.06 - storm and surface water*

**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

*All veg. planted w/ redevelopment of parking lot. According to Parks Dept., street trees planted in poor soil, in fair condition. could be removed.*

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

All existing trees would be removed for construction.

*see above*

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

No threatened or endangered plant species or critical habitats are known to be on or near the site.

*GN*

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

Proposed landscape treatment off the site would include the following: deciduous canopy trees to reduce heat gain of paving and roof surfaces; planting beds over structures that absorb stormwater and reduce peak flows into the municipal storm system; dense ornamental shrubs chosen for drought tolerance and maintenance requirements as well as ornamental qualities; some select native and/or edible plants chosen for urban appropriateness and symbolic importance; and street trees on 110th Avenue NE and NE 8th Street.

## 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: *general*

Mammals: deer, bear, elk, beaver, other:

Fish: bass, salmon, trout, herring, shellfish, other:

*Birds with Pacific Flyway will encompass entire region*

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

There are no threatened or endangered species on site.

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

No.

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

The proposed project would not result in any impacts to wildlife or wildlife habitat.

*Downtown*

## 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. ✓

The currently proposed mechanical systems would involve the use of electrical power to generate chilled water serving air handlers most likely on each floor of the building. Two proposed heating systems are being evaluated including typical electric heating on the zone Variable Air Volume (VAV) boxes. An alternative heating system being evaluated would be gas fired boilers generating hot water distributed to heating coils on the zone VAV boxes. Most likely this project would use electric zone heat with a VAV system type.

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

The proposal may affect the potential use of solar energy by adjacent properties due to height; see Figures 4 – 12 for the Lighting Analysis.

- 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: ✓

This proposal is planned to reach a Gold LEED certification. LEED Gold certification requires a 14% minimum energy efficiency increase beyond ASHRAE 90.1 standards. This proposal would have a high percentage of proposed glazing at approximately 65%, so achieving the required energy savings for LEED certification requires the use of high performance glass, far better than code insulation on opaque surfaces, enhanced chiller plant efficiency, and reduced lighting energy using high efficiency lamping. If hot water systems are utilized, high efficiency boilers would be utilized. When the tenant improvements are done, maximum use of day lighting controls would further help reduce energy consumption. The use of ground source systems would also be evaluated. HVAC controls schemes which maximize energy savings would also be incorporated into the design.

## 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. ✓

No environmental health hazards could occur as a result of this proposal. All material removed from the site would be disposed of off-site in a lawful landfill and in accordance with City of Bellevue regulations.

- (1) Describe special emergency services that might be required. ✓  
No special emergency services are anticipated to be required.

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

Any underground storage tanks encountered would be dealt with according to Ecology standards for tank removal and closure.

### b. Noise

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

There are no existing sources of noise that would affect the project. Existing sources of noise within and near the site mainly include passenger vehicle traffic, bus traffic, and voices from pedestrians.

- (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 impacts could result from the operation of contractor's vehicles and tools during daylight hours. The project would follow the City of Bellevue's established noise parameters for construction and equipment operations (BCC 9.18).

No significant long-term noise impacts are expected to result from this project.

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

The following measures could be implemented to reduce construction noise:

- All engines and engine-driven equipment used for hauling and construction would be equipped with a properly-sized and maintained muffler to prevent excessive or unusual noise.
- All construction activity would be limited to daytime hours during weekdays.
- Construction equipment would be turned off during prolonged periods of non-use.
- Stationary equipment would be located away from site boundaries.
- All construction activity would be restricted to hours and decibel levels designated by the Bellevue Noise Control Code, BCC 9.18.

## 8. LAND AND SHORELINE USE

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

The site is currently in use as a parking lot. The property is bordered by other commercial office and mixed use developments. East of the site is the Bravern Development (currently under construction); south is a three level above-ground parking structure and a 10-floor office building; and to the west is a single-level church and a three-floor office building. Across NE 8th Street to the north of the site are two commercial office buildings, 10 and 15 stories respectively, flanking an above ground four-level parking garage.

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

This site has not been used for agriculture.

- c. Describe any structures on the site. ✓

The site currently includes a surface parking lot.

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

The parking lot would be removed.

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

The site is currently zoned Office District 1 (O-1).

- f. What is the current comprehensive plan designation of the site? ✓  
The current comprehensive plan designation of the site is Central Business District (CBD).
- g. If applicable, what is the current shoreline master program designation of the site? ✓  
The site is not regulated under the Shoreline Master Program. N/A
- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify. ✓  
This site has not been designated as an environmentally critical area.
- i. Approximately how many people would reside or work in the completed project? ✓  
Approximately 3,150 employees would work in the completed project (based upon 630,000 useable square feet).
- j. Approximately how many people would the completed project displace? ✓  
The completed project would not displace anyone.
- k. Proposed measures to avoid or reduce displacement impacts, if any: ✓  
Not applicable.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: ✓  
The proposed project does not involve a change in the current land use designation.

9. HOUSING (no housing on site)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. ✓  
No housing units would be provided. N/A
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. ✓  
No housing units would be eliminated from the site. N/A
- c. Proposed measures to reduce or control housing impacts, if any: ✓  
Housing impacts would not occur as a result of the project, therefore mitigation measures are not proposed. N/A

*will be developed & reviewed according to C.O.D. Land Use Code & C.O.D. Comp. Plan*

4/28/11

SN

**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 height of the proposed office building would be 32 stories (approximately 450 feet high). The principal exterior building materials would consist of an aluminum curtainwall with four colors of vision glass above a stone-clad retail and service podium. The plaza would have landscaping, stone and concrete paving, and a water feature.

*LUC 20.25A.030  
450' ht. limit*

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

Views in the immediate vicinity would be altered or obstructed, most notably views west towards the Seattle CBD; southwest towards Lake Washington; southeast towards Mount Rainier; northeast towards Glacier Peak; and north towards Mount Baker.

*LUC does not protect views*

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

The proposed building would be located close to NE 8th Street and the westernmost edge of the site, which would create the maximum separation from the dense Bravern development and would also permit the maximum light and air to the ground plane.

*Thin portion of tower runs east-west max solar access to opposite portion of plaza*

**11. LIGHT AND GLARE**

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

The proposed materials would not be highly reflective. However, as there is with the use of any glass material, depending on the angle of the sun there would be the potential for some incidental reflections at certain times of the day to create glare from the proposed building.

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

There would be some incidental reflections at certain times of the day that could interfere with views or be a safety hazard.

*Light and Glare Code LUC 20.20.522*

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

No off-site sources of light or glare would affect this proposal.

- c. Proposed measures to reduce or control light or glare impacts, if any: ✓

It is anticipated that any glare impacts would be minor in nature, and not require any significant mitigation. The plaza would have a significant amount of landscaping which should effectively mitigate light and glare impacts at the ground level. All lights would avoid spillover glare beyond the site boundaries, as per BCC 20.20. Lighting at the parking garage entrances would utilize appropriate shielding to prevent spillover upon adjacent uses and the right-of-way.

*4/20/11*

*SM*

## 12. RECREATION

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

Bellevue Downtown Park is located approximately 0.7 miles to the southwest of the site. *Ashwood Play field one block north, 1/2 block from the Major Pedestrian Corridor & associated open spaces*

- b. Would the proposed project displace any existing recreational uses? If so, describe. ✓

No, this project would not displace any existing recreational uses.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: ✓

Not applicable.

*Ped-oriented  
play to be provided  
plus add'l multi-block  
connections*

## 13. HISTORIC AND CULTURAL PRESERVATION

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. ✓

No.

- b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site. ✓

None.

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

Not applicable.

## 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.

Public streets that serve this site include 108th Avenue NE to the west of the site, NE 8th Street to the north of the site, 110th Avenue NE to the east of the site, and NE 6th Street to the south of the site. Interstate 405 is located approximately 0.3 miles west of the site. Two ingress and egress points would be planned to the below grade parking structure, one at the southeast corner of the property on 110th Avenue NE and one at the northwest corner near NE 8th Street. The building's truck service is also planned to be accessed from NE 8th Street.

- 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 through the Bellevue Transit Center, located approximately one block away.

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

The completed project would have 1,721 parking spaces. Currently there are 398 parking spaces on-site (Source: Bush, Roed, and Hitchings survey).

- 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). ✓

This proposal would not require any new roads or streets. Frontage improvements would be in accordance with City of Bellevue requirements. Anticipated improvements would include street lights and new street trees along the NE 8th Street frontage.

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

No, this project would not use water, rail or air transportation.

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

Approximately 767 net new AM peak hour trips would be generated (667 trips into the site; 100 trips exiting the site); and approximately 709 net new PM peak hour trips would be generated (130 trips into the site; 579 trips exiting the site).

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

Access to the parking garage from 110th Avenue NE would be via the required mid-block connection. Vehicular access on both NE 8th Street and 110th Avenue NE would be right-in and right-out only. *Access off NE 8th only serve/truck access*

*Title 14  
Trans. Code  
22.16  
Trans. Improvement  
Program*

## 15. PUBLIC SERVICES

- a. Would the project result in an increased need for the public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe ✓

This project would not result in an increased need for public services.

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

Not applicable.

## 16. UTILITIES

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

- ✓
- 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.**

Proposed services include:

- Natural Gas and Power (PSE)
- Communications (Qwest, others)
- Water (fire and domestic)
- Sanitary Sewer and Storm Drains (City of Bellevue)

Construction activities include proposed connections to existing services in adjacent rights-of-way.



**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..... *Uma Hall* .....

Date Submitted..... *October 19, 2011* .....

## Appendix A

### Figures

Figure 1 – Site Location

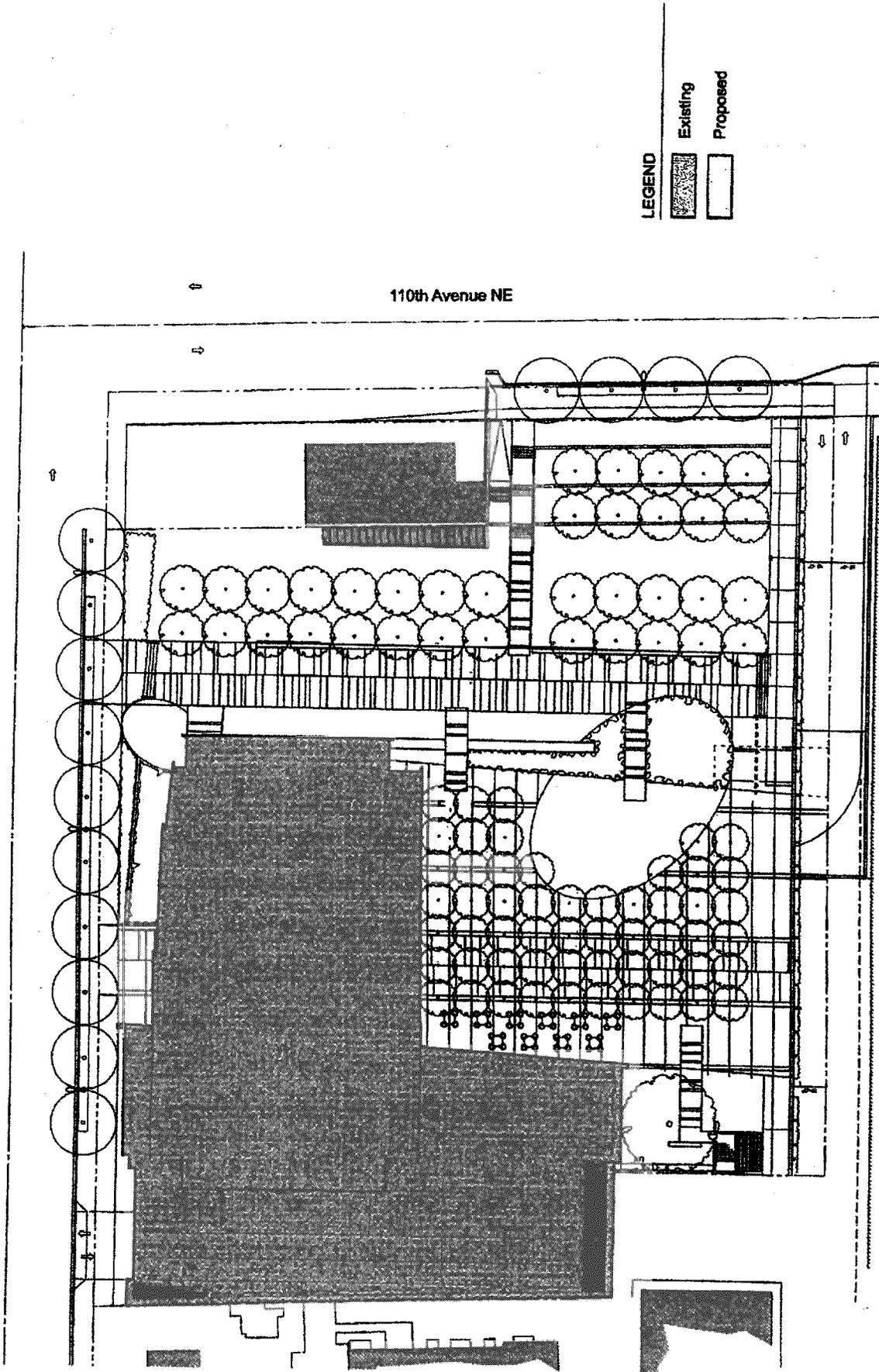
Figure 2 – Site Plan

Figure 3 – Typical Parking Plan

Figures 4-12 – Lighting Study

NE 8th Street

110th Avenue NE



LEGEND

	Existing
	Proposed

Figure 2  
Site Plan

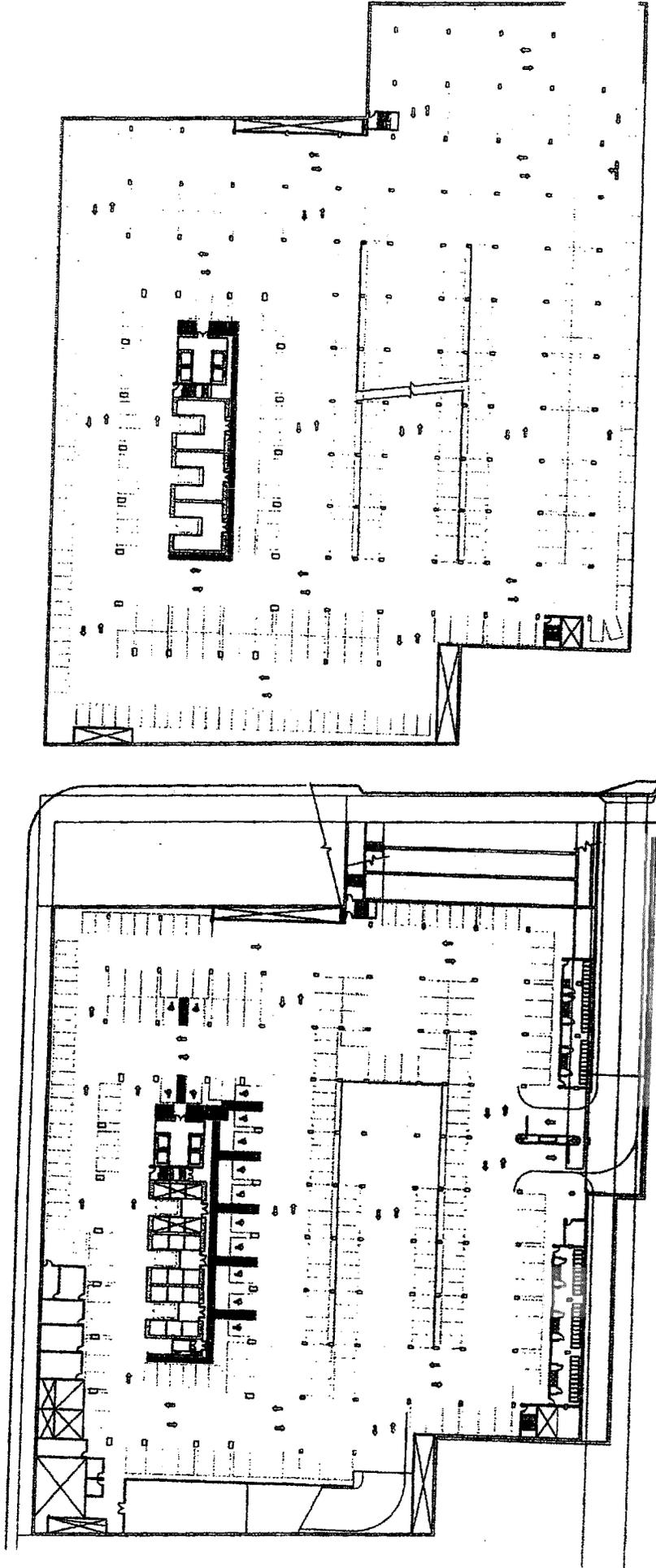
Source: ruffcorn matt hirthorne stine

Job No. 33780540

10833 NE 8th Street Project  
Bellevue, Washington

**URS**

2



Job No. 33780540

Source: ruffcom mott hirthorne sline

Figure 3

# Typical Parking Plan

10833 NE 8th Street Project  
Bellevue, Washington



Date: October 10, 2008  
To: City of Bellevue  
From: Julie Blakeslee  
Subject: 10833 NE 8th Street Project - Updated Shadow Study Figures

### Project Description

The 10833 NE 8th Street Project is located at 10833 NE 8th Street, Bellevue, WA 98004. The site is located in the northeast corner of the block bounded by 108th Avenue NE on the west, NE 8th Street on the north, NE 6th Street on the south, and 110th Avenue NE on the east. The project site is currently a surface parking lot that fronts on NE 8th Street between 108th and 110th Avenues NE.

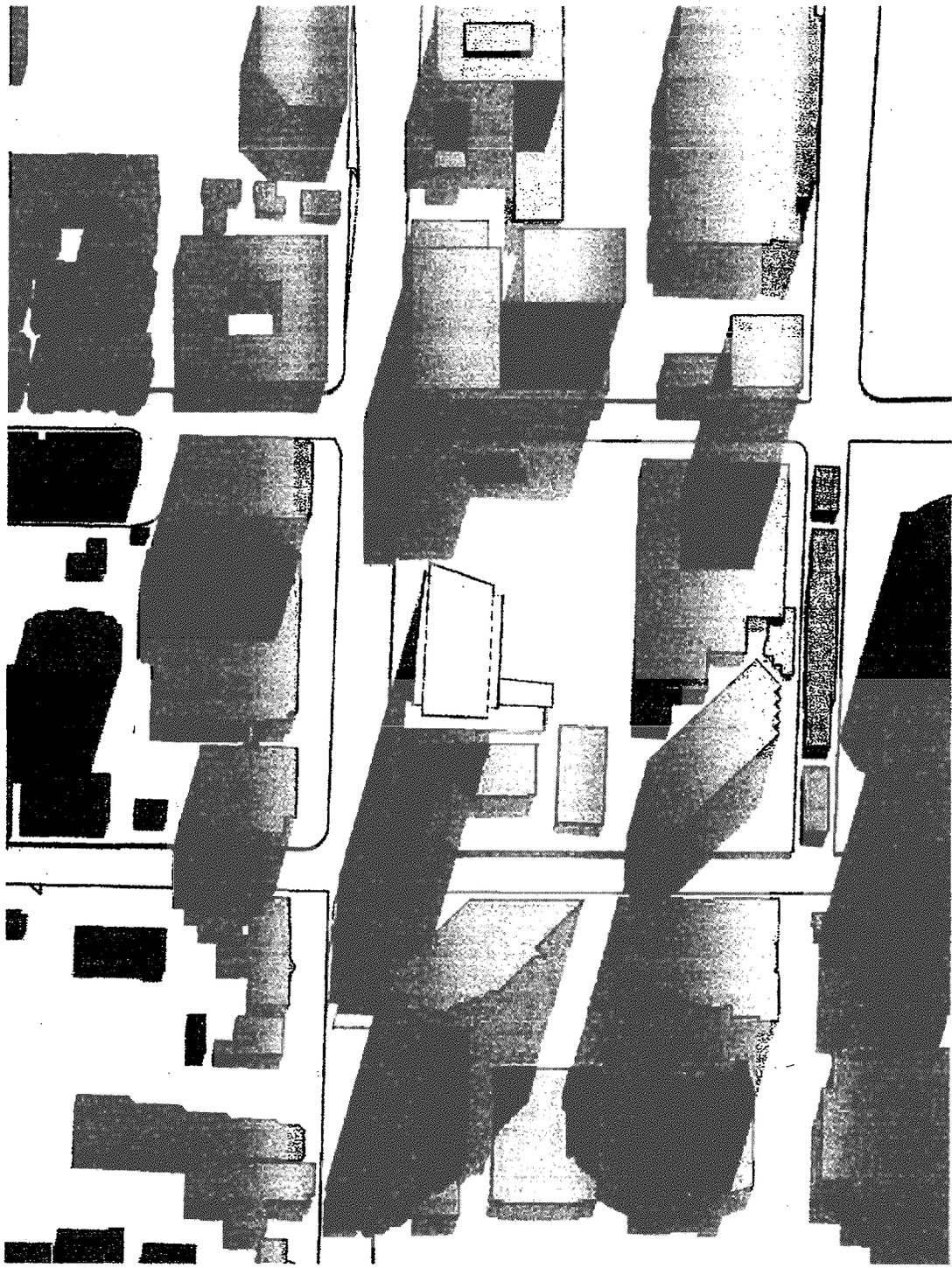
The proposed development would include a 32 story (450 feet tall) building with approximately 680,000 square feet of office space, 8,400 square feet of quality restaurant space, and 2,400 square feet of miscellaneous retail use. The project would include approximately 1.9 acres of landscaped garden and plaza. The principal exterior building materials would consist of an aluminum curtainwall with four colors of vision glass above a stone-clad retail and service podium. The commercial office building development would be located at the highest topographical point in Bellevue's Downtown Business Core District. Also planned is a six level, 1,913 stall below grade parking garage. The project is planned to reach a Gold LEED certification.

### Updated Shadow Analysis

Since the application was submitted on December 21, 2007, some changes have been made to the building. The orientation and footprint have been modified and slightly narrowed; however the shadows created by the revised building are very similar to the original shadow analysis. Since the building would be located close to NE 8th Street and the westernmost edge of the site, there would be maximum separation from the dense Bravern development. Any glare impacts would be minor in nature, and not require mitigation. Attached are the revised shadow study figures for June 21, September 21, and December 21 at 9:00 a.m., 12:00 p.m. and 4:00 p.m.

cc: Todd Stine

*Received 10/10/08  
Land use via email*

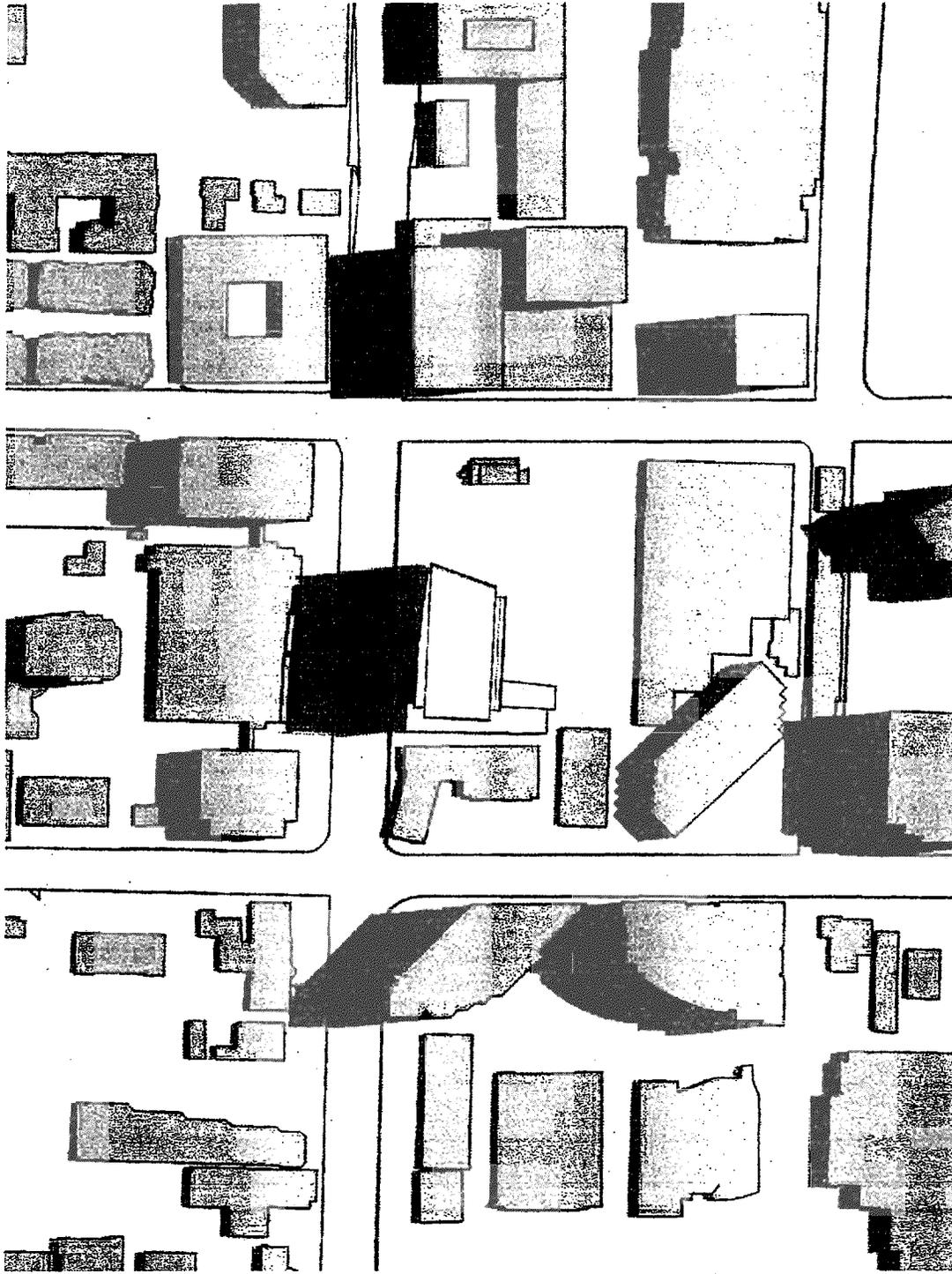


Source: ruffcorn mott hithome stine  
Job No. 33760540

Figure 1  
2008 Lighting Study - June 21, 9:00 am

10833 NE 8th Street Project  
Bellevue, Washington





Sources: ruffcorn matt hirthorne stine

Job No. 33760540

Figure 2  
2008 Lighting Study - June 21, 12:00 pm

10833 NE 8th Street Project  
Bellevue, Washington

**URS**



Source: ruffcorn moft hirthorne stine

Job No. 33760540

Figure 3  
2008 Lighting Study - June 21, 4:00 pm

**URS**

10833 NE 8th Street Project  
Bellevue, Washington

52



Source: ruffcorn matt hirthorne stine

Job No. 33760540

Figure 4  
2008 Lighting Study - September 21, 9:00 am

10833 NE 8th Street Project  
Bellevue, Washington

**URS**



Source: ruffcorn mott hirthorne stine  
Job No. 33760540

Figure 5  
2008 Lighting Study - September 21, 12:00 pm

10833 NE 8th Street Project  
Bellevue, Washington

**URS**



Source: ruffcorn mc& hirthome sine

Job No. 33760540

Figure 6  
2008 Lighting Study - September 21, 4:00 pm

10833 NE 8th Street Project  
Bellevue, Washington

**URS**



Source: ruffcorn matt hirthorne stine

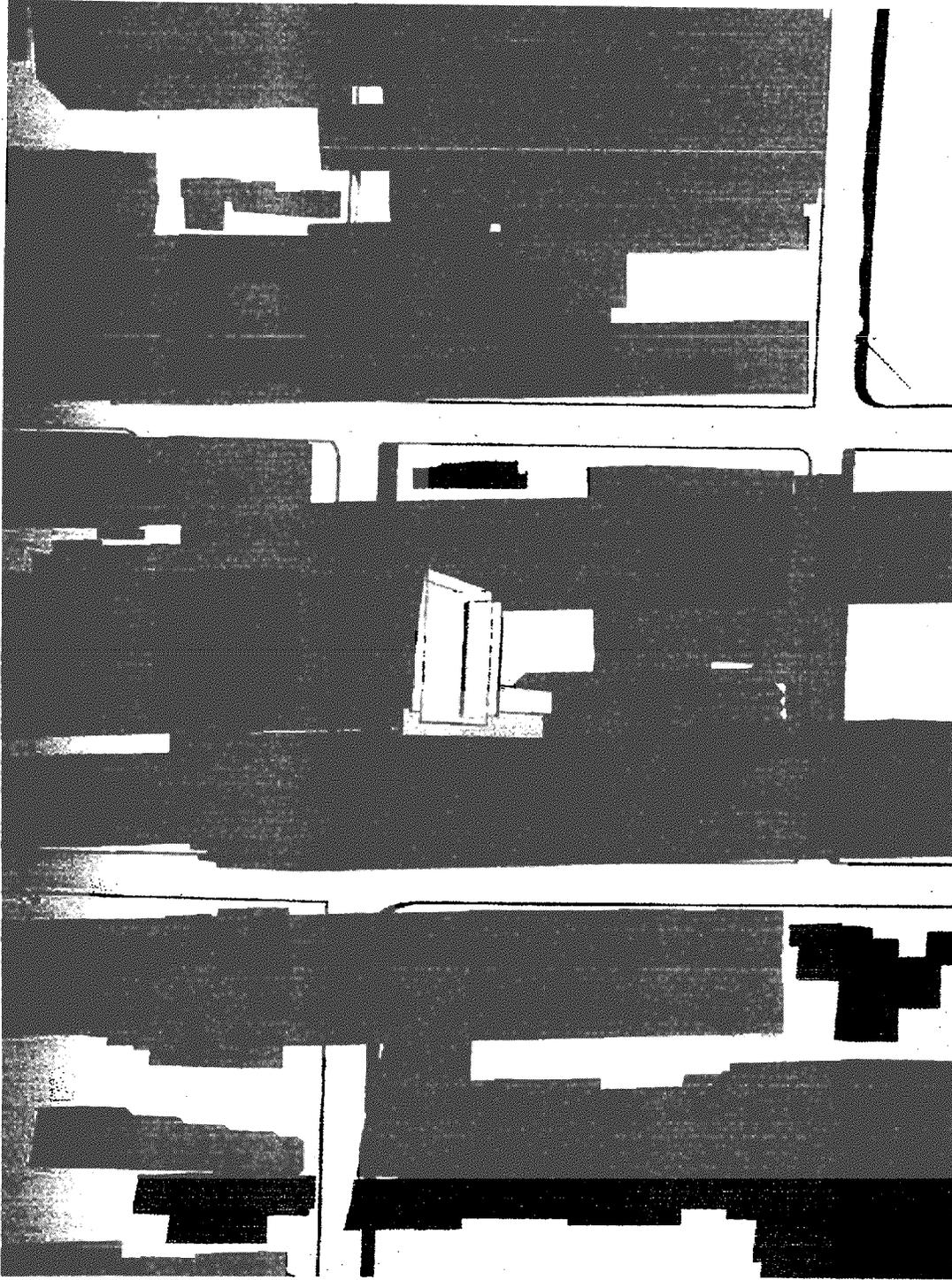
Job No. 33760540

Figure 7  
2008 Lighting Study - December 21, 9:00 am

10833 NE 8th Street Project  
Bellevue, Washington

**URS**

52



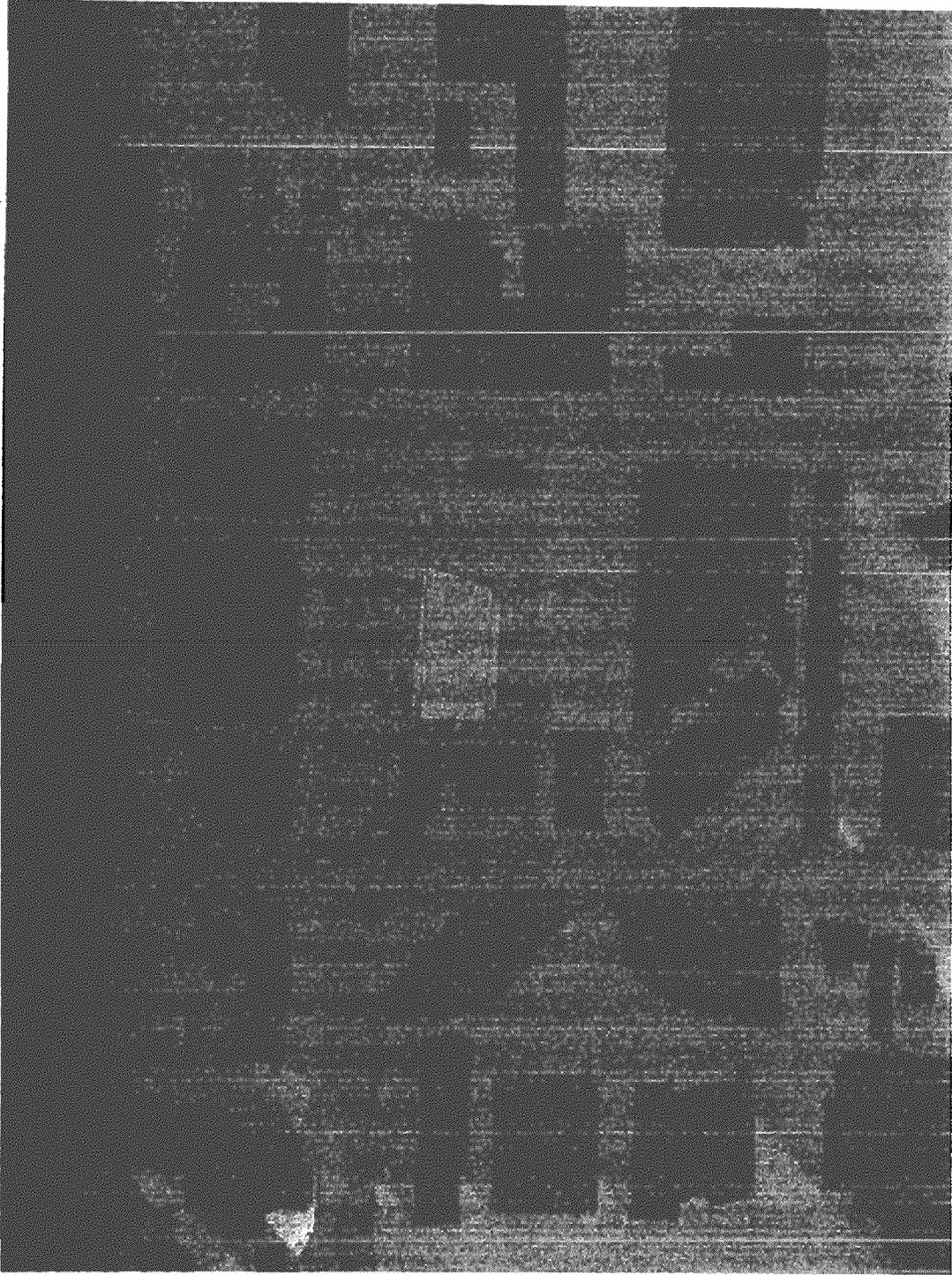
Source: rufcorn mott hirthorne sine

Job No. 33760540

Figure 8  
2008 Lighting Study - December 21, 12:00 pm

10833 NE 8th Street Project  
Bellevue, Washington

**URS**



Sources: ruffcorn mott hirthorne stine

Job No. 33760640

**URS**

Figure 9  
**2008 Lighting Study - December 21, 4:00 pm**

10833 NE 8th Street Project  
Bellevue, Washington