



DEVELOPMENT SERVICES DEPARTMENT  
 ENVIRONMENTAL COORDINATOR  
 450 110<sup>TH</sup> AVENUE NE., P.O. BOX 90012  
 BELLEVUE, WA 98009-9012

**DETERMINATION OF NON-SIGNIFICANCE**

**PROPONENT:** TC Northwest Development

**LOCATION OF PROPOSAL:** 833 108<sup>th</sup> Avenue NE

**DESCRIPTION OF PROPOSAL** To demolish an existing one-story office structure to construct a 19-story office building with two levels of below-grade parking. A seven story above-grade parking structure will be constructed as well with five levels of below grade parking. Total site size is 1.5 acres. Landscape modifications will occur with this application.

**FILE NUMBERS:** 13-119862 LD      **PLANNER:** Toni Pratt, Senior Planner

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 **4/10/2014**
- 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 5:00 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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

*Carol V. Hellernd*  
 Environmental Coordinator

3/27/2014  
 Date

**OTHERS TO RECEIVE THIS DOCUMENT:**

- State Department of Fish and Wildlife / [Stewart.Reinbold@dfw.gov](mailto:Stewart.Reinbold@dfw.gov); [Christa.Heller@dfw.wa.gov](mailto:Christa.Heller@dfw.wa.gov);
- State Department of Ecology, Shoreline Planner N.W. Region / [Jobu461@ecy.wa.gov](mailto:Jobu461@ecy.wa.gov); [sepaunit@ecy.wa.gov](mailto:sepaunit@ecy.wa.gov)
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**City of Bellevue  
Development Services Department  
Land Use Division Staff Report**

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Proposal Name: Bellevue Office Tower

Proposal Address: 833 108<sup>th</sup> Avenue NE

Proposal Description: To demolish an existing one-story office structure to construct a 19-story office building with two levels of below-grade parking. A seven story above-grade parking structure will be constructed as well with five levels of below grade parking. Total site size is 1.5 acres. Landscape modifications will occur with this application.

File Number: **13-119862 LD**

Applicant: Trammel Crow Northwest Development, Inc.

Decisions Included: Design Review with SEPA, Process II

Planner: Antoinette Pratt, Senior Planner

State Environmental Policy Act  
Threshold Determination: **Determination of Non-significance**  
Carol V. Helland  
Carol V. Helland  
Environmental Coordinator

Director's Decision: Michael Brennan, Director  
Development Services Department

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

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Application Date: July 10, 2013  
Notice of Application Date: July 25, 2013  
Minimum Comment Period: August 8, 2013  
Bulletin Publication Date: **March 27, 2014**  
Appeal Deadline: **April 10, 2014**

For information on how to appeal a proposal, visit the Development Services Permit Center at City Hall or call (425) 452-6800. 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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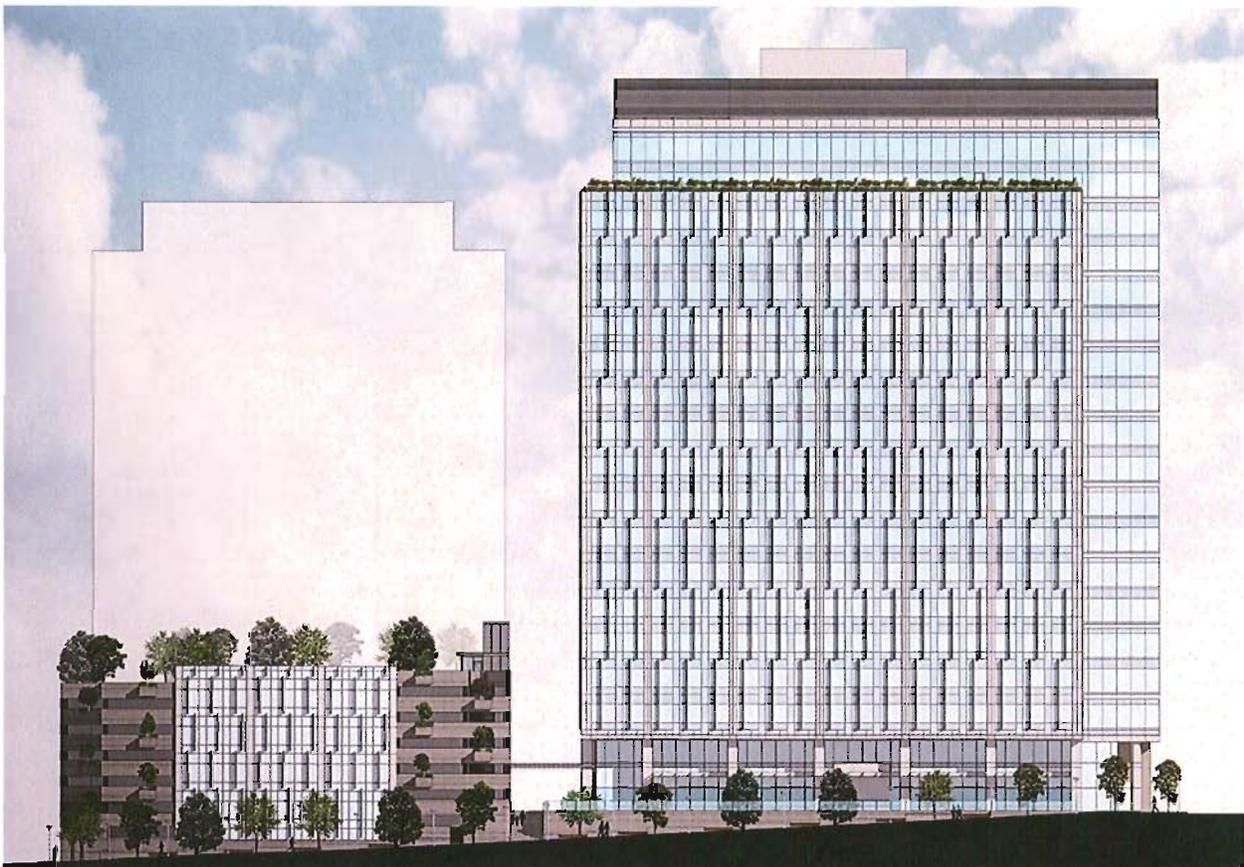
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**I. REQUEST/PROPOSAL DESCRIPTION**

**A. Request**

Trammel Crow Northwest Development, Inc. requests Design Review approval to demolish a one-story office building to construct a 19-story office building with two levels of below-grade parking. A seven story above-grade parking structure will be constructed with five levels of below grade parking. Approximately 904 parking stalls will be provided along with landscape modifications. Street frontage improvements along 108<sup>th</sup> Avenue NE will be provided along with pedestrian mid-block connections that are proposed north/south and east/west.



South Elevation—View North Looking To Parking Garage and Bellevue Office Tower

See [Attachment A](#) for Project Plans & Drawings.

**B. Review Process**

Design Review is required by Land Use Code (LUC) 20.30F. The Design Review and SEPA Determination are both Process II decisions. Process II is an administrative process. The Environmental Coordinator issues the SEPA Threshold Determination and the Director of the Development Services Department issues the Design Review decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

## II. SITE, ZONING & LAND USE CONTEXT

### A. Site



Total site size is 1.5 acres after the recently approved boundary line adjustment 13-116875 LW. The site is located mid-block on 108<sup>th</sup> Avenue NE between NE 8<sup>th</sup> and 10<sup>th</sup> Streets.

The 108<sup>th</sup> Avenue NE corridor is designated by the City's Comprehensive Plan as the "Commerce Avenue" of the downtown. The designation was applied to this street given

the broad choices of commerce options located on this roadway. Alternatively, the Transportation Department classifies 108<sup>th</sup> Avenue NE as a minor arterial connecting low-density residential neighborhoods to the north of Downtown.

The site lies near the north limits of downtown zoning and is surrounded by two existing high-rise developments at its northwest corner (Washington Square). Low-rise office development exists to the south while an undeveloped grass lot exists to the north. The best available views are oriented to the west overlooking low-rise commercial buildings to Lake Washington and the Seattle skyline beyond. Views of the Cascades lie to the east and southeast. However, future development to the west may block westerly views from the building.

The site is located in the City Center North District which connects to other downtown neighborhoods. The City Center North neighborhood is characterized by medium density development and acts as a transition zone between the Downtown Core and its peripheral areas. Urban activities will be available through the urban plaza that has been designed with pedestrian friendly elements in the center of the site that is framed by the parking garage to the west and the office building to the east. This plaza will provide connections between the parking garage, lobby and outdoor dining and seating areas. Retail and restaurant uses are proposed at the base of this project to further support activities on the plaza.

### B. Zoning

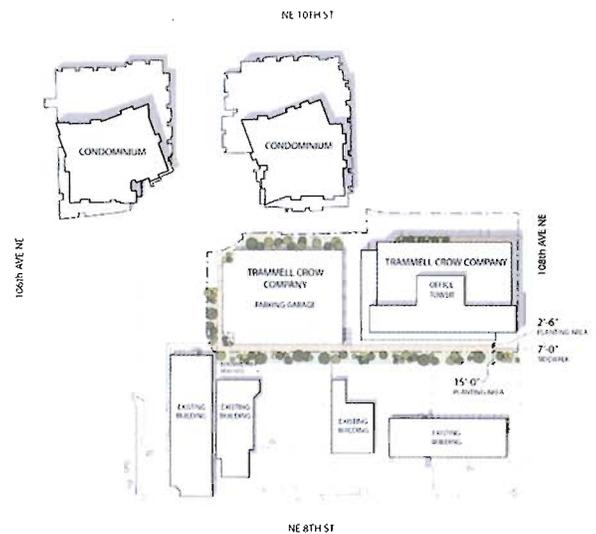


The property is located within the Downtown-Office 2 (DNTN-02) land use district, Downtown Core. No concomitant agreement applies to the property.

### III. Site Design and Building Design

#### Site Design

The proposed office tower and parking garage occupy a mid-block parcel, part of the overall Wasatch “super-block”. The northwest corner of this superblock was developed with residential towers under 04-136256 LD. The remainder of the superblock has not been redeveloped to date. The main street frontage of the building is along 108<sup>th</sup> Avenue NE with secondary frontage along a required future mid-block connector road, NE 9<sup>th</sup> Place. The future mid-block connector road will be provided by the Wasatch Development Company and will provide access to the parking garage and connectivity within the “super-block”. In the interim a meandering sidewalk and landscaping will be provided south of the garage and office tower to provide a mid-block pedestrian connection. Access to the garage will be located off of 108<sup>th</sup> Avenue NE from an at-grade ramp descending to below-grade (Level P1) where the main parking entrance and the loading docks are located. The loading dock exit as well as an additional parking entrance/exit will be located at the northwest corner of the site. All parking is contained within a partially above and partially below grade parking structure. The lights and cars will all be screened from the adjacent residential neighbors by the wall composition, wall mounted planter boxes, and perimeter landscaping.



In addition to the sidewalk along the future extension of NE 9<sup>th</sup> Place, pedestrian connection through the block will be provided by a landscaped walkway along the south side of the building. It starts at the primary, east-facing entrance at the intersection of 108<sup>th</sup> Avenue NE and NE 9<sup>th</sup> Place, then leads to an exterior courtyard, and along a landscaped pathway providing access to the condominiums to the north. This exterior courtyard between the office building and garage will not only act as a connector for the general public but also an informal gathering place for both building tenants and the neighboring community.

#### Building Design

The Bellevue Office Tower at 929 108th Avenue NW is an approximately 402,000 square foot, 19 story, Class-A office building, within the heart of Downtown Bellevue. The building sits mid-block between NE 10th Street and NE 8th Street and is bordered by a residential condominium development to the northwest and two-story commercial buildings to the South.



East Elevation—View West to Bellevue Office Tower

The overall massing of the office building has been broken down in response to both the adjacent building and the solar orientation. By stepping back along the south and west facades, the tower takes advantage of solar orientation with large outdoor terraces as well as providing the basic massing for the building "lantern" and roof top feature. With the narrow facades of the building facing both east and west, the solar heat gain is minimized therefore, minimizing the overall energy consumed by the building. The South and West facades are formed with a standardized curtain wall with a formal language that addresses the commercial area of downtown. On the north and east elevations, the facade has been articulated to address the residential neighborhoods to the northwest.

#### Architectural Compatibility/Design

At the pedestrian level, the project design provides human-scaled elements such as expressed entrance vestibules, defined by the massing of structural glazing. Retail marquees wrap the street frontage, and along the southern façade pedestrian benches line the thru-block connection. Tactile, material textures have been used to enhance the pedestrian experience at the plaza and courtyard. The building mass steps in at the first and second levels providing wider sidewalks, pedestrian areas, and human-scale relationships.

The project site is located within the DTWN-O-2 land use district, a neighborhood that is quickly changing from small, one-story strip-shopping center type retail with surface parking lots to a livable, walkable, urban environment comprised of street level retail, multi-family housing, and commercial office. This is an area adjacent to a DTWN-MU land use district with several new

high-rise, mixed-use projects completed or in the planning stages. An office tower with pedestrian oriented retail and amenities adds value and appropriate character to the area development. By breaking down the overall building mass, the design provides an appearance of a proportionally slim building. The illuminated “lantern” provides a dynamic addition to the Bellevue skyline and a unique architectural feature defining the building identity. To ensure that the lantern lighting complements the Bellevue skyline at night, the back lighting for the lantern must be adjustable. See Section X for related condition.

Materially, the building is primarily composed of glass and metal with stone highlights fitting comfortably into the context of downtown Bellevue. Two-story, vertical, decorative aluminum fins and vertical, metal panels also add to the richness of the building materials, enhancing the verticality of the building mass.

The parking garage is treated like an object in the landscape. The material choice, texture, and abundance of landscaping place this element into the background of the project. The mass sits relatively low and is placed on the low side of the sloping site. A material palette of board-formed, stained concrete, perforated metal screen, and aluminum curtain wall provide a subdued compliment to the office tower.

### Gateway to Project



The site has three main directions of arrival, traveling north on 108<sup>th</sup> Avenue NE, south on 108<sup>th</sup> Avenue NE, and east on NE 9<sup>th</sup> Place. The main vehicular arrival is off of 108<sup>th</sup> Avenue NE with the parking garage entrance ramp on the north side of the building. In all directions, access is available for pedestrians and vehicular traffic. The entrance to the building is clearly defined by several architectural features. The entrance is pronounced by stepping the building mass back, from grade to the

third floor, away from the corner intersection but still expressing the entrance vestibule as a smaller mass. Materially, the entrance differs from the rest of the building by using a highly transparent, structural glazing system. A monument sign and building number will further reinforce the sense of entry. Finally, the expression of marquees terminate adjacent to the main entrance overhang, distinguishing it as a destination.

Pedestrian Connectivity

Pedestrian connectivity has been enhanced and provided along a multitude of routes. The main street frontage along 108<sup>th</sup> Avenue NE is all retail storefront with the exception of the buildings main entrance. This route provides generous sidewalks, pedestrian pavers, marquees, and street trees – all of which activate the sidewalk space. Adjacent to the south side of the building is a proposed through-block connector. The project provides a “great room” lobby extending the entirety of the south side of the building to help activate and encourage pedestrian movement along the connector and into the exterior courtyard between the office building and the garage. This exterior courtyard is filled with street furniture, landscaping, artwork, and decorative, exterior lighting which make it a destination point along the pedestrian route. At the end of this route is the pathway next to the parking garage connecting the site to the neighboring condominiums – a route containing lush landscaping. Finally, the sidewalk following the grade change on NE 9<sup>th</sup> Place includes a dynamic, board-formed concrete textured retaining wall and planters, pedestrian benches, and street trees.



Adjacent to the south side of the building is a proposed through-block connector. The project provides a “great room” lobby extending the entirety of the south side of the building to help activate and encourage pedestrian movement along the connector and into the exterior courtyard between the office building and the garage. This exterior courtyard is filled with street furniture, landscaping, artwork, and decorative, exterior lighting which make it a destination point along the pedestrian route. At the end of this route is the pathway next to the parking garage connecting the site to the neighboring condominiums – a route containing lush landscaping. Finally, the sidewalk

following the grade change on NE 9<sup>th</sup> Place includes a dynamic, board-formed concrete textured retaining wall and planters, pedestrian benches, and street trees.

Landscaping



The landscape concept for the Bellevue Office Tower is designed to respect the character of the new architecture proposed and create a new and unique landscape for the building occupants and neighborhood residents. Moving through a variety of spaces with plantings, built structure, and hardscape, the community will experience a comfortable, cohesive space from one end to the other – whether in passing or sitting and enjoying the space.

Landscaping along the south side of the property will be designed with two intents. The first, along the future NE 9<sup>th</sup> Place connector road will provide pedestrians with street trees to act as a buffer between them and traffic. Additionally, planters will step down along the slope on the retaining wall to keep the perception of height change minimal, maintaining a human-scale. At the plaza level, a mixture of hardscape and planting will provide users a clear and interesting path of travel while dividing passerby's from the occupied spaces inside. It also provides a bit a nature while traveling through the "super-block". At the north side of the building and parking garage, substantial planting and trees are provided as a buffer between this project and the adjacent condominiums. The board-form concrete planters will provide a complementary texture to the lush, natural landscaping.



Landscaping along the east and west property line, 108<sup>th</sup> Ave NE and NE 9<sup>th</sup> Place respectively, will be streets trees, acting as a buffer between traffic and pedestrian.

All site structures will be constructed of board-formed concrete to provide a human-scale texture and complement the architectural style of the project.



The benches will be designed of wood and in a form/orientation to match the building architecture. The plaza will have a glass guardrail dividing the level change. Planters along the south side of the building will be constructed of a metal to match the building colors and sit in a bed of polished, river stones.

Plant material will provide an aesthetically pleasing atmosphere utilizing a variety of color, texture, and mature sizes at the time of installation. The species selected will conform to City of Bellevue standards and be coordinated with the Parks Department.

**IV. CONSISTENCY WITH LAND USE CODE/ ZONING REQUIREMENTS**

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

Uses are regulated by Section 20.10.400 (Use Charts) and 20.25A (Downtown Office 2 land use district). In addition, the uses proposed for this project are permitted with Design Review approval subject to meeting the Design Review criteria of Land Use Code (LUC) 20.25A.110 and the Design Guidelines – Building/Sidewalk Relationships of LUC section 20.25A.115, summarized as follows:

Item	Permitted/Required	Proposed	Comments/Conditions
Project Limit	No minimum	66,986 SF	
Building Height	250'-0"	268'-3" (including penthouse)	Participating in FAR Amenity Incentive System (LUC 20.25A.030) and seeking height increase per exception under LUC 20.25A.020 B.4.a
Floor Area Ratio (FAR)	4.0 min/6.0 max.	6.0	Participating in FAR Amenity Incentive System (LUC 20.25A.030)
Total Gross Square Feet (GSF)	No minimum	402,879 GSF (Parking Excluded per 20.50.022G)	Excludes vertical penetrations, vent shafts, stairwells, and balconies per LUC 20.50.022
Exempt Retail/Ped-Oriented Frontage Floor Area	Maximum 1.0 FAR	3,838 SF (0.06 FAR)	LUC 20.25A.030.C Meets criteria of 20.25A.115 and Building/Sidewalk Guidelines.
Exempt Floor Area: Public Restrooms	Floor area may be excluded from calculation of maximum floor area ratio.	425 GSF	LUC 20.25A.030.C.19 Meets the design and operational criteria as outlined in this section
GSF for FAR	401,916 GSF	398,616 GSF (5.95 FAR)(1)	Excludes parking and mechanical areas from GSF per LUC 20.50.022 . Exempt Retail Excluded per LUC 20.25A.020.3.a
Floor Area per Floor Above 40 Feet	Nonresidential: 24,000 gsf/f  Parking: 20,000 gsf/f	Office: 23,580 gsf/f  Parking: P7:18,467 gsf/f P8: 17,562 gsf/f	Calculated per Note [24] 20.25A.020
Floor Area per Floor Above 80 Feet	Nonresidential: 24,000 gsf/f  Parking: 12,000 gsf/f 20,000 gsf/f	Office: Floors 8-17: 23,580 gsf/f Floors 18/19: 20,390 gsf/f  Parking: N/A	Calculated per Note [24] 20.25A.020

<sup>1</sup> The applicant is 3,300 gsf below the maximum FAR of 401,916 gsf.

Setbacks			
Front	0 FT	8'-2"	LUC 20.25A.020,
Side(s)	0/20 FT	North side: ranges from 20'-0" (parking garage) to 37'-11 5/8" (office building) South Side: ranges from 10'-0" (parking garage) to 15'-5" (office building)	LUC 20.25A.020 In compliance with note [25]. Also see recorded "No Build Agreement" between BV Holdings, LLC and Washington Square Associates [Trammell Crow Company] dated 10/01/2013
Rear	0/20 FT	20'-0"	LUC 20.25A.020
Sidewalk Width	12 feet	16+ feet including planters	LUC 20.25A.060.A
Landscape	Perimeter sidewalk along 108th will be 16 feet wide to include minimum 4 foot wide landscape planter areas with Parrotia "Vanessa" street trees as recommended by City Parks Department. Perimeter sidewalk along final NE 9 <sup>th</sup> place will be 7' wide with 3" caliper street trees in grates.	New 3" caliper trees will be installed within new planting areas along 108 <sup>th</sup> and NE 9 <sup>th</sup> place.	LUC 20.25A.060.B (See ADR Landscape plans)
Mid-Block Walkways		Provided	LUC 20.25A.060.C (See Sheet L1-00)

**Parking and Loading**

Item	Required		Proposed	Comments/ Conditions
	Minimum and Maximum Permitted Ratios	Required and Permitted Parking Stalls		
Parking			Proposed Parking Stalls	LUC 20.25A.050
Office [business services/professional services] (361,867 net sq. ft.)	Min. 2.0/1,000 nsf Max. 2.7/1,000 nsf	724 977	891	
Retail/Mixed Development 3838 net sq. ft.	Min. 0/1,000 nsf Max. 3.3/1000 nsf	Required: 0 Permitted: 0	13	
<b>Total</b>			<b>904(2)</b>	

<sup>2</sup> The applicant will be required to identify the exact location of retail and/or restaurant parking stalls from designated office stalls. See Section X for related condition.

Item	Required/Permitted	Proposed	Comments/ Conditions
<b>Compact Stalls</b>	Max. 65% of total stalls = 588 stalls	485 [54%]	LUC 20.25A.050.F.2
<b>Loading Area</b>	Min. equal to the number of vehicle simultaneously loading with a space size of 10'x55'. A reduction is acceptable if it is demonstrated loading vehicles can maneuver within the proposed constraints without impeding the public right-of-way, access easement, or private road.	Provided (2) 12'x35' min. loading spaces within the garage at Level P1. Accessed off NE 108th AVE NE	LUC 20.20.590.K.4.a-c
<b>Recycling &amp; Solid Waste</b>	The recycling storage area must be accessible to residents and/or workers of the proposed development, and there must be one collection area per 30 dwelling units in multifamily complexes.  The recycling storage area should be located adjacent to or near the garbage collection areas, if possible, and must be at least: 2 square feet per 1,000 gross square feet in office developments.	401,848 GSF/1000x 2=804 SF located on Level P1 adjacent to the trash compactor/ loading dock.	Meeting standard; Republic Services has reviewed the plans and not identified any service issues/impacts.

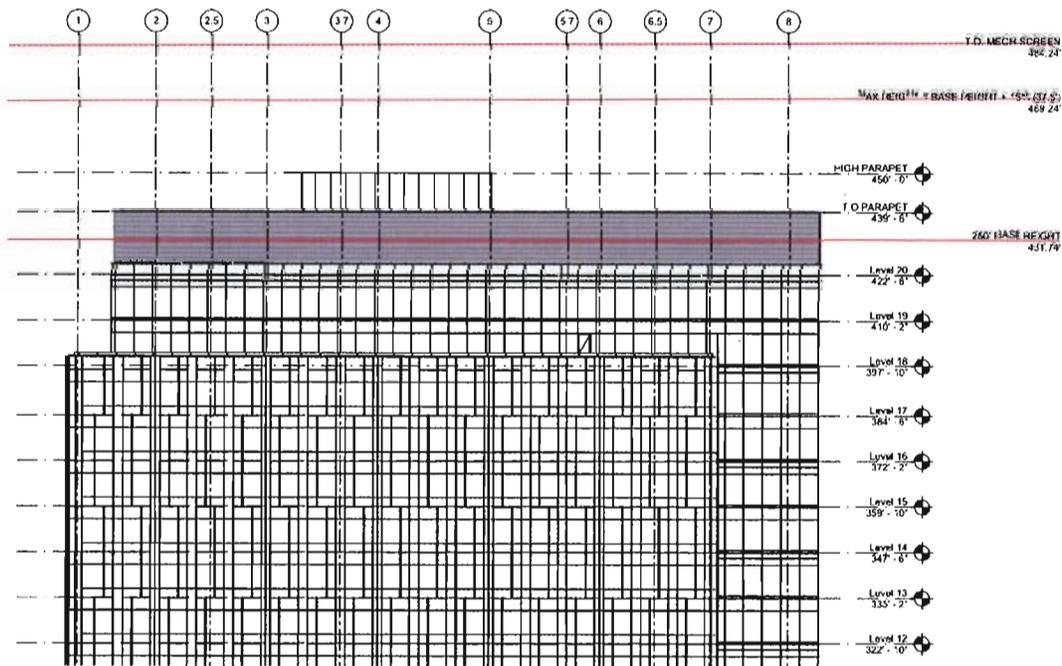
**B. Analysis of Height Modification**

The applicant has requested a height increase beyond the underlying zoning district. LUC 20.25A.020.B.4.a states the following regarding height modifications:

*The maximum height identified in subsection A of this section may be increased by no more than 15 percent or 15 feet, whichever is greater, and only if the applicant can demonstrate that the additional height accommodates architecturally integrated mechanical equipment, interesting roof forms, significant floor plate modulation, significant facade modulation, or other such unique architectural features, and that the resulting design exceeds the quality and design requirements of LUC 20.25.110.*

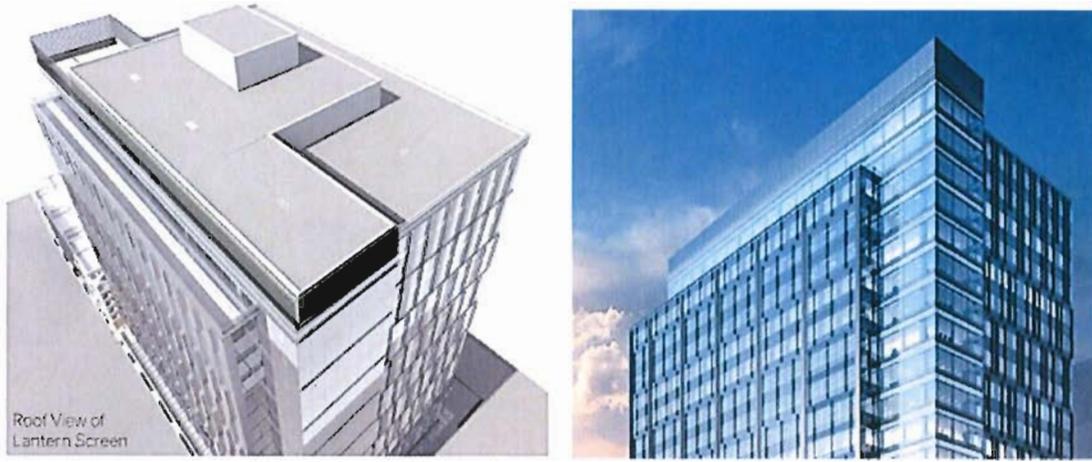
Average finished grade is located at 181.74 feet. The basic height for the DNTN-02, Core District is 250 feet or an elevation of 431.74 feet. Height may be increased by 15 percent (37.5 feet) to an elevation of 469.24 feet per the LUC requirement noted above. An additional 15 feet increase may occur for mechanical equipment and screening. Maximum elevation for this structure is 484.24 feet. The applicant has requested to build to an elevation of 450 feet, below the maximum allowed by the LUC. See the height profile below for compliance with this standard.

**Height Verification:**



The applicant should note that changes to the shown roof details below are subject to approval by staff and consistency with the code during building permit review. Modification to the roof design/mechanical equipment without approval may place the additional height at risk for reduction to elevation 431.74 feet. See Section X for related condition.

Height modifications are granted because the applicant has proposed the following:



- The placement of the elevator overrun is in the center of the building,
- A 17 foot architectural aluminum louver wall screens both roof top cooling towers and mechanical penthouse structure,
- Rooftop screen walls are located to complement building massing and provide continuity to and accentuate the building 'lantern massing',
- Additional building height provides a proportionally slimmer building massing and variation in the roof plane,
- Illuminated building lantern provides a dynamic addition to the Bellevue skyline and a unique architectural feature defining the building identity,
- The colors and materials used for the mechanical equipment and penthouse screen wall will match the building body creating an architecturally integrated system.

As conditioned, the proposal is eligible for a modification of height.

## C. Special District Requirements

### 1. FAR Amenity System Requirements

See Attachment B for FAR and Amenity Calculations (Basic and Non-Basic) for this project. Public restrooms will be provided with this proposal as an amenity bonus. They should be available for use during business hours and signed to identify their location. See Section X for related condition.

Subject to LUC 20.25A.030.D, the total amount of bonus floor area earned through the Amenity Incentive System for a project, and the total amount of bonus floor area to be utilized on-site for that project, must be recorded with the King County Division of Records and Elections and with the Bellevue City Clerk. Therefore, a condition is included in Section X of this report requiring that the applicant record a copy of the approved bonus point calculations, project drawings and conditions of this Design Review approval. See Section X for related condition.

## 2. Design Review Criteria and Design Guidelines

The proposal meets the Design Review criteria (LUC 20.25A.110). If modifications are made to this design review application, the applicant will be required to provide documentation of said change by either amending this Design Review application or via the Land Use Exemption (LUX) process. Compliance will be required to the LUC in effect. See Section X for related condition.

### Vehicular Circulation and Parking (LUC 20.25A.110.A.1)

Two vehicular connections will occur on-site: one at the northwest corner of the parking garage and the other at the northwest corner of the office building. Ingress and egress from these areas will be controlled via card keys for employees. All parking is located internal to the parking garage and office building. The parking garage will have **830** parking stalls while the office tower will contain **74** parking stalls. A loading dock has been provided for deliveries at P1 level of the garage. The parking garage will contain seven levels of above-ground parking stalls with six levels of underground parking. The office tower will contain two levels of underground parking.

### Pedestrian Circulation and Amenities (LUC 20.25A.110.A.2)

Pedestrians can circulate around the entire building by way of sidewalks along 106<sup>th</sup> Avenue NE, north/south and east/west mid-block pedestrian connections at the west and north property boundaries. Street trees, weather protection, landscaping, art and special paving are used to provide a more pleasant pedestrian experience. The applicant will need to work with the City's art specialist to determine the appropriate art pieces for the plaza area. See Section X for related condition. Additionally, a pedestrian plaza is proposed between the garage and office building that ranges between 20 and 25 feet in width. This area provides pedestrian connection at the north end of the site. A staircase will be constructed to provide east/west pedestrian connections.

### Wind and Sun (LUC 20.25A.110.A.3)

The parking garage and office building are located on an east/west axis. The parking garage is seven stories tall while the office building is nineteen stories in height. Building walls from both structures will frame the pedestrian plaza from the brunt of the areas prevailing winds. Sun exposure will be greater in the summer months and along the southern elevation. The project will have an enclosed plaza "great room" that will provide south facing sun exposure during the winter months and an area of congregation for employees. This will optimize sun exposure to this area. The Landscaping sheets (L01-L03) show landscaping within the pedestrian plaza that will further reduce wind exposure in the area. Additionally, the applicant will provide weather protection for a portion of the plaza area and along 108<sup>th</sup> Avenue NE as a respite from inclement weather.



### Open Space (LUC 20.25A.110.A.4)

As noted above, the project has both an indoor and outdoor pedestrian plaza areas. The adjacent image shows how the outdoor plaza will be activated with seating areas, planter areas,

lighting, pavers and weather protection at the southwest corner of the building that leads to the above ground parking garage.

### **Light and Glare (LUC 20.25A.110.A.5)**

The exterior skin of this structure is a combination of glass, stone and matte finish metal panels with a low reflection and glare factor. The applicant submitted a colors and materials board to substantiate the low reflectivity of their chosen materials.

### **Downtown Patterns and Context (LUC 20.25A.110.B)**

#### **Natural Setting and Topography (LUC 20.25A.110.B.1)**

Topography on the eastern portion of the site is relatively flat with an elevation ranging from 184 to 182. The western portion of the site contains more topography and slopes down west/northwest to an elevation of 163. The above ground parking garage and east/west pedestrian connection at the northwest corner of the site reflects this topography change around the site. The outdoor plaza reflects this grade change as well with transitional steps at the south and northwest corners of the site that lead to this outdoor space. The massing of the office tower will maximize views of the mountains, Lake Washington and the Seattle skyline until such time as the remaining parcels of the Wasatch superblock are developed in the near future.

#### **Landscape Design (LUC 20.25A.110.B.2)**

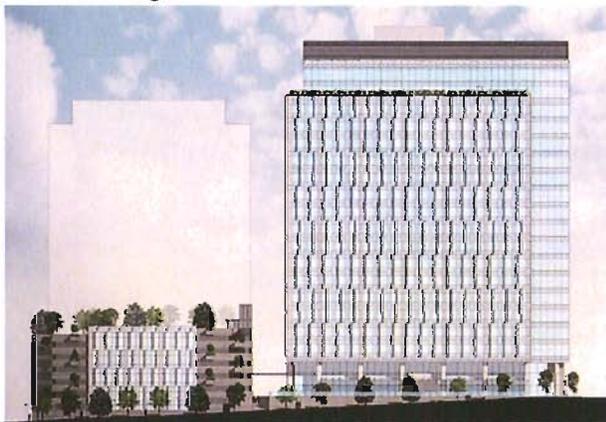
There is significant landscaping in the urban plaza and on levels three and four of these structures. The site currently does not contain significant existing vegetation. The planned utility vaults are located below grade, and all new utility equipment will be contained inside the building envelope or below grade.

#### **Views (LUC 20.25A.110.B.3)**

As discussed previously, the tower massing was considered during project design to reduce the impact of the project on views from buildings to the north, south, and west of the site. The project will enhance the Bellevue skyline and therefore contribute to more interesting views from public spaces. Both towers, by their orientation will have westerly views of Seattle.

#### **Building Height and Bulk (LUC 20.25A.110.B.4)**

The building is oriented east/west on 1.53 acres. This orientation allows the structure to have a strong presence on 108<sup>th</sup> Avenue NE and the proposed connector road that will be constructed by the superblock's owner, Wasatch. Attention has been paid to the residential neighborhood at the northwest corner of this site, Washington Square. The roofline of both the tower and garage creates visual interest by their unique forms. The office tower will have an architectural metal screen at the top of that structure while the office garage will have a vegetative solution as it



is nearest to the existing Washington Square residential project.

**Transitions (LUC 20.25A.110.B.5)**



The eastern portion of the office building will contain retail/restaurant activities at the pedestrian level. A small arcade will be provided adjacent to the retail/restaurant uses to provide additional transition space for pedestrians coming in from inclement conditions. This area will also be framed by

marquees of frosted spandrel glass that will allow natural light into these spaces.

**Patterns of Activity (LUC 20.25A.110.B.6)**

The building provides various opportunities for pedestrian-level activity at the ground plane, including ground level retail, restaurant, fitness, and indoor and outdoor gathering spaces. There are areas within the urban plaza that will contain seatwalls adjacent to planter areas, tables and chairs, and scored pavement materials.

**Signage (LUC 20.25A.110.B.7)**

Signage information has not been provided at this time. General signage information for the building will be required prior to building permit issuance with a formal sign package following such submittal. See Section X for related condition.

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

108<sup>th</sup> Avenue NE is designated as a “D” Right-of-Way. A “D” Right of Way has been designated as such due to its low to moderate orientation to pedestrians. “D” rights-of-way are required to have a combination of the following elements: windows providing visual access into the building base, street walls and a differentiated ground level. The applicant has complied with these standards with this proposal. It should also be mentioned that although 108<sup>th</sup> Avenue NE has this classification, the proposed retail/restaurant activities on this street may activate it to become a better focal point for this area.

**Code Design District (LUC 20.25A.100)**



This site is located within the Downtown-02, Core District as noted in the adjacent image. The applicant has complied with these standards by publicly accessible plazas between the garage and the office tower as discussed in Section IV.C above. Also see Section II for the view discussion.

#### IV. PUBLIC NOTICE AND COMMENT

To date, staff has received many e-mails on this project. Many of the commenters live in the two residential buildings of Wasatch (Washington Square) located at the northwest corner of the superblock. Many of the emails addressed the following topics as noted below:

1. *Why is the applicant building an above ground parking garage? Is this a permitted use?*

Response: Above ground parking garages are a permitted use in the Downtown-02 District per LUC 20.10.440. Approval for such structures occurs via the Design Review process which the applicant has fulfilled with the submittal of this application. LUC 20.25A.050.F.4 applies to this project as noted below:

***Performance Standards for Parking Structures.*** *The Director of the Development Services Department may approve a proposal for a parking structure through Design Review, Part 20.30F LUC. The Director of the Development Services Department may approve the parking structure only if:*

- a. *Driveway openings are limited and the number of access lanes in each opening is minimized.*
- b. *The structure exhibits a horizontal, rather than sloping, building line.*
- c. *The dimension of the parking structure abutting pedestrian areas is minimized, except where retail, service or commercial activities are provided.*
- d. *The parking structure complies with the requirements of LUC 20.25A.115.*
- e. *A wall or other screening of sufficient height to screen parked vehicles and which exhibits a visually pleasing character is provided at all above-ground levels of the structure.*
- f. *Safe pedestrian connection between the parking structure and the principal use exists.*
- g. *Loading areas are provided for vanpools/carpools as required by paragraph F.3 of this section.*
- h. *Vehicle height clearances for structured parking must be at least seven and one-half feet for the entry level to accommodate vanpool parking.*

The proposal has complied with the design criteria above for above ground parking garages. See Section VIII.2 for compliance.

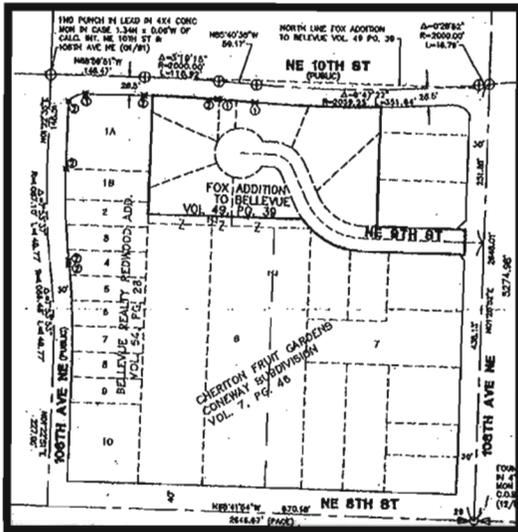
2. *Is there a Master Development Plan for the Wasatch superblock?*

Response: LUC 20.30V establishes the Master Development Plan (MDP) process for the City of Bellevue. Depending on where site development takes place, an MDP may be required or is optional to an applicant. In the case of the superblock, it was not a requirement.

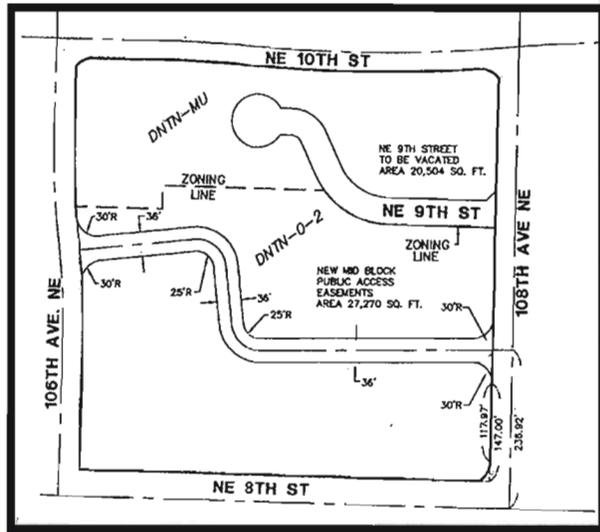
Many residents of Washington Square erroneously thought that the City had granted approval for an MDP on this site. However, no review has been requested for a MDP by the site ownership. Wasatch Development has promoted a concept plan for the build out of the

site. This is not an approved master plan by the City of Bellevue. What has been depicted to date is a private concept by the developer without the benefit of City review or input.

3. Why is there a requirement for an east/west connector road within the superblock? When will this road be constructed?



**Fox Addition Plat Vacation**



**New Mid-Block Connector**

Response: On May 10, 2005, the owner of the Wasatch superblock petitioned City Council to consider the vacation of NE 9<sup>th</sup> Street within the Fox Addition Plat. A plat vacation was granted via two ordinances: 5609 and 5625. City Council determined NE 9<sup>th</sup> Street was a barrier to the owner fully developing the site, and to pedestrian and vehicular movement. The plat vacation was approved to facilitate pedestrian movement to the Ashwood area north of this site and to the commercial core to the south of the superblock. City Council found that, ultimately, these movements were invaluable. The Fox Addition Plat (together with NE 9<sup>th</sup> Street) was vacated in return for an agreement by the property owners to construct a through block connector road in addition to other pedestrian enhancements.

Ordinances 5609 and 5625 contained the following conditions of approval:

- Provision of the connector road between 106<sup>th</sup> and 108<sup>th</sup> Avenue NE to be completed by September 29, 2015;
- Enhanced landscaping on NE 10<sup>th</sup> Street which was completed with 04-136256 LD.
- Widened sidewalk on 106<sup>th</sup> Avenue NE which was completed with 04-136256 LD.
- Relinquishment of certain utilities detailed within said ordinances.

All of the above ordinances were filed with King County Records and Elections with instrument numbers: 20050928001505 (Covenant Regarding Public Access Easement) and 20050928001504 (Public Access Easement). See Attachment C for said documents.

4. *The addition of an office tower will add traffic to an already congested area. It is difficult to make left turns, etc. onto 106<sup>th</sup> Avenue NE. How will this be addressed?*

Response: The City concurs with the applicant's proposal to widen the existing NE 9<sup>th</sup> Place east of 106<sup>th</sup> Avenue NE to 38 feet to accommodate a 12-foot wide westbound to southbound left turn lane at the intersection of 106<sup>th</sup> Avenue NE/ NE 9<sup>th</sup> Place. Further, staff supports the applicant's proposal to install a new pedestrian crosswalk at the south side of the 106<sup>th</sup> Avenue NE/ NE 9<sup>th</sup> Place intersection.

### City Held Public Meetings

The City held one public meeting on August 14, 2013. Approximately 40 individuals attended this meeting. Many people spoke on this proposal, most of which is reflected the nature of the emails noted above.

### Applicant Held Public Meetings

The applicant held three public meetings with the Homeowners Association of Wasatch. Applicant led meetings occurred on July 25, 2013, August 6, 2013, and December 11, 2013. See project file for meeting notes.

Trammel Crow Company has negotiated an agreement with the HOA of Washington Square during the public comment portion of the project. This agreement has a number of transportation agreements embedded within it that require acknowledgement by the City's Transportation Department. City staff received an update on the status of the negotiated agreement on February 21, 2014. The draft agreement is currently on its fourth revision cycle as of the date of this staff report. Trammel Crow anticipates that the agreement will be concluded shortly. A copy of said document should be sent to the City for our files. Beyond this, the Transportation Department supports the proposed improvements as offered on Page 3 of the Traffic Impact Study submitted by TENW December 17, 2014. Once the agreement is signed, Trammel Crow may include additional improvements identified in the agreement to their submitted ancillary permits for review and approval by the City's Transportation Department.

## **V. TECHNICAL REVIEW**

### **A. Utility Department**

The development proposed for this application has been reviewed on a conceptual basis and can be feasibly constructed under current Utility codes and standards without requesting modifications or deviations from them. Major changes to the design or information submitted under this permit may cause delay in approval of future construction permits. It is the applicant's responsibility to verify the accuracy all field information and data gathered for the utility design and feasibility of this project. See Section X for related condition.

## **B. Fire Department**

The Fire Department has reviewed this application. The proposal generally conforms to the Fire Code requirements for site circulation and access. Final review and approval will occur through the associated building permits for this proposal.

## **C. Transportation Department**

### **Site Access**

The primary auto and truck access to the proposed development on 108<sup>th</sup> Avenue NE will be a 30 feet wide driveway approach per standard drawing DEV-7A. The city may prohibit left turns in and out in the future if significant traffic safety or operational problems occur. The second vehicular access to the site will be off of 106<sup>th</sup> Avenue NE and an existing private road called NE 9<sup>th</sup> Place. Larger truck egress will be off of NE 9<sup>th</sup> Place and 106<sup>th</sup> Avenue NE. Note that on-street loading will not be allowed on any street adjacent to the site. The backing of trucks within any street right of way or across any public sidewalk easement is prohibited.

### **Street Frontage Improvements**

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

1. A combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans for their installation. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DEV-7A). The final engineering plans must include a streetlight plan and specifications prepared by a qualified engineer familiar with street lighting and with Bellevue's streetlight requirements. All necessary engineering details, including standard drawings, for any new or relocated streetlight and associated equipment must be included in the final civil engineering plans for the Clearing and Grading Permit.
2. The Americans with Disabilities Act (ADA) requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and

sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

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

3. The curb, gutter, and sidewalk on 108<sup>th</sup> Avenue NE fronting the Bellevue Office Tower site will be completely removed as part of pavement widening and reconstructed with a sidewalk width of at least 12 feet, not including the curb. Any planters or tree wells are included in the 12-foot width. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.
4. The design and appearance of the sidewalk and landscaping on 108<sup>th</sup> Avenue 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 by six-foot tree wells, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features. Alternative paving samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features.

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

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

5. Tree wells and other landscaping within the sidewalk on either adjacent city street shall be irrigated with a private metered water source. Electrical connections for lighting in tree wells or planter strips may be allowed, if installed in compliance with

the electrical code and subjected to an electrical inspection. Irrigation devices and electrical components shall not create a tripping hazard in the sidewalk.

6. The applicant will be responsible for installing all street channelization and signage that is necessitated by their street frontage improvements on 108<sup>th</sup> Avenue NE and 106<sup>th</sup> Avenue NE. A channelization and signage plan must be included as part of clear and grading construction plans.
7. The driveway on 108<sup>th</sup> Avenue NE shall have an approach width, as defined in standard drawing DEV-7A, of no greater than 30 feet. The driveway apron design shall be consistent with standard drawing DEV-7A.
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. As much as feasible, 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 public sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement) and must have at least 3 feet horizontal clearance from any streetlight or traffic signal pole. No supports for such features shall be installed in the public sidewalk. No structure will be allowed above a city right of way without a long-term lease of airspace.
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.
13. Fire standpipes and similar equipment must be outside the public sidewalk, if feasible. If the sidewalk cannot be avoided, then such equipment must meet the requirements for fixed objects and must not be within the pedestrian travel zone.
14. Street furnishings located in the right-of-way and not required by the Transportation Department, such as benches or raised planters, will be allowed with an indemnification agreement making the adjacent property owner responsible for such furnishings. The appearance, style, and location of such features must be acceptable to both the Transportation and Development Services Departments.

15. Per IBC section 3201.4, drains from the building or roof shall not discharge onto a public sidewalk. In addition, treatment of storm water from the site flowing to any city street or public sidewalk shall meet the standards of the Utilities Department.
16. Doors shall not swing out into the public sidewalk area.
17. Vehicle and pedestrian sight triangles shall be achieved per BCC 14.60.240 and 14.60.241, and Design Standards 21 and 22 including consideration of all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.
18. As much as feasible, any new manhole lids and other metal covers shall be located outside the tire paths of through lanes on any city street.

#### **Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any public sidewalks located outside the city right of way fronting this site.

The applicant shall provide easements to the City for the location of any traffic signal and streetlight facilities which will not be within a public sidewalk and utility easement. This may include above-grade boxes and below-grade vaults between the building and sidewalk or within any private landscape area. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

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

#### **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.

#### **Use of the Right of Way During Construction**

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

#### **Pavement Restoration**

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has

been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. Near this project, both 106<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE have been 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 will be required. Details of any trench restoration must be shown on the engineering plans.

#### **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.

## **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 *2013-2024 Transportation Facilities Plan Final Environmental Impact Statement* (TFP EIS), dated July 2013. This document is available in the Records Office at City Hall, 450 110<sup>th</sup> Avenue NE. Transportation-related impacts associated with this project are consistent with the potential projected impacts analyzed within this document.

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

## **TRANSPORTATION**

### **Long Term Impacts and Mitigation**

The long-term impacts of development projected to occur in the City by 2024 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2024 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several

Mobility Management Areas (MMAs) for analysis purposes. Bellevue Office Tower lies within MMA # 3, which has a 2024 total growth projection of 4,654,965 new gross square feet (GSF) of office and 1,246,935 new GSF of retail. This development proposes 452,500 GSF of office and 5,000 GSF of retail. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

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

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

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained. This development will generate approximately 453 new p.m. peak hour trips, with credit for removal of existing uses. 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, 13 system intersections received 20 or more p.m. peak hour trips. Neither the maximum area-average levels of service nor the congestion allowances would be exceeded as a result of traffic generated from this proposal. Therefore, the proposed development passes the concurrency test. The concurrency test results are included in the Transportation Department file for this development.

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated July 21, 2011. A concurrency determination will be issued on the date of issuance of the land use decision. Projects that comply with the Traffic Standards Code will receive a Certificate of Concurrency. See [Attachment D](#) 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).

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

City staff directed the applicant's traffic consultant, Transportation Engineering Northwest (TENW), to analyze the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. Issues that were analyzed in the Traffic Impact Analysis, dated December 17, 2013, included Level of Service (LOS) analysis at nearby intersections, LOS and vehicle queues at the site driveways, site vehicular and pedestrian circulation, transit availability, and accident

history analysis for the past three years. In conjunction with frontage improvements on 108<sup>th</sup> Avenue NE that include pavement widening, revised engineering plans such as roadway plan with detailed roadway cross-sections, street lighting, street channelization markings and signage were submitted.

The City concurs with the applicant's proposal to widen the existing NE 9<sup>th</sup> Place east of 106<sup>th</sup> Avenue NE to 38 feet to accommodate a 12-foot wide westbound to southbound left turn lane at the intersection of 106<sup>th</sup> Avenue NE/ NE 9<sup>th</sup> Place. Further, staff supports the applicant's proposal to install a new pedestrian crosswalk at the south side of the 106<sup>th</sup> Avenue NE/ NE 9<sup>th</sup> Place intersection. In conclusion, we do not anticipate any adverse operational impacts due to the proposed development. The TENW analysis is available for review in the project file.

### **Amendments to Environmental Checklist**

The Environmental Checklist submitted with the application was revised per the revised design concept and it adequately discloses expected environmental impacts associated with the proposed project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts except as noted below. The following amendments to the Environmental Checklist are needed. These impacts will be mitigated through exercise of code authority as well as through project-specific conditions of approval, contained in Section X.

### **UTILITIES**

#### Surface Water

The site is located within the Meydenbauer Drainage Basin. Storm water from the site currently drains to 106<sup>th</sup> Avenue NE storm and is conveyed in catch basins and pipes with NE 9<sup>th</sup> Place and eventually connects into the trunk line in 106<sup>th</sup> Avenue NE and ultimately discharges to Lake Washington. The Meydenbauer Drainage Basin has a No Detention Zone and no detention will be required for this project. Water quality for the site will be provided onsite through storm water canister filter vaults.

#### Water and Sewer

- Domestic water for the site proposes to connect to a 12" ductile iron water main in 108<sup>th</sup> Avenue NE.
- Domestic sewer for the site is available from sewer main in NE 9<sup>th</sup> Place and 108<sup>th</sup> Avenue NE.

### **NOISE**

Exterior Noise: As conditioned, short term impacts related to noise generation as a result of the construction will be minimized. Normal hours for allowed generation of noise related to construction are from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hour limitation contained in the Noise Control Code MAY NOT be granted pursuant to 9.18.020C.1 & 2. However, prolonged

exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding commercial and residential properties during the proposed timeline for construction. If expanded hours are necessary to accommodate a specific component of construction, a noise permit shall be required and must be submitted in advance of the scheduled onset of extended hour construction activity. In accordance with the Bellevue City Code – BCC 9.10 – Noise Control, the City will only be providing construction noise exemptions for the following work:

- Work in the ROW and essential public facilities (i.e., Water connections that require a main shut off and are required to be done at night by the Utility Department)
- Work to accommodate transportation mitigation
- Required evening haul routes

Work that has been previously determined by sound level monitoring is not to exceed the maximum permissible noise levels. Utility/site work on private projects/property is not essential public facilities. See Section X for related condition.

Interior Noise Levels: The Bellevue City Code, BCC 9.18, limits interior noise levels within residential structures to 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. Special construction is generally necessary to meet these thresholds. Prior to the issuance of any occupancy permits, the applicant shall verify that this threshold has been met. See Section X for related condition.

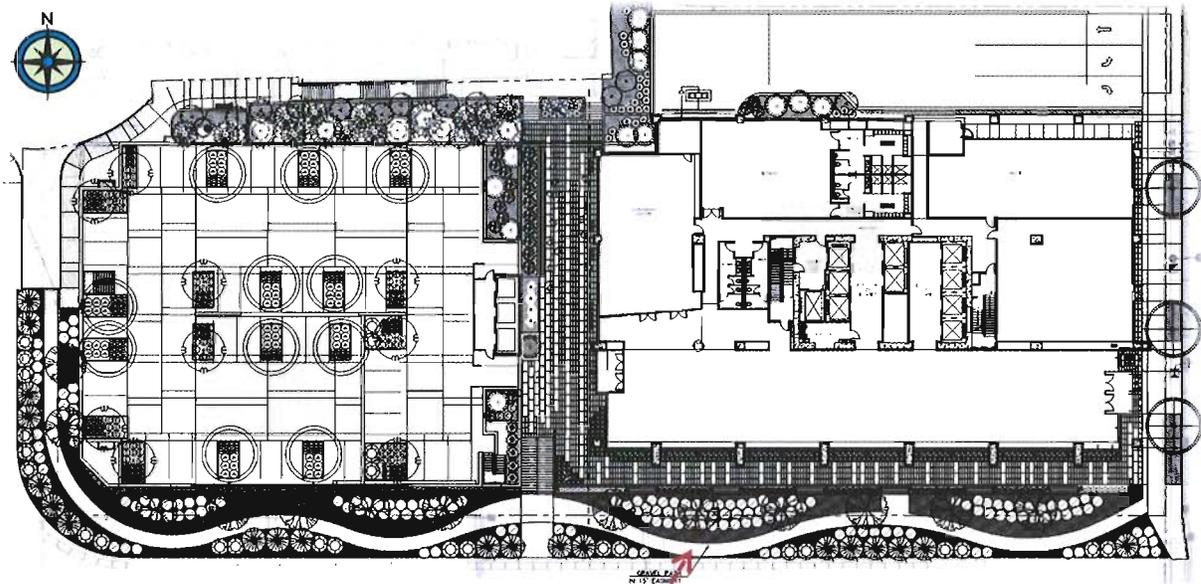
## **VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW**

### **Building Design**

- Calculation of the average finished grade was requested as the applicant had completed the calculation based upon average existing grade. Re-calculating the grade required the applicant to qualify for additional height due to the increased height of the elevator overrun in the center of the roof. See Section IV.B for further discussion and height modification approval.
- Parking dimensions with the parking garage did not conform to LUC 20.20.590, Table 3. The garage was re-dimensioned to fulfill this standard.
- Enhancement of the parking garage design to ensure compatibility with the adjacent residential tower, Washington Square.

### **Site Design**

- The applicant is providing an off-site interim landscape condition in the area where the proposed east/west connector road is proposed. This interim plan will remain in this location until such time as Wasatch develops the required east/west connector road. The applicant was requested to include an accompanying pedestrian path in this area to allow north/south and east west pedestrian movements which is noted below:



Interim Landscaping with 15-foot Gravel Pedestrian Path

The interim landscape plan will need to be installed prior to occupancy of the office tower. See Section X for related condition.

### VIII. APPLICABLE DESIGN REVIEW 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.

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

***Policy UD-1:*** Encourage high-quality, attractive, architecturally appealing designs for major buildings in order to create distinctive visual reference points in the community. This project will create an architecturally attractive building in its massing, materials, and detail. The structure will add visual interest to the Bellevue skyline with its defined lantern as proposed on the south and east elevations of the tower. This portion of the building will be lit at night to bring visual interest to the Bellevue skyline.

***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. This project proposes high quality durable materials, including beige and grey panel and pre-cast materials, aluminum window wall and curtain wall, metal panels, as well as pavement materials. The building design incorporates careful attention to detail, variety in building heights from the office tower to the garage, integration of landscape, hardscape and building forms to create a visually stimulating, cohesive project.

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

**Policy UD-4:** *Ensure that the development relates, connects, and continues design quality and site functions from site to site.* This project will be compatible with Washington Square located at the northwest corner of the superblock. Ultimately, the superblock will be redeveloped in the future at its southwest and southeast corners with developments that may be a combination of residential or office uses.

**Policy UD-6:** *Design buildings located on the edge of public spaces using materials, forms, details and other architectural elements that will enrich the appearance of the places and encourage people to use them.* The east side of the building that faces 108<sup>th</sup> Avenue NE incorporates façade articulation, overhead weather protection for retail activities at the base of the building, and pedestrian-scaled lighting to create a pedestrian oriented environment. The sidewalk on 108<sup>th</sup> Avenue NE will contain a 12-foot sidewalk with 4-foot planter strips to separate vehicular traffic from pedestrians for comfortable mobility. The required mid-block connections are located as follows: the north/south connection occurs between the above ground parking garage and the office tower via a pedestrian plaza while the east/west connection occurs at sidewalks provided north and south of these structures.

**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.* All roof-top mechanical equipment will be screened by an aluminum louver that will match the integrity and building body of the office tower. See Section IV.B for further discussion.

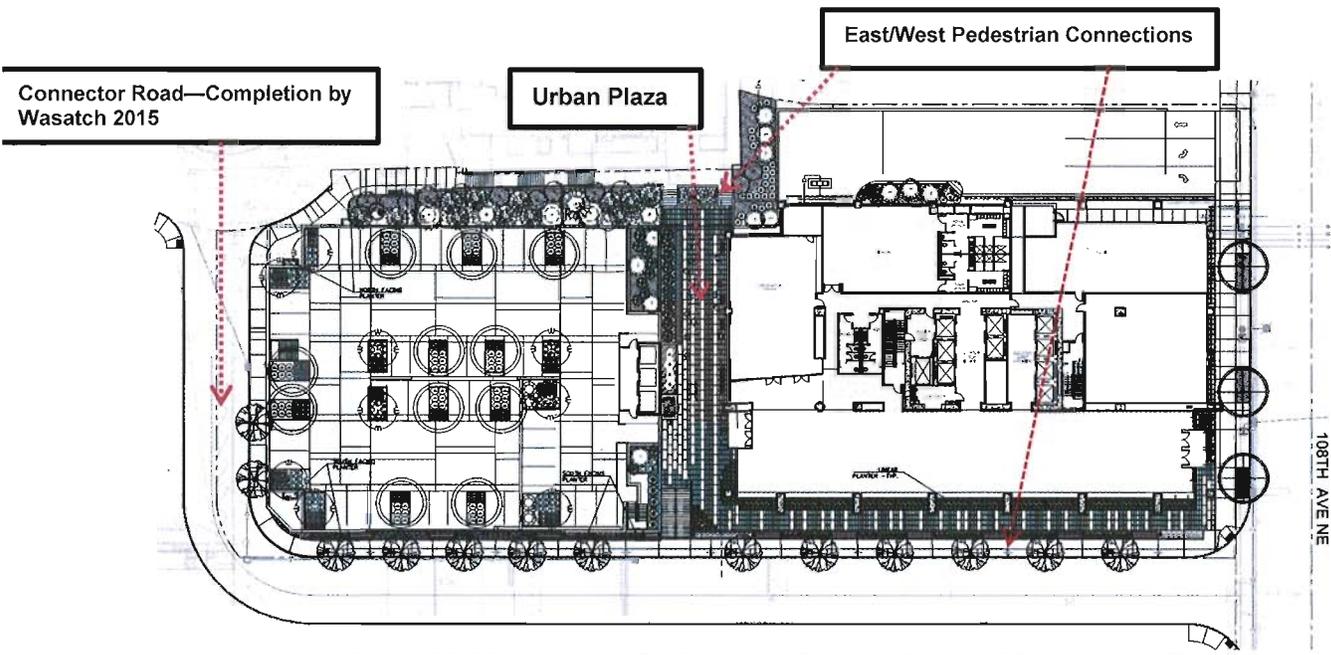
**Policy UD-11:** *Encourage architectural elements that provide for both rain cover and access to sunlight in pedestrian areas.* The applicant is proposing marquees at the northeast corner of the building to provide cover during inclement weather conditions. At the southeast corner of the building, the applicant has inset the building entry in this area to create an additional area of pedestrian refuge. These doors lead into a "great room" which connects to the southwest corner of the building. The doors in this vicinity lead out to the plaza area between the above ground garage and office tower. Weather protection is provided from these entry doors to the garage.



- 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
- Policy UD-19:** Preserve trees as a component of the skyline to retain the image of a “City in the Park.”

The landscape design incorporates both hardscape and landscape to respond to the urban setting, and includes street trees along 108<sup>th</sup> Avenue NE and an interim planting condition south of the applicant’s site. This interim landscape condition will remain only until such time as the owner of the Wasatch superblock redevelops areas to the south and west of this site. See Section VII above, landscaping site plan for interim solution.

**Policy UD-20:** Preserve and encourage open space as a dominant element of the community’s character.



**Ultimate Vehicular and Pedestrian Connections of Connector Road**

An urban plaza is proposed between the garage and the office tower. It will offer seatwalls framed by lush vegetated planters with interesting pavement materials. Tables with chairs will be located throughout the area with accent (catenary) lighting fixtures mounted above. (See Page 8 for colored rendering of this area). Art will also be included with the proposed landscape areas. The plaza area is proposed to provide an area of congregation for lunch and a connection to the east/west sidewalks located north and south of these structures.

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

***POLICY S-DT-1*** promotes Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors. Retail proposed at the base of the building will provide additional retail activities for area residents and employees.

***POLICY S-DT-2*** encourages a variety of land uses to occur in mixed-use buildings or complexes where appropriate. This is a mixed use building with retail at the base with office above.

***POLICY S-DT-3*** promotes development of Downtown as an aesthetically attractive area. This proposal will complement the aesthetic environment of the existing Downtown. A portion of the Wasatch superblock is developed at the northwest corner (Washington Square). The addition of the parking garage and office tower will create visual interest with varied building heights, high quality materials, landscaping, exterior and interior plaza spaces, and pedestrian connectivity to and through the superblock.

***POLICY S-DT-4*** states that the highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown. LUC 20.10.370 Downtown requires the following for the DNTN-02 District:

*Downtown-Office District 2 (Downtown-O-2). The purpose of the Downtown-O-2 Land Use District is to provide an area for intensive business, financial, retail, hotel, entertainment, institutional, and urban residential use to serve as a **transition** between the more intensive Downtown-O-1 Land Use District and the lesser intensive Downtown-Multiple Use Land Use District. (Emphasis Added)*

As noted earlier, the site lies within the Downtown-02 District, Core District. The applicant's proposal complies with the intensity standards noted above in this district.

**POLICY S-DT-5** sets out to organize Downtown to provide complementary functional relationships between various land uses. This proposal will complement the mixed use environment of the Downtown-02 District by providing additional office uses to the downtown. The addition of the retail/restaurant at the base of this structure will support the employees and residents of this area.

**POLICY S-DT-7** encourages the Downtown to continue to serve surrounding residential areas as a neighborhood retail district. Employees and adjacent residents within Washington Square will be served by the higher intensity retail/service uses within the Downtown.

**POLICY S-DT-8** Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation. By its location, this proposal is located within the Downtown-02, Core District. The office tower will accommodate approximately 1,600 individuals upon full occupancy of the structure. Retail and/or restaurant activities are proposed at the base of the building to support the employees of this structure.

**POLICY S-DT-9** promotes use of bonus incentives (related to permitted intensity, height, etc.) for private developments to accomplish the public objectives. See Section IV.B above for discussion on how this project qualifies for the bonus incentive for height.

**POLICY S-DT-10** Require design review to ensure high quality, aesthetically pleasing Downtown development. Submittal of this application fulfills the design review requirement for this project.

**POLICY S-DT-35.** Create a pedestrian environment with a sense of activity, enclosure, and protection. As noted earlier in this report, the applicant will provide a pedestrian oriented plaza between the parking garage and office tower. The parking garage will be seven stories in height while the tower will be 19 stories. By its location, the pedestrian plaza will have protection from east and west winds due to the proximity of the building walls of these structures. This will create a sense of enclosure for the plaza while allowing sunlight opportunities into the space. The plaza will be activated with benches, tables, lighting, landscaping and interesting pavement materials. To further protect this environment, the applicant will be required to direct all venting from commercial uses to the roof. This will reduce the opportunity of malodorous odors from encroaching into the plaza area. See Section X for related condition.

**POLICY S-DT-36** seeks to utilize development standards for building bulk, heights, setbacks, landscaping requirements, stepbacks, floor area ratios, open space requirements, and development incentives. See Section IV.A to review dimensional standards.

**POLICY S-DT-37** supports linking building intensity to design guidelines relating to building appearance, amenities, pedestrian orientation and connections, impact on adjacent properties, and maintenance of view corridors. These guidelines will seek to enhance the appearance, image, and design character of the Downtown. See Section IV.C above for project attributes.

**POLICY S-DT-40** seeks to enhance the appearance of all types of streets and adjoining sidewalks with street trees, landscaping, water features, pedestrian-scaled lighting, street furniture, paving treatments, medians, or other softening treatments as appropriate. The project complies with this standard. The applicant has proposed a high quality landscape treatment

throughout the site but particularly along the north elevation of the parking garage to provide screening between the garage and the residential towers of Washington Square. Landscaping, in addition to high quality materials used for the garage along with architectural screenings provide a layer of visual treatment so that this use complements the residential towers to the northwest. See Landscape sheets L01-L03 for details.

**POLICY S-DT-42** reinforce the emerging identity of 108th Avenue NE as the Eastside's business address. Provide incentives for private development and utilize public funds to create a dense office environment with supporting transit service and retail uses. The applicant has proposed a 19 story office building on 108<sup>th</sup> Avenue NE which is labeled "Commerce Avenue." This fulfills the intent of this policy to create an emerging business district on 108<sup>th</sup> Avenue NE along supporting retail/restaurant uses.

**POLICY S-DT-57** promotes the creation of pedestrian linkages within and between the Downtown Districts as well as to surrounding residential areas outside Downtown. The redevelopment of the surrounding sidewalks will provide connections north to the Ashwood area and east/west to adjacent pedestrian corridors.

**POLICY S-DT-66** Improve pedestrian connectivity from City Center North to the Ashwood District to the east, Northwest Village to the west, and across NE 8th Street to the south. The applicant will provide a 12-foot sidewalk on 108<sup>th</sup> Avenue NE. Pedestrian connections north/south and east/west are provided as well to allow movement through the superblock to the Washington Square plaza, 106<sup>th</sup> Avenue NE and beyond.

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

As conditioned, the proposal complies with applicable requirements of the Land Use Code and Bellevue City Code. Additionally, see Section IV.A above for further Code discussion. Analysis of the above ground parking garage is provided below:

**Performance Standards for Parking Structures.** The Director of the Development Services Department may approve a proposal for a parking structure through Design Review, Part 20.30F LUC. The Director of the Development Services Department may approve the parking structure only if:

- a) *Driveway openings are limited and the number of access lanes in each opening is minimized.*

Finding: Access to the office and garage occurs at two locations: 1) the northwest corner of the office building via a private driveway south of NE 9<sup>th</sup> Street and 2) the west elevation of the parking garage via a private driveway established during development of Washington Square.

- b) *The structure exhibits a horizontal, rather than sloping, building line.*

Finding: The parking garage has been designed to blend architecturally with the proposed office tower and Washington Square. It does not contain sloping floors that would be visible to the public. Changes between garage floors are screened and not visible to the public. The structure will contain a perforated metal screen and aluminum wall system on the north and south elevations. The structure has a flat roof line which will further complement the office and residential towers in the area. In addition to these

architectural solutions, a high quality landscaping plan is proposed on the north elevation of the garage. The roof will also contain landscaping to provide visual relief and soften the roof deck of the parking garage.

- c) *The dimension of the parking structure abutting pedestrian areas is minimized, except where retail, service or commercial activities are provided.*

Finding: The north and south elevations will abut designated east/west pedestrian corridors. Landscaping will be increased at the north elevation which is visible to Washington Square residential towers. A dense screen of evergreen trees with deciduous trees for accent will be located in this area. The west and south elevations will face the future connector road. A sidewalk will be placed in this location to move pedestrians north to the plaza or an east/west connection to 106<sup>th</sup> and 108<sup>th</sup> Avenues NE. Retail activities will occur at the east elevation on 108<sup>th</sup> Avenue NE.

- d) *The parking structure complies with the requirements of LUC 20.25A.115.*

Finding: As designed, the above ground parking garage and office tower fulfills the requirements for the Building/Sidewalk Relationships for a "D" right-of-way which has a low to moderate pedestrian orientation. The applicant has provided commercial activities at the east elevation of the building which will be visually accessible to the public.

- e) *A wall or other screening of sufficient height to screen parked vehicles and which exhibits a visually pleasing character is provided at all above-ground levels of the structure.*

Finding: As noted above, the applicant is providing perforated screen and curtain wall system at the north elevation which faces the Washington Square residential towers. The south elevation will mimic the curtain wall system of the north elevation but it will not contain a perforated screen.

- f) *Safe pedestrian connection between the parking structure and the principal use exists.*

Finding: As noted above, the applicant is providing weather protection between the parking garage via a weather protected pedestrian connection into the office tower.

- g) *Loading areas are provided for vanpools/carpools as required by paragraph F.3 of this section.*

Finding: The applicant has complied with this standard by providing two vanpool/carpool stalls on level P1 adjacent the elevators and parking entry/exit for vanpool/carpool loading. The ceiling height in this area is approximately 14'-6". The applicant will also provide ADA van stalls as noted on Sheet A02 and A03; ADA car stalls as noted on Sheets A04.1-A04.4.

- h) Vehicle height clearances for structured parking must be at least seven and one-half feet for the entry level to accommodate vanpool parking.*

Finding: The applicant has complied with this standard by providing approximately 14 feet, 6 inches height on level P1 of the garage. See Sheets A02 and A03.

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

See Section IV.C.2 of this report for discussion relating to how the applicable design guidelines are met.

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

The project is designed to respond to existing site conditions and adjacent residential towers at the northwest corner of the Wasatch superblock.

Unlike many of the building designs within the downtown, this proposal does not have a podium and will sit flush to the ground above the below-grade garage. The office tower contains an iconic feature “the lantern”, a lighted portion of the building that is located on an east/west axis. The lantern contains an interesting mechanical screen to further draw attention to this feature. Recesses are used at the pedestrian level to provide weather protection near building entries and to create visual interest. The lantern is further accentuated by a band of offices that extends beyond this iconic feature and is capped with a terrace at the 18<sup>th</sup> floor. The various roof heights add visual interest at the roof line of the super structure that will allow it be compatible with the nearby towers to the northwest, Washington Square and further to the north including BRE, Vue Hanover, and Ten20 Tower, but doesn't mimic their design features.

The proposal provides employees many amenities: fitness room, retail/restaurant activities, indoor seating within the “great room” along the south side of the office tower, exterior seating within the plaza area between the garage and office building, lush vegetation—particularly along the north elevation of the parking garage for compatibility with the adjacent residential towers, concrete pavers, and vegetation in planters, etc.

Finally, the proposed street trees will be consistent with the type, pattern and size required by the Land Use Code. However, a condition of approval is necessary to ensure that required landscaping is installed correctly along with a maintenance assurance device. See Section X for related condition.

**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. The applicant has received an email from Republic Services dated November 5, 2013, stating that they see no service issues for this project. The owner will adhere to the loading dock height requirements specified by the hauler for servicing of this building.

**IX. DECISION**

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

**X. CONDITIONS OF APPROVAL**

The following conditions are imposed under the authority referenced:

**A. GENERAL CONDITIONS**

**1. COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES:** The applicant shall comply with all applicable Bellevue City Codes and Ordinances including but not limited to:

Clearing and Grading Code - BCC 23.76	Janney Gwo	425/452-6190
Bellevue Development Standards	"	
Transportation Code - BCC 14.60	Abdy Farid	425/452-7698
Trans. Improvement Program - BCC.22.16	"	
Right-of-Way Use Permit - BCC 14.30	Tim Stever	425/425-4294
Bellevue Utilities Code - BCC Title 24	Mark Dewey	425/452-6179
Construction Codes - BCC Title 23	Haruo Young	425/452-4577
Land Use Code - BCC Title 20	Antoinette Pratt	425/452-5374
Sign Code - BCC Title 22B	"	
Noise Control - BCC 9.18	"	
Uniform Fire Code - BCC 23.11	Adrian Jones	425/452-6032

**2. Holiday Construction and 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 restriction accordingly.

Authority: BCC 14.30.060  
Reviewer: Tim Stever (425) 452-4294

**3. Provisions for Loading:** The property owner shall provide an off-street loading space which can access a public street. The number and size of loading spaces must be equal to the maximum number and size of vehicles which would be simultaneously loaded or unloaded in connection with this proposal. No on-street loading, unloading, or garbage pickup will be allowed. The backing of trucks in any street or across any public sidewalk in order to access this site is prohibited.

Authority: LUC 20.20.590.K.4, BCC 14.60.150  
Reviewer: Abdy Farid (425) 452-7698

**4. Conceptual Approval:** Utility Department approval of the design review application is based on the final conceptual design submitted with this application. Small changes to the

site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Utility Developer Extension Agreement (DEA) and Utilities Permit Processes. A water, sewer and storm Developer Extension Agreement will be required for the project. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit. Public and private Easements for water, sewer and storm water facilities will be required where applicable.

Authority: BCC 24.02, 24.04, 24.06  
Reviewer: Mark Dewey

- 5. Construction Hours:** Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Construction noise is prohibited on all Sundays and WA state holidays. Posting of construction hours is required. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to 9.18.020.C.1&2 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. To vary construction noise hours, the applicant shall apply for a noise permit that must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such requests may be required to include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

Authority: BCC 9.18.040  
Reviewer: Antoinette Pratt

## **B. PRIOR TO ISSUANCE OF ANY CLEAR AND GRADE PERMIT**

- 1. Right-of-Way-Use Permit:** Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:
- a) Designated truck hauling routes.
  - b) Truck loading/unloading activities.
  - c) Location of construction fences.
  - d) Hours of construction and hauling.
  - e) Requirements for leasing of right of way or pedestrian easements.
  - f) Provisions for street sweeping, excavation and construction.
  - g) Location of construction signing and pedestrian detour routes.
  - h) All other construction activities as they affect the public street system.
  - i) Sufficient off-street parking for construction workers.

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

Authority: BCC 11.70 & 14.30  
Reviewer: Tim Stever (425) 452-4294

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

- a) Traffic signs, markings, c-curb, and other features required to control traffic movements.
- b) Curb, gutter, sidewalk, and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)
- c) All engineering details for handicapped ramps, crosswalk revisions, and crosswalk equipment such as pushbuttons.
- d) All engineering details for installation or relocation of streetlights and related equipment, as well as the location of street trees.
- e) Sight distance. Show the required sight triangles and include any sight obstructions, including those off-site.
- f) Location or relocation of fixed objects in the sidewalk or near a driveway approach.
- g) Trench restoration within any right of way or access easement.
- h) Transformers and utility vaults to serve the development shall be placed inside the building or below grade, and not in the main walking path of sidewalks to the extent feasible.
- i) Any damage to the site's frontage during the construction must be repaired or replaced as directed by the Transportation Department Construction Inspector.
- j) Driveway aprons must be constructed in accordance with Design Manual Standard DEV-7A for 108<sup>th</sup> Avenue NE.
- k) 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.
- l) Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241. Sight distance triangles must be shown at all driveway locations and

must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

Specific requirements are detailed below.

- a) In conjunction with frontage improvements on 108<sup>th</sup> Avenue NE that includes pavement widening, final engineering plans such as road plan with retained roadway cross-sections, street lighting and street channelization markings and signage are required.
- b) In conjunction the applicant's proposed frontage improvement work at the 106<sup>th</sup> Avenue NE/ NE 9<sup>th</sup> Place intersection such as lane widening on NE 9<sup>th</sup> Place and installation of pedestrian crosswalk on 106<sup>th</sup> Avenue NE, civil engineering plans and specifications are needed.
- c) Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

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

### C. PRIOR TO ISSUANCE OF ANY BUILDING PERMIT

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 will apply.

Authority: BCC 22.16  
Reviewer: Abdy Farid (425) 452-7698

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

Authority: BCC 14.60.060, 110, 120, 150, 180, 181, 190, 240, 241  
Reviewer: Abdy Farid (425) 452-7698

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

Authority: BCC 14.60.100  
Reviewer: Tim Stever (425) 452-4294

- 4. Easement for Traffic Signal, Street Light Boxes and Vaults:** The applicant shall provide easements to the City for location of traffic signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.  
Authority: BCC 14.60.100  
Reviewer: Abdy Farid (425) 452-7698
- 5. Pedestrian and Utility Easements:** The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any public sidewalks located outside the city rights of way fronting this site. Documents granting such easements shall be signed by the property owner.  
  
Authority: BCC 14.60.100  
Reviewer: Abdy Farid (425) 452-7698
- 6. Soil Nailing and Shoring:** Soil nailing will be allowed under a street right of way, sidewalk/utility easement, or vehicular easement only if an indemnification agreement that protects the city is completed prior to issuance of the shoring permit. Temporary shoring walls will be allowed under a sidewalk easement (but not under right of way) if the shoring wall and pilings will not interfere with existing or planned utilities, and if pilings under the sidewalk are cut off at least eight feet below grade.  
  
Authority: BCC 14.30  
Reviewer: Tim Stever, Transportation Department, 425-452-4294
- 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 (425) 452-7698
- 8. Garage Exhaust Noise:** The garage exhaust fans can create noise levels at the public sidewalk which exceed that allowed by the Bellevue City Code. This decision is conditioned to require certification by the project noise consultant that the garage exhaust fan noise will not exceed 60 dBA at the public sidewalk prior to the issuance of any mechanical permits.  
  
Authority: BCC 9.18.045  
Reviewer: Antoinette Pratt
- 9. Design Review Modifications:** Any modification to this approval shall be documented as an Amendment to this Design Review OR as an addition or revision to this issued land use approval, processed as a Land Use Exemption. The applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report. Any modification of the project design must be reviewed for consistency with the

design intent as stated in Section III of this report. Conditions of Approval run for the life of the project.

Authority: LUC 20.30F.175, 20.25A.060  
Reviewer: Antoinette Pratt

10. **Commercial Venting:** To further protect this environment, the applicant shall be required to direct all venting from commercial uses to the roof. This will reduce the opportunity of malodorous odors from encroaching into the plaza area.

Authority: BCC 9.10.030.B and LUC 20.20.525  
Reviewer: Antoinette Pratt

11. **Mechanical Equipment/Ventilation:** The maximum elevation of 484.24 feet may not be exceeded for any reason within this application and approval. No changes shall be permitted to the shown roof details for this project without consent of staff during building permit review. Additional height is based on the details provided herein. Modification to the roof design/mechanical equipment without approval may place the height increase gained at risk for reduction to elevation 431.74. Additionally, all venting shall be designed so that it does not detract from the architectural integrity of the building for staff review prior to building permit issuance.

Authority: LUC 20.20.525  
Reviewer: Antoinette Pratt

#### D. CONDITIONS PRIOR TO CERTIFICATE OF OCCUPANCY

1. **Bonus System Recording:** The applicant shall record a copy of the approved bonus point calculations, a statement that 100% of the project frontage shall remain pedestrian-oriented retail, and the project drawings & conditions of this Design Review with the King County Records office.

Authority: LUC 20.25A.020.D.3  
Reviewer: Antoinette Pratt

2. **Landscape Installation Assurance Device:** If a Temporary Certificate of Occupancy is requested prior to completion of the landscaping installation, the applicant shall file with DSD a landscape installation assurance device equal to 150% of the cost of labor and materials for any landscaping that has not yet been installed.

Authority: LUC 20.40.490  
Reviewer: Antoinette Pratt

3. **Landscape Maintenance Device:** The applicant shall file with DSD a landscape maintenance assurance device for a one-year period from the date of final inspection 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: Antoinette Pratt

4. **Interim Landscaping Plan:** The proposed interim landscaping plan shall be planted prior to Certificate of Occupancy of the Office Tower.

Authority: LUC 20.20.520.J  
Reviewer: Antoinette Pratt

5. **Public Art:** The applicant shall work with the City's art specialist to determine the appropriate art pieces for the plaza to fulfill FAR amenity requirements for this proposal.

Authority: LUC 20.25A.030, Amenity 14  
Reviewer: Antoinette Pratt

6. **Public Access:** 24-hour public pedestrian access shall be accommodated along the north and east/west mid-block connections. In addition, public access signs located prominently and visible to pedestrians from the public right-of-way shall be posted at every point where the public access easement intersects with the public right-of-way. A written agreement that meets the satisfaction of the Development Services Department Director shall be recorded with the King County Records office.

Authority: BCC 22B and LUC 20.25B.040.G  
Reviewer: Antoinette Pratt

7. **Interior Noise:** The Bellevue City Code, BCC 9.18, limits interior noise levels within residential structures to 40 dBA in sleeping areas and 45 dBA in non-sleeping areas. Special construction is generally necessary to meet these thresholds. Prior to the issuance of any occupancy permits, the applicant shall verify that this threshold has been met.

Authority: BCC 9.18  
Reviewer: Antoinette Pratt

8. **Lantern Backlighting System:** To ensure that the lantern lighting complements the Bellevue skyline at night, the backlighting for the lantern shall be adjustable so that it remains compatible with existing tower structures.

Authority: LUC 20.25A.110.A.5.b  
Reviewer: Antoinette Pratt

9. **Allocation of Parking for Retail and/or Restaurant:** Prior to TCO, applicant shall submit plans of the parking garage to Land Use, identifying the exact location of the parking stalls to be assigned to the retail and/or restaurant uses in the building and identify any conditions and/or restrictions for these spaces.

Authority: LUC 20.25A.050  
Reviewer: Antoinette Pratt

**10. Public Restrooms:** Public restrooms shall be provided with this proposal as an amenity bonus. They shall be available for use during business hours and signed to identify their location.

Authority: LUC 25A.030.C.19  
Reviewer: Antoinette Pratt

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

- a) Driveway widths and approaches must be constructed in accordance with the approved civil engineering plans.
- b) Landings on sloping approaches are not to exceed a grade of 7% for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- c) Streetlights shall be located per the approved streetlight plan and street trees shall have the required spacing from the streetlights in order to achieve the required on-street lighting levels.
- d) Fixed objects shall be at least ten feet from any driveway edge, as defined by Point A in standard drawing DEV-7A, and at least three feet behind the face of curb, unless the Transportation Department approves less space.
- e) Public sidewalks, ramps, and pedestrian pushbuttons shall be ADA compliant.
- f) Street and sidewalk improvements shall have an acceptable cross slope and shall have adequate provisions for drainage.
- g) Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
- h) Required traffic signs, markings, c-curb and other traffic controls shall be installed.
- i) Vehicle and pedestrian sight distance shall be provided per BCC 14.60.240 and 14.60.241. Vertical as well as horizontal line of sight and all fixed objects, structures, and mature landscaping must be considered when checking for sight distance.

Authority: BCC 14.60.090, 110, 120, 150, 181, 190, 200, 210, 240, 241;  
Transportation Department Design Manual; and Transportation Department Design  
Manual Standard Drawings.  
Reviewer: Abdy Farid (425) 452-7698

- 12. Pavement Restoration:** Pavement restoration associated with street frontage improvements, utility installation, or to repair damaged street surfaces shall be provided as follows. On 106<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE, any trenching or construction-related street damage will require half street or full street grind and overlay. The exact extent of the pavement restoration will be determined in the Right of Way Use Permit for the development.

Authority: BCC 14.60.250; Design Manual Design Standard #21  
Reviewer: Tim Stever (425) 452-4294

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

Authority: BCC 14.60.070 and 14.60.080  
Reviewer: Abdy Farid (425) 452-7698

#### **E. PRIOR TO ISSUANCE OF SIGN PERMITS**

- 1. Signs:** All signage shall be pedestrian oriented. A comprehensive sign package shall be submitted to DSD for review and approval prior to issuance of any sign permits. The sign package plans, elevations, and other sketches shall include but are not limited to:
- A. Location
  - B. Lighting
  - C. Color Palette
  - D. Material
  - E. Design (No cabinet or can signs are permitted)

Signage shall be the minimum size necessary to convey information and shall be architecturally compatible and integrated with the building. See Sign Code limitations or other design criteria. Design review of individual signs and compliance with the approved sign package will occur through review of each sign permit application.

Authority: LUC 20.25A.110, LUC 20.30F, BCC 22B  
Reviewer: Antoinette Pratt

Bellevue Office Tower  
13-119862 LD  
Page 45 of 46

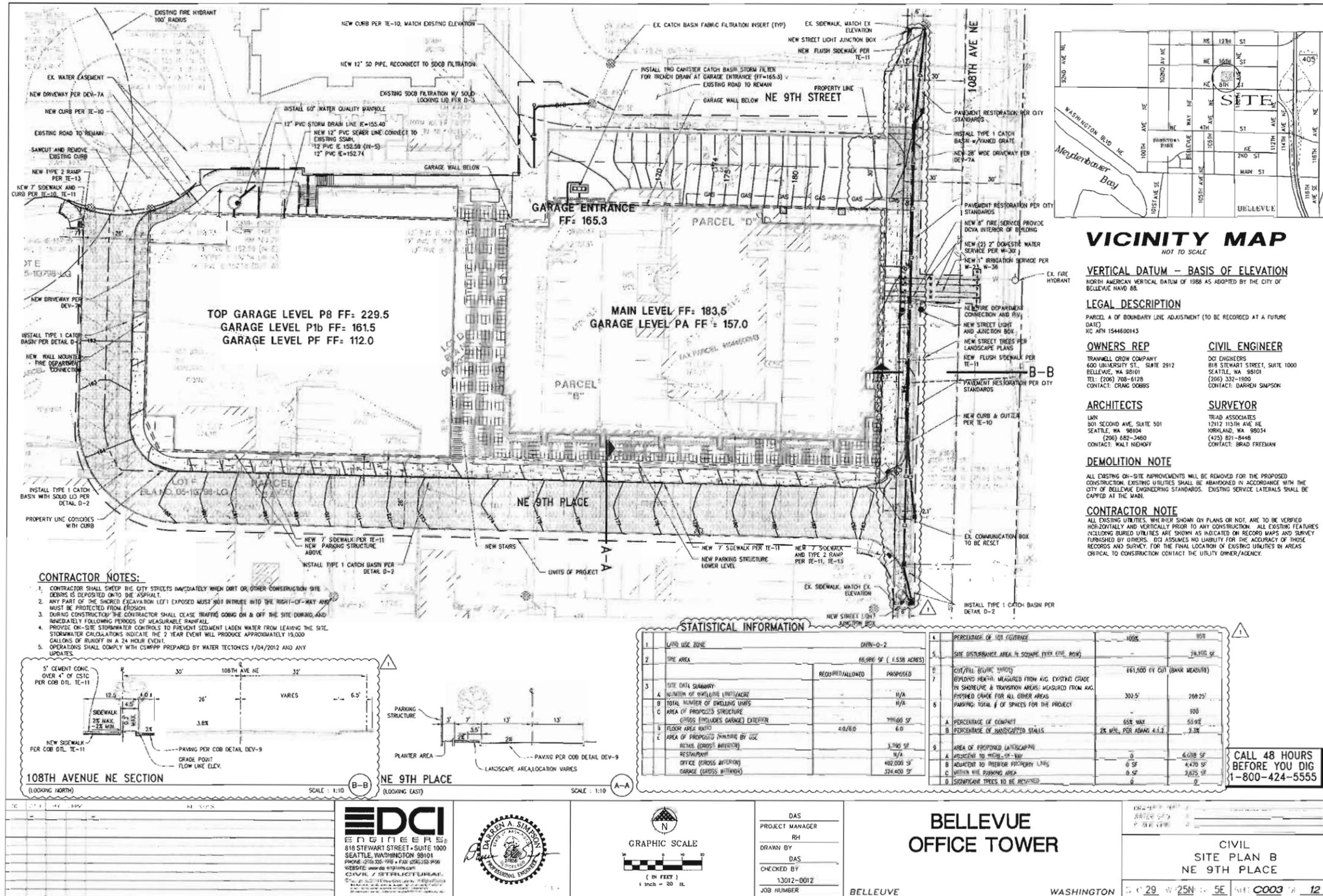
**ATTACHMENTS**

- A. Project Plans and Drawings
- B. FAR and Amenity Calculations
- C. Documents Filed with King County
- D. Certificate of Concurrency

**ATTACHMENT A**  
**(Plans and Drawings)**







**VICINITY MAP**  
NOT TO SCALE

**VERTICAL DATUM - BASIS OF ELEVATION**  
NORTH AMERICAN VERTICAL DATUM OF 1988 AS ADOPTED BY THE CITY OF BELLEVUE HAWD 88.

**LEGAL DESCRIPTION**  
PARCEL A OF BOUNDARY LINE ADJUSTMENT (TO BE RECORDED AT A FUTURE DATE)  
XC MEN 1544600143

**OWNERS REP**  
TRANWELL CROW COMPANY  
600 UNIVERSITY ST., SUITE 2912  
BELLEVUE, WA 98001  
TEL: (206) 708-6128  
CONTACT: CRAIG DOBBS

**CIVIL ENGINEER**  
DCI ENGINEERS  
818 STEWART STREET, SUITE 1000  
SEATTLE, WA 98101  
TEL: (206) 332-1800  
CONTACT: DARREN SIMPSON

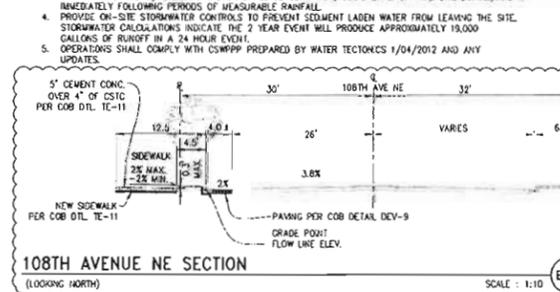
**ARCHITECTS**  
LMN  
501 SECOND AVE, SUITE 501  
SEATTLE, WA 98104  
(206) 682-3460  
CONTACT: WALT NEDHOFF

**SURVEYOR**  
TRIAD ASSOCIATES  
12112 115TH AVE NE  
KORLAND, WA 98034  
(425) 871-8448  
CONTACT: BRAD FREEMAN

**DEMOLITION NOTE**  
ALL EXISTING ON-SITE IMPROVEMENTS WILL BE REMOVED FOR THE PROPOSED CONSTRUCTION. EXISTING UTILITIES SHALL BE ABANDONED IN ACCORDANCE WITH THE CITY OF BELLEVUE ENGINEERING STANDARDS. EXISTING SERVICE LATERALS SHALL BE CAPPED AT THE MAIN.

**CONTRACTOR NOTE**  
ALL EXISTING UTILITIES, WHETHER SHOWN ON PLANS OR NOT, ARE TO BE VERIFIED HORIZONTALLY AND VERTICALLY PRIOR TO ANY CONSTRUCTION. ALL EXISTING FEATURES INCLUDING BURIED UTILITIES ARE SHOWN AS INDICATED ON RECORD MAPS AND SURVEY FURNISHED BY OTHERS. DCI ASSUMES NO LIABILITY FOR THE ACCURACY OF THESE RECORDS AND SURVEY. FOR THE FINAL LOCATION OF EXISTING UTILITIES IN AREAS CRITICAL TO CONSTRUCTION CONTACT THE UTILITY OWNER/AGENCY.

- CONTRACTOR NOTES:**
- CONTRACTOR SHALL SWEEP THE CITY STREETS IMMEDIATELY WHEN DIRT OR OTHER CONSTRUCTION SITE DEBRIS IS DEPOSITED ONTO THE ASPHALT.
  - ANY PART OF THE SHORED EXCAVATION LEFT EXPOSED MUST NOT INTRUDE INTO THE RIGHT-OF-WAY AND MUST BE PROTECTED FROM EROSION.
  - DURING CONSTRUCTION THE CONTRACTOR SHALL CEASE TRAFFIC GOING ON & OFF THE SITE DURING AND IMMEDIATELY FOLLOWING PERIODS OF MEASURABLE RAINFALL.
  - PROVIDE ON-SITE STORMWATER CONTROLS TO PREVENT SEDIMENT LADEN WATER FROM LEAVING THE SITE. STORMWATER CALCULATIONS INDICATE THE 2 YEAR EVENT WILL PRODUCE APPROXIMATELY 19,000 GALLONS OF RUNOFF IN A 24 HOUR EVENT.
  - OPERATIONS SHALL COMPLY WITH CSWPPP PREPARED BY WATER TECHNOLOGIES 1/04/2012 AND ANY UPDATES.



**STATISTICAL INFORMATION**

NO.	DESCRIPTION	REQUIREMENT	PROPOSED	PERCENTAGE OF LOT COVERAGE	100%	85%
1	LAND USE ZONE	DNIN-D-2				
2	SITE AREA	66,996 SF (1.538 ACRES)				78,100 SF
3	SITE DATA SUMMARY:					
A	NUMBER OF DWELLING UNITS/ACRE	N/A				
B	TOTAL NUMBER OF DWELLING UNITS	N/A				
C	AREA OF PROPOSED STRUCTURE (GROSS INCLUDES GARAGE) EXTERIOR	77,000 SF				
D	FLOOR AREA RATIO	4.0/2.0	6.0			
E	AREA OF PROPOSED BUILDING BY USE:					
	RETAIL (GROSS INTERIOR)		3,700 SF			
	RESTAURANT		N/A			
	OFFICE (GROSS INTERIOR)		482,000 SF			
	GARAGE (GROSS INTERIOR)		328,400 SF			
4	PERCENTAGE OF LOT COVERAGE			100%		85%
5	SITE DISTURBANCE AREA IN SQUARE FEET (SEE ROW)					78,100 SF
6	CUT/FILL (CUBIC YARDS)				161,000 CY CUT (BANK MEASURE)	
7	SPRINKLER HEIGHT - MEASURED FROM AVG. EXISTING GRADE IN SHORELINE & TRANSITION AREAS MEASURED FROM AVG. FINISHED GRADE FOR ALL OTHER AREAS				300.5'	288.25'
8	PARKING TOTAL # OF SPACES FOR THE PROJECT					500
A	PERCENTAGE COMPACT			65% MAX		55.9%
B	PERCENTAGE OF HANDICAPPED STALLS			2% MIN. PER ADAAG 4.1.2		2.3%
9	AREA OF PROPOSED LANDSCAPE					6,028 SF
A	ADJACENT TO HIGHWAY				0	4,470 SF
B	ADJACENT TO INTERIOR PROPERTY LINES				0 SF	2,675 SF
C	WITHIN THE PARKING AREA				0 SF	0
D	SIGNIFICANT TREES TO BE RETAINED				0	0

**CALL 48 HOURS BEFORE YOU DIG**  
1-800-424-5555

EDCI ENGINEERS  
818 STEWART STREET • SUITE 1000  
SEATTLE, WASHINGTON 98101  
PHONE: 206.332.1800 • FAX: 206.332.1808  
WEBSITE: www.edci-engineers.com  
CHARLES J. STEPHENSON, P.E.  
Principal

DARREN A. SIMPSON  
PROFESSIONAL ENGINEER

GRAPHIC SCALE  
( IN FEET )  
1 inch = 20 ft

DAS  
PROJECT MANAGER  
RH

DRAWN BY  
DAS

CHECKED BY  
13012-001Z

JOB NUMBER

**BELLEVUE OFFICE TOWER**

BELLEVUE WASHINGTON

CIVIL  
SITE PLAN B  
NE 9TH PLACE

DATE: 02/29/25N 5E  
SHEET: C003 OF 12

**BELLEVUE OFFICE TOWER**  
929 108TH AVE NE

DESIGN REVIEW  
RESUBMISSION 2

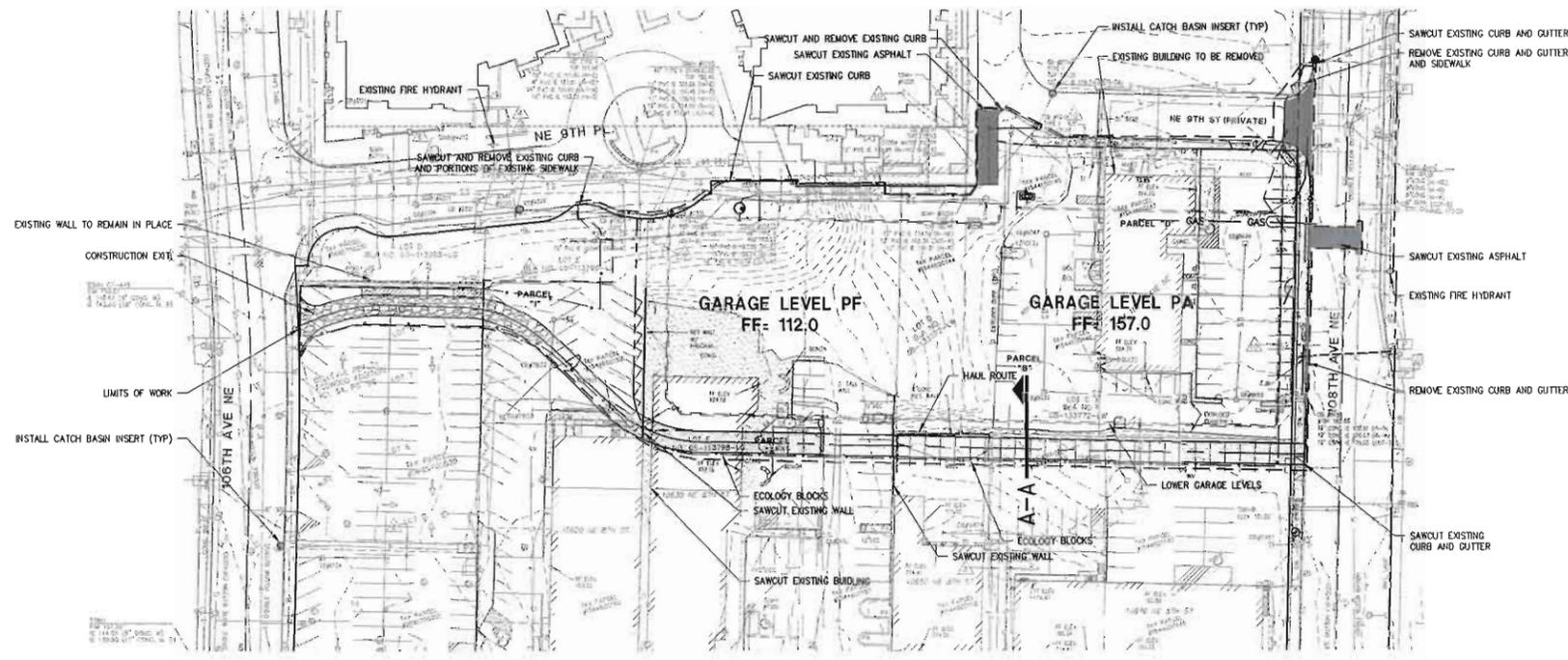
Date: 02/13/2014

SITE PLAN B  
NE 9TH PLACE

**C003**

**LMN** Architecture  
Urban Design  
Interiors

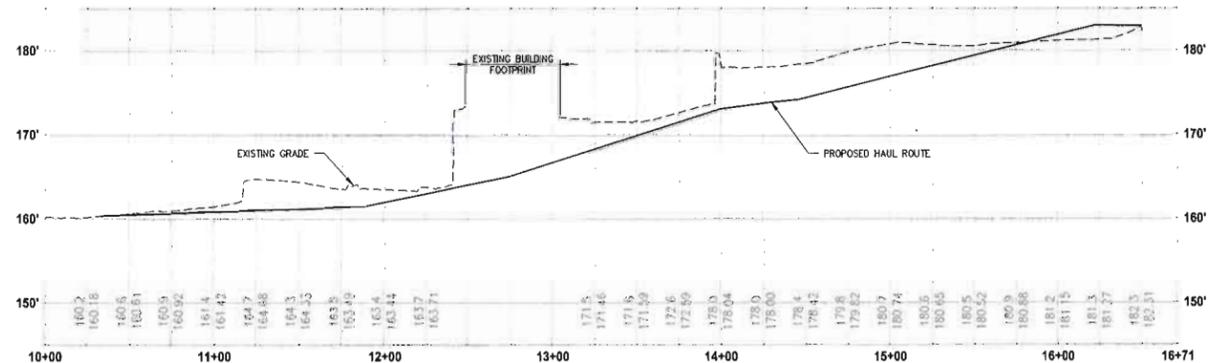
1801 Second Avenue, Suite 601  
Seattle, Washington 98101  
Tel: 206.462.3400  
Fax: 206.462.3300  
www.lmn.com



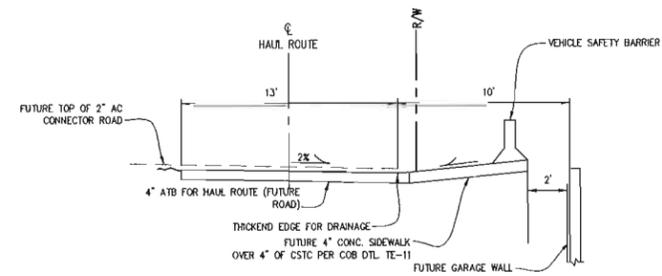
HAUL ROUTE PLAN  
SCALE: 1"=40'

**DEMOLITION NOTE**  
ALL EXISTING ON-SITE IMPROVEMENTS WILL BE REMOVED FOR THE PROPOSED CONSTRUCTION. EXISTING UTILITIES SHALL BE ABANDONED IN ACCORDANCE WITH THE CITY OF BELLEVUE ENGINEERING STANDARDS. EXISTING SERVICE LATERALS SHALL BE CAPPED AT THE MAIN.

⊙ INLET/CB PROTECTION



HAUL ROUTE PROFILE  
SCALE: VERT: 1"=4'  
HORIZ: 1"=40'



HAUL ROUTE SECTION  
SCALE: NTS

CALL 48 HOURS  
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NO	DATE	BY	APPROV	REVISIONS

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RH  
DRAWN BY  
DAS  
CHECKED BY  
13012-0012  
JOB NUMBER

**BELLEVUE OFFICE TOWER**

BELLEUE WASHINGTON

DRAWN BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

CIVIL  
DEMOLITION & T.E.S.C.  
PLAN

SEC 29 TWP 25N R5E SE SHT C100 OF 12



**LMN** Architecture  
Urban Design  
Interiors  
801 Second Avenue, Suite 501  
Seattle, Washington 98104  
T: 206 682 3460  
F: 206 343 9388  
www.lmnprojects.com

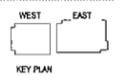
**BELLEVUE OFFICE TOWER**  
929 108TH AVE NE

DESIGN  
DEVELOPMENT

Drawn: \_\_\_\_\_  
Checked: \_\_\_\_\_  
DCI Proj No: \_\_\_\_\_  
Date: 10.18.2013

DEMOLITION &  
T.E.S.C. PLAN

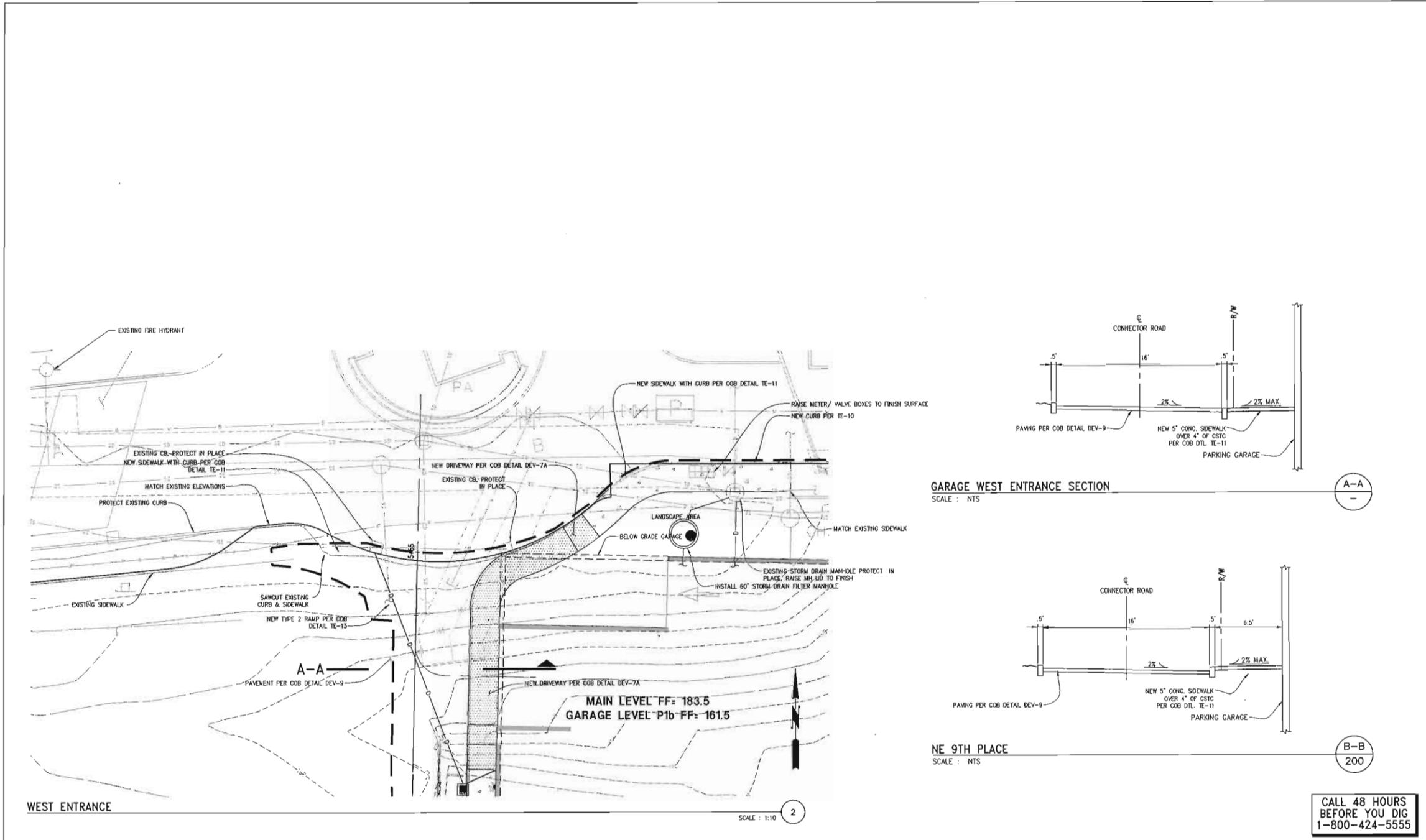
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Plot Date: 2013-11-11







CALL 48 HOURS BEFORE YOU DIG  
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NO	DATE	BY	APPR	REVISIONS

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ENGINEERS  
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PROJECT MANAGER  
RH  
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DAS  
CHECKED BY  
13012-0012  
JOB NUMBER

**BELLEVUE OFFICE TOWER**  
BELLEVUE WASHINGTON

DRAINAGE MAP # \_\_\_\_\_  
WATER GRID # \_\_\_\_\_  
SEWER GRID # \_\_\_\_\_  
CIVIL WEST ENTRANCE GRADING PLAN & SECTION  
SEC 29 P1b P25 RANGE 5E SHT C201 OF 12

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Plot Date: 2012-11-11

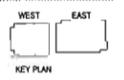
**Trammell Crow Company**  
**LMN** Architecture  
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Interiors  
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929 108TH AVE NE

DESIGN DEVELOPMENT

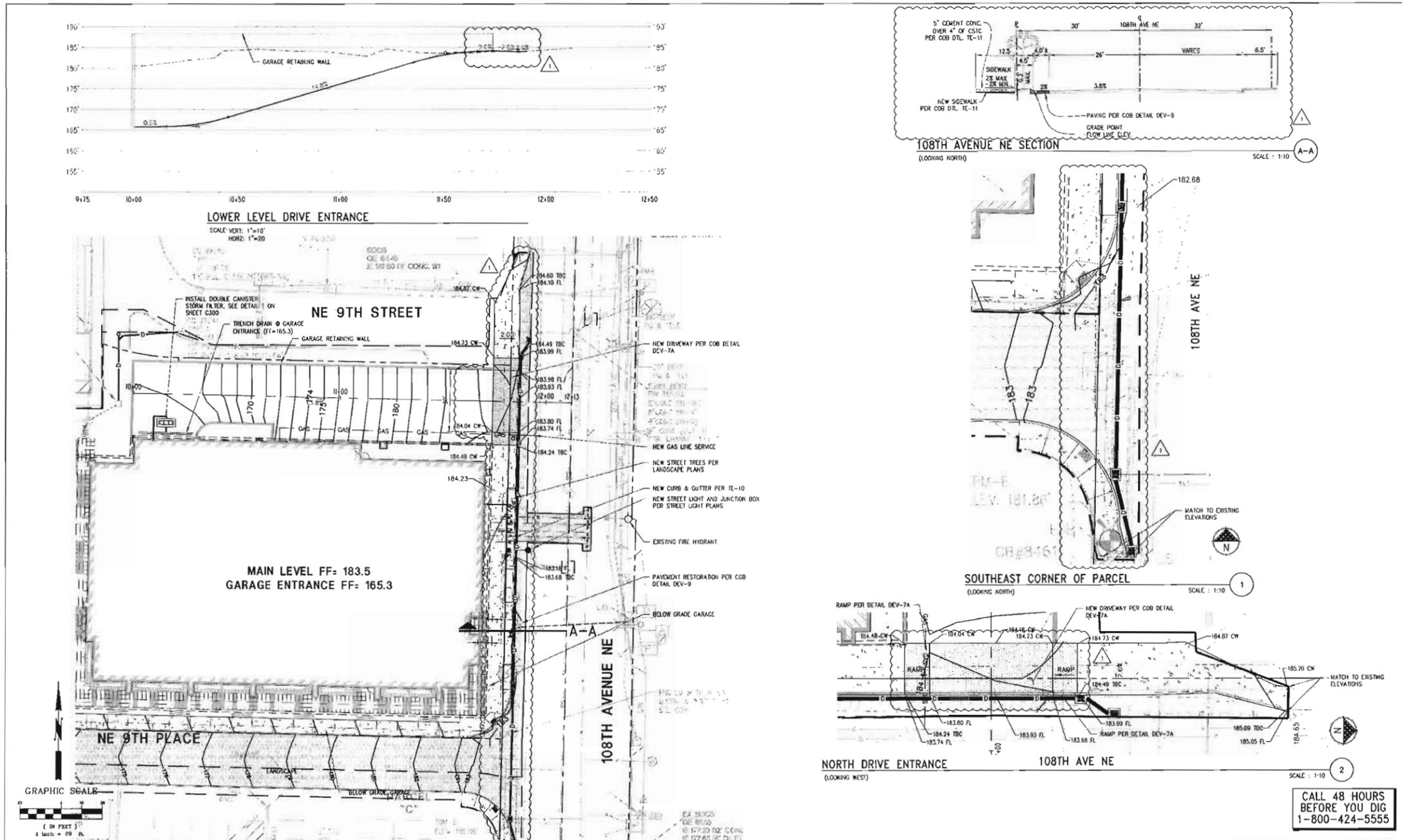
Drawn: RH  
Checked: DAS  
DCI Proj No: 13012-0012  
Date: 10.18.2013

CIVIL WEST ENTRANCE GRADING PLAN & SECTION  
**C201**









NO.	DATE	BY	DESCRIPTION

**EDCI ENGINEERS**  
 619 STEWART STREET • SUITE 1000  
 SEATTLE, WASHINGTON 98101  
 PHONE: (206) 325-1800 • FAX: (206) 325-1800  
 WEBSITE: www.edci-engineers.com  
**CIVIL / STRUCTURAL**

EA 31000  
 DE 61500  
 IE 177.20 (2' CONC)  
 IE 177.65 (3" D" E)

DAS  
 PROJECT MANAGER  
 RH  
 DRAWN BY  
 DAS  
 CHECKED BY  
 13012-0012  
 JOB NUMBER

**BELLEVUE OFFICE TOWER**

BELLEVE WASHINGTON

CIVIL  
 108th AVE NE  
 FRONTAGE IMPROVEMENT PLAN

DATE: 02/29/2014  
 SCALE: 1"=20'  
 SHEET: C400 # 12

File Location: G:\30-C400\108th Ave NE\108th Ave NE\108th Ave NE.dwg  
 Plot Date: 2/27/2014

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**BELLEVUE OFFICE TOWER**  
 929 108TH AVE NE

DESIGN REVIEW  
 RESUBMISSION 2

NO.	DATE	BY	DESCRIPTION
1	2/13/14	RH	CURB AND DRIVEWAY CHANGES

DATE	BY
02/13/2014	DAS
02/13/2014	DAS

CIVIL  
 108TH AVE NE  
 FRONTAGE IMPROVEMENT  
 PLAN

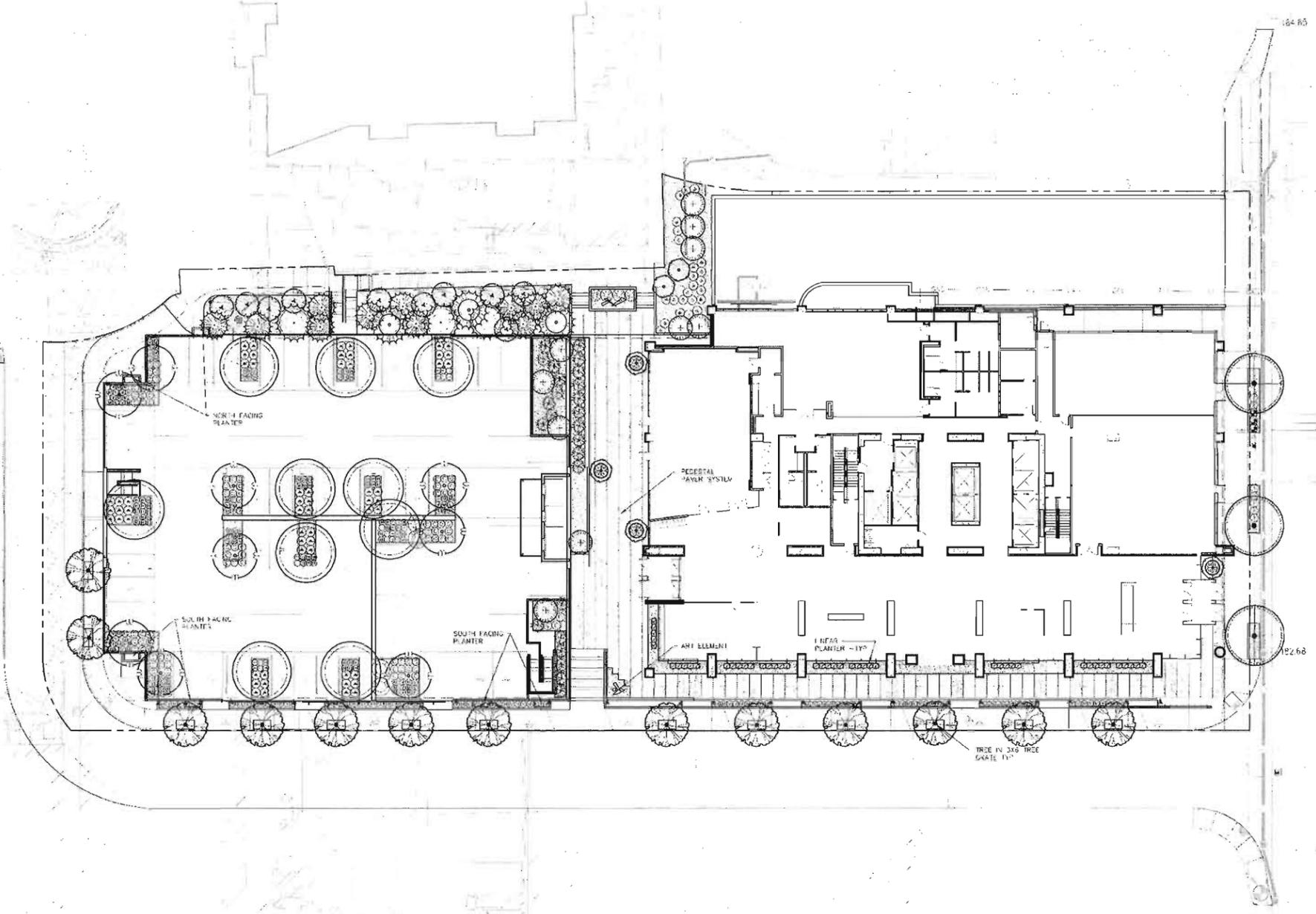
**C400**





NE 9TH PL

108TH AVENUE



FINAL CONNECTOR ROAD CONDITION ANTICIPATED IN SEPTEMBER 2015 PENDING ANY AMENDMENTS



Sheet

**Trammell Crow Company**

**BELLEVUE OFFICE TOWER**  
 929 108th Ave NE Bellevue, Washington

Revision	No.	Date	By	Description
1	11/05/2013			DESIGN REVIEW RF SUBMISSION 1
2	02/12/2014			DESIGN REVIEW REVISION 2

Drawn: DA  
 Checked: JR  
 LMMF v. No.  
 Date: 02/13/2014



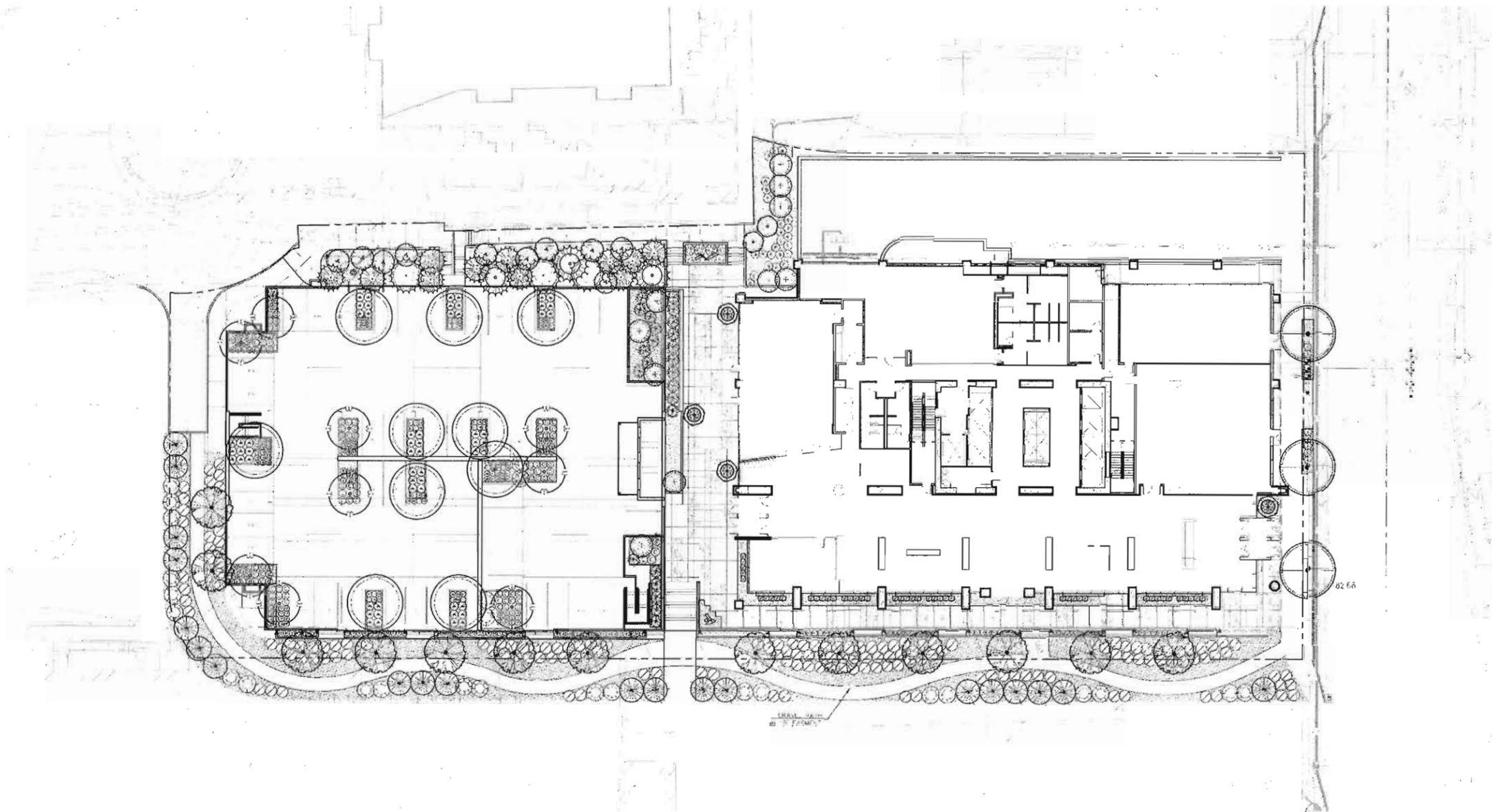
**LMM** Architecture  
 Urban Design  
 Interiors  
 851 Broadway Avenue, Suite 501  
 Seattle, Washington 98104  
 T 206 462 5883  
 F 206 343 9398  
 www.lmm.com

**WEISMANDESIGNGROUP**  
 LANDSCAPE ARCHITECTURE  
 2274 Evans Street  
 Seattle, WA 98104  
 WWW.WEISMANDESIGN.COM

DESIGN REVIEW SUBMISSION 2

BASE CONDITION  
Planting Plan

**L01**



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**Trammell Crow Company**

**LMN** Architecture  
Urban Design  
Interiors  
608 5th Avenue, Suite 501  
Seattle, Washington 98103  
T: 206 462 3600  
F: 206 343 2038  
www.lmn.com

**WEISMANDESIGNGROUP**  
LANDSCAPE ARCHITECTURE  
2000 1st Avenue  
Seattle, WA 98101  
www.wdsg.com

**BELLEVUE OFFICE TOWER**  
929 108th Ave NE Bellevue, Washington

Revisions	
No.	Date
1	11.05.2013
2	02.13.2014

Checked: LMY  
Date: 02.13.2014



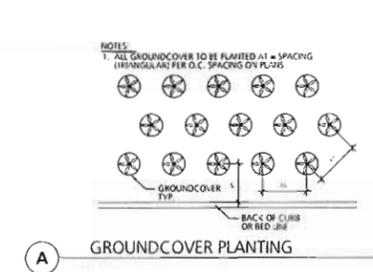
**DESIGN REVIEW SUBMISSION 2**

ALTERNATE CONDITION  
Planting Plan

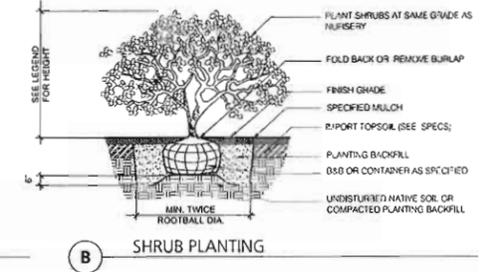
**L02**

**LANDSCAPE SCHEDULE**  
SUBMIT DIGITAL PHOTOS OF ALL PLANT MATERIAL REQUIRED FOR PROJECT FOR APPROVAL

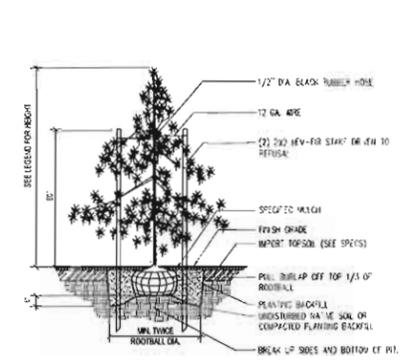
SYMBOL	BOTANICAL/COMMON NAME	SIZE/CONDITION/REMARKS	SYMBOL	BOTANICAL/COMMON NAME	SIZE/CONDITION/REMARKS
<b>STREET TREES</b>					
	PARROTIA PERSICA 'VANESSA' PERSIAN IRONWOOD	MIN. 3" CALIPER, MIN. 14' HT., WELL-BRANCHED, MATCHED, B&B, SPACING AS SHOWN ON PLAN, EVENLY HEADED ABOVE 6'.		MEDIUM SMALL SHRUBS CORNUS STOLONIFERA 'KELSEY' KELSEY DOGWOOD	SPACING AS SHOWN ON PLAN MIN. 18" HT. & SPR., FULL & BUSHY, B&B OR CONT.
	TILIA CORDATA 'CORZAM' CORINTHIAN LINDEN	MIN. 3" CALIPER, MIN. 14' HT., WELL-BRANCHED, MATCHED, B&B, SPACING AS SHOWN ON PLAN, EVENLY HEADED ABOVE 6'.		ILEX CRENATA 'GREEN LUSTER' JAPANESE HOLLY	MIN. 15" HT. & SPR., FULL & BUSHY, 5 GAL. CONT.
<b>SHADE TREE OVER STRUCTURE</b>					
	ACER RUBRUM 'OCTOBER GLORY' RED MAPLE	MIN. 3" CALIPER, MIN. 14' HT., WELL-BRANCHED, MATCHED, B&B, SPACING AS SHOWN ON PLAN, EVENLY HEADED ABOVE 6'.		POLYSTICHUM MUNITUM WESTERN SWORD FERN	2 GAL. POTS, MIN. 15" HT. / SPREAD, FULL AND BUSHY, MIN. (10) HEALTHY FRONDS
<b>EVERGREEN TREES</b>					
	SPECIMEN EVERGREEN TREE	MIN. 25'-35' HT., SPECIES TO BE DETERMINED, FROM AVAILABLE FIELD GROWN TREE FARMS, FRASER FIR, NOBLE FIR, OR GRAND FIR.		PRUNUS LAUROCERASUS 'MT. VERNON' MT. VERNON LAUREL	MIN. 15" HT. & SPR., FULL & BUSHY, 2 GAL. CONT.
	THUJA PLICATA 'EXCELSA' HOOP CEDAR	MIN. 18'-20' HT., FULL AND BUSHY TO BASE, B&B		PRUNUS LAUROCERASUS 'OTTO LUYKEN' OTTO LUYKEN LAUREL	MIN. 24" HT. & SPR., FULL & BUSHY, B&B OR CONT.
	PSEUDOTSUGA MENZIESII DOUG FIR	MIN. 18'-20' HT., FULL & BUSHY TO BASE, B&B		RHO DODENDRON CAMPYLOCARPUM HYBRID RHODODENDRON 'UNIQUE'	MIN. 30-36" HT., FULL & BUSHY, B&B OR CONT.
	MAGNOLIA GRANDIFLORA 'VICTORIA' VICTORIA MAGNOLIA	MIN. 18-20' HT., FULL & BUSHY TO BASE, B&B, FIELD GROWN SPECIMENS, ROOT PRUNED PRIOR TO START OF CONSTRUCTION		SARCOCOCCA HOOKERIANA HUMILIS SARCOCOCCA	15" HT. & SPR., 2 GAL. POTS, FULL AND BUSHY, SHRUBBY TO BASE
	CUPRESSOCYPARIS LEYLANDII LEYLAND CYPRESS	MIN. 8'-10' HT., FULL & BUSHY TO BASE, B&B, FIELD GROWN SPECIMENS, ROOT PRUNED PRIOR TO START OF CONSTRUCTION	<b>GROUNDCOVERS / ORNAMENTAL GRASSES / PERENNIALS</b>		
<b>DECIDUOUS ACCENT TREES</b>					
	ACER CIRCINATUM 'PACIFIC FIRE' PACIFIC FIRE VINE MAPLE	MULTI-STEMMED, SPECIMENS, MIN. (3) 3/4" CALIPER TRUNKS, 12'-16' HT., WELL-BRANCHED, SYMMETRICAL, B&B.		HELICOTRICHON SEMPERVIRENS BLUE OAT GRASS	1 GAL. POTS, MIN. 18" HT. AND SPR., FULL AND BUSHY, SPACING AS SHOWN ON PLAN
	ACER PALMATUM 'SANOU KAKU' SANOU KAKU JAPANESE MAPLE	MULTI-STEMMED, SPECIMENS, MIN. (3) 3/4" CALIPER TRUNKS, 12'-15' HT., WELL-BRANCHED, SYMMETRICAL, B&B.		MISCANTHUS SINENSIS 'LITTLE KITTEN' LITTLE KITTEN MAIDEN GRASS	1 GAL. POTS, MIN. 18" HT. AND SPR., FULL AND BUSHY, SPACING AS SHOWN ON PLAN
<b>LARGE SHRUBS</b>					
	CORNUS STOLONIFERA 'MIDWINTER FIRE' MIDWINTER FIRE DOGWOOD	SPACING AS SHOWN ON PLAN MIN. 24" HT. & SPR., FULL & BUSHY, MIN. 5 GAL. CONT.		MOLINEA CAERULEA 'STRAHLENGUELLE' MOOR GRASS	1 GAL. POTS, MIN. 18" HT. AND SPR., FULL AND BUSHY, SPACING AS SHOWN ON PLAN
	MYRICA CALIFORNICA PACIFIC WAX MYRTLE	MIN. 30-36" HT., FULL & BUSHY, B&B OR CONT.		ACORUS GRAMINEUS 'OGON' DWARF SWEET FLAG	1 GAL. POTS, MIN. 12" HT. AND SPR., FULL AND BUSHY, 12" O.C., TRIANGULAR SPACING
	NANDINA DOMESTICA 'COMPACTA' HEAVENLY BAMBOO	MIN. 30" HT., FULL & BUSHY, B&B OR CONT.		CALLUNA VULGARIS 'FIREFLY' FIREFLY HEATHER	1 GAL. POTS, MIN. 15" HT. AND SPR., FULL AND BUSHY, 18" O.C. TRIANGULAR SPACING
	PHYLLOSTACHYS AUREA GOLDEN BAMBOO	MIN. 10' HT., MIN. (3) 1.5" CAL. CANES, FULL & BUSHY, B&B OR CONT.		LAVANDULA INTERMEDIA 'GROSSO' GROSSO LAVENDER	1 GAL. POTS, MIN. 18" HT. AND SPR., FULL AND BUSHY, 18" O.C. TRIANGULAR SPACING
	TAXUS MEDIA HICKSII HICKS YEW	MIN. 48" HT. & SPR., FULL & BUSHY, B&B OR CONT.		LIRIODENDRON SPICATA CREEPING LILY TURF	MIN. 12" HT. & SPR., MIN. 1 GAL. CONT., FULL AND BUSHY, 18" O.C. TRIANGULAR SPACING
	ROSA RUGOSA RUGOSA ROSE	MIN. 30" HT. & SPR., FULL & BUSHY, B&B OR CONT.		OPHIOPOGON PLANISCAPUS 'NIGRESCENS' BLACK MONDO GRASS	MIN. 12" HT. & SPR., MIN. 1 GAL. CONT., FULL AND BUSHY, 12" O.C. TRIANGULAR SPACING
				POLYSTICHUM MUNITUM WESTERN SWORD FERN	2 GAL. POTS, MIN. 15" HT. / SPREAD, FULL AND BUSHY, MIN. (10) HEALTHY FRONDS
				RUBUS CALYCNODES 'EMERALD CARPET' CREEPING RASPBERRY	MIN. 12" HT. & SPR., MIN. 1 GAL. CONT., FULL AND BUSHY, 18" O.C. TRIANGULAR SPACING
				NATIVE GROUNDCOVER MIX 25% ARCTOSTAPHYLOS UVA-URSI 25% MAHONIA REPENS 25% SYMPOCARPUS ALBUS 25% FRAGRARIA CHILOENSIS 'PINK PANDA'	1 GAL. POTS, MIN. 15" HT. / SPREAD, FULL AND BUSHY.
				PARTHENOCISSUS TRICUSPIDATA BOSTON IVY	MIN. 2 GAL. CONT. 24" LENGTH STAKED VINES, FULL AND BUSHY



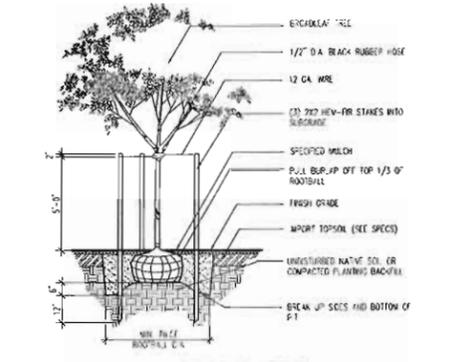
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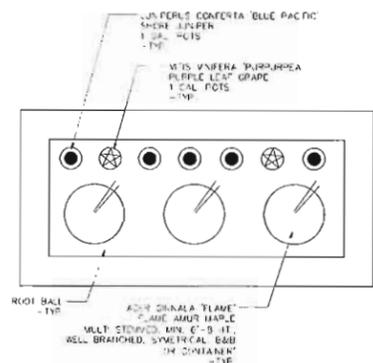
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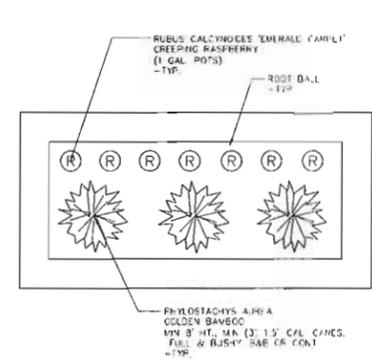
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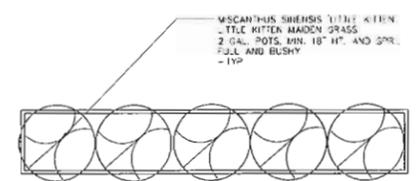
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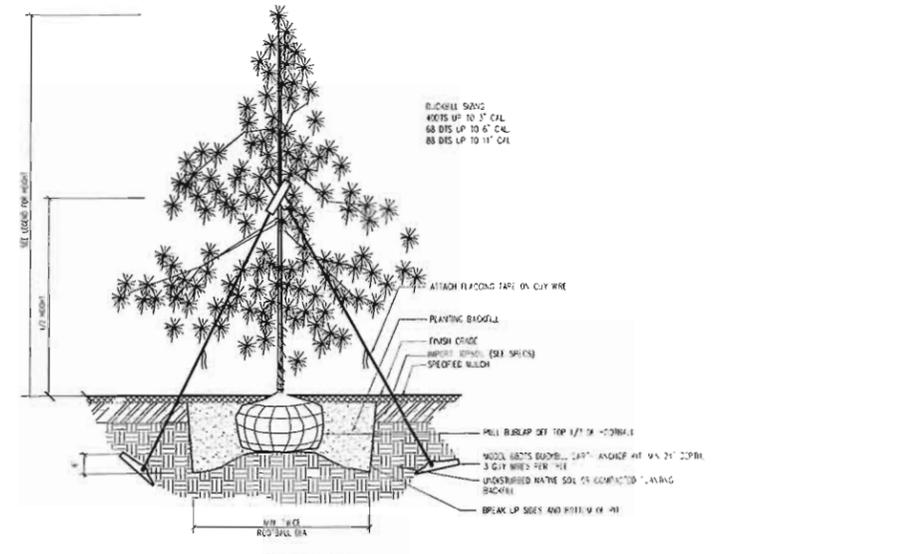
**E SOUTH FACING PLANTER**



**F NORTH FACING PLANTER**



**G LINEAR PLANTER**



**H SPECIMEN EVERGREEN TREE PLANTING**



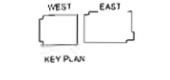
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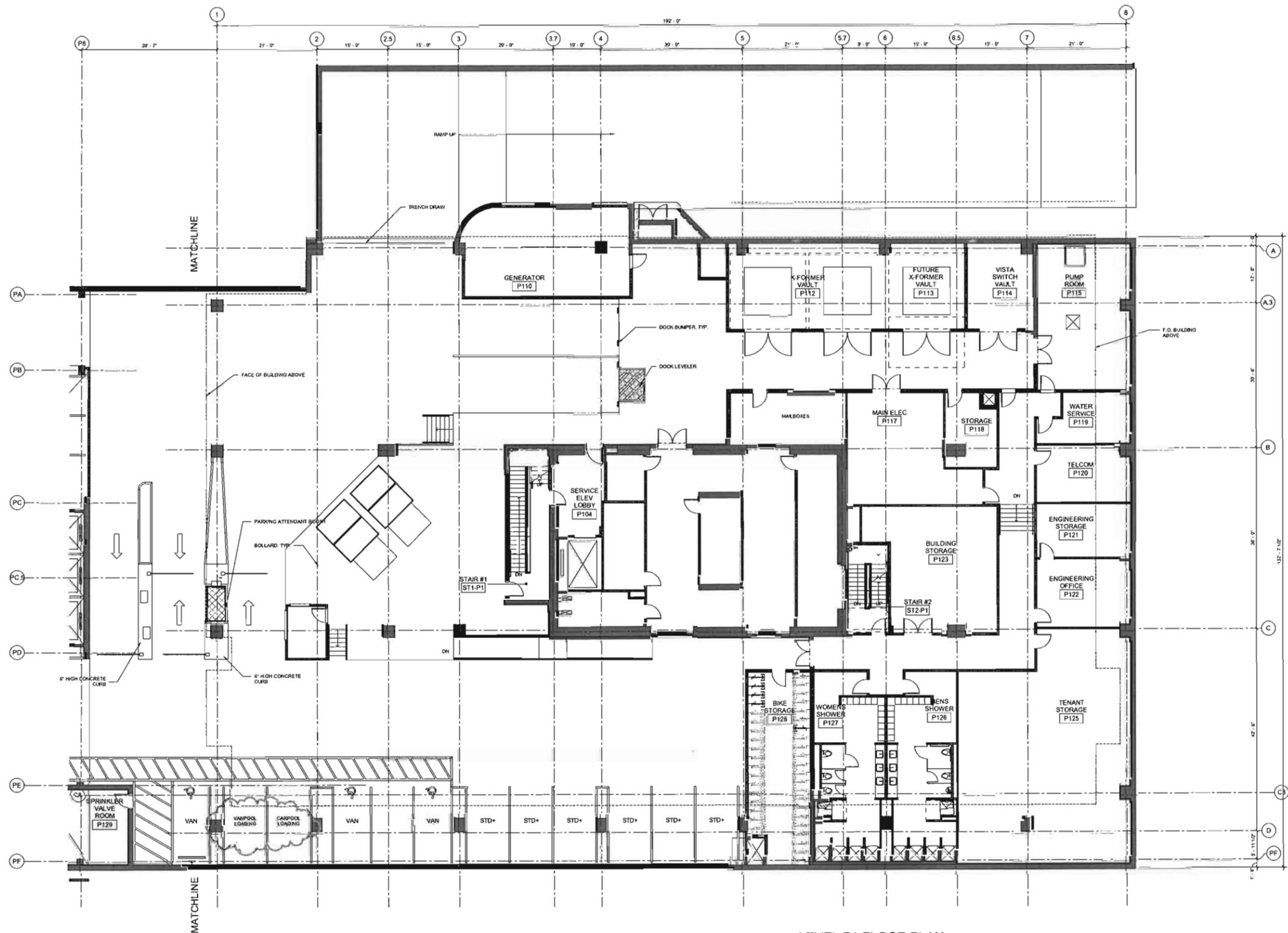
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	2 02.13.2014 [Name] DESIGN REVIEW RESUBMISSION 2		

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Planting Legend & Details



**DESIGN REVIEW SUBMISSION 2**



1 LEVEL P1 FLOOR PLAN  
A02 1/8" = 1'-0"



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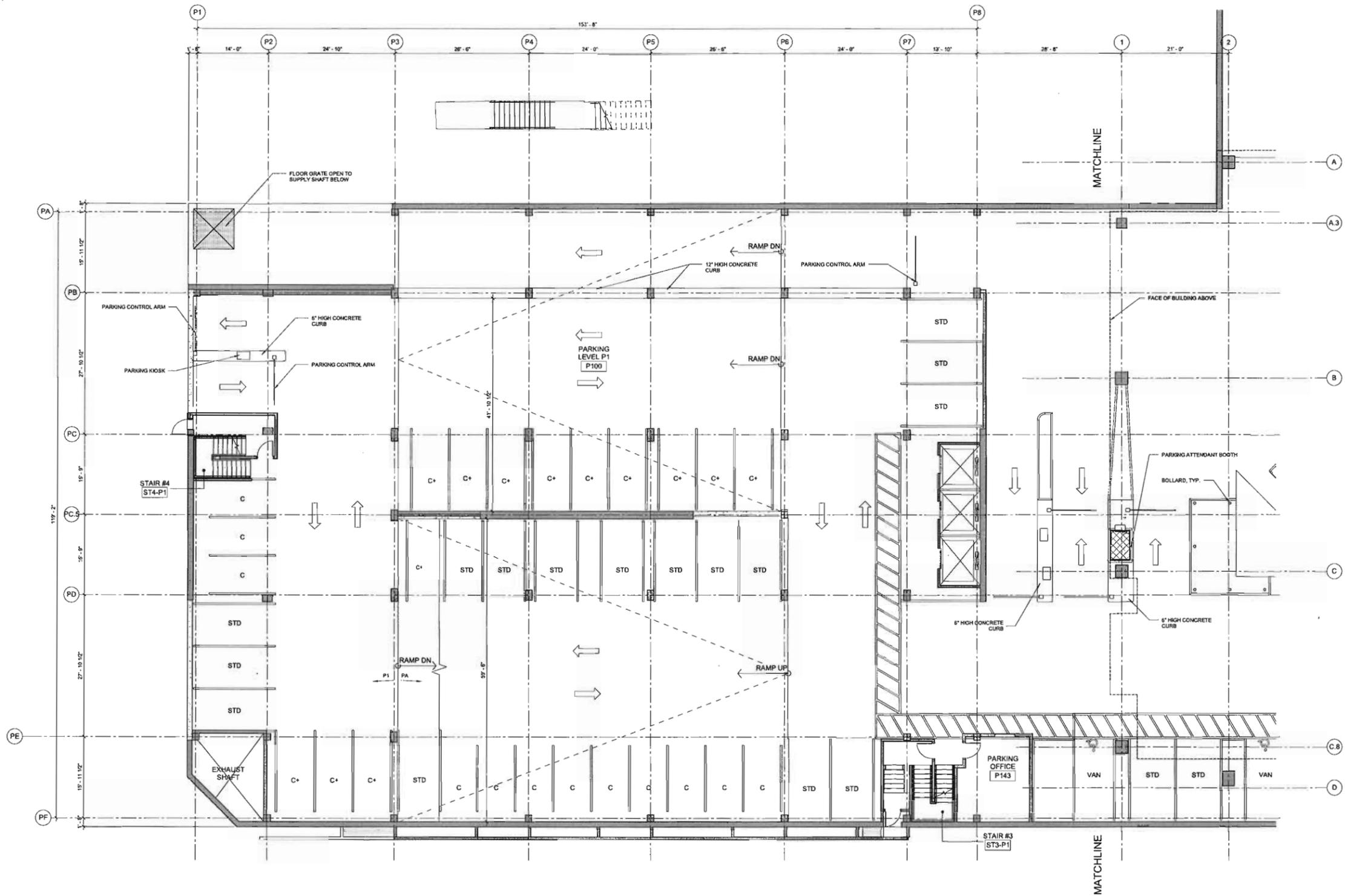
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Floor Plan - Level  
P1 East

**A02**

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1 A03 FLOOR PLAN LEVEL P1 WEST  
1/8" = 1'-0"



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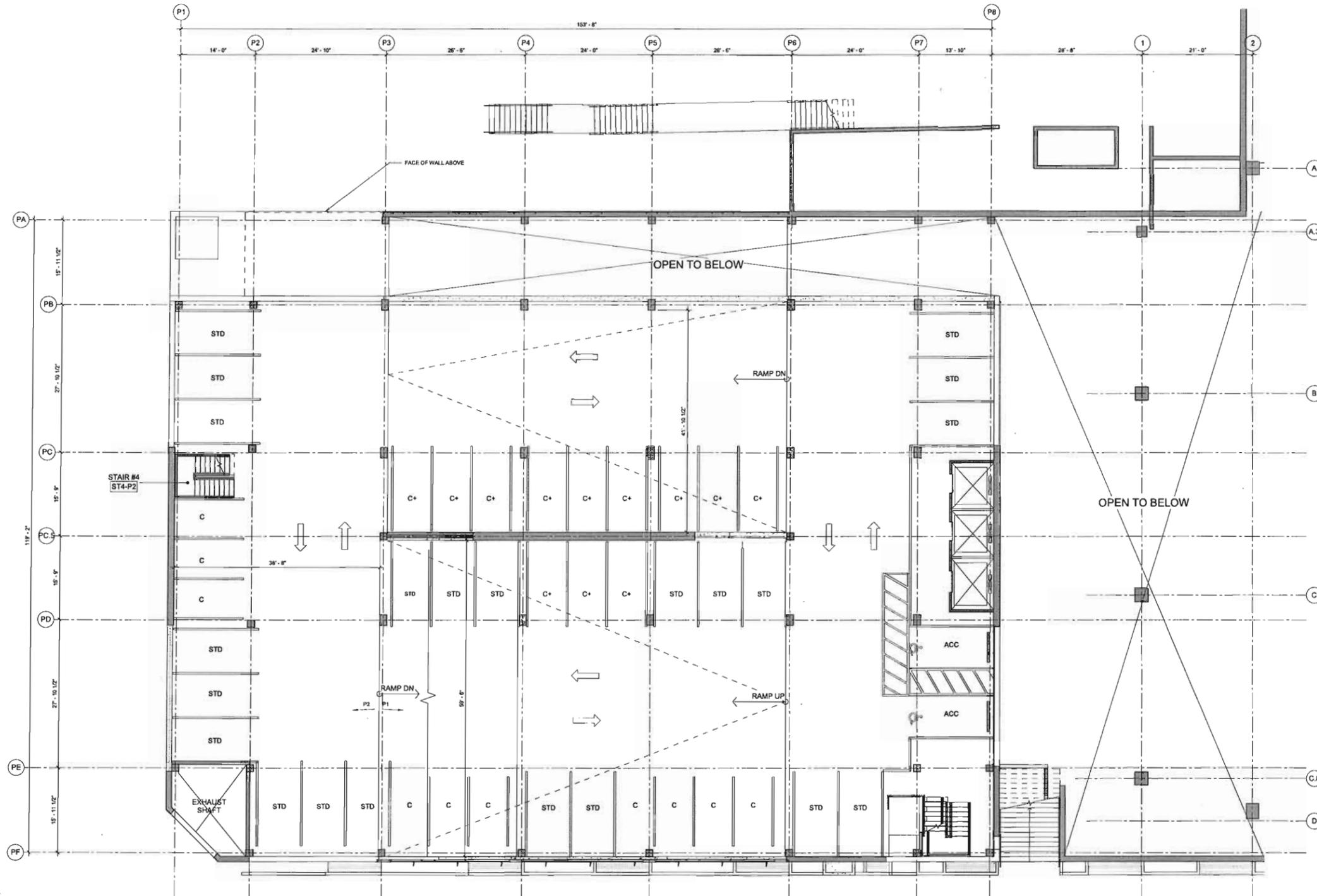
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WEST EAST  
KEY PLAN

Floor Plan - Level P1 West

**A03**



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1 LEVEL P2  
A04.1 1/8" = 1'-0"



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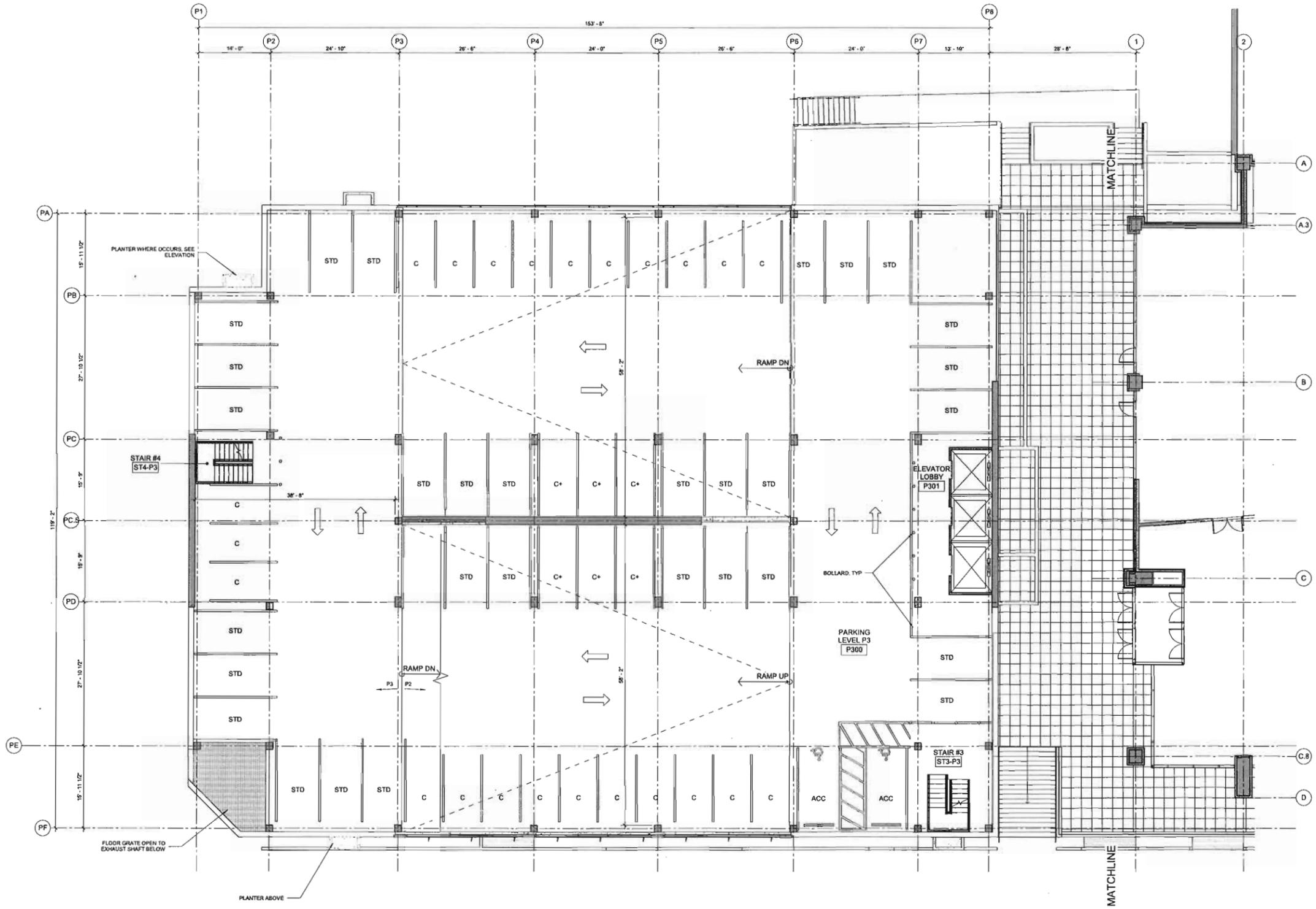
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WEST EAST  
KEY PLAN

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Floor Plan - Level P2

**A04.1**



LEVEL P3  
1/8" = 1'-0"



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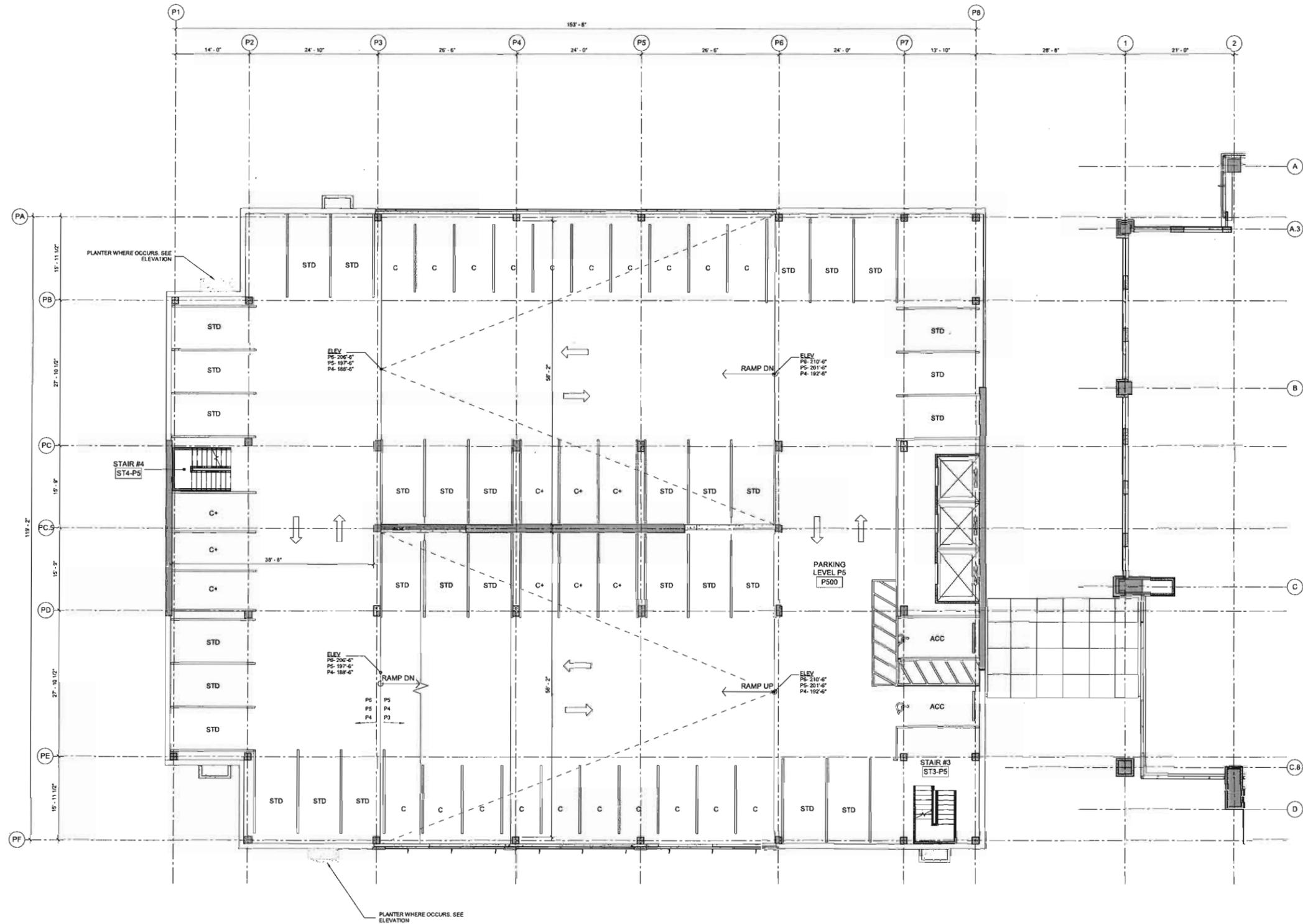


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Floor Plan - Level P3

**A04.2**

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**LEVELS P4-P6**  
1/8" = 1'-0"



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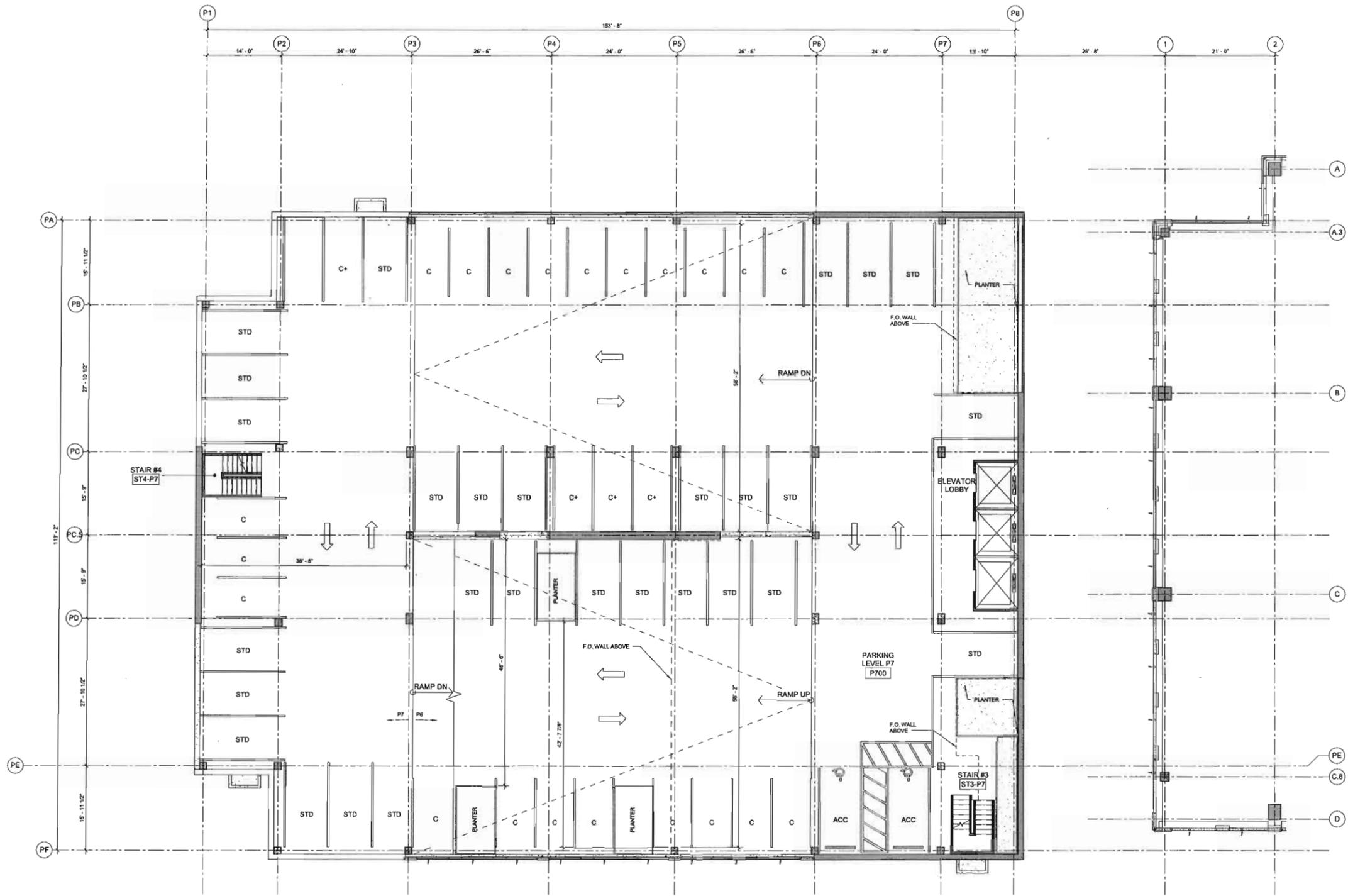


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Floor Plan-Level  
P4-P6

**A04.3**

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1 LEVEL P7  
 A04.4 1/8" = 1'-0"



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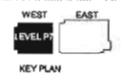
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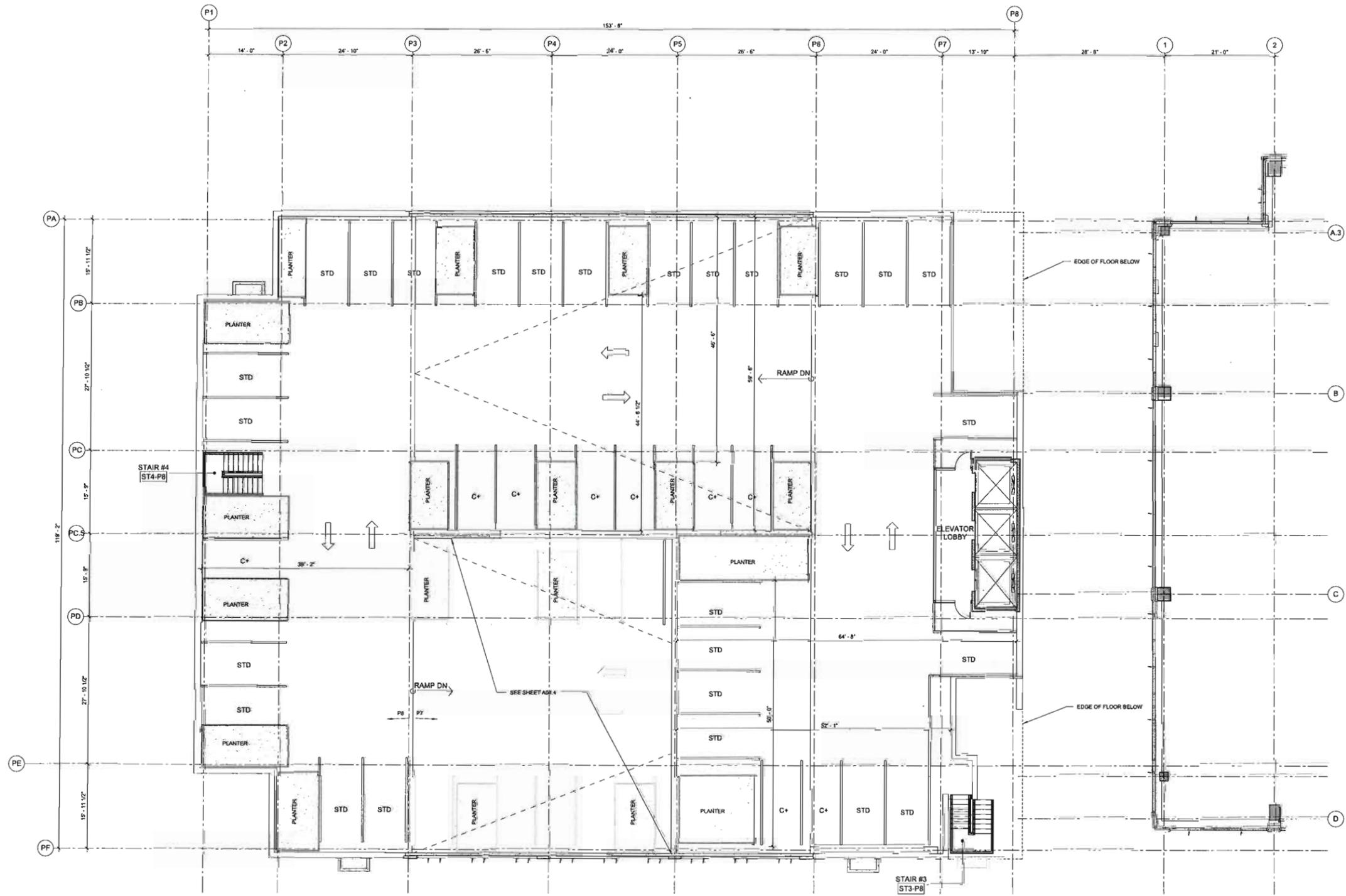
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Floor Plan- Level P7

**A04.4**





1 TOP LEVEL OF PARKING  
A05 1/8" = 1'-0"



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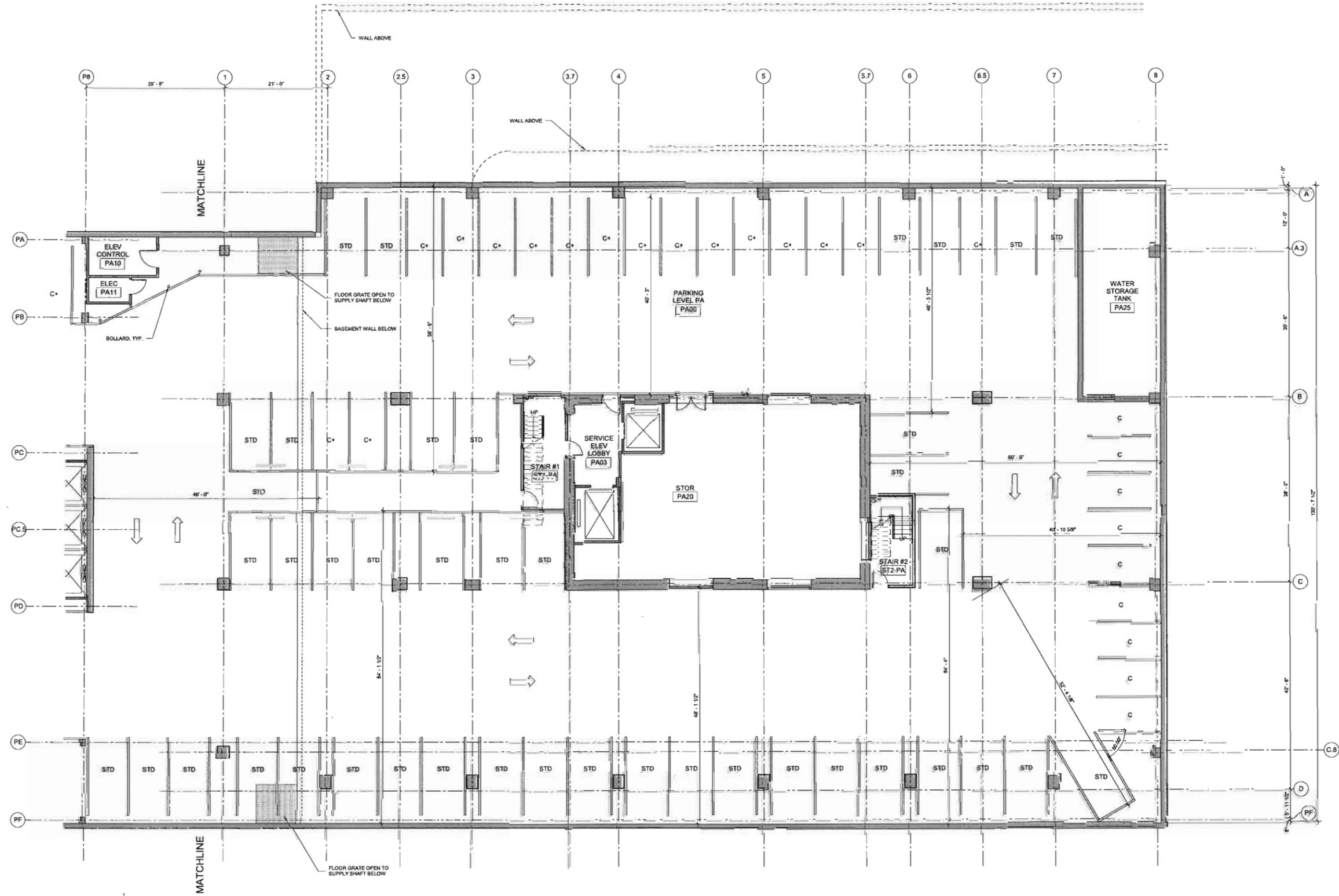
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Sheet Title: Floor Plan - Level P8  
Sheet Number: A05  
KEY PLAN: WEST, EAST, LEVEL P8

**DESIGN REVIEW RESUBMISSION 1**

Floor Plan - Level P8

**A05**



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1 LEVEL PA PLAN  
A06 1/8" = 1'-0"



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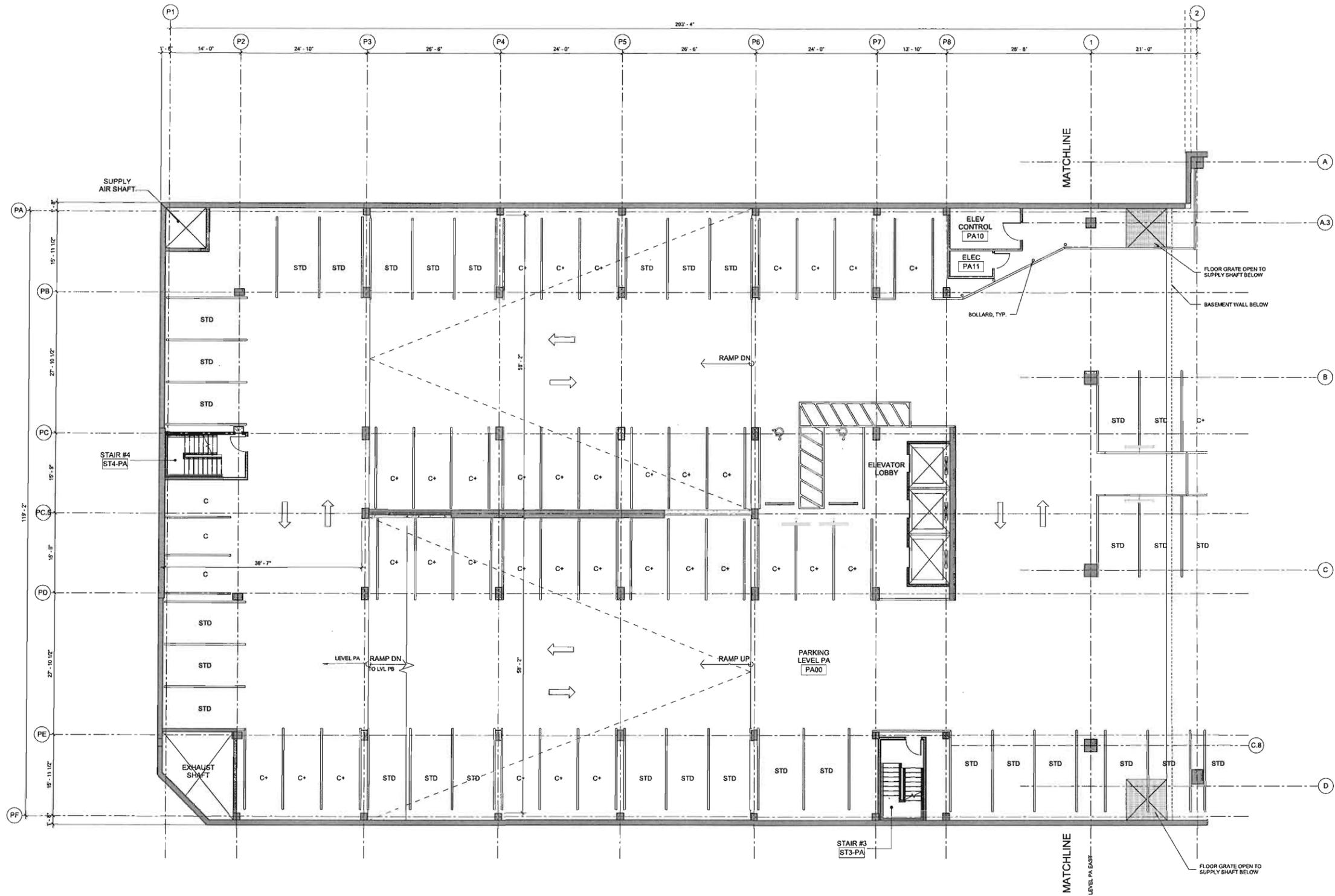
Floor Plan -Level PA East



**A06**

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1 A07 FLOOR PLAN LEVEL PA WEST  
1/8" = 1'-0"



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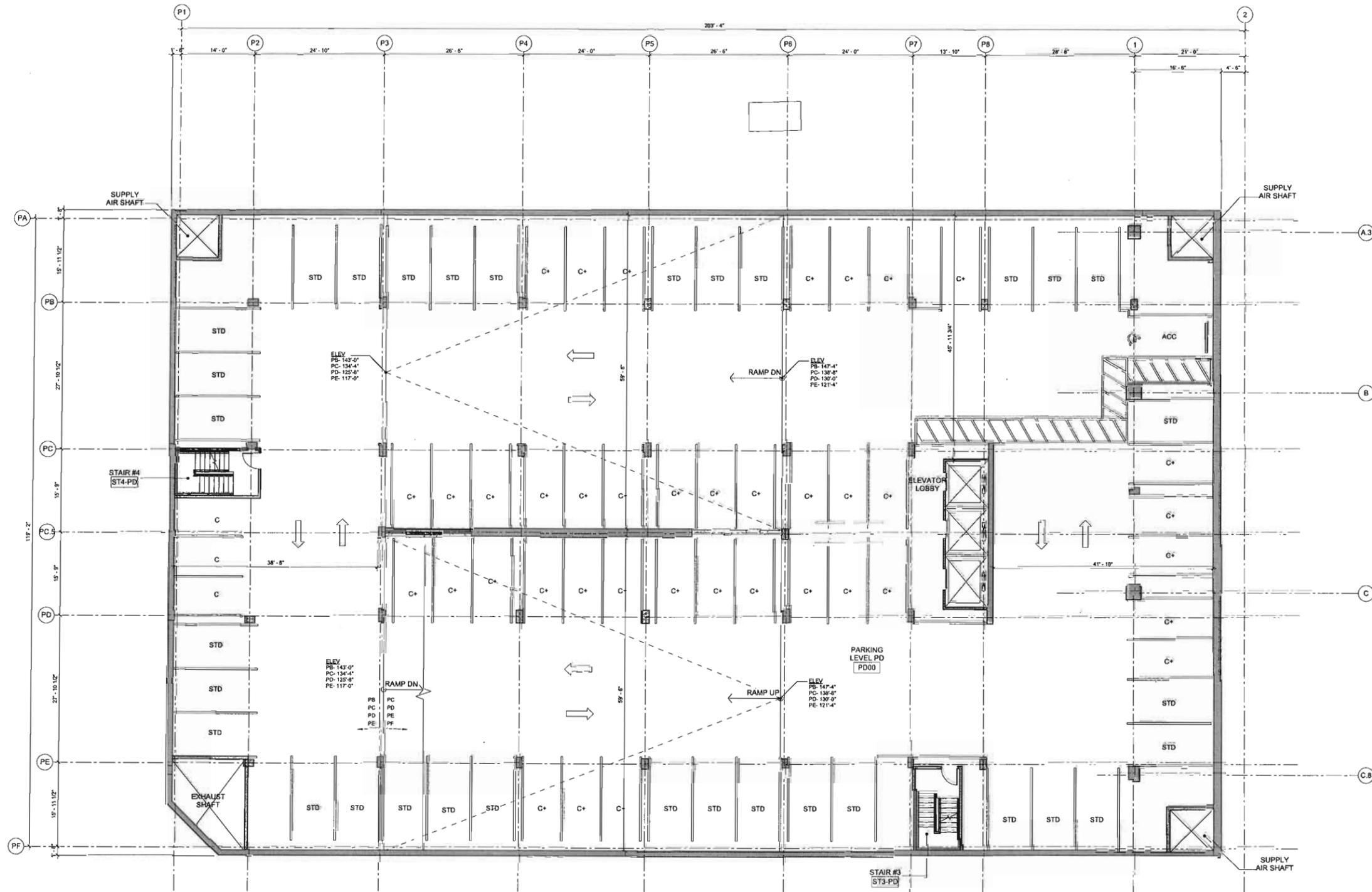
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1 TYPICAL BELOW GRADE PARKING LEVEL  
 1/8" = 1'-0"



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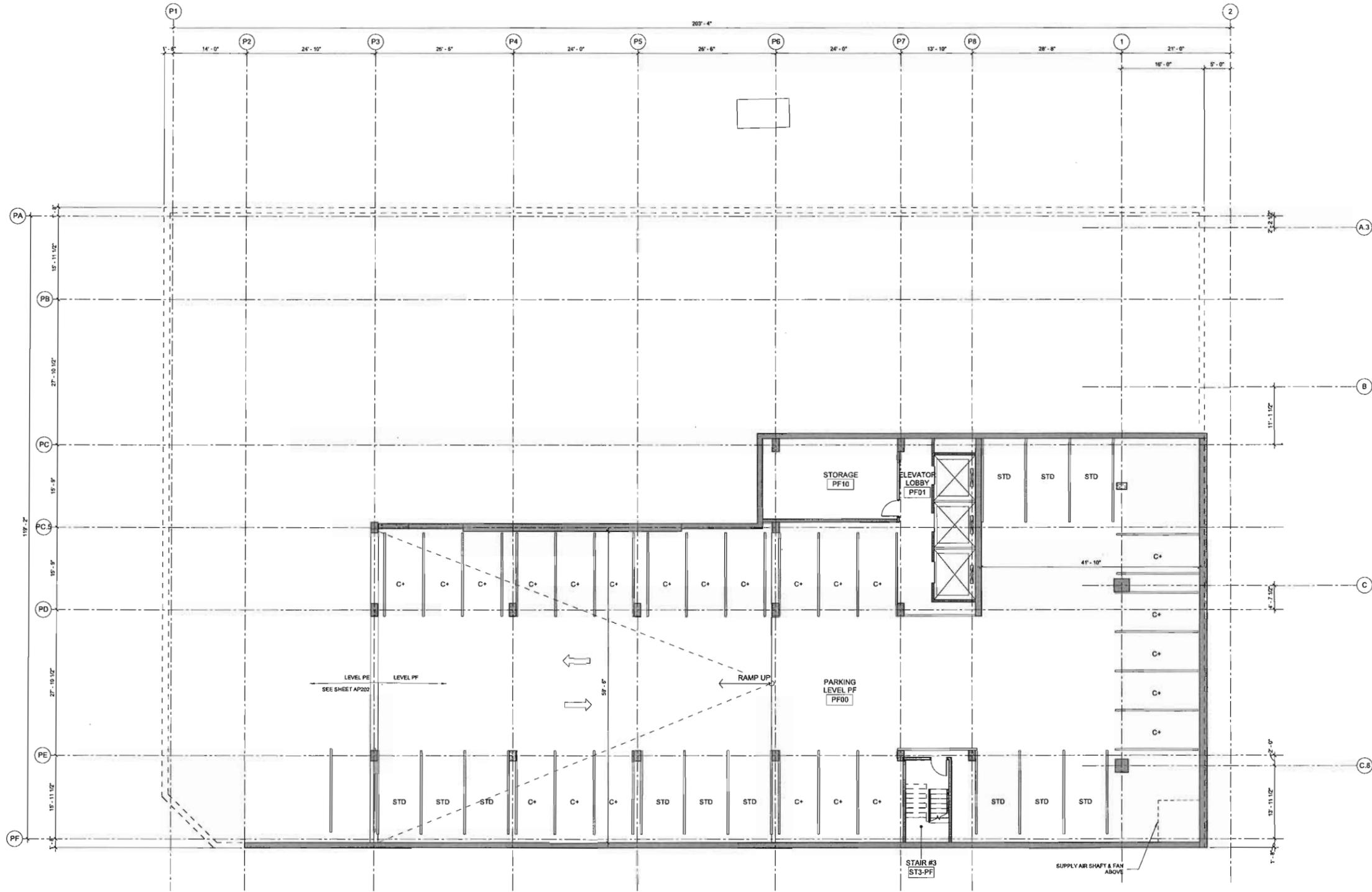
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 Sheet Number: A08



**A08**



1 BOTTOM LEVEL OF PARKING  
A09 1/8" = 1'-0"



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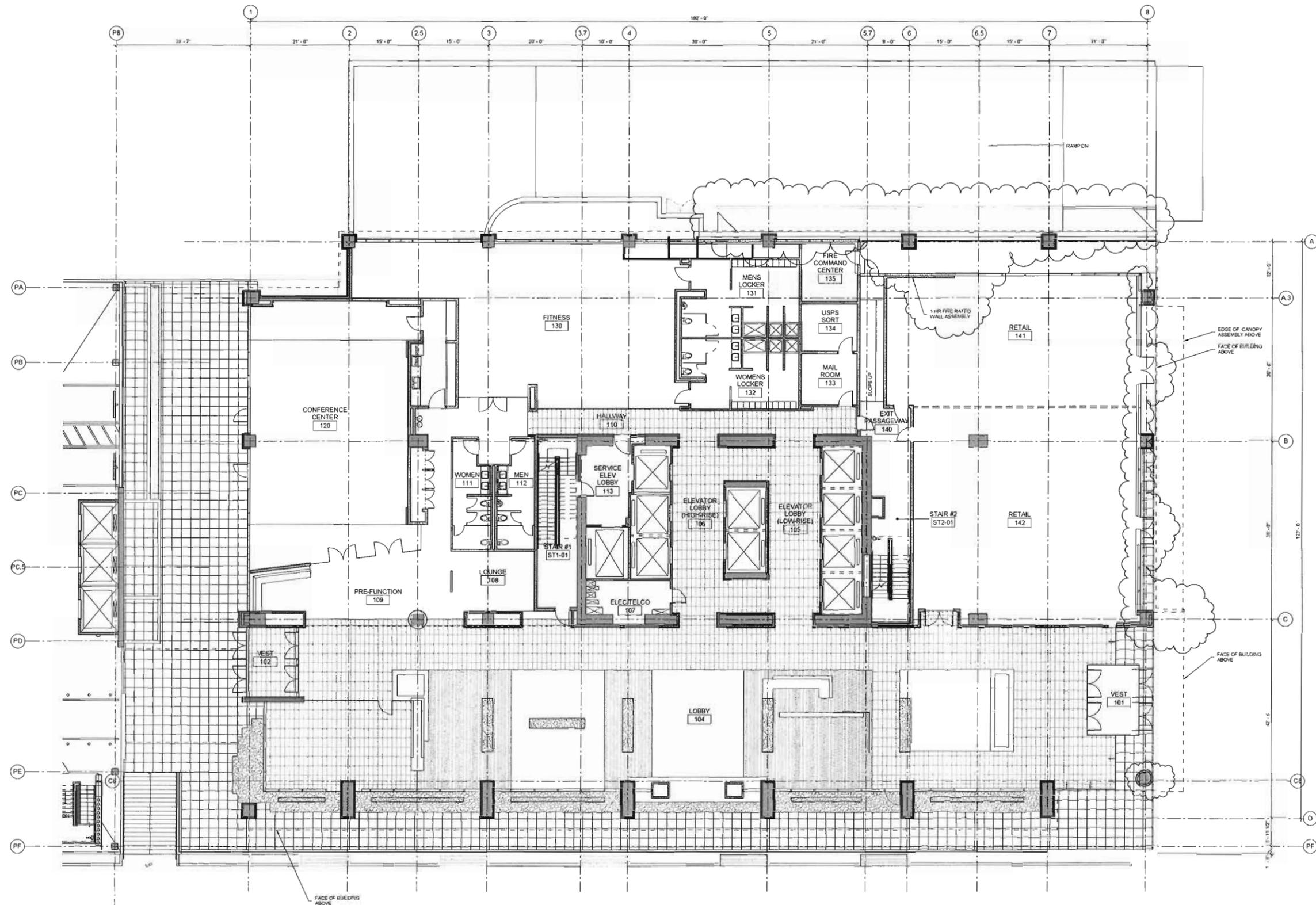
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Sheet Number: A09



**A09**

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1 LEVEL 1 FLOOR PLAN  
A10 1/8" = 1'-0"



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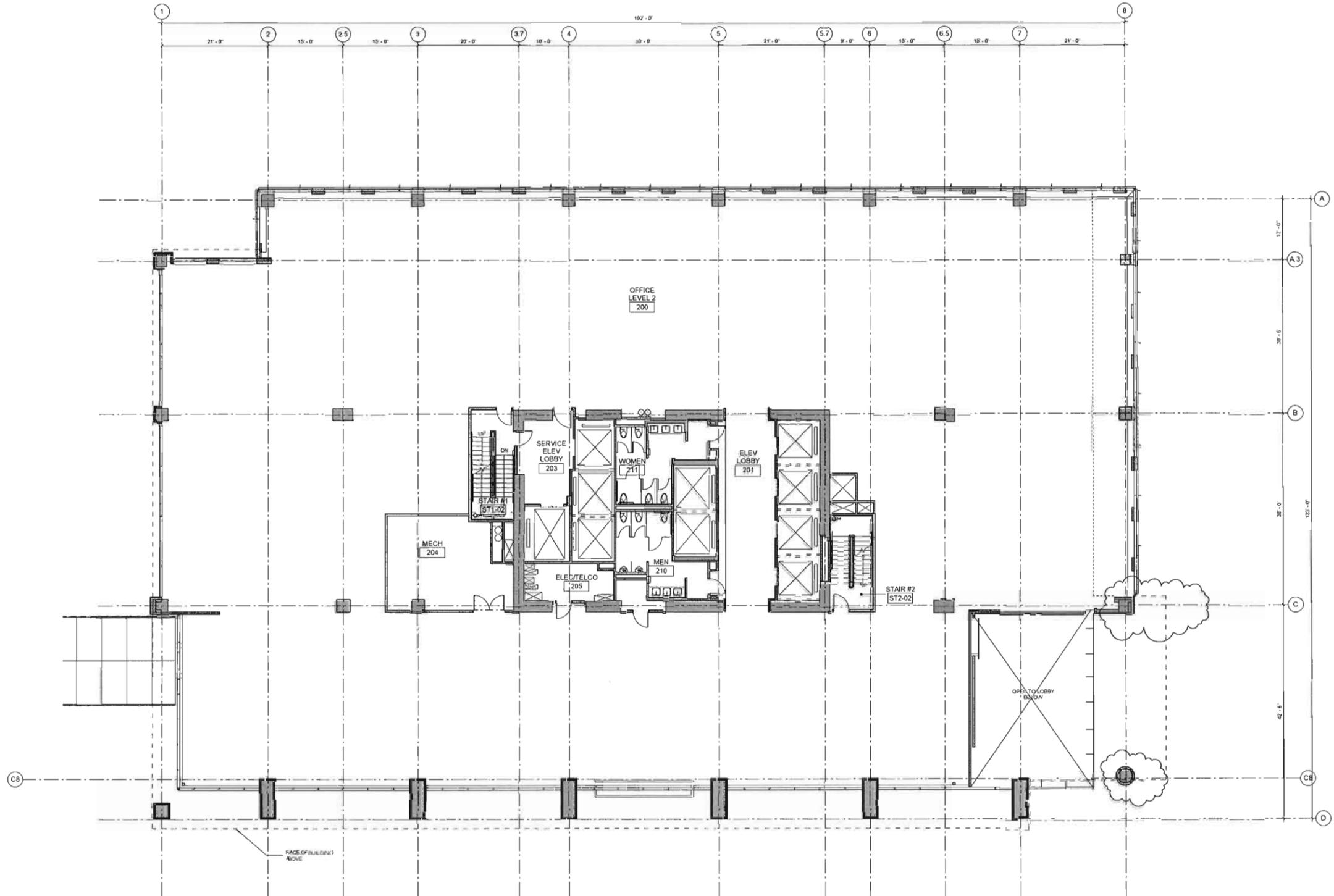
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FLOOR PLAN - LEVEL 1

**A10**



1 LEVEL 2 FLOOR PLAN  
A11 1/8" = 1'-0"



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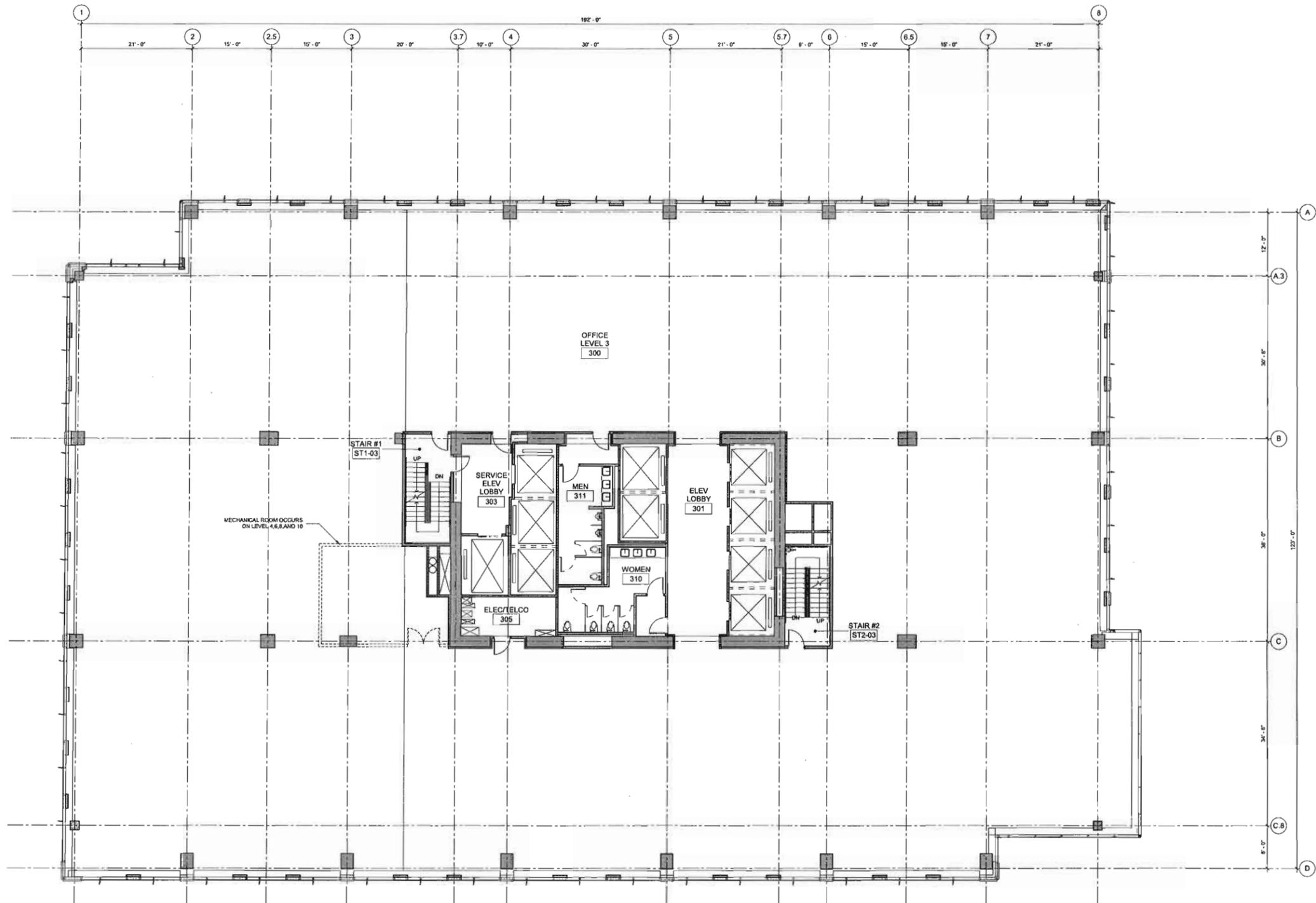
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FLOOR PLAN -  
LEVEL 2

**A11**



1 LEVELS 3-10 FLOOR PLAN  
A12  
1/8" = 1'-0"



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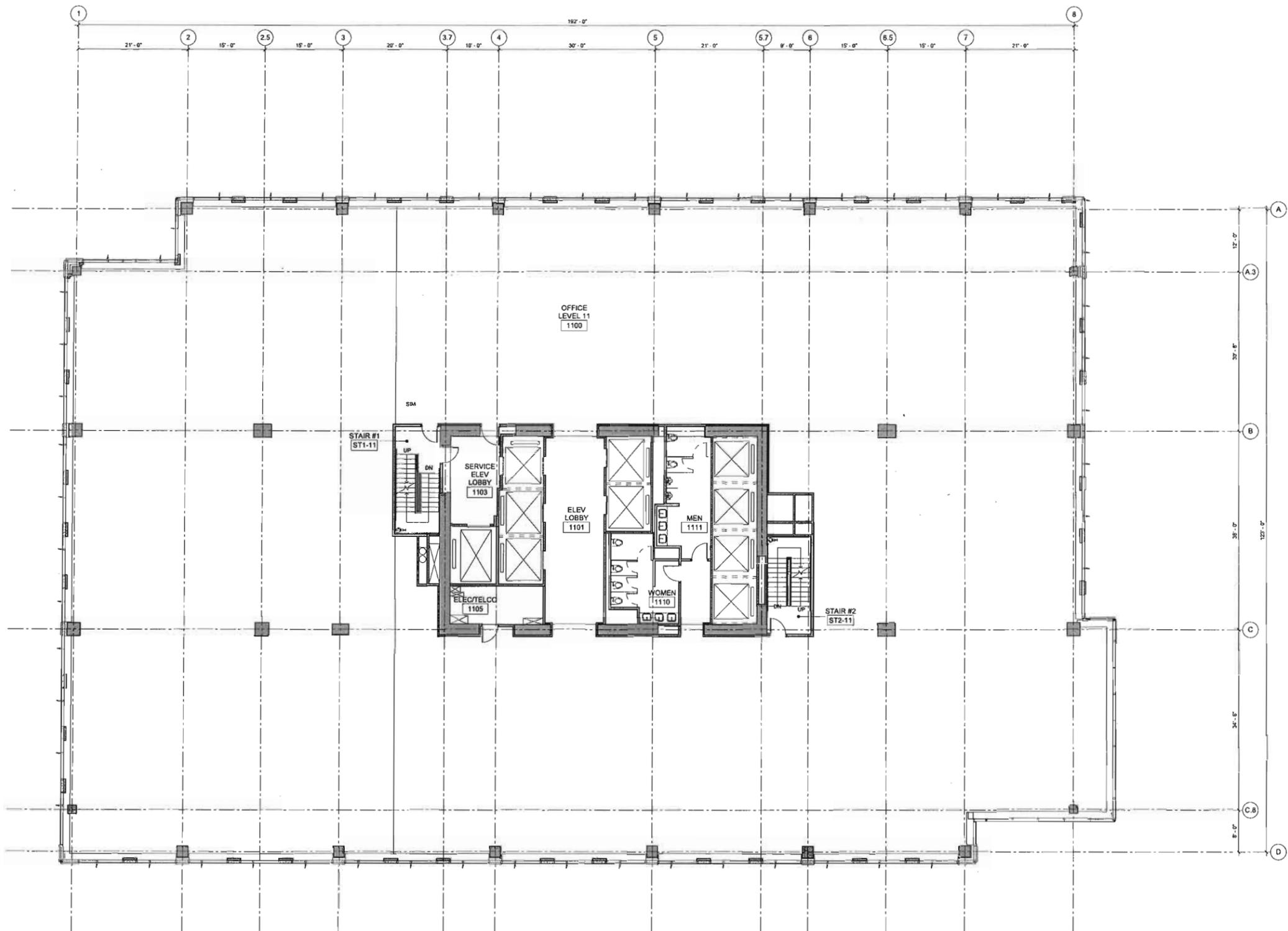
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Sheet Title: FLOOR PLAN - LEVELS 3 - 10  
Sheet Number: A12

**A12**



LEVEL 11 FLOOR PLAN  
1/8" = 1'-0"



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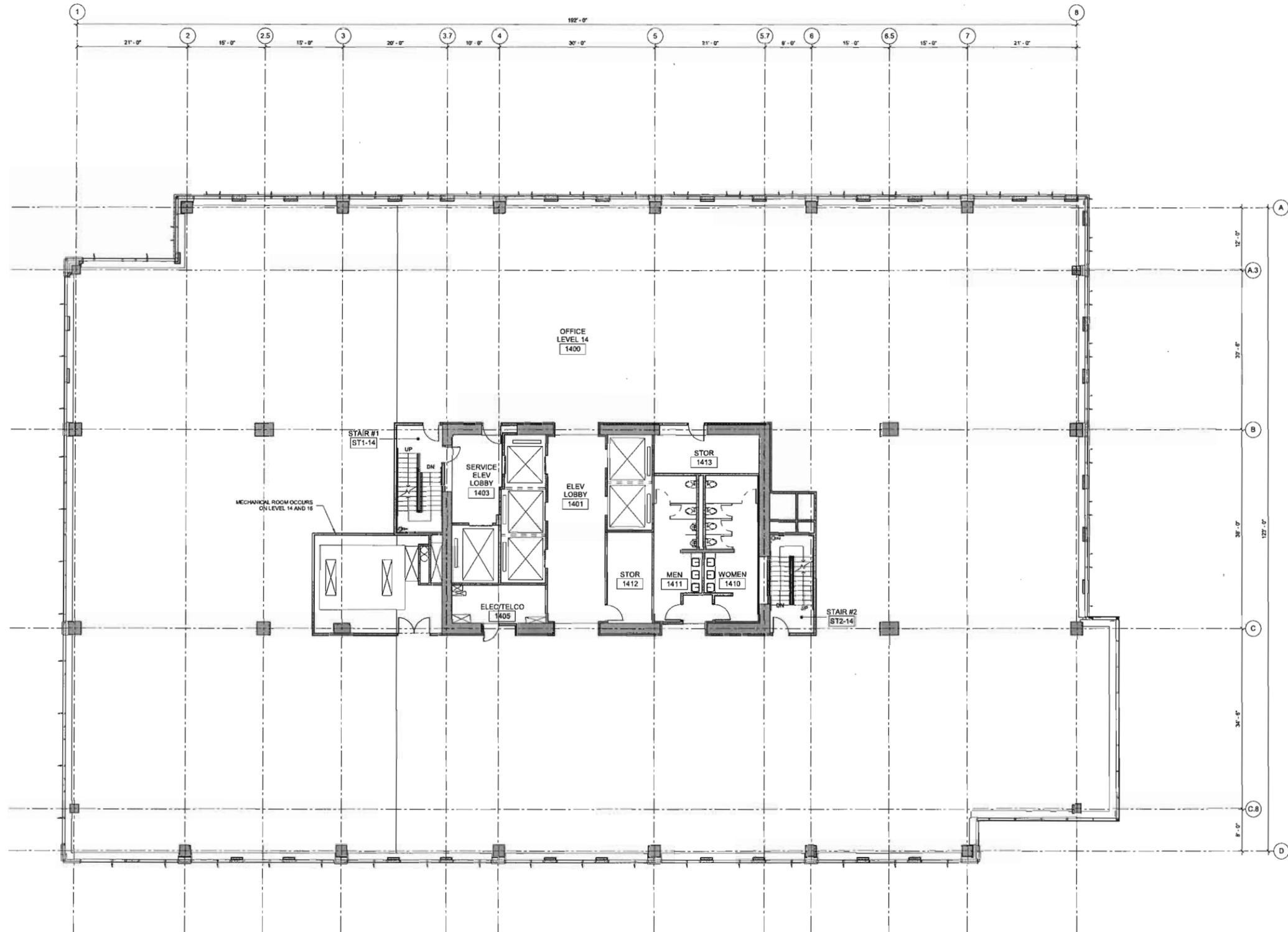
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FLOOR PLAN -  
LEVEL 11

**A13**





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1 Copy of LEVELS 14 - 16 FLOOR PLAN  
A14-2 1/8" = 1'-0"



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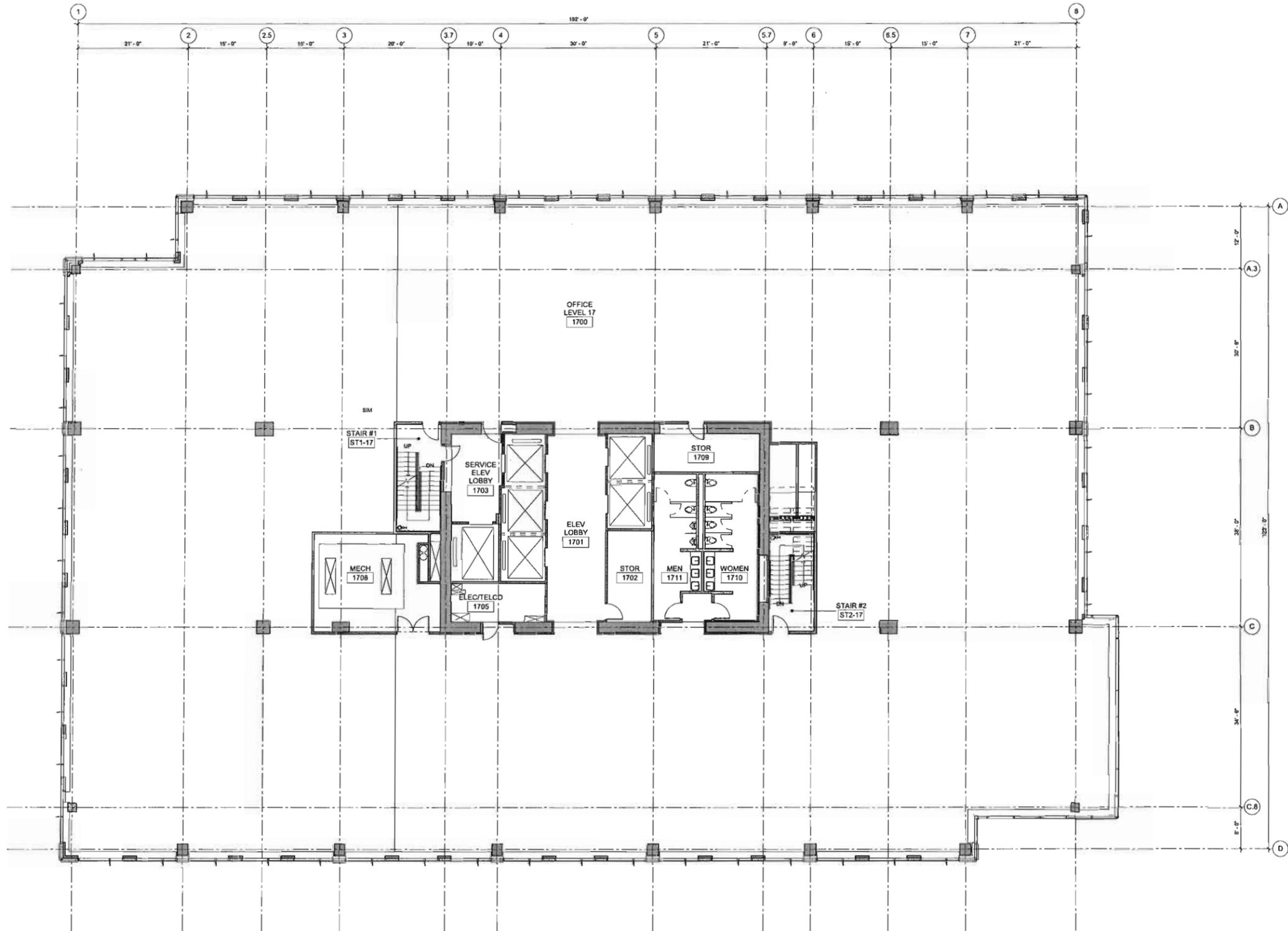
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FLOOR PLAN -  
LEVELS 14 - 16

**A14-2**



1 LEVEL 17 FLOOR PLAN  
A15 1/8" = 1'-0"



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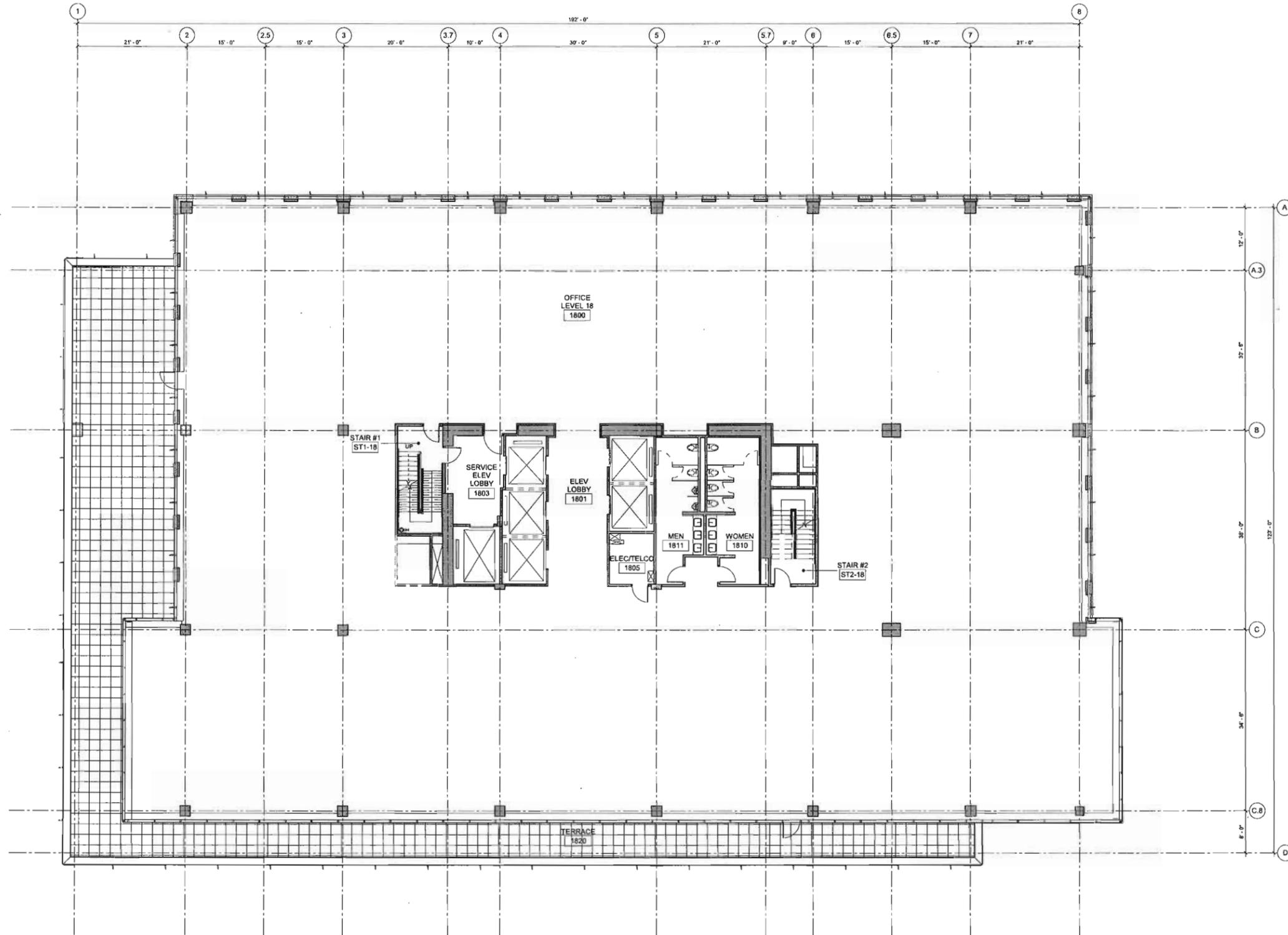
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FLOOR PLAN -  
LEVEL 17

**A15**



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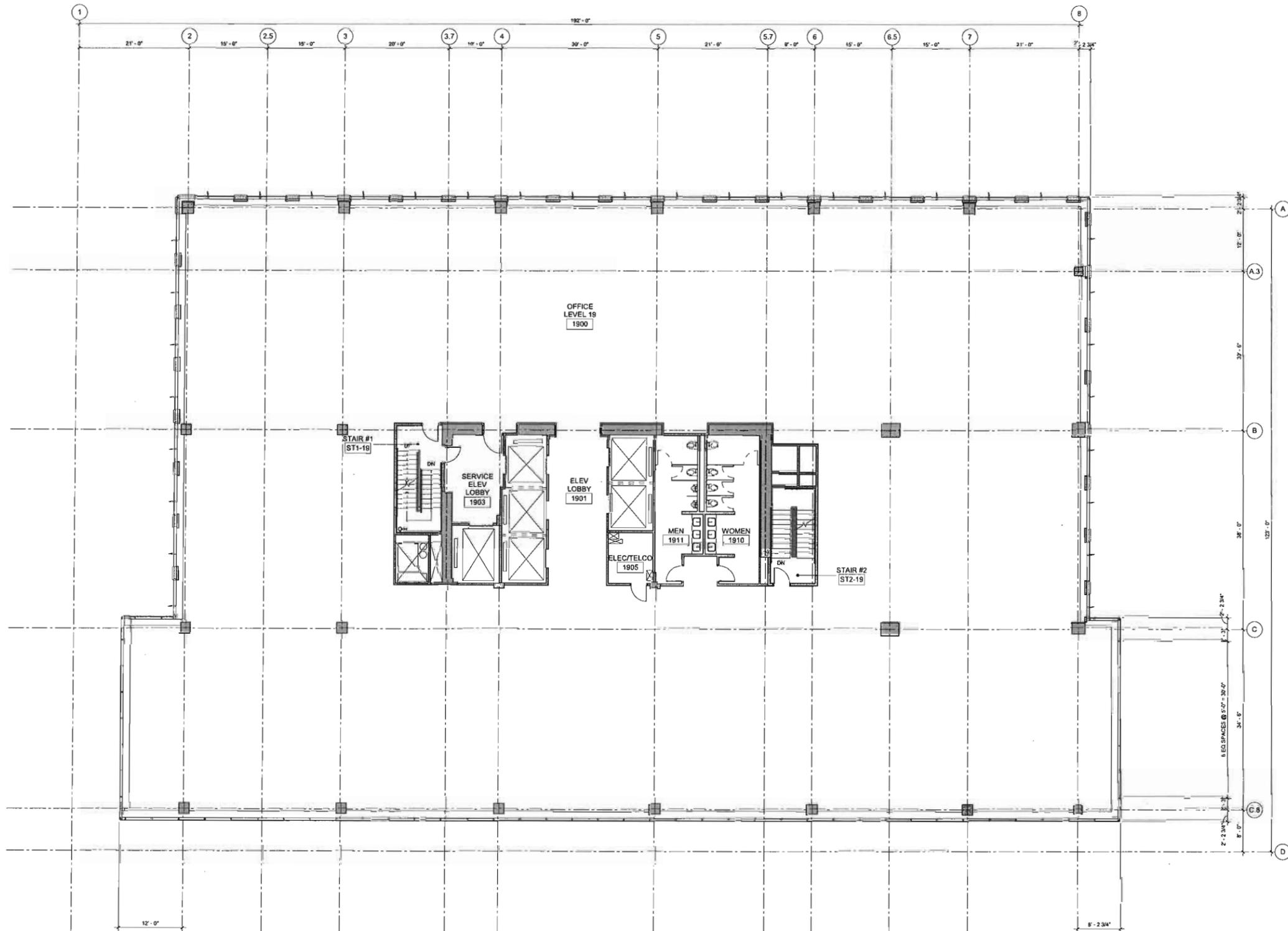
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Sheet Number: A16

FLOOR PLAN - LEVEL 18

**A16**



1 LEVEL 19 FLOOR PLAN  
A17 1/8" = 1'-0"



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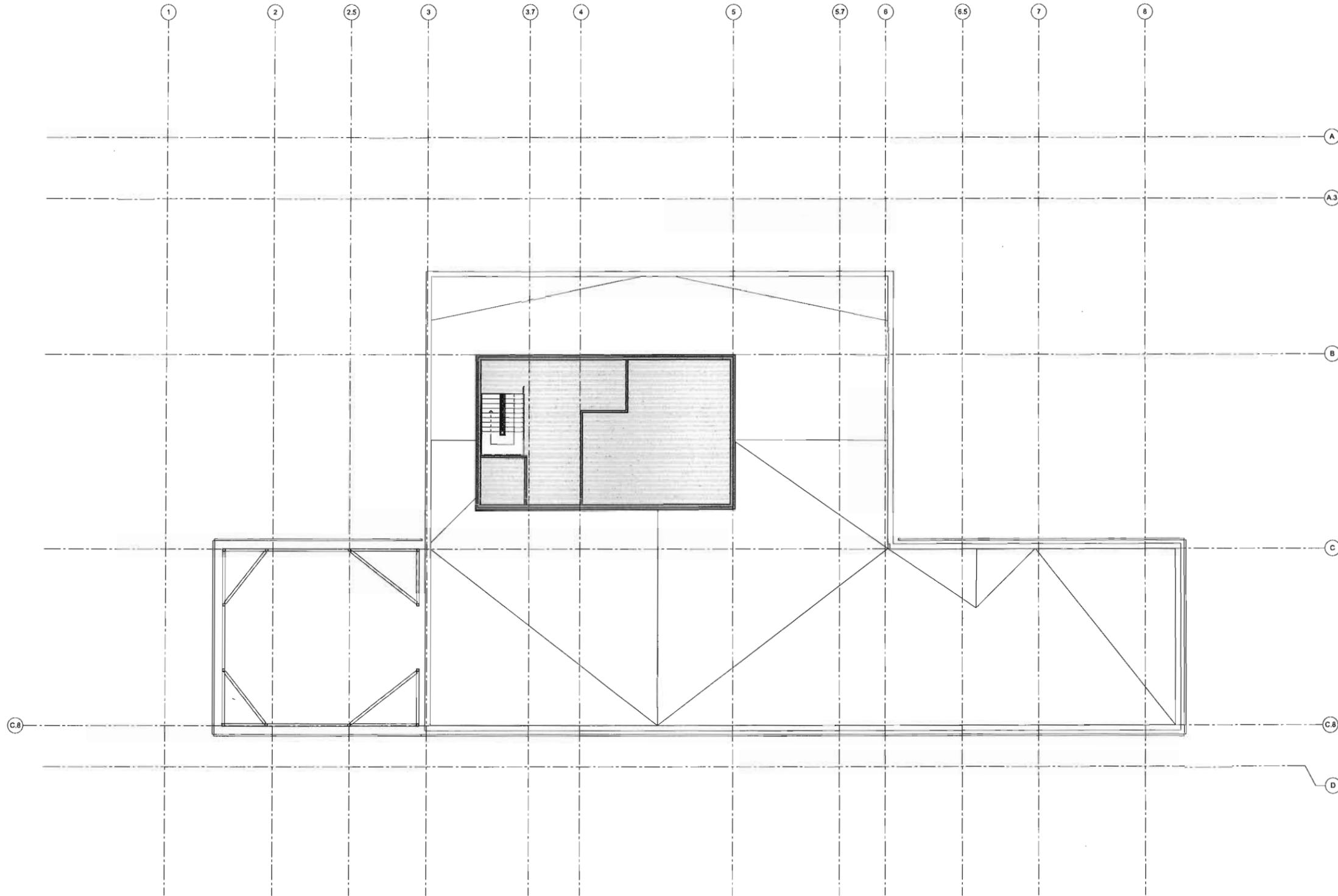
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FLOOR PLAN -  
LEVEL 19

**A17**



1  
A18 LEVEL 20 / PENTHOUSE  
1/8" = 1'-0"



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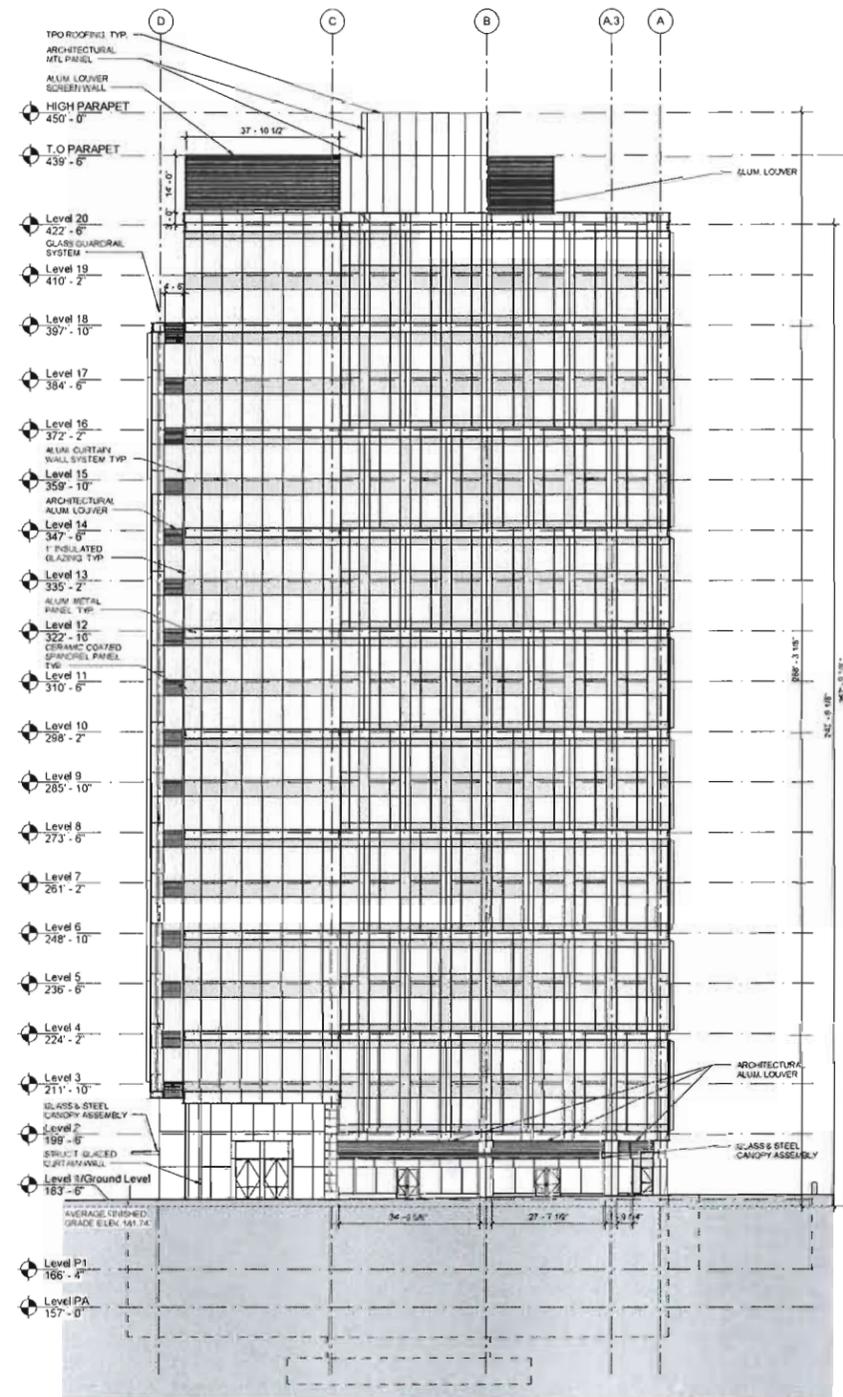
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FLOOR PLAN -  
LEVEL 20 -  
PENTHOUSE

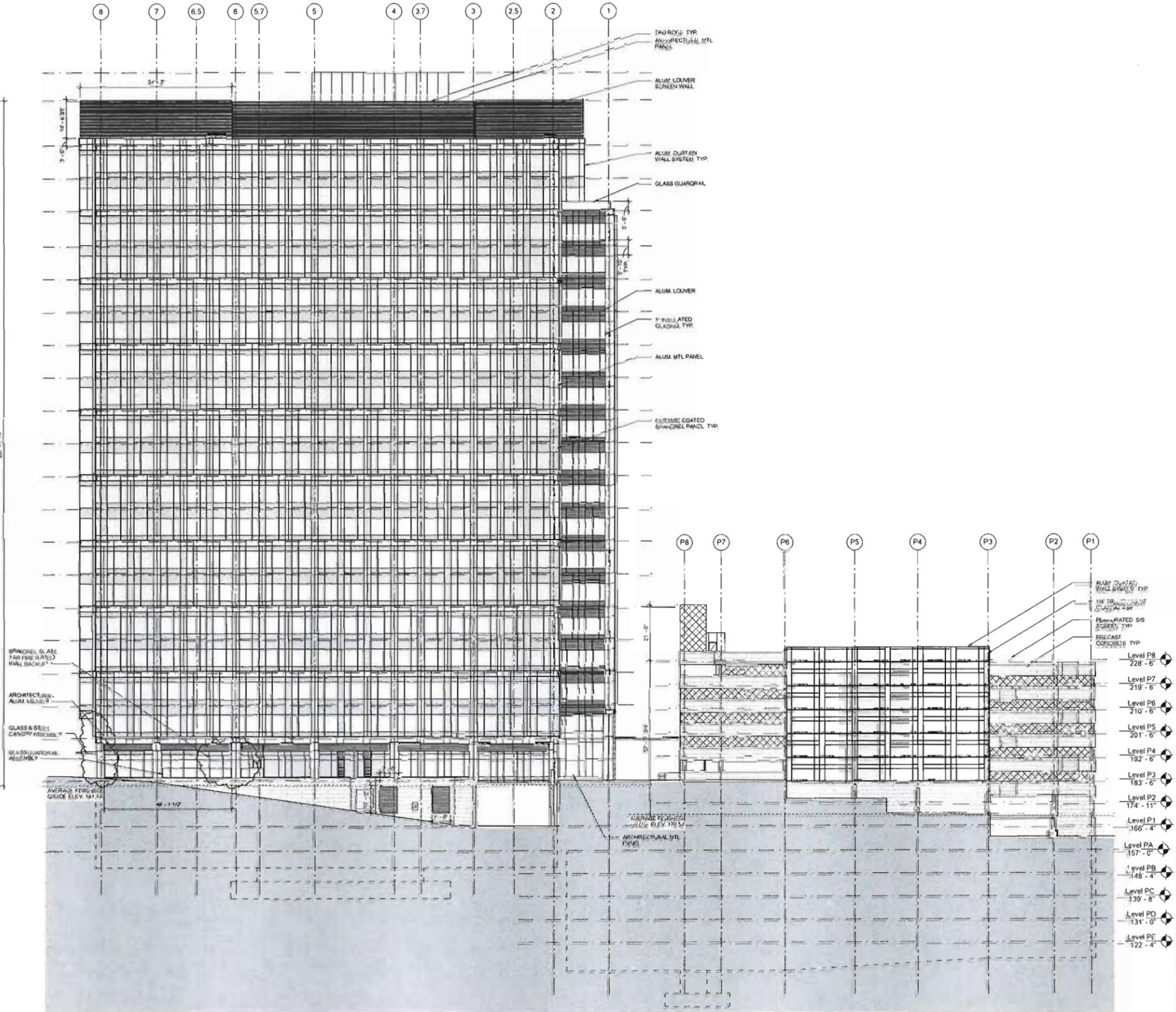
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**A18**





1 EAST ELEVATION  
1/16" = 1'-0"



2 NORTH ELEVATION  
1/16" = 1'-0"



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**BELLEVUE OFFICE TOWER**  
929 108th Ave NE Bellevue, Washington

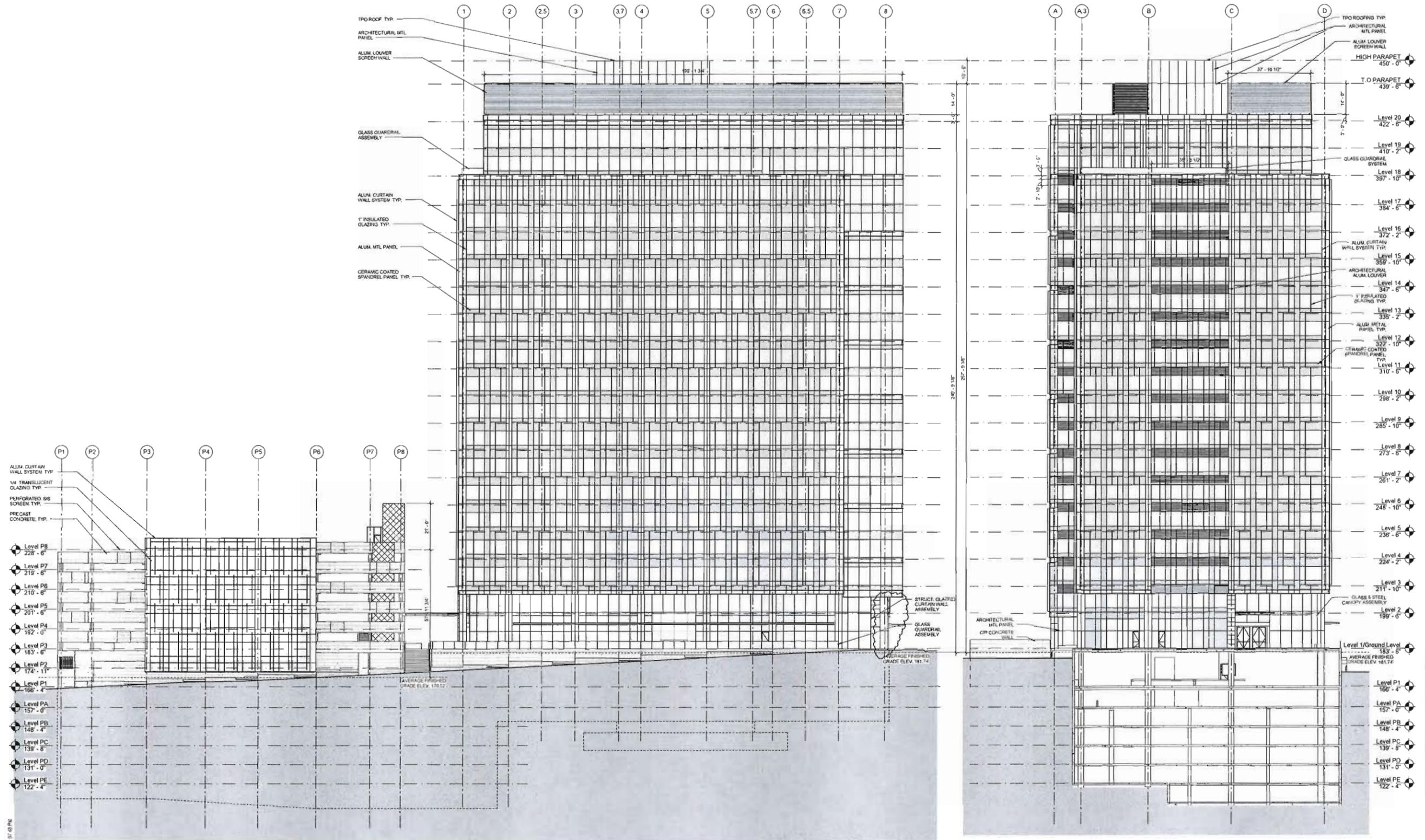
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Scale: [ ]  
Author: [ ]  
Revised: [ ]  
Date: 02/13/2014

EXTERIOR ELEVATIONS - NORTH AND EAST

**A20**

DESIGN REVIEW RESUBMISSION 2



1 SOUTH ELEVATION  
A21 1/16" = 1'-0"

2 WEST ELEVATION TOWER  
A21 1/16" = 1'-0"



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37th Street, Suite 500  
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Bellevue, Washington

Submittal

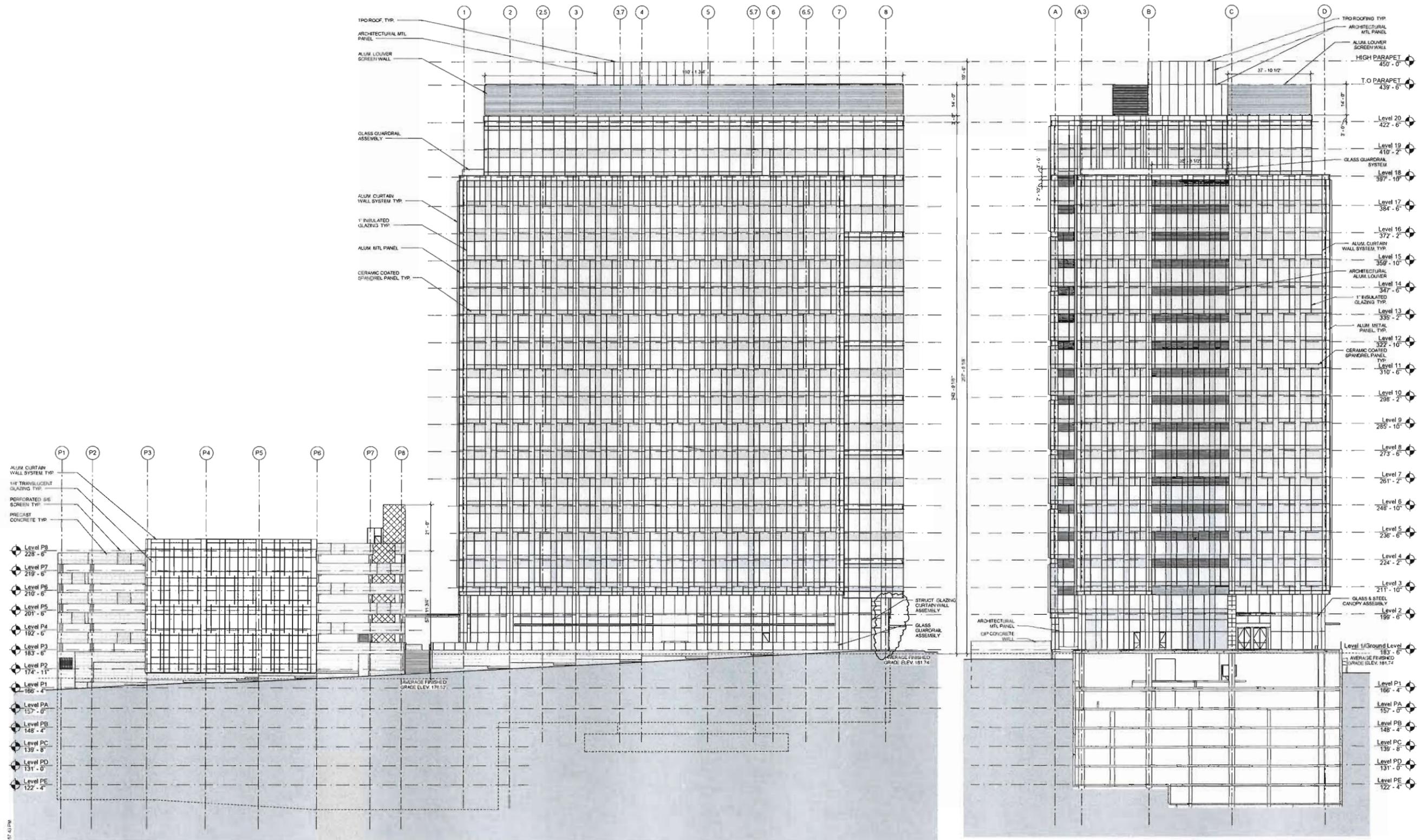
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Checked: LMN/ProjMgr  
Date: 02/13/2014

Sheet Title: EXTERIOR ELEVATION - SOUTH AND WEST

Sheet Number: A21

DESIGN REVIEW RESUBMISSION 2



1 SOUTH ELEVATION  
1/16" = 1'-0"

2 WEST ELEVATION TOWER  
1/16" = 1'-0"



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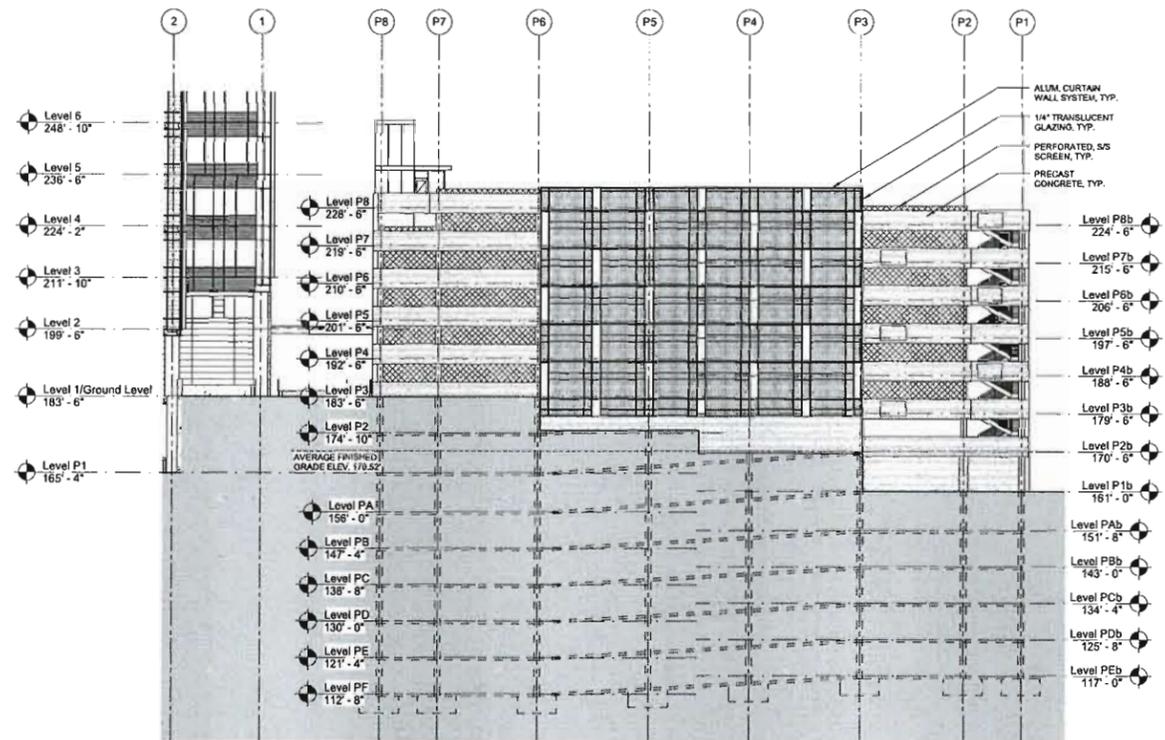
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Revisions			
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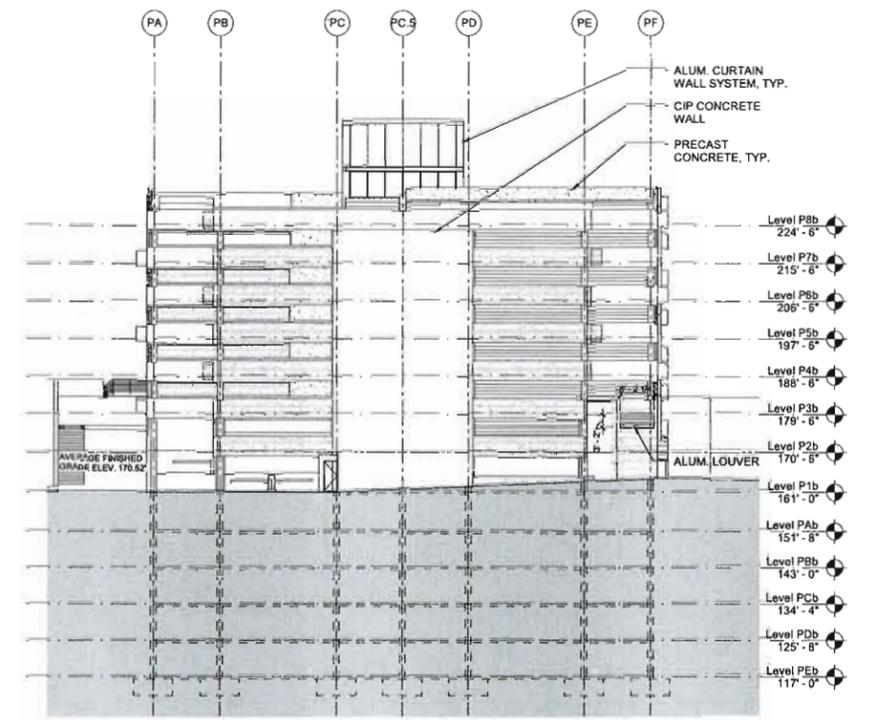
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LMN Proj No: 13018  
Date: 02/13/2014

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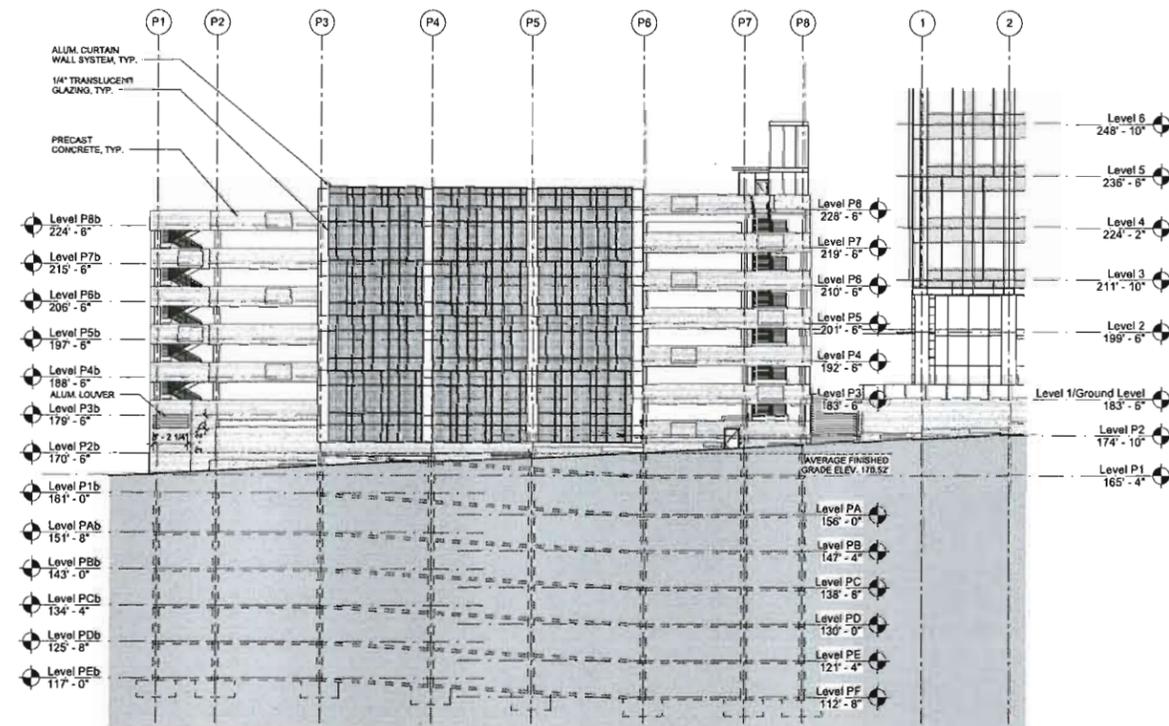
**A21**



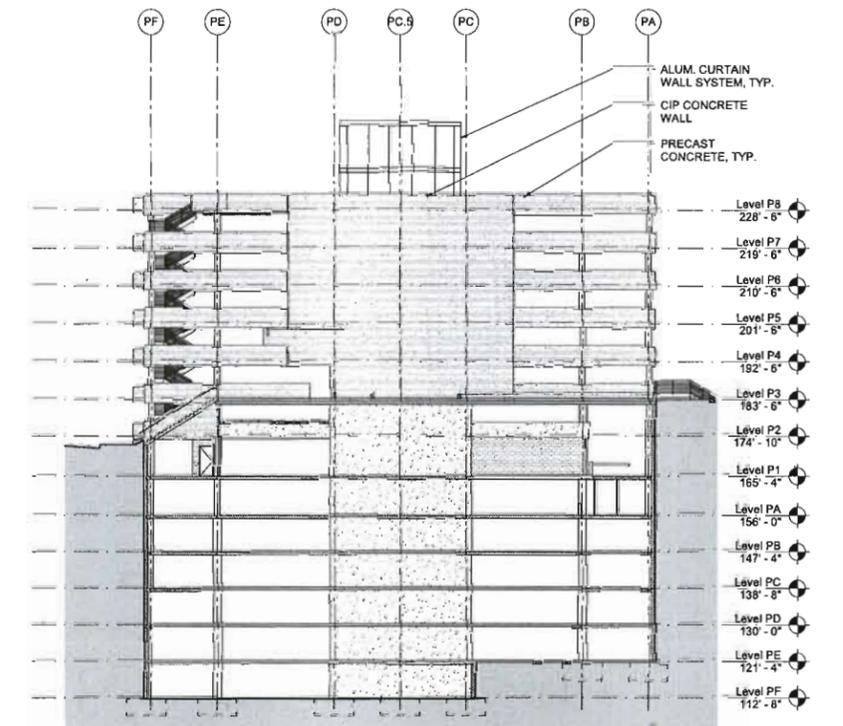
4 GARAGE ELEVATION NORTH  
A22 1/16" = 1'-0"



3 GARAGE ELEVATION WEST  
A22 1/16" = 1'-0"



2 GARAGE ELEVATION SOUTH  
A22 1/16" = 1'-0"



1 GARAGE ELEVATION EAST  
A22 1/16" = 1'-0"



P:\1100013\2452.PN

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Revisions		Submitted
No.	Date	By Description

Drawn: Author  
Checked: Checker  
LMN Proj No: 13018  
Date: 11/08/13

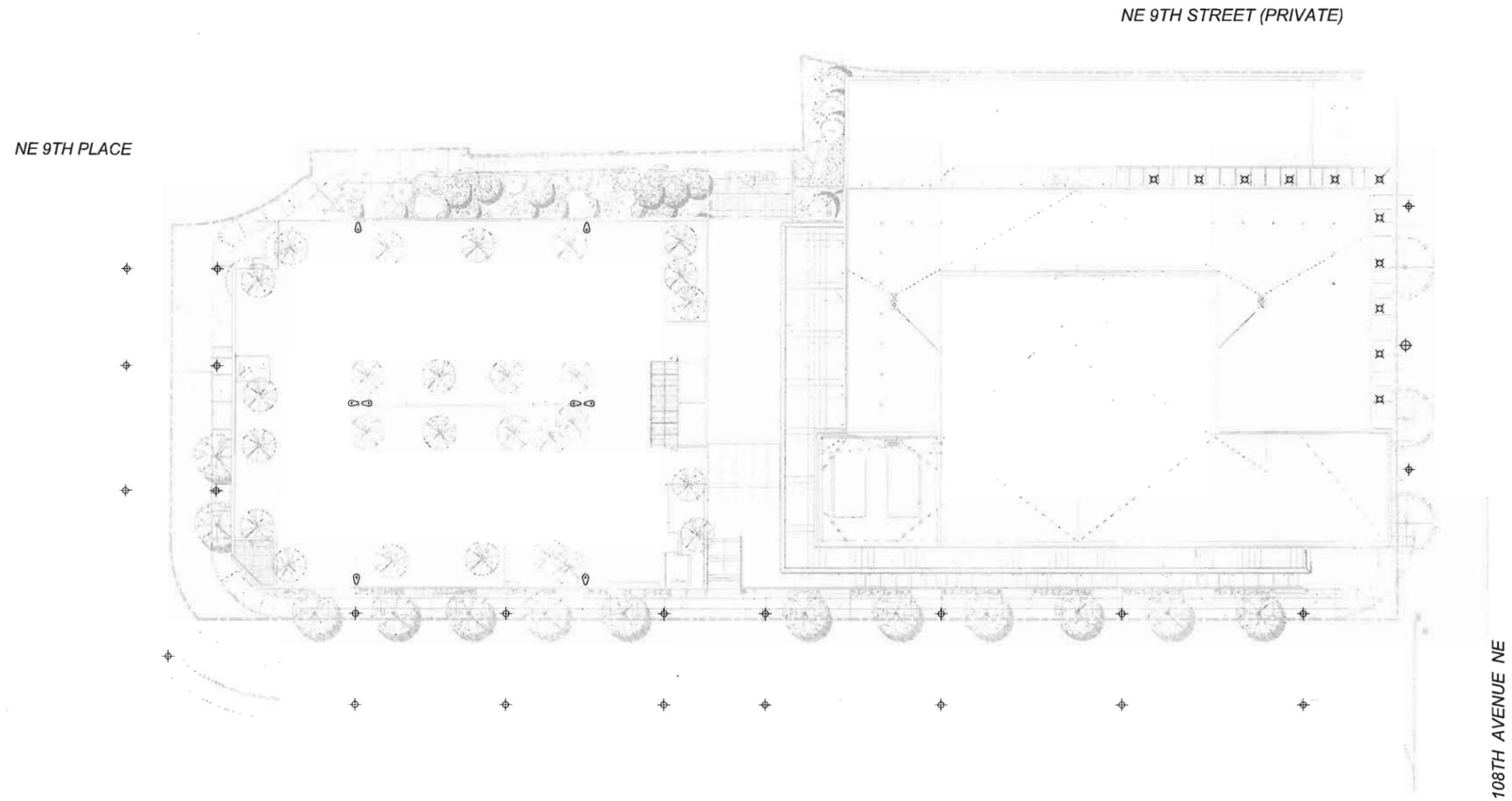
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Number

EXTERIOR ELEVATIONS - PARKING GARAGE

**A22**

DESIGN REVIEW RESUBMISSION 1

- LIGHT FIXTURE LEGEND**
- ⊗ - CANOPY LIGHT FIXTURE
  - ⊕ - CONNECTOR ROAD STREET LIGHT FIXTURE
  - ⊙ - STREET LIGHT FIXTURE PER CITY OF BELLEVUE
  - ⊖ - GARAGE ROOF FIXTURE



1 ARCHITECTURAL SITE PLAN  
E01 1/16" = 1'-0"

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Revisions		Submitted
No.	Date	By Description

Sheet Title	Sheet Number

Drawn: Author  
Checked: Checker  
LMN Proj No: 13018  
Date: 11/08/13

DESIGN REVIEW RESUBMISSION 1

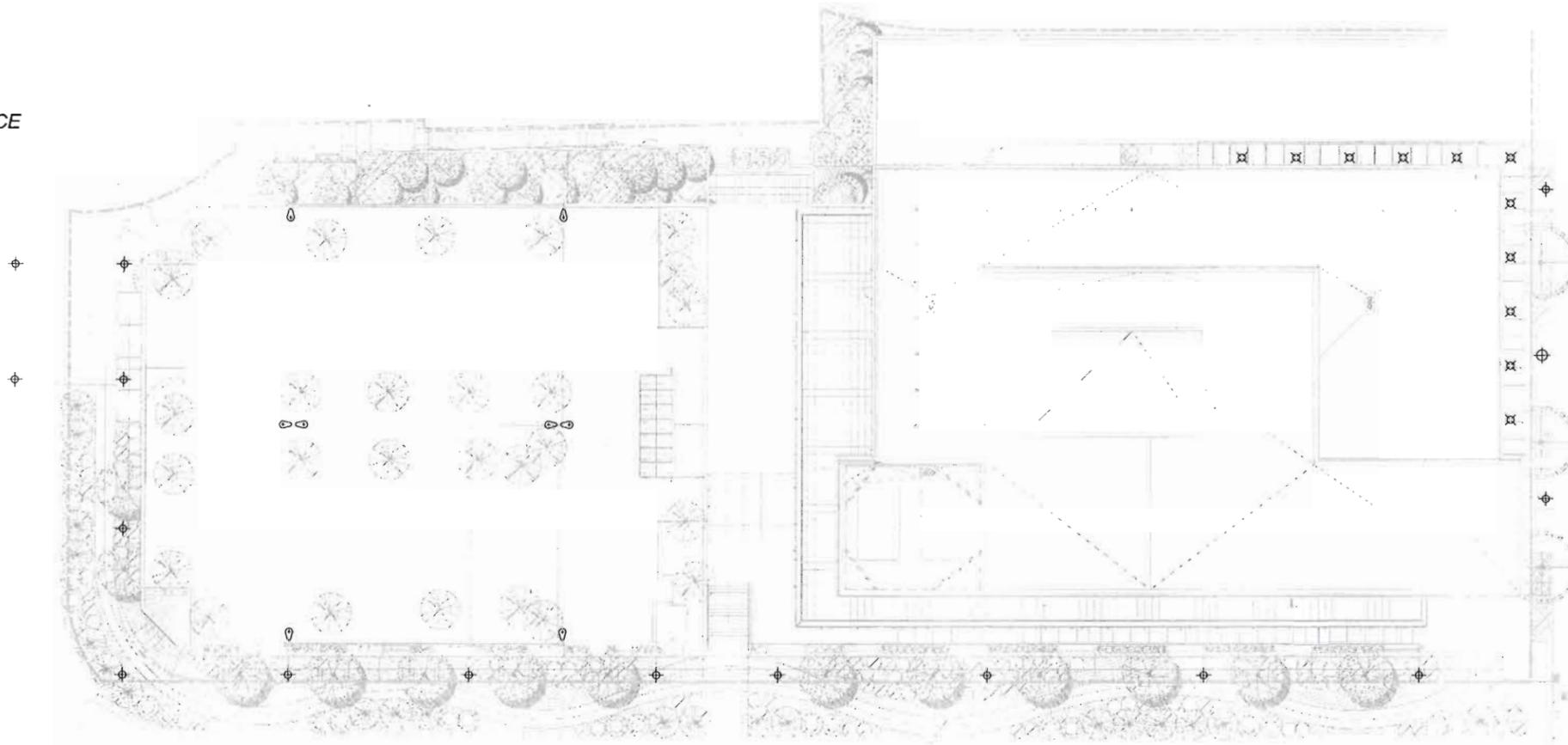
SITE LIGHTING PLAN

**E01**

- LIGHT FIXTURE LEGEND**
- ✕ - CANOPY LIGHT FIXTURE
  - ⊕ - CONNECTOR ROAD STREET LIGHT FIXTURE
  - ⊕ - STREET LIGHT FIXTURE PER CITY OF BELLEVUE
  - ⊕ - GARAGE ROOF FIXTURE

NE 9TH PLACE

NE 9TH STREET (PRIVATE)



108TH AVENUE NE

1 ARCHITECTURAL SITE PLAN  
E01A 1/16" = 1'-0"

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Submittal		Revisions	
No.	Date	By	Description

Drawn		Author	
Checked	LMN Proj No	Checked	13018

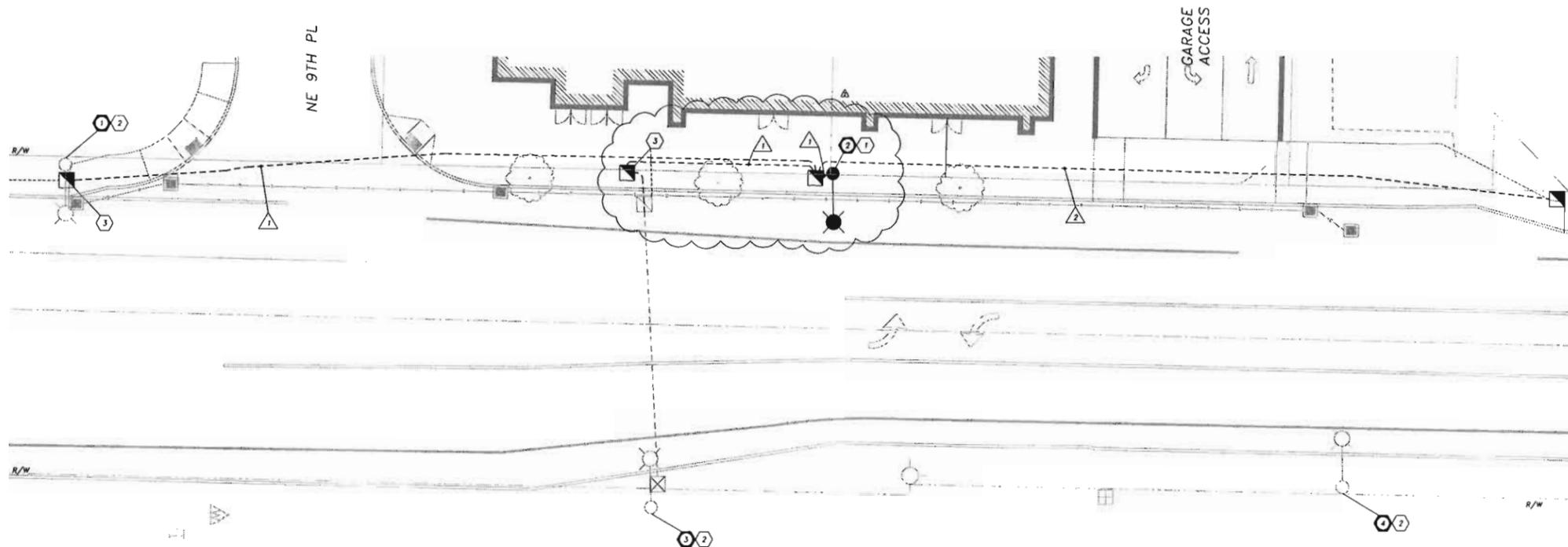
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Title	Number	Title	Number

DESIGN REVIEW RESUBMISSION 1

INTERIM SITE LIGHTING PLAN

**E01A**





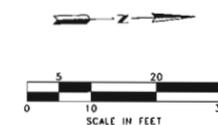
- CONSTRUCTION NOTES**
1. INSTALL LUMINAIRE, POLE AND FOUNDATION PER CITY OF BELLEVUE STANDARD DETAIL TSSL-1 AND POLE SCHEDULE, THIS SHEET.
  2. EXISTING STREET LIGHT POLE TO REMAIN. REPLACE EXISTING LUMINAIRE WITH 250W HPS KIM CURVILINEAR FIXTURE USING THE APPROPRIATE ADAPTOR. PROTECT DURING CONSTRUCTION.
  3. REMOVE EXISTING JUNCTION BOX AND REPLACE WITH NEW TYPE II JUNCTION BOX. EXTEND NEW CONDUIT/CONDUCTORS TO NEW JUNCTION BOX. SPLICE INTO EXISTING ILLUMINATION CIRCUIT.

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  4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY THE AFFECTED UTILITY COMPANY IMMEDIATELY UPON DAMAGE.
  5. ALL CONDUIT SHALL BE INSTALLED WITH MIN. 24" COVER.
  6. SEE CITY OF BELLEVUE STD. PLANS FOR POLE AND CONDUIT LAYOUT DETAILS, SERVICE CABINET/CONNECTION DETAILS, AND WIRING DETAILS.
  7. ALL NEW JUNCTION BOXES SHALL BE NON-SKID.

ILLUMINATION POLE SCHEDULE							
LUM. NO.	STREET	MOUNTING HEIGHT	ARM LENGTH	WATTAGE/TYPE	LUMINAIRE TYPE-DISTRIBUTION	POLE TYPE	COMMENT
1	108TH AVE NE	32'	2'	250 HPS	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBO SQUARE	EXISTING POLE AND NEW LUMINAIRE
2	108TH AVE NE	32'	2'	250 HPS	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBO SQUARE	INSTALL PER CITY OF BELLEVUE STANDARD DETAIL TSSL-1
3	108TH AVE NE	32'	2'	250 HPS	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBO SQUARE	EXISTING POLE AND NEW LUMINAIRE
4	108TH AVE NE	32'	2'	250 HPS	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBO SQUARE	EXISTING POLE AND NEW LUMINAIRE

LIGHTING STANDARDS	
ROAD: MAINLINE (108TH AVE NE)	MAJOR
ROADWAY CLASSIFICATION:	13 LUX
AVERAGE LIGHT LEVEL:	3:1
UNIFORMITY:	

ILLUMINATION WIRING SCHEDULE		
NO.	CONDUIT	CONDUCTORS
1	2" SCH40 PVC	2#8 ILLUM, 1#8 GRD
2	2" SCH40 PVC (SPARE)	1 PULL WIRE
3	3" SCH40 PVC (SPARE)	1 PULL WIRE



ILLUMINATION LEGEND		
EXIST.	NEW/LUMINAIRE	DESCRIPTION
		TYPE 1,2 JUNCTION BOX (NON-SKID)
		LUMINAIRE POLE
		CONDUIT/CONDUCTOR
		CONSTRUCTION NOTE
		LUMINAIRE POLE NO.
		WIRE NOTE

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 F 206 243 9388  
 www.lmninc.com

**TENW** Transportation Engineering NorthWest  
 10000 1st Avenue, Suite 100  
 Bellevue, WA 98004  
 Project Contact: Chris Bickett, P.E.  
 Phone: 425-250-5002

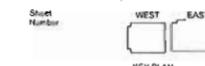
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Submittal	Revisions	Sheet Title	
No.	Date	By	Description

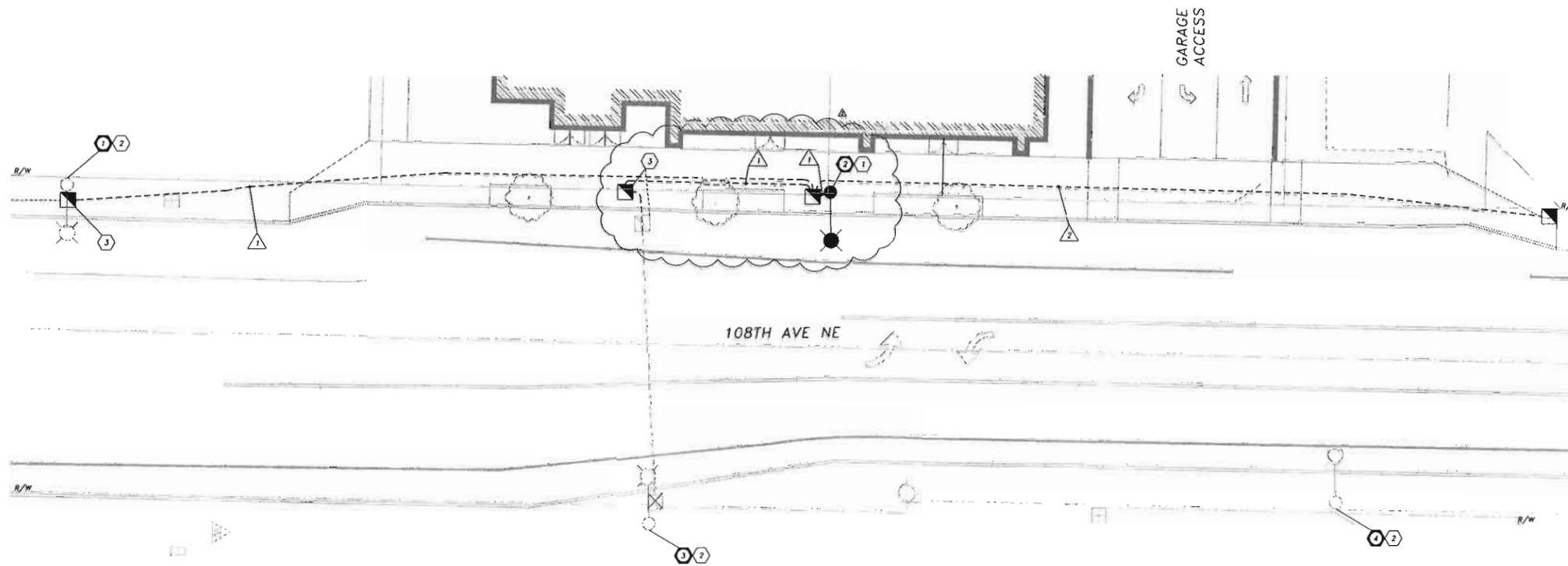
**DESIGN REVIEW  
 RESUBMISSION 2**

Given: ETT  
 Checked: EKH  
 TENW Proj No: 4729  
 Date: 02.13.2014

**BASE CONDITION  
 Illumination Plan**



**IL01**



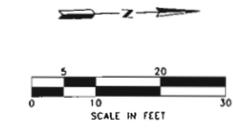
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2	108TH AVE NE	32'	2'	250 HPS	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBO SQUARE	INSTALL PER CITY OF BELLEVUE STANDARD DETAIL TSSL-1
3	108TH AVE NE	32'	2'	250 HPS	KIM CURVILINEAR SHORT, CUTOFF, TYPE III	MBO SQUARE	EXISTING POLE AND NEW LUMINAIRE
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LIGHTING STANDARDS	
ROAD: MAINLINE (108TH AVE NE)	
ROADWAY CLASSIFICATION:	MAJOR
AVERAGE LIGHT LEVEL:	13 LUX
UNIFORMITY:	3:1

ILLUMINATION WIRING SCHEDULE		
NO.	CONDUIT	CONDUCTORS
1	2" SCH40 PVC	2#8 ILLUM, 1#8 GRD
2	2" SCH40 PVC (SPARE)	1 PULL WIRE
3	3" SCH40 PVC (SPARE)	1 PULL WIRE



ILLUMINATION LEGEND		
EXIST.	NEW/LUMINAIRE	DESCRIPTION
	□	TYPE 1,2 JUNCTION BOX (NON-SKID)
	●	LUMINAIRE POLE
	---	CONDUIT/CONDUCTOR
	○	CONSTRUCTION NOTE
	○	LUMINAIRE POLE NO.
	△	WIRE NOTE

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Fax: 206.461.1101  
www.tenw.com

# BELLEVUE OFFICE TOWER

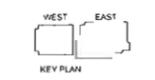
929 108th Ave NE Bellevue, Washington

Submitted	Revised	Checked	By	Description

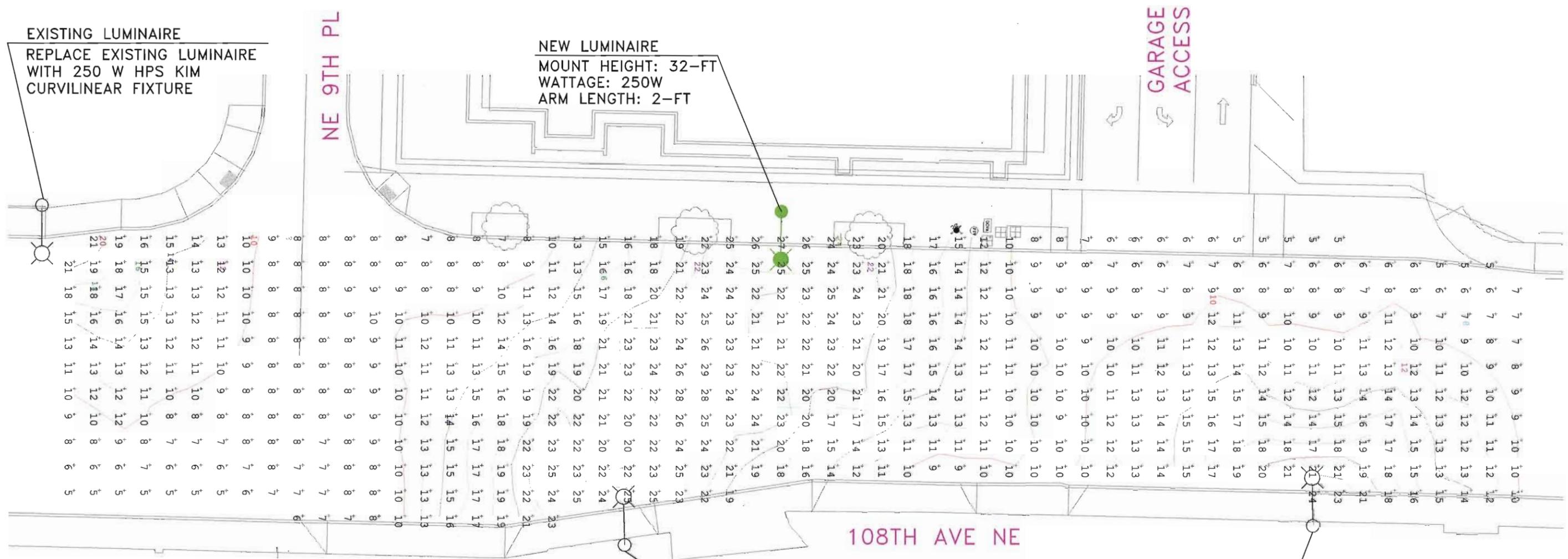
DESIGN REVIEW  
RESUBMISSION 2 Δ

Drawn: TTT  
Checked: ESM  
Tel: 475  
Date: 02.13.2014

ALTERNATE CONDITION  
Illumination Plan



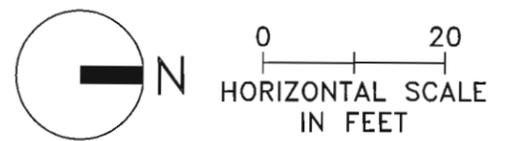
**IL02**



**CALCULATION SUMMARY**

TARGET	ACTUAL
--------	--------

CALCULATION AREA	DESIGN CRITERIA	
	MIN. AVG. MAINTAINED (LUX)	MAX. UNIFORMITY RATIO (AVG. /MIN.)
MAINLINE (108TH AVE NE)	13 / 13.50	3:1 / 2.70:1



DATE:  
02/13/2014

**TENW**  
Transportation Engineering NorthWest  
Transportation Planning | Design | Traffic Impact & Operations  
816 - 6th Street South, Kirkland, WA 98033 | Office (425) 889-6747  
Project Contact: Chris Bicket, P.E.  
Phone: 425-250-5002

108TH AVE NE  
BELLEVUE, WA

ILLUMINATION CALCULATIONS

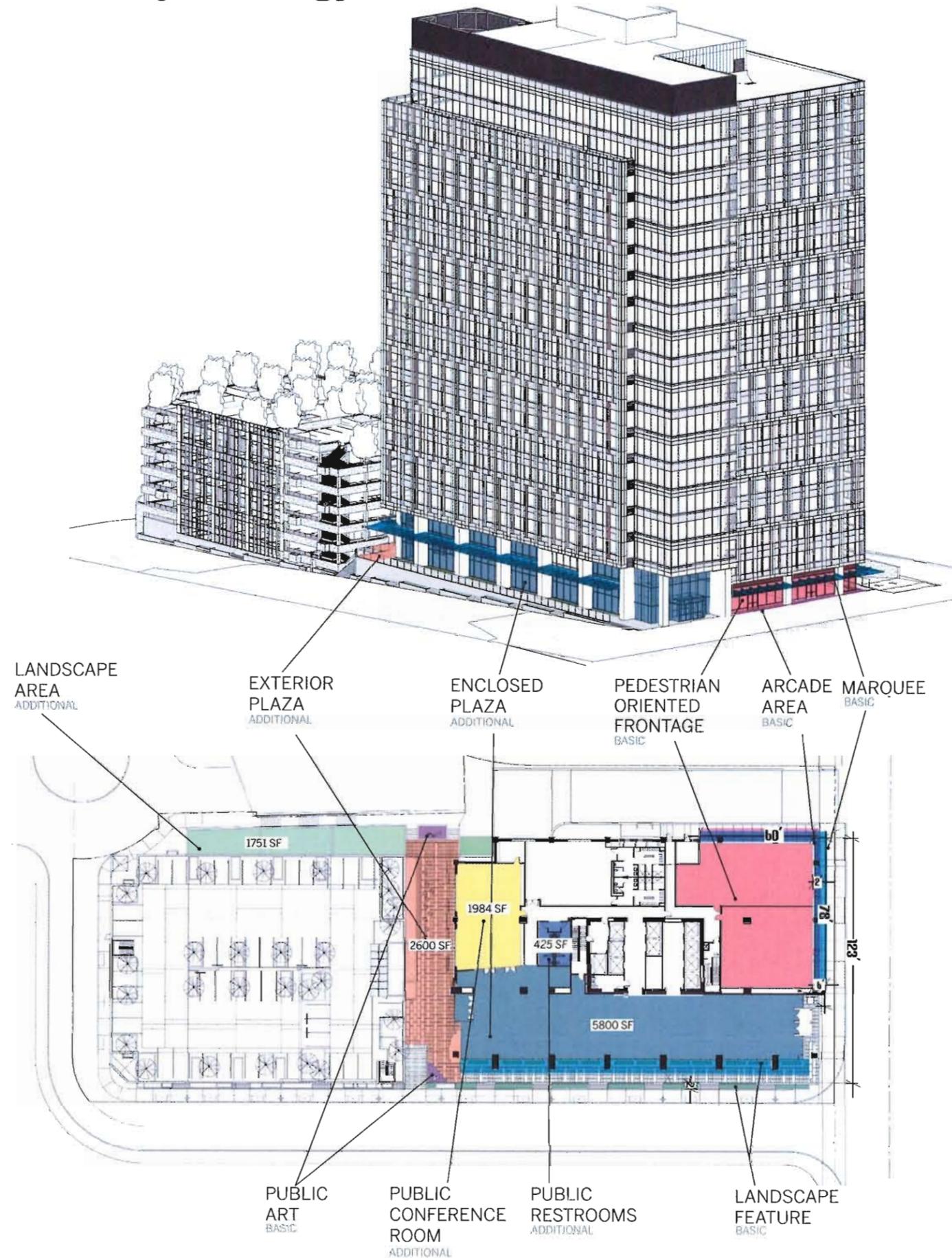
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**ATTACHMENT B**  
**(FAR and Amenity Calculations)**

# FAR Amenity Strategy

	Amenity	Units of Measure	Bonus Ratio	Bonus Floor Area Earned	How it Meet the Description and Design Criteria? Public Benefit?	
Basic	Pedestrian Oriented Frontage	Linear feet (LF)	150 to 1	20,700 (138 LF x 100)	Stimulates sidewalk pedestrian activity.	
	Landscape Feature	Square Feet (SF)	8 to 1	4,088 (511 SF x 8)	Vegetative focal point and visual landmark. Softens building edges along pedestrian pathways. Increased pervious surface. Draws pedestrian to plaza.	
			4 to 1	4,000 (1000 SF x 4)	Increased pervious surface. Accessible to the public.	
	Arcade	Square Feet (SF)	6 to 1	3,198 (533 SF x 6)	Provides additional weather protection and width to the sidewalk.	
	Marquee	Square Feet (SF)	3 to 1	6,465 (2155 SF x 3)	Weather protection along building and sidewalk.	
	Sculpture or Art	\$100	5 to \$100	15,150 (303,000 x .05)	Provides visual interest and cultural presence to the pedestrian realm.	
	<b>Sub-Total Basic</b>				<b>53,604 SF</b>	
Non-Basic	Exterior Plaza	Square Feet (SF)	8 to 1	20,800 SF (2,600 SF x 8)	Hides parking area behind podium façade.	
	Enclosed Plaza	Square Feet (SF)	10 to 1	58,000 SF (5,800 SF x 10)	Areas devoted to service cores and community facilities. Residential uses not counted in this figure.	
	Landscape Area	Square Feet (SF)	2 to 1	1,502 SF (751 SF x 2)	Visual landscape area for tenants and increases pervious surface.	
	Underground Parking	Square Feet (SF)	0.5 to 1	77,748 SF (155,494 SF x 0.5)	Hides parking area underground. Optimizes use of site for pedestrian and commercial activities.	
	Public Meeting Rooms	Square Feet (SF)	2 to 1	3,968 SF (1,984 SF x 2)	Provides community meeting space.	
	Public Restrooms	Square Feet (SF)	8 to 1	3,400 SF (445 SF x 8)	Provides publicly accessible facilities.	
	<b>Sub-Total Non-Basic</b>				<b>177,210 SF</b>	
	<b>Combined Total</b>				<b>230,814 SF</b>	

# FAR Amenity Strategy



## CITY OF BELLEVUE LAND USE CODE ANALYSIS, O-2 DISTRICT

### CITY OF BELLEVUE, FAR AMENITY INCENTIVE SYSTEM WORKSHEET

PROJECT NAME: Trammel Crow Office Tower District: DNTN-O-2 Project Number: 13-119862-LD  
 Location: 108th NE and 6th Ave NE Residential/Non Residential: Non-Residential Date Prepared: 2013\_0731  
 Lot Area (SF): Project Limits (Net On-Site Land Area) (SF): **66,986**

FAR CALCULATIONS	Basic	Maximum (Y)
Allowable Floor Area Ratio, Non-Residential (FAR)	4.0	6.0
Allowable Floor Area Ratio, Residential (FAR)	4.0	6.0
Allowable Floor Area	<b>267,944</b>	401,916
Minimum Basic Required Amenity Floor Area ( 2 x 4 x Project Limit)	53,589	

AMENITIES (See LUC, Design Criteria, Pp 124-132)

BASIC REQUIRED AMENITIES	Unit of Measure	Bonus Per Unit	Maximum Points (B)	Area or Value	
Pedestrian Oriented Frontage*	1 lf	150.0	n/a	138	20,700
Pedestrian Oriented Frontage**	1 lf	75.0	n/a	0	0
Landscape Feature	1 sf	8.0	8,000	511	4,088
Landscape Feature off Intersection	1 sf	4.0	4,000	1,000	4,000
Arcade	1 sf	6.0	n/a	533	3,198
Marquee	1 sf	3.0	n/a	2,155	6,465
Awning	1 sf	0.75	n/a	0	0
Sculpture or Artwork	\$100	5.0	n/a	\$303,000	15,150
Water Feature	\$100	8.0	n/a	\$0	0
<b>Earned Basic Amenity Points</b>					<b>53,601</b>

MAJOR PUBLIC OPEN SPACE	Unit of Measure	Bonus Per Unit	Maximum Points (B)	Area or Value	
Major Public Open Space	1 sf	16.0	n/a	0	0

ADDITIONAL BONUS AMENITIES	Unit of Measure	Bonus Per Unit	Maximum Points (B)	Area or Value	
Exterior Plaza	1 sf	8.0	40,000	2,600	20,800
Enclosed Plaza	1 sf	10.0	n/a	5,800	58,000
Landscape Area	1 sf	2.0	n/a	751	1,502
Active Recreation Area	1 sf	3.0	n/a	0	0
Residential Uses	1 sf	4.0	n/a	0	0
Underground Parking	1 sf	0.5	n/a	155,495	77,748
Above Grade Parking, Residential	1 sf	1.0	n/a	0	0
Public Meeting Rooms	1 sf	2.0	n/a	1,984	3,968
Child Care Services	1 sf	8.0	n/a	0	0
Public Restrooms	1 sf	8.0	n/a	425	3,400
Performing Arts Space	1 sf	10.0	100,000	0	0
Space for Non-Profit Social Services	1 sf	4.0	20,000	0	0
Park Property Donation	1 sf	6.0	n/a	0	0
<b>TOTAL EARNED ADDITIONAL AMENITY BONUS POINTS</b>					<b>165,418</b>

**TOTAL EARNED AMENITIES POINTS** **219,019**

### PROJECT PROGRAM

Proposed Building Gross Floor Area	<b>402,879</b>
Floor Area Exempt from FAR	4,263
Gross Floor Area for FAR Calculation	<b>398,616</b>
Maximum Allowable Building Floor Area	401,916

### ANALYSIS OF AMENITY BONUS POINTS

Earned Basic Amenity Points	53,601
Required Basic Amenity Points	53,589
Surplus Basic Amenity Points	12
Earned Public Open Space	0
Earned Additional Amenity Points	165,418
Total Bonus Points Provided (Surplus Basic + Earned Additional)	219,019 >>
Bonus Points Required (GFA - Basic Allowable Floor Area)	130,672
Total Surplus Amenity Bonus Points	88,347

### Transferable Bonus Points Available

MPOS Points Available for Transfer after fulfilling Basic Requirements	0
Additional Bonus Amenities Available for Transfer	165,418
Total Amenity Bonus Points for Transfer	165,418

FAR for Project 5.95

\* POF Located on the ground level or upper level within the City Center District  
 \*\* POF located at the upper level outside the City Center District  
 \*\*\* See LUC 20.25A.090.E.7 for special bonus provisions for Perimeter Design District Subdistrict C.  
 >> changed the formula to include "Earned additional Amenity Points"

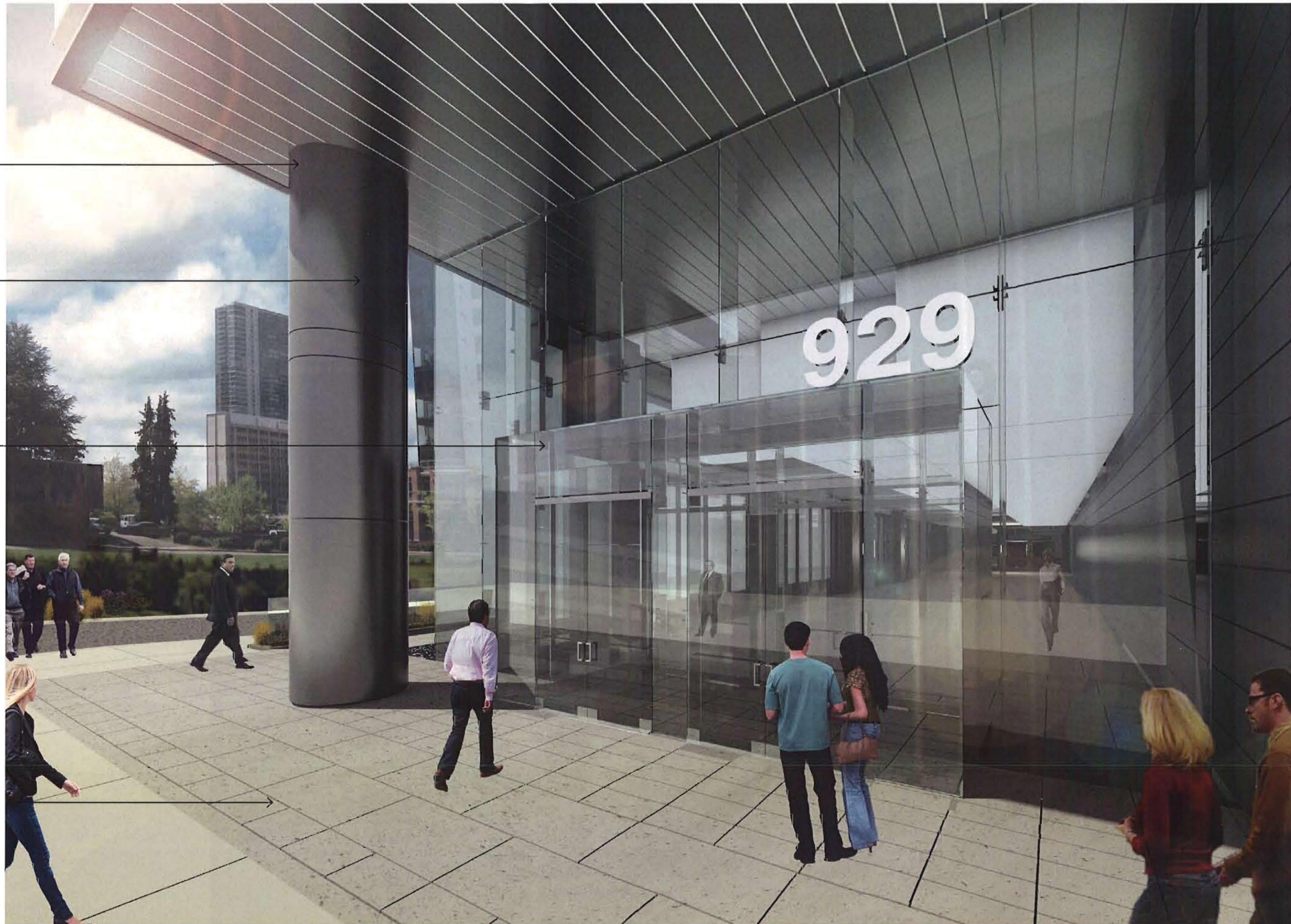
Metal Panel Soffit

Architectural Metal  
Column cover

Structural Glass Curtain  
wall system

Concrete Plaza Deck system

East Entrance  
Perspective





Architectural Metal Panel

Aluminum Curtain Wall System

Glass and Steel Canopy Assembly

Cast-in-place Concrete Board form pattern

Concrete Plaza Deck system

East / West Connection 1

Pre-Cast Concrete Board  
form pattern

Steel and Glass Canopy

Catenary lights

Architectural Metal panel

Structural Glass Curtain  
wall system

Water Feature

Outdoor Furniture

Concrete Plaza Deck system

Steel Railing

West Entrance  
Perspective



Catenary lights

Architectural Metal panel

Pre-Cast Concrete Board form pattern

Steel and Glass Canopy

Art piece installed in planter

Water Feature

Outdoor Furniture

Built-in Wood Bench

Concrete Plaza Deck system

North / South  
Mid-Block Connection



Perforated Stainless Steel visual screen

Pre-Cast Concrete Board form pattern

Built in Wood bench

Steel Railing

Concrete Plaza Deck system

Art piece installed in planter

Cast-in-place Concrete Board form pattern

East / West Perspective 2



Architectural aluminum louver

High-Intensity, Dimmable  
LED Light Fixture

Glass Guardrail  
Assembly

Aluminum Curtain wall System

Architectural Building Lantern:  
Curtain wall system



Architectural Building Lantern

Cooling Tower

Elevator Overrun:  
Architectural Metal panel

Mechanical Penthouse

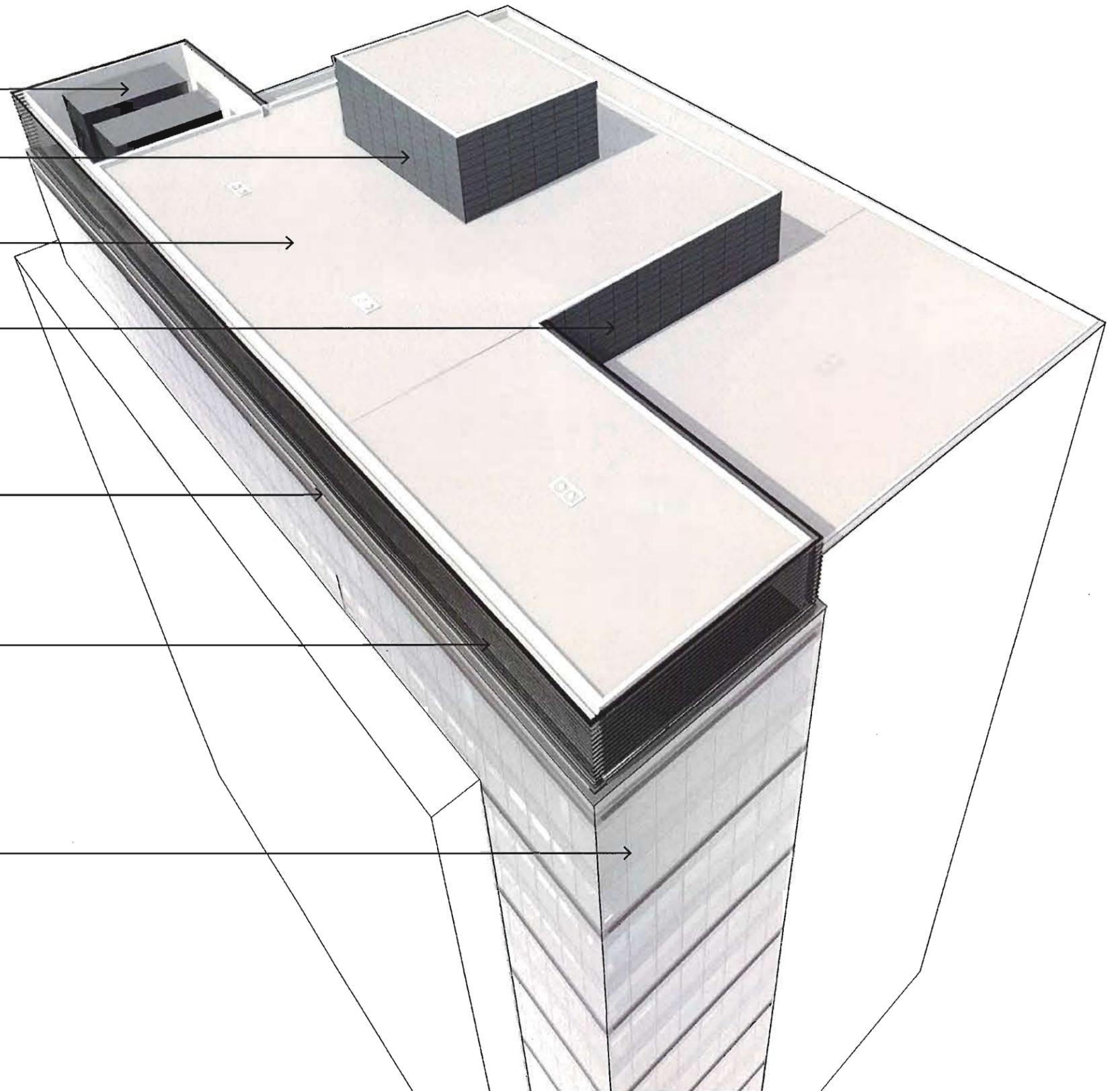
Mechanical Penthouse:  
Architectural Metal panel

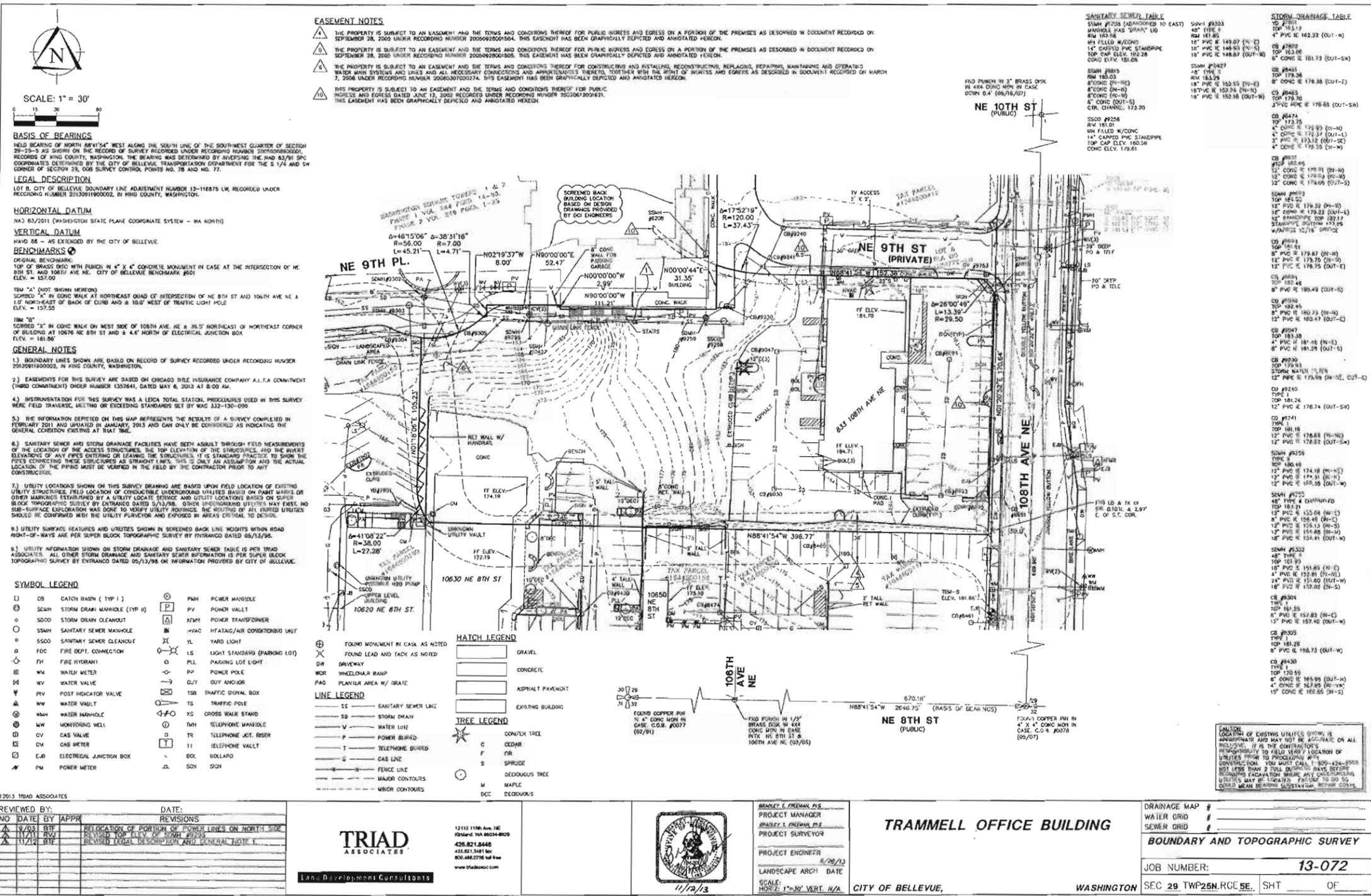
High-Intensity, Dimmable  
LED Light Fixture

Architectural Aluminum louver

Architectural Building Lantern:  
Curtain wall system

Architectural Building Lantern





**EASEMENT NOTES**

1. THE PROPERTY IS SUBJECT TO AN EASEMENT AND THE TERMS AND CONDITIONS THEREOF FOR PUBLIC USE AND EGRESS ON A PORTION OF THE PREMISES AS DESCRIBED IN DOCUMENT RECORDED ON SEPTEMBER 28, 2000 UNDER RECORDING NUMBER 2000092001504. THIS EASEMENT HAS BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON.

2. THE PROPERTY IS SUBJECT TO AN EASEMENT AND THE TERMS AND CONDITIONS THEREOF FOR PUBLIC USE AND EGRESS ON A PORTION OF THE PREMISES AS DESCRIBED IN DOCUMENT RECORDED ON SEPTEMBER 28, 2000 UNDER RECORDING NUMBER 2000092001505. THIS EASEMENT HAS BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON.

3. THE PROPERTY IS SUBJECT TO AN EASEMENT AND THE TERMS AND CONDITIONS THEREOF FOR CONSTRUCTION AND INSTALLATION, RECONSTRUCTION, REPLACING, REPAIRING, MAINTAINING AND OPERATING WATER MAIN SYSTEMS AND LINES AND ALL NECESSARY CONNECTIONS AND APPURTENANCES THEREON, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS AS DESCRIBED IN DOCUMENT RECORDED ON MARCH 7, 2008 UNDER RECORDING NUMBER 2008030700274. THIS EASEMENT HAS BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON.

4. THIS PROPERTY IS SUBJECT TO AN EASEMENT AND THE TERMS AND CONDITIONS THEREOF FOR PUBLIC USE AND EGRESS DATED JUNE 12, 2002 RECORDED UNDER RECORDING NUMBER 2002061200161. THIS EASEMENT HAS BEEN GRAPHICALLY DEPICTED AND ANNOTATED HEREON.

**SCALE: 1" = 30'**

**BASIS OF BEARINGS**  
HELD BEARING OF NORTH 84°15'44" WEST ALONG THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SECTION 29-25-3 AS SHOWN ON THE RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 2000092001504, RECORDS OF KING COUNTY, WASHINGTON. THE BEARING WAS DETERMINED BY INVERTING THE NAD 83/91 SPC COORDINATES DETERMINED BY THE CITY OF BELLEVUE, TRANSPORTATION DEPARTMENT FOR THE S 1/4 AND SW CORNER OF SECTION 29, DGR SURVEY CONTROL POINTS NO. 78 AND NO. 77.

**LEGAL DESCRIPTION**  
LOT B, CITY OF BELLEVUE BOUNDARY LINE ADJUSTMENT NUMBER 13-116875 LW, RECORDED UNDER RECORDING NUMBER 2013091100002, IN KING COUNTY, WASHINGTON.

**HORIZONTAL DATUM**  
NAD 83/2011 (WASHINGTON STATE PLANE COORDINATE SYSTEM - WA NORTH)

**VERTICAL DATUM**  
NAVD 88 - AS EXTENDED BY THE CITY OF BELLEVUE

**BENCHMARKS**  
ORIGINAL BENCHMARK: TOP OF BRASS DISK WITH PUNCH IN 4" X 4" CONCRETE MONUMENT IN CASE AT THE INTERSECTION OF NE 8TH ST AND 108TH AVE NE, CITY OF BELLEVUE BENCHMARK #601, ELEV. = 157.00

**TRM "A"** (NOT SHOWN HEREON)  
SCRIBED "X" IN CONCRETE WALK AT NORTHEAST QUAD OF INTERSECTION OF NE 8TH ST AND 108TH AVE NE A 1/2" NORTH-EAST OF BACK OF CURB AND 8" WEST OF TRAFFIC LIGHT POLE, ELEV. = 157.55

**TRM "B"**  
SCRIBED "X" IN CONCRETE WALK ON WEST SIDE OF 108TH AVE NE A 35.5' NORTHEAST OF NORTHEAST CORNER OF BUILDING AT INTERSECTION OF NE 8TH ST AND 8" WEST OF ELECTRICAL JUNCTION BOX, ELEV. = 151.86

**GENERAL NOTES**

1. BOUNDARY LINES SHOWN ARE BASED ON RECORD OF SURVEY RECORDED UNDER RECORDING NUMBER 2000091100002, IN KING COUNTY, WASHINGTON.

2. EASEMENTS FOR THIS SURVEY ARE BASED ON CHICAGO TITLE INSURANCE COMPANY A.L.A. COMMITMENT (HARD COMMITMENT) ORDER NUMBER 1357841, DATED MAY 6, 2013 AT 8:00 AM.

3. INSTRUMENTATION FOR THIS SURVEY WAS A LEICA TOTAL STATION. PROCEDURES USED IN THIS SURVEY WERE FIELD TRAVELING, MEETING OR EXCEEDING STANDARDS SET BY WAC 332-130-090.

4. THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULT OF A SURVEY COMPLETED IN FEBRUARY 2011 AND UPDATED IN JANUARY, 2013 AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITION EXISTING AT THAT TIME.

5. SANITARY SEWER AND STORM DRAINAGE FACILITIES HAVE BEEN ASSUMED THROUGH FIELD MEASUREMENTS OF THE LOCATION OF THE ACCESS STRUCTURES, THE TOP ELEVATION OF THE STRUCTURES, AND THE INVERT ELEVATIONS OF ANY PIPES ENTERING OR LEAVING THE STRUCTURES. IT IS STANDARD PRACTICE TO SHOW THE PIPES CONNECTING THESE STRUCTURES AS STRAIGHT LINES. THIS IS ONLY AN ASSUMPTION AND THE ACTUAL LOCATION OF THE PIPING MUST BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION.

6. UTILITY LOCATIONS SHOWN ON THIS SURVEY DRAWING ARE BASED UPON FIELD LOCATION OF EXISTING UTILITY STRUCTURES, FIELD LOCATION OF CONCEALABLE UNDERGROUND UTILITIES BASED ON PAINT MARKS OR OTHER MARKINGS ESTABLISHED BY A UTILITY LOCATE SERVICE AND UTILITY LOCATIONS BASED ON SUPER BLOCK TOPOGRAPHIC SURVEY BY ENTRANCO DATED 05/13/08. OTHER UNDERGROUND UTILITIES MAY EXIST, NO SUB-SURFACE EXPLORATION WAS DONE TO VERIFY UTILITY LOCATIONS. THE ROUTING OF ALL BURIED UTILITIES SHOULD BE CONFIRMED WITH THE UTILITY PROVIDER AND EXPLORED IN AREAS CRITICAL TO DESIGN.

7. UTILITY SURFACE FEATURES AND UTILITIES SHOWN IN SCREENED BACK LINE INDICATES WITHIN ROAD RIGHT-OF-WAYS ARE PER SUPER BLOCK TOPOGRAPHIC SURVEY BY ENTRANCO DATED 05/13/08.

8. UTILITY INFORMATION SHOWN ON STORM DRAINAGE AND SANITARY SEWER TABLE IS PER TRM ASSOCIATES. ALL OTHER STORM DRAINAGE AND SANITARY SEWER INFORMATION IS PER SUPER BLOCK TOPOGRAPHIC SURVEY BY ENTRANCO DATED 05/13/08 OR INFORMATION PROVIDED BY CITY OF BELLEVUE.

**SYMBOL LEGEND**

CS	CATCH BASIN (TYP 1)	PMH	POWER MANHOLE
SSOH	STORM DRAIN MANHOLE (TYP II)	PV	POWER VALVE
SSOD	STORM DRAIN CLEANOUT	XFM	POWER TRANSFORMER
SSSH	SANITARY SEWER MANHOLE	HVAC	HVAC/AIR CONDITIONING UNIT
SSCO	SANITARY SEWER CLEANOUT	YL	YARD LIGHT
FDC	FIRE DEPT. CONNECTION	LS	LIGHT STANDARD (PARKING LOT)
FH	FIRE HYDRANT	PLL	PARKING LOT LIGHT
WM	WATER METER	PP	POWER POLE
WV	WATER VALVE	GUY	GUY ANCHOR
PV	POST INDICATOR VALVE	TSB	TRAFFIC SIGNAL BOX
WW	WATER VALVE	TS	TRAFFIC POLE
WMH	WATER MANHOLE	XS	CROSS WALK STAND
WVW	WATER MONITORING WELL	TMH	TELEPHONE MANHOLE
CV	CAS VALVE	TR	TELEPHONE JOT. RISER
CM	CAS METER	TI	TELEPHONE VALVE
EJB	ELECTRICAL JUNCTION BOX	ECB	ECCO BOLLARD
PM	POWER METER	SCN	SCIN

**FOUND MONUMENT IN CASE AS NOTED**  
**FOUND LEAD AND TACK AS NOTED**

**HATCH LEGEND**

[Hatched]	GRAVEL
[Hatched]	CONCRETE
[Hatched]	ASPHALT PAVEMENT
[Hatched]	EXISTING BUILDING

**LINE LEGEND**

---	SANITARY SEWER LINE
---	STORM DRAIN
---	WATER LINE
---	POWER BURIED
---	TELEPHONE BURIED
---	GAS LINE
---	FENCE LINE
---	MAJOR CONTOURS
---	MINOR CONTOURS

**TREE LEGEND**

C	CEDAR
F	FIR
S	SPRUCE
M	MAPLE
DCC	DECIDUOUS

**SANITARY SEWER TABLE**

SSOH #2008	SSOH #2008
SSOH #2009	SSOH #2009
SSOH #2010	SSOH #2010
SSOH #2011	SSOH #2011
SSOH #2012	SSOH #2012
SSOH #2013	SSOH #2013
SSOH #2014	SSOH #2014
SSOH #2015	SSOH #2015
SSOH #2016	SSOH #2016
SSOH #2017	SSOH #2017
SSOH #2018	SSOH #2018
SSOH #2019	SSOH #2019
SSOH #2020	SSOH #2020
SSOH #2021	SSOH #2021
SSOH #2022	SSOH #2022
SSOH #2023	SSOH #2023
SSOH #2024	SSOH #2024
SSOH #2025	SSOH #2025
SSOH #2026	SSOH #2026
SSOH #2027	SSOH #2027
SSOH #2028	SSOH #2028
SSOH #2029	SSOH #2029
SSOH #2030	SSOH #2030
SSOH #2031	SSOH #2031
SSOH #2032	SSOH #2032
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SSOH #2034	SSOH #2034
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SSOH #2036	SSOH #2036
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SSOH #2039	SSOH #2039
SSOH #2040	SSOH #2040
SSOH #2041	SSOH #2041
SSOH #2042	SSOH #2042
SSOH #2043	SSOH #2043
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SSOH #2046	SSOH #2046
SSOH #2047	SSOH #2047
SSOH #2048	SSOH #2048
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SSOH #2051	SSOH #2051
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SSOH #2061	SSOH #2061
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SSOH #2091	SSOH #2091
SSOH #2092	SSOH #2092
SSOH #2093	SSOH #2093
SSOH #2094	SSOH #2094
SSOH #2095	SSOH #2095
SSOH #2096	SSOH #2096
SSOH #2097	SSOH #2097
SSOH #2098	SSOH #2098
SSOH #2099	SSOH #2099
SSOH #2100	SSOH #2100

**STORM DRAINAGE TABLE**

SD #1	SD #1
SD #2	SD #2
SD #3	SD #3
SD #4	SD #4
SD #5	SD #5
SD #6	SD #6
SD #7	SD #7
SD #8	SD #8
SD #9	SD #9
SD #10	SD #10
SD #11	SD #11
SD #12	SD #12
SD #13	SD #13
SD #14	SD #14
SD #15	SD #15
SD #16	SD #16
SD #17	SD #17
SD #18	SD #18
SD #19	SD #19
SD #20	SD #20
SD #21	SD #21
SD #22	SD #22
SD #23	SD #23
SD #24	SD #24
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SD #97	SD #97
SD #98	SD #98
SD #99	SD #99
SD #100	SD #100

<p>REVIEWED BY: [Signature]</p> <p>DATE: [Date]</p> <p>NO. DATE BY APPR. REVISIONS</p> <p>1. 11/21/13 BTJ [Signature] RELOCATION OF PORTION OF POWER LINES ON NORTH SIDE</p> <p>2. 11/21/13 BTJ [Signature] REVISED TOP ELEV. OF POWER LINES ON NORTH SIDE</p> <p>3. 11/21/13 BTJ [Signature] REVISED LEGAL DESCRIPTION AND GENERAL NOTES</p>	<p><b>TRIAD ASSOCIATES</b></p> <p>1212 119th Ave. NE Bellevue, WA 98004-8020</p> <p>425.821.6448 425.821.3481 fax 800.448.0766 toll free</p> <p>www.triadassoc.com</p>	<p><b>TRAMMELL OFFICE BUILDING</b></p> <p>BRADLEY T. FREEMAN, P.E. PROJECT MANAGER</p> <p>BRADLEY T. FREEMAN, P.E. PROJECT SURVEYOR</p> <p>PROJECT ENGINEER: [Signature]</p> <p>LANDSCAPE ARCH. DATE: 6/26/13</p> <p>SCALE: HORIZ. 1"=30' VERT. 1/4"</p>	<p><b>BOUNDARY AND TOPOGRAPHIC SURVEY</b></p> <p>DRAINAGE MAP # _____</p> <p>WATER GRID # _____</p> <p>SEWER GRID # _____</p> <p>JOB NUMBER: <b>13-072</b></p> <p>SEC. 29 TWP26N.R06E5E. SHT _____ OF _____</p>
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**ATTACHMENT C**  
**(Documents Filed with King County)**

**WHEN RECORDED RETURN TO:**

City of Bellevue  
Transportation Dept/Real Property  
Attn: Marcella Wilson  
P.O. Box 90012  
Bellevue, WA 98009-9012



**20050928001504**

WASATCH DEVELO EAS 42:00  
PAGE 01 OF 011  
09/28/2005 12:19  
KING COUNTY, WA

**PUBLIC ACCESS EASEMENT**

**Grantor:** BV Holdings, LLC dba BV-Wasatch Holdings, LLC [or successor in interest]

**Grantee:** City of Bellevue, a municipal corporation in King County, Washington

**Legal Description:**

THAT PORTION OF THE SE ¼ OF THE SW ¼ OF SECTION 29, TOWNSHIP 25N, RANGE 5E, LINE BETWEEN 106<sup>TH</sup> AVE NE AND 108<sup>TH</sup> AVE NE AND LINE BETWEEN NE 8<sup>TH</sup> STREET AND NE 10<sup>TH</sup> STREET

**Tax Parcel Nos.:**

Parcels 154460-0140, 154460-0141, 154460-0142, 154460-0144, 154460-0146, 154460-0147, 154460-0148, 154460-0150, 154460-0152, 154460-0157, 154460-0158, 154460-0160, 068570-0020, 068570-0035

## PUBLIC ACCESS EASEMENT

This Public Access Easement (the "Easement") is made this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_ by and between BV Holdings, LLC dba BV-Wasatch Holdings, LLC, a Utah Limited Liability Corporation (the "Grantor") and the City of Bellevue, a municipal corporation in King County, Washington (the "Grantee").

A. Grantor owns real property commonly known as the Downtown Bellevue Superblock ("the Property"). Grantor plans to redevelop the Property, and as part of such redevelopment intends to construct a portion of a private road through the Property that will ultimately serve as a connection between 106<sup>th</sup> Avenue N.E. and 108<sup>th</sup> Avenue N.E.

B. BV Holdings LLC, the Grantor and Grantee entered into that certain Covenant Regarding Public Access Easement dated as of \_\_\_\_\_, 2005, and recorded under King County Auditor's number \_\_\_\_\_ (the "Covenant").

D. In accordance with the Covenant, Grantor has agreed to grant Grantee (for the benefit of the public), and Grantee has agreed to accept, a non-exclusive easement for public ingress and egress on and over the portion of the private road on the Property (described below) on the terms and conditions set forth in this Easement.

NOW THEREFORE in accordance with the Covenant, and in further consideration of the mutual covenants set forth herein, and other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged, Grantor and Grantee covenant and agree as follows:

1. Grant of Easement. For the purpose set forth in Section 2 of this Easement, and subject to all other terms and conditions of this Easement, Grantor hereby grants and conveys to Grantee, a thirty six (36) foot wide non-exclusive easement for public ingress and egress on and over Grantor's Connector Road" (defined below) which road will be constructed by Grantor upon the Property (the "Road Easement") legally described in Exhibit A. The Road Easement and the ingress and egress rights granted hereunder shall be limited to the use of the constructed road and related sidewalk only, which road and sidewalk are collectively approximately thirty-six feet wide (36) feet wide and shown on the diagram attached hereto as Exhibit B (the "Connector Road"). So long as the Connector Road is constructed to provide a roadway connection between 106<sup>th</sup> Avenue N.E. and 108<sup>th</sup> Avenue N.E., the precise location of the Connector Road and the Easement granted hereunder shall be determined by the Company and/or its successors in interest, subject to applicable design review in accordance with the Covenant, Grantor and Grantee acknowledge that the Connector Road has not been constructed as of the date of this Easement. Accordingly, in the event of a conflict between the "as built" location of the Connector Road and Exhibit B, the as built location of the Connector Road shall control and Exhibit B shall be deemed automatically amended to reflect the actual as built location of the Connector Road. As each segment of the Connector Road is completed, this Easement shall be amended and rerecorded as necessary to conform to the actual construction and to authorize actual public use of that phase of the Connector Road.

2. Purpose. The Road Easement shall be used solely for the purpose of reasonable public ingress and egress on and over the Connector Road by pedestrian traffic, bicycles, cars, and other vehicles of a size and type that would be permitted on a similarly sized public street in downtown Bellevue, Washington as of the date hereof. In no event, unless prohibited by law, shall the Connector Road be used as a place of public assembly, or for public protest or public parade purposes. The public ingress and egress rights granted herein shall be subject to all applicable governmental laws and regulations as well as any rules and regulations adopted by Grantor from time to time (including rules respecting speed limit, parking (if any), noise, loitering, skateboarding, littering, non-solicitation, nuisance and similar matters) for the purpose of maintaining and operating a first class residential and commercial development on the Property.

3. Commencement. This Easement shall commence on the date this Easement is executed and recorded; provided however, that the exercise by the public of the ingress and egress rights granted hereunder and the actual public use of any given segment of the Connector Road is not authorized until construction on that segment of the Connector Road is completed and this Easement is amended and rerecorded in accordance with the Covenant. Grantor shall not at any time after the Effective Date construct any permanent barriers across the Road Easement without Grantee's prior consent, nor at any time shall the public be charged a toll or other use fee for exercise of the ingress and egress rights granted hereunder; although, Grantor may impose charges for parking, commercial deliveries, or similar activities. In the event of a taking or casualty or similar damage which renders any portion of the Private Road unavailable, unusable or otherwise dangerous for the use granted hereunder, the public ingress and egress easement granted hereunder shall be suspended until such time as the Private Road may be restored.

4. Connector Road Costs and Expenses. All costs and expenses incurred in the design and construction of the Connector Road shall be the responsibility of Grantor, and Grantee shall have no liability or obligation therefor. Once the Connector Road is constructed, Grantor shall at all times maintain and repair the Connector Road in a good and serviceable condition at Grantor's sole cost and expense.

5. Not a Grant of Exclusive Right. Grantor retains any and all rights not specifically granted herein, including, without limitation (a) any and all rights which do not unreasonably interfere with use and enjoyment of the public ingress and egress rights granted herein, and (b) the right to grant easements to other parties over, under and through the Road Easement and Connector Road for any purposes, including rights of way for third party access, ingress, egress and utility purposes, provided, any and all such easements granted shall not unreasonably interfere with the public easement rights granted in this Easement.

6. Attorney's Fees. In the event of any dispute between the parties hereto involving the performance or interpretation of the covenants or conditions contained in this Easement or arising out of the subject matter of this Easement, the substantially prevailing party shall be entitled to recover reasonable attorneys' fees, expert witness fees, expenses and costs.

7. Transfer of Fee Title. In the event Grantor, or its successors and assigns (the "conveying party"), shall convey its fee interest in all or any portion of the property affected herein, the conveying party shall be automatically free, from and after the date of such conveyance, of all liabilities respecting the performance of the restrictions, covenants or conditions contained in this instrument thereafter to be performed with respect to the property which is conveyed, it being intended that the restrictions, covenants and conditions contained in this Easement shall be binding upon the owners of the properties affected hereby only during such time as they own the same, provided, the conveying party shall remain liable hereunder for any actions taken or omitted to be taken during such party's period of ownership.

8. Recordation of Agreement and Binding Covenants. The parties agree that upon mutual execution of this Easement, this Easement shall be recorded in the King County Department of Records and Elections, State of Washington. The parties intend that the easements, covenants, conditions and restrictions contained and granted herein shall be appurtenant to the Property and shall run with the land and shall be binding upon the successors, heirs and assigns of Grantor, expressly including without limitation any owners' association that may succeed to any or all of Grantor's rights or interests in the Property.

9. Severability. If any provision of this Easement is held to be unenforceable under applicable law, the remaining provisions shall remain in full force and effect to the greatest extent allowed under the law.

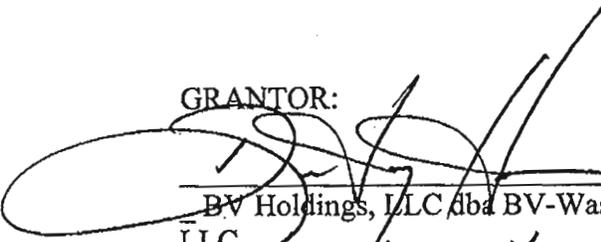
10. No Waiver of Breach. No failure by any parties to this Easement to insist upon the strict performance of any term or condition of this Agreement, or to exercise any right or remedy upon a breach of this Easement Agreement, shall constitute a waiver of any such breach or any subsequent breach.

11. Entire Agreement. This Easement, and the Covenant, comprise the entire agreements between the parties and are intended to fully and completely express the parties' rights and obligations. In the event of a conflict between this Easement and the Covenant, the covenants, terms and conditions of this Easement shall control. This Easement may only be amended or modified by a written agreement executed and acknowledged by both parties, and recorded with King County Department of Records and Elections.

12. Governing Law and Time. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. Time is of the essence in the performance of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

GRANTOR:

  
BV Holdings, LLC dba BV-Wasatch Holdings,

LLC

By: Dellkoy Hanson

Its: Manager

GRANTEE:

City of Bellevue, a municipal corporation in King  
County, Washington

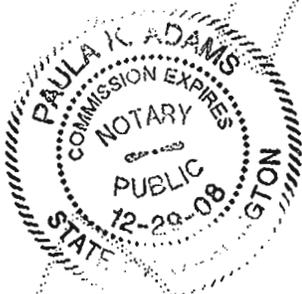
By: ER Eberly

Its: Deputy City Manager

STATE OF WASHINGTON )  
 )  
 ) SS.  
COUNTY OF KING )

On this day personally appeared before me Dill Loy Hanson, to me known to be the Manager of BV Holdings LLC the \_\_\_\_\_ that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said company, for the uses and purposes therein mentioned, and on oath stated that s/he was authorized to execute the same instrument.

GIVEN under my hand and official seal this 27<sup>th</sup> day of September, 2005.



Paula K Adams  
\_\_\_\_\_  
(print notary's name)  
Notary Public in and for the State of Washington,  
residing at Northland  
My commission expires: 12-29-08

STATE OF WASHINGTON )  
 )  
 ) SS.  
COUNTY OF KING )

On this day personally appeared before me Ed Oberg, to me known to be the Deputy City Manager of City of Bellevue, a municipal corporation in King County, Washington, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that s/he was authorized to execute the same instrument.

GIVEN under my hand and official seal this 27<sup>th</sup> day of September, 2005.



Sharon Taylor-Brown  
\_\_\_\_\_  
Sharon Taylor-Brown  
\_\_\_\_\_  
(print notary's name)  
Notary Public in and for the State of Washington,  
residing at Everett  
My commission expires: 4/19/09

## EXHIBIT A

### REMAINDER PARCEL LEGAL DESCRIPTION

THAT PORTION OF FOX ADDITION TO BELLEVUE ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 49 OF PLATS, AT PAGE 39, CHERITON FRUIT GARDENS CONWAY'S SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 7 OF PLATS, AT PAGE 46 AND BELLEVUE REALTY REDWOOD ADDITION ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 54 AT PAGE 28 RECORDS OF KING COUNTY, WASHINGTON MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 25 NORTH, RANGE 5 EAST, W.M. KING COUNTY, WASHINGTON;

THENCE NORTH  $01^{\circ}20'52''$  EAST ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER A DISTANCE OF 392.14 FEET;

THENCE NORTH  $88^{\circ}39'08''$  WEST A DISTANCE OF 238.33 FEET TO THE TRUE POINT OF BEGINNING;

THENCE NORTH  $00^{\circ}00'00''$  EAST A DISTANCE OF 253.01 FEET TO THE SOUTHERLY LINE OF NE 10<sup>TH</sup> STREET AS CONDEMNED BY THE CITY OF BELLEVUE PER SUPERIOR COURT CAUSE NO. 90-2-03249-3;

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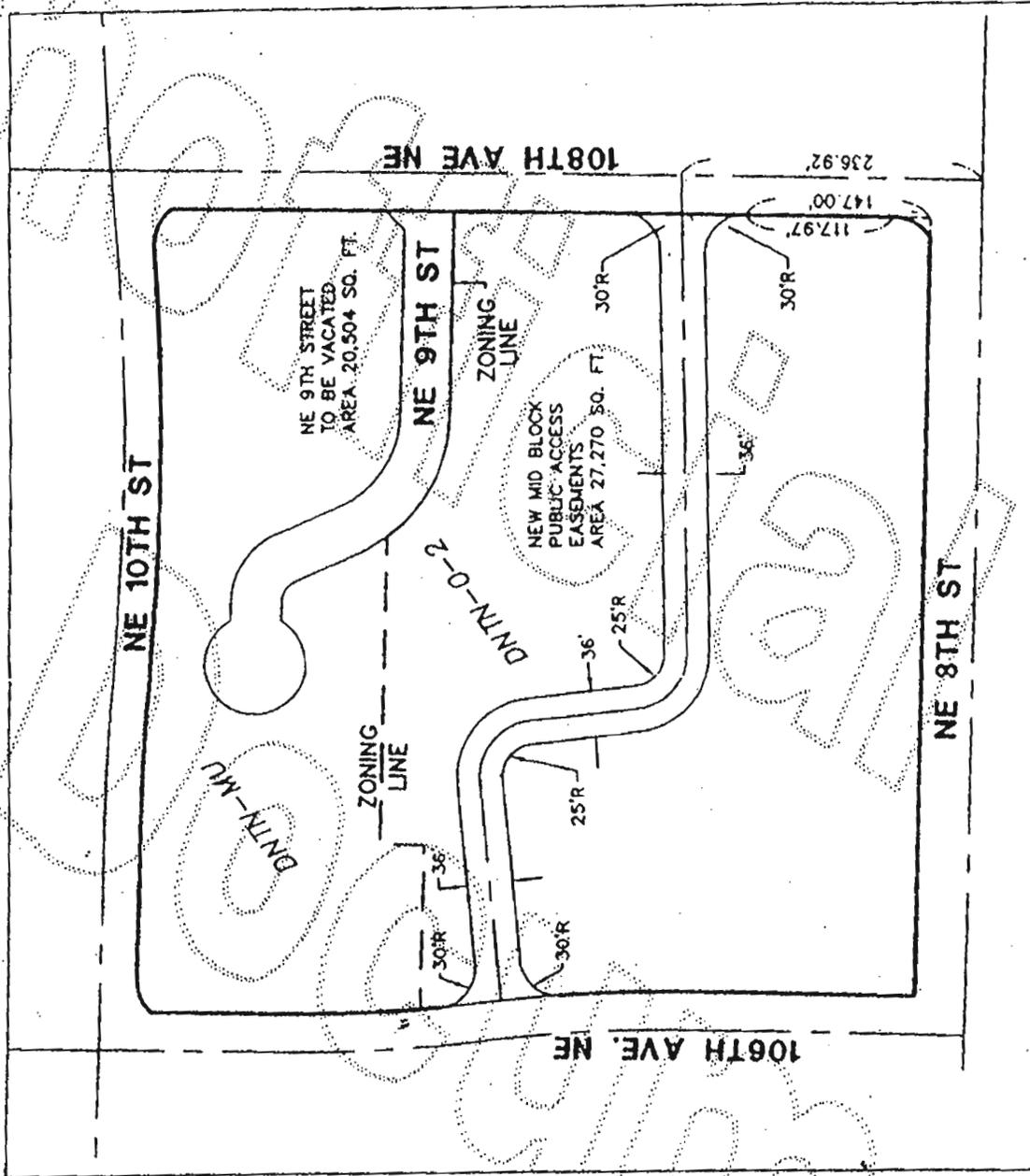
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CONTAINING 211,646 SQ. FT. OF LAND MORE OR LESS

Unofficial  
Document

EXHIBIT B

ROAD PLAN



**WHEN RECORDED RETURN TO:**

City of Bellevue  
Transportation Dept/Real Property  
Attn: Marcella Wilson  
P.O. Box 90012  
Bellevue, WA 98009-9012



**20050928001505**

WASATCH DEVELO COV 42.00  
PAGE 001 OF 011  
08/28/2005 12:19  
KING COUNTY, WA

**COVENANT REGARDING PUBLIC ACCESS EASEMENT**

**Grantor:** BV Holdings, LLC dba BV-Wasatch Holdings, LLC [or successor in interest]

**Grantee:** City of Bellevue, a municipal corporation in King County, Washington

**Legal Description:**

THAT PORTION OF THE SE ¼ OF THE SW ¼ OF SECTION 29, TOWNSHIP 25N, RANGE 5E, LINE BETWEEN 106<sup>TH</sup> AVE NE AND 108<sup>TH</sup> AVE NE AND LINE BETWEEN NE 8<sup>TH</sup> STREET AND NE 10<sup>TH</sup> STREET

**Tax Parcel Nos.:**

Parcels 154460-0140, 154460-0141, 154460-0142, 154460-0144, 154460-0146, 154460-0147, 154460-0148, 154460-0150, 154460-0152, 154460-0157, 154460-0158, 154460-0160, 068570-0020, 068570-0035

## Covenant Regarding Public Access Easement

This Covenant Regarding Public Access Easement ("Covenant") is entered this \_\_\_\_\_ day of \_\_\_\_\_, 2005, by and between BV Holdings, LLC dba BV-Wasatch Holdings, LLC, a Utah limited liability company (the "Company") and City of Bellevue, a municipal corporation in King County, Washington (the "City").

### Recitals

- A. The Company is the owner of real property commonly known as the Downtown Bellevue Superblock (the "Superblock"). The Company intends to redevelop the Superblock and has filed a petition with the City to vacate the entire subdivision, associated with the Superblock, to facilitate this redevelopment.
- B. The City will, upon receipt and recording of this covenant and accompanying Public Access Easement, vacate the entire plat associated with the Superblock as dedicated in the plat of Fox Addition legally described as "Parcel B- Lots 1-7 of FOX ADDITION TO BELLEVUE, according to the Plat thereof recorded in Volume 49 of Plats, Page 39, record of King County Washington;" to the City of Bellevue and as set forth in City of Bellevue Ordinance No. \_\_\_\_\_ (the "Ordinance"). The Ordinance contemplates the parties entering into this Covenant.
- C. The Company presently will construct and maintain, in phases, a private road which will run on, over and through the Superblock and serve as a connection between 106<sup>th</sup> Avenue N.E. and 108<sup>th</sup> Avenue N.E.
- D. In consideration of the City vacating the above-referenced subdivision, the Company has agreed to grant to the City a non-exclusive easement for ingress and egress by the public on and over the private road such that upon completion of construction of each phase of the private road, the portion of said road completed will be accessible to the general public on the terms set forth in this Covenant.

Now therefore, pursuant to the terms of the Ordinance, and in consideration of the parties' mutual covenants set forth herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Company and the City covenant and agree as follows:

1. **Road Easement.** The Company agrees to grant to the City, a non-exclusive and non-revocable easement for public ingress and egress on and over the "Connector Road" (defined below) (the "Public Access Easement"), and legally described on Exhibit A, which easement shall be in substantially the form attached hereto as Exhibit B. The private road to be constructed by the Company (including the below described sidewalk improvement) shall be hereinafter referred to in whole and in part as the "Connector Road." It is the intent of the parties that the Connector Road and Public Access Easement will ultimately traverse the Superblock such that it will provide a roadway connection between 106<sup>th</sup> Avenue N.E. and 108<sup>th</sup> Avenue N.E. as further described in Sections 3 and 4 below.

2. Phased Development. The Connector Road will be developed and constructed by the Company as part of its planned redevelopment of the Superblock. The Superblock will be redeveloped as determined by the Company in its sole discretion in multiple phases; provided, nothing herein shall be construed as creating any obligation on the Company to actually proceed with all or any redevelopment of the Superblock. However, if the Company does not proceed with development, the obligation to complete the Connector Road and the obligation to provide the Public Access Easement still remains and shall run with the land. If and as the Company proceeds with redevelopment, the Connector Road will be constructed by the Company in up to four (4) separate phases. Each phase of the Road will be included and/or depicted in any applicable design review process and in the Company's building permit application for that particular Superblock redevelopment phase (and as a condition to the City's issuance of the applicable building permit). As each segment of the Connector Road is completed, the Public Access Easement shall be amended and rerecorded as necessary to conform to the actual construction and to authorize actual public use of that phase of the Connector Road. The Public Access Easement and Connector Road for the applicable phase shall provide legal access to the street entrance of improvements to be constructed pursuant to the building permit application.

3. Size of Public Access Easement and Connector Road. The Public Access Easement and Connector Road shall be no less than thirty (30) feet wide throughout its length. The Connector Road shall include two (2) twelve (12) foot wide vehicle traffic lanes and two (2) abutting six (6) foot wide sidewalk, and the Public Access Easement shall provide for public ingress and egress over all such Connector Road improvements. For purposes of issuing building permits and other approvals relative to the Company's redevelopment of the Superblock, the City hereby acknowledges and agrees that the described Public Access Easement and Connector Road are adequate to accommodate current and future public ingress and egress through the Superblock. Notwithstanding the foregoing, the Company in its sole discretion shall have the option to widen the Connector Road, and/or to locate the six (6) foot wide sidewalk easement apart from the vehicle traffic lanes, which travel lanes may be wider than 24 feet, subject to City approval which shall not be unreasonably withheld. In such case the Public Access Easement shall be appropriately modified or amended to reflect the change in the dimensions and location of the Connector Road.

4. Location of Public Access Easement and Connector Road. For purposes of this Covenant, and subject to all other terms and conditions of the Public Access Easement, so long as the Connector Road is constructed to provide a roadway connection between 106<sup>th</sup> Avenue N.E. and 108<sup>th</sup> Avenue N.E., the precise location of the Connector Road and Public Access Easement shall be determined by the Company and/or its successors in interest, pursuant to Design Review. Notwithstanding the foregoing, the City and the Company recognize that the redevelopment of the Superblock is an ongoing work in progress that will span several years, and as such, some flexibility is needed in case of change of plans. The City and the Company therefore agree that notwithstanding anything in this Covenant to the contrary, the Company reserves the right to adjust the location of the Connector Road, subject to applicable City fire and transportation codes and design review approval for each individual phase; provided there is no material reduction in the size or functional utility of the

Connector Road and related Public Access Easement. Subject to the above, the final location of each applicable portion of the Connector Road and related Public Access Easement shall be determined during any applicable design review and no later than the time of the City's issuance of the building permit for that phase.

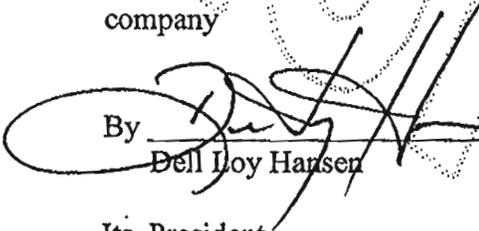
5. Costs of Connector Road. The Connector Road will be a private road owned by the Company and, as such, all costs and expenses incurred by the Company in constructing, operating and maintaining the Connector Road shall be at the Company's sole expense.
6. Conflict. In the event of a conflict between the terms of this Covenant and the terms of any recorded Public Access Easement, the terms of the recorded Public Access Easement shall control with respect to that portion of the Connector Road covered by the terms of such Public Access Easement.
7. Successors and Covenant Running with Land. The parties intend that the agreements to grant easements, and all other covenants, terms and conditions contained in this Covenant shall be appurtenant to the Superblock real property described on Exhibit A hereto, and each shall run with the land and shall be binding upon the Company and its successors, heirs and assigns.
8. Time for Grant of Easement and Completion of Connector Road. Notwithstanding any other provision of this Covenant, the Public Access Easement for the entire length of the Connector Road shall be executed and recorded no later than the date of the tenth (10th) anniversary of the granting of the plat vacation. In addition, Company shall construct and complete of the Connector Road no later than the date of the tenth (10th) anniversary of the granting of the plat vacation. As each phase of the Connector Road is completed, an "as-built" legal description shall be recorded with King County for the completed phase of the Connector Road which shall amend the Public Access Easement accordingly. The public right to access granted by the Public Access Easement(s) shall not commence, or be exercisable, with respect to the Connector Road or any particular phase of the Connector Road until said phase is actually constructed.
9. Satisfaction and Release. This Covenant shall continue in full force and effect until all the obligations under this Covenant are satisfied. Once satisfied, the City shall release this Covenant by a recorded document as agreed upon by the parties.
10. Miscellaneous. This is the entire Covenant between the parties relative to the subject matter set forth herein and supersedes any prior oral or written covenants. Time is of the essence of this Covenant. This Covenant may only be modified by a written document executed by both parties. The Recitals to this Covenant set forth above are incorporated into the terms of this Covenant. In the event of breach of this Covenant by either party, the non-breaching party shall be entitled to bring any action it deems appropriate, including but not limited to, one for specific performance and/or injunctive relief. In addition, in the event of breach by the Company, the City shall be entitled to order a stop work on any pending development by the Company and shall be entitled to withhold approval of pending permit applications submitted by the Company. In the event either party commences an action to enforce this Covenant or

for other relief pursuant to this Covenant, the prevailing party in such litigation shall be entitled to, in addition to any other recovery or relief, an award of reasonable costs and attorneys fees, including costs and fees on appeal . This Covenant shall be subject to, and construed in accordance, with the laws of the State of Washington.

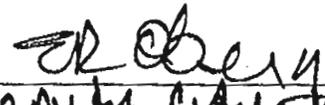
Dated as of the first date written above.

BV Holdings, LLC dba BV-Wasatch Holdings, LLC, a Utah limited liability company

City of Bellevue, a municipal corporation, in King County, Washington

By   
Dell Iloy Hansen

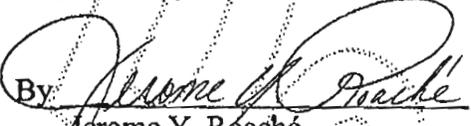
Its President

By   
Its Deputy City Manager

By \_\_\_\_\_  
Its \_\_\_\_\_

Approved as to Form:

Lori M. Riordan  
City Attorney

By   
Jerome Y. Roaché  
Assistant City Attorney  
City of Bellevue

U.S. District Court  
Document

STATE OF WASHINGTON )  
 )  
 ) SS.  
COUNTY OF KING )

On this day personally appeared before me Dell Loy Hansen, to me known to be the President of BV Holdings, LLC dba BV-Wasatch Holdings, LLC, the limited liability company that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said company, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute the same instrument.

GIVEN under my hand and official seal this 27<sup>th</sup> day of September, 2005



[Signature]  
\_\_\_\_\_  
Paula K. Adams  
\_\_\_\_\_  
(print notary's name)  
Notary Public in and for the State of Washington,  
residing at Tyrkland  
\_\_\_\_\_  
My commission expires: 12-29-08  
\_\_\_\_\_

STATE OF WASHINGTON )  
 )  
 ) SS.  
COUNTY OF KING )

On this day personally appeared before me Ed Olson and \_\_\_\_\_, to me known to be the Deputy City Manager and \_\_\_\_\_, respectively, of City of Bellevue, a municipal corporation, in King County, Washington, the corporation that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that s/he was authorized to execute the same instrument.

GIVEN under my hand and official seal this 27<sup>th</sup> day of September, 2005.



[Signature]  
\_\_\_\_\_  
Sharon Taylor-Brown  
\_\_\_\_\_  
(print notary's name)  
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residing at Livingston  
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\_\_\_\_\_

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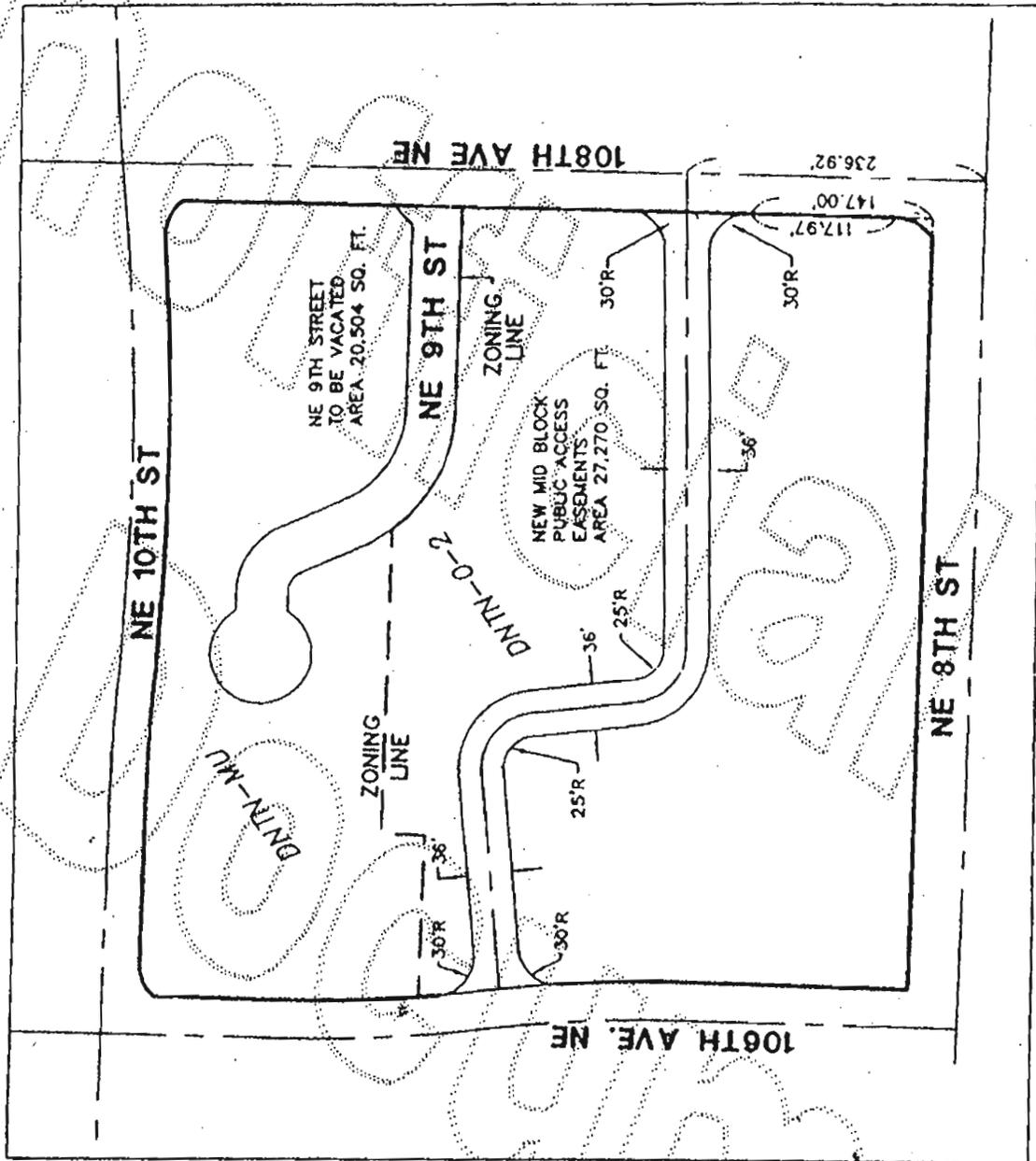
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EXHIBIT B

ROAD PLAN

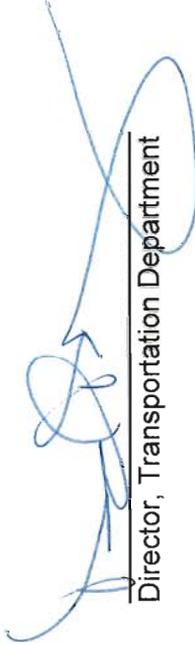


**ATTACHMENT D**  
**(Certificate of Concurrence)**

# CERTIFICATE OF CONCURRENCY

## BELLEVEUE OFFICE TOWER

This certificate documents the Transportation Department Director's decision that the development project at 833 - 108<sup>th</sup> Ave NE (Design Review File No. 13-119862 LD) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 453 net new p.m. peak hour trips to that project, subject to Process II appeal of either the concurrency determination or the Design Review decision. This reservation will expire one year from the land use decision date unless a complete building permit application is filed prior to that date (BCC 14.10.040F). At the time of a complete building permit application, the concurrency reservation will remain in effect for the life of that application (BCC 23.05.090H). Upon issuance of the building permit, concurrency is reserved for one year; the applicant may request up to two one-year extensions (BCC 23.05.100E).



Director, Transportation Department

3/27/14

Date

Certificate No. 83