



DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL COORDINATOR  
450 110<sup>th</sup> Ave NE  
BELLEVUE, WA 98009-9012

## DETERMINATION OF NON-SIGNIFICANCE

**PROPONENT:** ELEV8 Master Development Plan – 10833 NE Eighth Street Associates LLC

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

**DESCRIPTION OF PROPOSAL:**

Application for Master Development Plan (MDP) approval for a two-phase mixed-use development. Phase 1 will include two residential towers, one low-rise building, and six levels of underground parking. Phase 2 will consist of one residential tower, one office tower, and eight levels of underground parking. The existing Yuen Lui photography studio building on the Phase 1 site and the former church building and two story office building on the Phase 2 site will be demolished. The project will be vested to the current Land Use Code for a period of 10 years

**FILE NUMBERS:** 16-124078-LP

**PLANNER:** Sally Nichols

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 **7/13/2017**
- ☐ 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This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals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.

FOR CAROL HEWARD 6/29/2017  
Environmental Coordinator 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)
- ☐ Army Corps of Engineers [Susan.M.Powell@nws02.usace.army.mil](mailto:Susan.M.Powell@nws02.usace.army.mil)
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**City of Bellevue  
Development Services Department  
Land Use Staff Report**

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Proposal Name: ELEV8

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

Proposal Description: Application for Master Development Plan (MDP) approval for a two-phase mixed-use development. Phase 1 will include two residential towers, one low-rise building, and six levels of underground parking. Phase 2 will consist of one residential tower, one office tower, and eight levels of underground parking. The existing Yuen Lui photography studio building on the Phase 1 site and the former church building and two story office building on the Phase 2 site will be demolished. The project will be vested to the current Land Use Code for a period of 10 years


File Number: 16-124078-LP

Applicant: 10833 NE Eighth Street Associates LLC

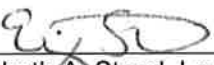
Decisions Included: Process II, Combined Master Development Plan and SEPA

Planner: Sally Nichols

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

  
Carol V. Helland, Environmental Coordinator  
Development Services Department

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

By:   
Elizabeth A. Stead, Land Use Director

Application Date: February 8, 2016  
Notice of Application Date: March 24, 2016  
Notice of Decision Date: June 29, 2017  
Appeal Deadline: July 13, 2017

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

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## ATTACHED:

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

## **I. PROPOSAL, PHASING, and REVIEW PROCESS**

### **A. Request**

The applicant requests a Threshold Determination under the State Environmental Policy Act (SEPA) and Master Development Plan (MDP) approval for a two-phase development on a 4.6 acre site (northern half of a super block) in the Downtown-Office District 1 (DNTN-01) zone. Phase 1 has received Design Review approval per Design Review Permit 16-124075-LD. Phase 1 will include two 450-foot tall residential towers over retail podiums, one low-rise building, a large landscaped pedestrian plaza, a pedestrian Promenade running diagonally through the site, and six levels of underground parking for approximately 1,456 vehicles. Phase 2 will include one 450-foot tall residential tower, one 300-foot tall office tower, public open space including a large plaza, pedestrian amenities, continuation of the pedestrian Promenade, and eight levels of underground parking.

Any revisions to this MDP, including changes to the phasing scenarios, will require administrative review prior to application for any Design Review. Changes will be reviewed as either a new MDP or as a Land Use Exemption to the MDP. If changes require a new MDP, the applicant would be vested to the Land Use Code in effect at the time of the new MDP application issuance. Project specific review of any development proposed in this MDP will be required via the Design Review process before the issuance of any construction permits. **Refer to Condition of Approval regarding vested status of a master development plan (MDP), modification to an approved MDP, phasing, and design review in Section X of this report.**

### **B. Phasing**

#### **Phase 1:**

Phase 1 is comprised of one 109,032 square foot parcel (Lot C), which is located on the eastern half of the MDP site at the intersection of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. The site is currently developed with a commercial parking lot and the former Yuen Lui photography studio building on the northeast corner. The proposed project includes two, 450-foot tall residential towers (Towers 1 and 2) over two-story retail podiums with a total of 797 units, a three-story low-rise building with retail and residential amenities, and six levels of underground parking for approximately 1,456 vehicles. Public open space, pedestrian connections through the site, a Through-Block Pedestrian Connection, and the eastern half of the Vehicular Mid-Block Vehicular Connector that provides access from 110<sup>th</sup> Avenue NE to the underground parking garage will also be provided.

Phase 1 has recently received Design Review approval per Permit 16-124075-LD and construction permits are currently under review by the City. The Design Review decision is vested to the building permits. Should the building permits expire, the overall design of Phase 1 will be vested to this MDP decision. However, a new Design Review would be required.

#### **Phase 2:**

Phase 2 is comprised of two parcels (Lots A and B) for a total of 91,632 square feet on the western half of the MDP site, at the intersection of NE 8<sup>th</sup> Street and 108<sup>th</sup> Avenue NE. Phase 2 is the former site of the First Congregational Church, which has since moved to another location in the Downtown. The church buildings and associated two

story Bradford Office Building will be demolished with the construction of Phase 2.

The proposal for Phase 2 includes one 450-foot tall residential tower over a retail podium (Tower 3), one 300-foot tall office tower over a podium (Tower 4), and eight levels of underground parking. The pedestrian Promenade that runs through Phase 1 will continue through Phase 2 to create a continuous pedestrian connection between 110<sup>th</sup> Avenue Ne and 108<sup>th</sup> Avenue NE. Phase 2 will also provide the western half of the Mid-Block Vehicular Connector and the Through-Block Pedestrian Connection. Together they will provide continuous vehicular and pedestrian access from 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE. Phase 2 will also feature pedestrian-oriented open spaces and a public plaza. **Refer to Condition of Approval regarding phasing and construction phasing plan in Section X of this report.**

### **Conceptual Site Plan Illustrating Phases 1 and 2**



### **C. Process**

The applicant has requested a review of an MDP application. In the Downtown, the MDP approval is a Process II Administrative Decision, pursuant to LUC 20.35.200. The Environmental Coordinator issues the SEPA Threshold Determination and the Director of Development Services issues the MDP decision. An appeal of any Process II decision is heard and decided upon by the City of Bellevue Hearing Examiner.

The MDP is the City's mechanism to ensure the following elements are consistent with the Downtown Subarea policies and regulations:

- Site development, including structure placement
- Vehicular and pedestrian mobility

- Required amenities
- Phasing to conform to the terms of the LUC

The MDP application also may include a request to extend vesting to the Land Use Code. The applicant is requesting vesting for the ELEV8 MDP proposal for 10 years to the Land Use Code in effect at the time of this approval, as allowed subject to the approval of an MDP, pursuant to LUC 20.30V.190. Note that the MDP does not vest the applicant to any other construction codes, including but not limited to the Building Code and Stormwater Code. **Refer to Conditions of Approval regarding the vested status of an MDP and recording of the MDP in Section X of this report.**

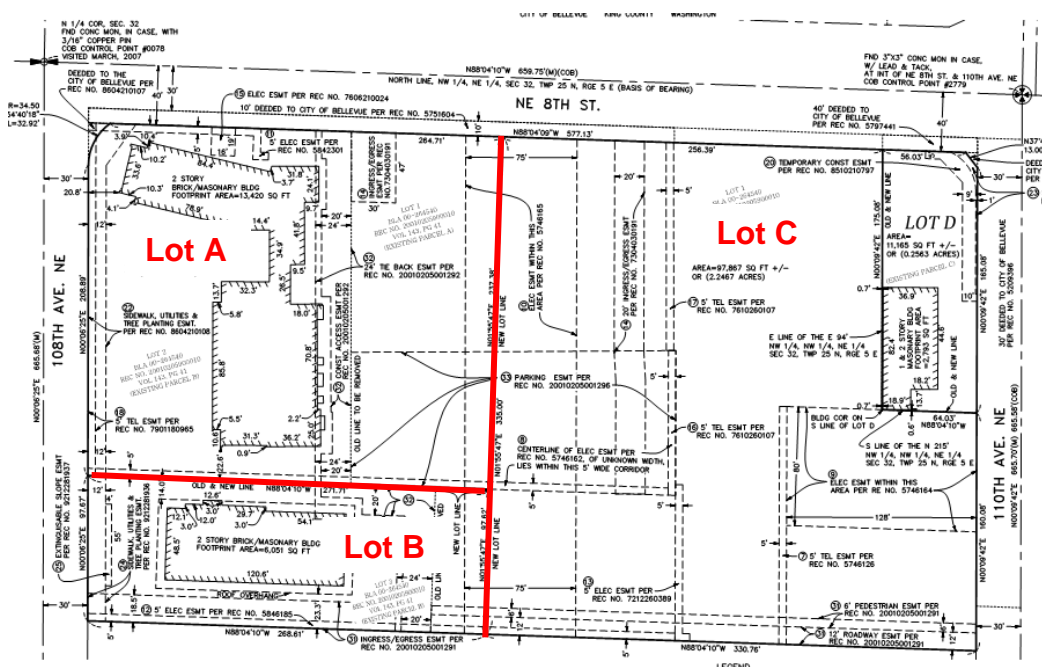
#### D. Binding Site Plan

LUC 20.30.F.165.A allows for the merger of a Binding Site Plans with Design Review applications. In this instance, the State standards of RCW 58.17.035, Alternative method of Land Division - Binding Site Plan applies. Through the Binding Site Plan, the applicant may develop the entire 3-lot site in conformance with the Binding Site Plan and without regard to lot lines internal to the subject property. **Refer to Condition of Approval regarding the Binding Site Plan and Recording in Section X of this report.**

### E. Boundary Line Adjustment

The project site is made up of three lots as a result of a Boundary Line Adjustment, recording #20161013900006. Lot C includes all of Phase 1 and Phase 2 would include Lots A and B. As shown in the conceptual site below, the podium for Tower 3 would be an extension of the low rise building in Phase 1 and would cross over the property line between Lots B and C. Additionally, the podium for Tower 3 straddles the property line between Lots A and B. If any part of any building crosses over a property line, the applicant will be required to record a boundary line adjustment to eliminate that property line(s). Actual determination of parcel division/consolidation will take place under the

## Existing Lots





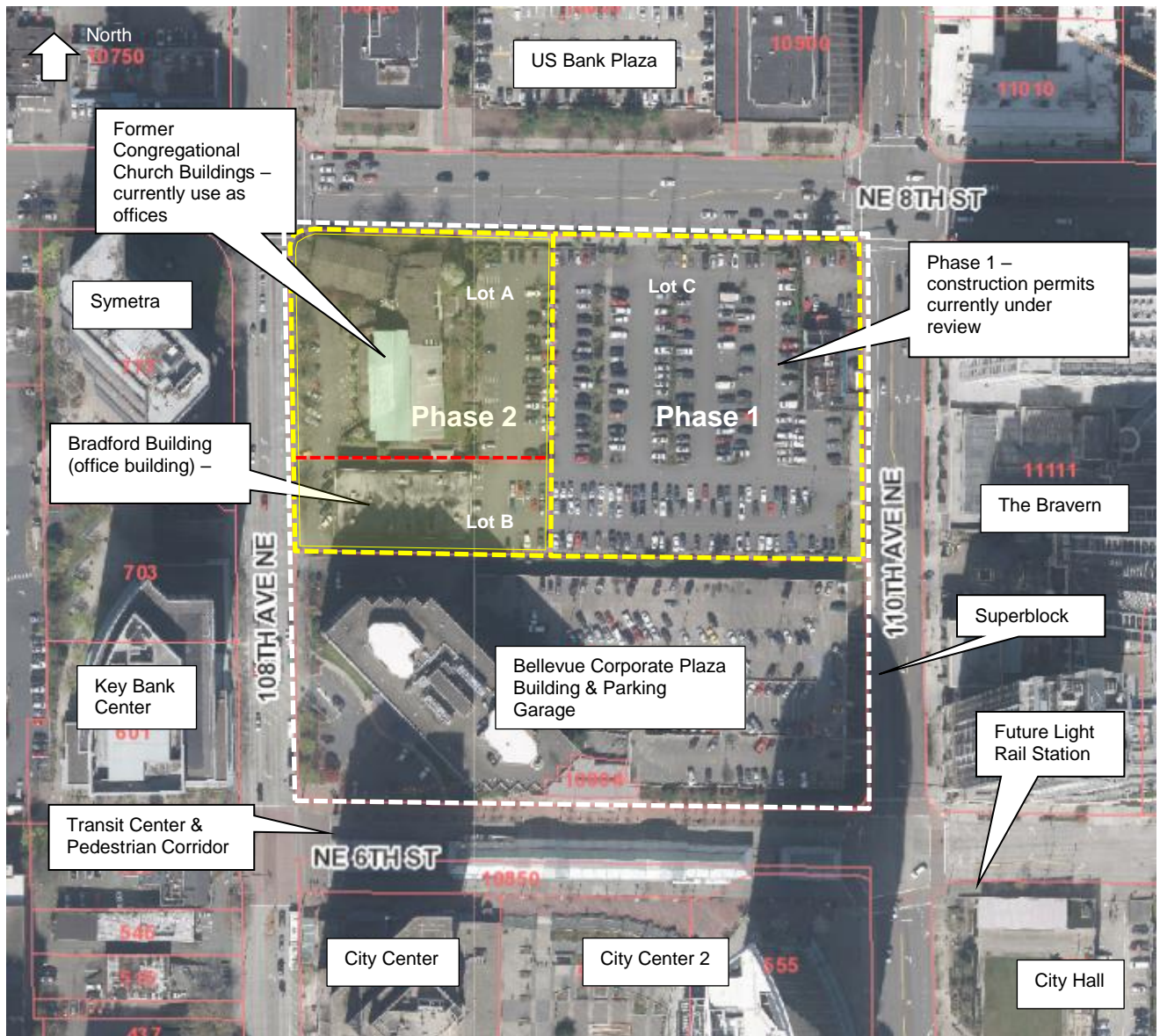
Design Review for Phase 2. **Refer to Condition of Approval regarding a Boundary Line Adjustment in Section X of this report.**

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

### A. Site Description

Phases 1 and 2 make up the northern half of a 200,667 square foot Downtown superblock. The project site for this MDP is currently comprised of three legal lots (see plan of Existing Lots in Section 1.E above). The majority of Phase 1/Lot C is developed with a commercial surface parking lot with a small commercial building in the northeast corner. The Phase 2 site is currently developed with the former church building and the associated two-story office building – the Bradford Building.

#### Vicinity Map



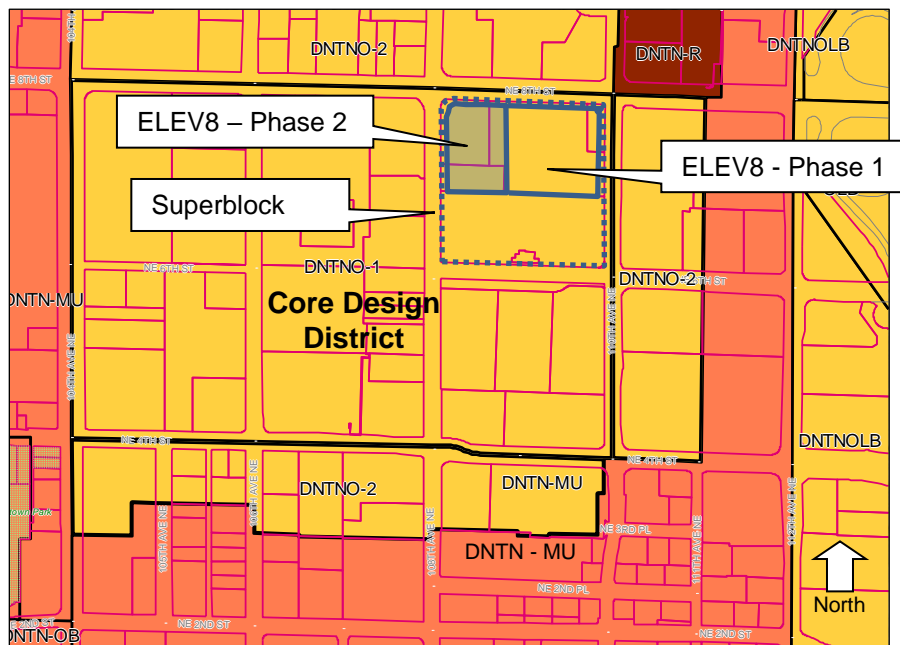
NE 8<sup>th</sup> Street runs along the northern edge of the site. It is a major east-west arterial that brings traffic into and out of the heart of the Downtown; most notably from I-405 to the east. NE 8<sup>th</sup> Street rises in grade from I-405 and levels out at the proposal site near the intersection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

108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE are minor arterials that run in the north-south direction. Both streets provide vehicular access to a large number of office and residential towers and also have significant bus traffic that enters and exits the Bellevue Transit Center on NE 6<sup>th</sup> Street. The new light rail station will also be constructed approximately one-half block to the southeast at the intersection of 110<sup>th</sup> Avenue NE and NE 6<sup>th</sup> Street.

## B. Zoning

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

### ZONING MAP



## C. Land Use Context

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



NE 6<sup>th</sup> Street, between 110<sup>th</sup> and 108<sup>th</sup> Avenues NE, and the proposed new light rail station at the intersection of NE 6<sup>th</sup> Street and 110<sup>th</sup> Avenue NE.

Adjacent properties are as follows:

East: DNTN-O1 – ELEV8 Phase 1, two proposed residential towers facing onto NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. Across 110<sup>th</sup> Avenue NE is The Bravern, which includes two office towers, two residential towers and a retail podium.

West: DNTN-O1 – The Symetra office tower.

South: DNTN-O1 - Bellevue Corporate Plaza site, which includes a three level parking structure and a ten-story office building.

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

Other prominent building developments within a two block radius of the proposal site include the Key Bank Center to the west, Meydenbauer Center to the east, and City Center I and II and Bellevue City Hall to the south.

### III. Site and Building Design

#### A. Site Design

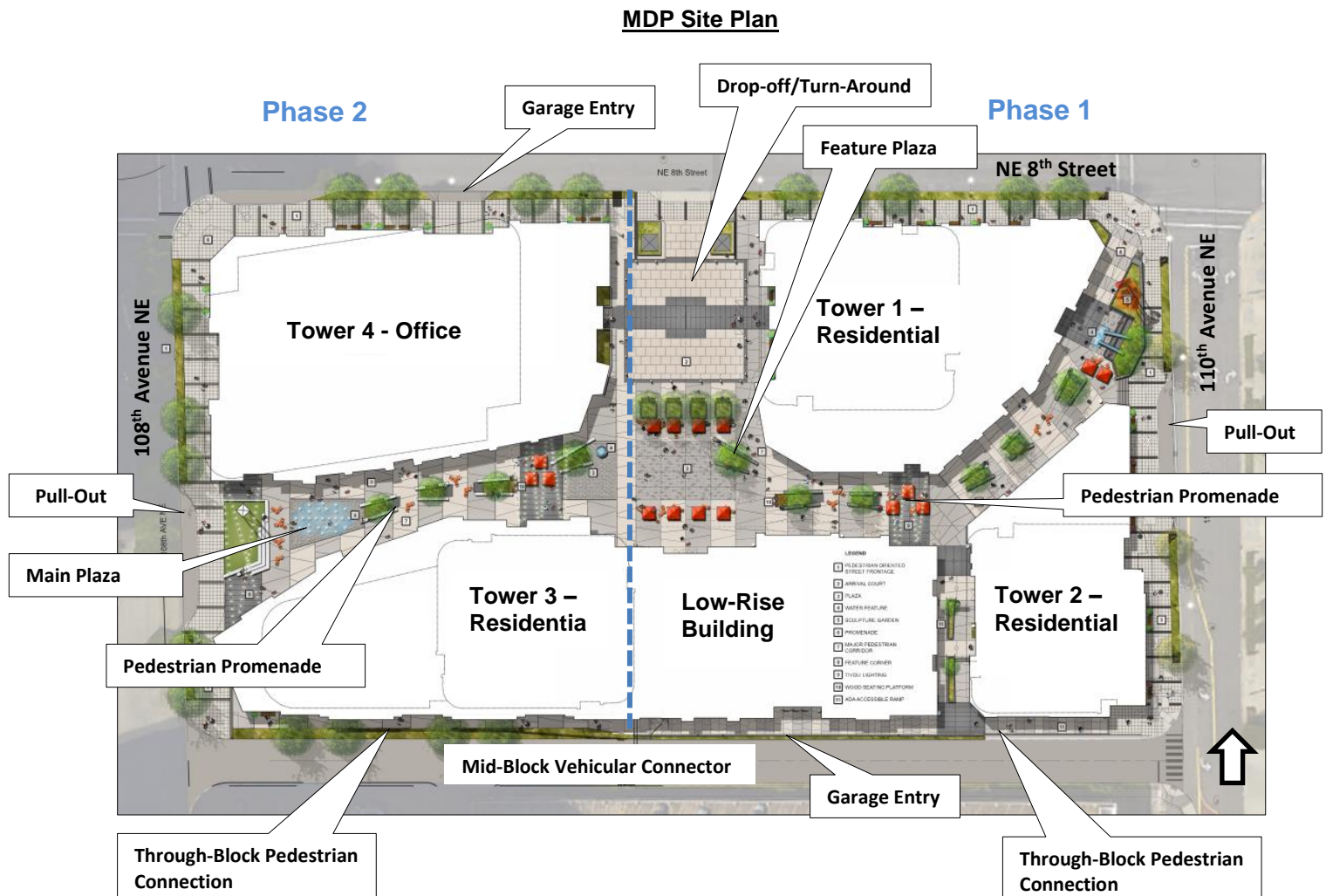
##### Phase 1:

Phase 1 includes two 450-foot tall residential towers placed over two-story retail podiums. Tower 1 (north tower) will be located on NE 8<sup>th</sup> Street and Tower 2 (south tower) will front 110<sup>th</sup> Avenue NE. These tower locations will maximize solar orientation for the proposed interior pedestrian plaza and provide relief to the site interior from the density of The Bravern buildings across 110<sup>th</sup> Avenue NE to the east. The tower locations also helps maximize views from the proposed buildings to Mount Rainier to the south, the City of Seattle and the Olympic Mountains to the West, and Mount Baker to the North. The narrowness of the buildings, particularly in the east-west direction, will also help to minimize the impact the buildings have on views to these landmarks from surrounding buildings. The tower locations and retail podium will create a strong building edge and help create a gateway to the Downtown on NE 8<sup>th</sup> Street with an enhanced pedestrian experience at the corner of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE. The site will also include a smaller low-rise building with retail and residential amenity uses along the southern property line, west of Tower 2. All development in Phase 1 has received Design Review approval under permit 16-124075-LD.

**Pedestrian Access:** A pedestrian Promenade will wind through the site from the northeast corner (intersection of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE), terminating at the Feature Plaza along the western edge of Phase 1. Additional north-south pedestrian connections will be provided and the required Through-Block Pedestrian Connection will run along the southern property line to provide accessible pedestrian access from 110<sup>th</sup> Avenue NE. This Connection will be completed in Phase 2 to provide a continuous accessible pedestrian connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE.

**Refer to Condition of Approval regarding pedestrian amenities, ADA requirements for the Through-Block Pedestrian Connection, and public pedestrian access easements in Section X of this report.**

**Vehicular Access:** The eastern portion of the required Mid-Block Vehicular Connector will provide access to the underground garage, which also includes loading areas, from 110<sup>th</sup> Avenue NE. The entire Connector will be completed in Phase 2 to provide a continuous vehicular connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. **Refer to Condition of Approval regarding the Mid-Block Vehicular Connector in Section X of this report.**



**Phase 2:**

Two new towers over retail and active use podiums are proposed for Phase 2. Tower 3, the southern tower, will be a 300-foot tall office tower. Tower 4, the northern tower, will be a 450-foot tall residential tower similar to Towers 1 and 2 in Phase 1.

**Pedestrian Access:** The pedestrian Promenade in Phase 1 will continue through Phase 2 between Towers 3 and 4. Once both phases are completed, The Promenade will provide a continuous connection from the northeast corner of the NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE intersection to 108<sup>th</sup> Avenue NE. At the western end of the Promenade on 108<sup>th</sup> Avenue NE, there will be a large pedestrian-oriented plaza that includes a water

feature and flexible pedestrian spaces. It will become the primary plaza for the entire MDP site once both phases are constructed.

In addition, the Through-Block Pedestrian Connection that runs along the southern edge of Phase 1 will be extended westward through Phase 2 to provide a continuous accessible pedestrian connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. As in Phase 1, it will need to be designed to ADA standards.

An additional accessible north-south pedestrian connection between the low-rise building in Phase 1 and the podium of Tower 3 will also be required in Phase 2. **Refer to Condition of Approval regarding pedestrian amenities, ADA requirements for the Through-Block Pedestrian Connection, and public pedestrian access easements in Section X of this report.**

**Vehicular Access:** Vehicular access to the parking garage will be via a new driveway off of NE 8<sup>th</sup> Street and the garage entry to the underground parking in Phase 1 that is accessed off the Mid-Block Vehicular Connector. All loading functions will also be accessed via this garage entry. With the build-out of both phases, the Connector and garage entry will be able to be accessed from either 108<sup>th</sup> Avenue NE or 110<sup>th</sup> Avenue NE. **Refer to Condition of Approval regarding provisions for loading in Section X of this report.**

The western half of the Connector will be required to be built with any development in Phase 2, unless the adjacent property to the south (Bellevue Corporate Plaza) redevelops first; in which case they will need to build out the Connector. Once completed, the Mid-Block Vehicular Connector will provide a two-way vehicular connection between 108<sup>th</sup> Avenue NE with 110<sup>th</sup> Avenue NE. **Refer to Condition of Approval regarding the Mid-Block Vehicular Connector in Section X of this report.**

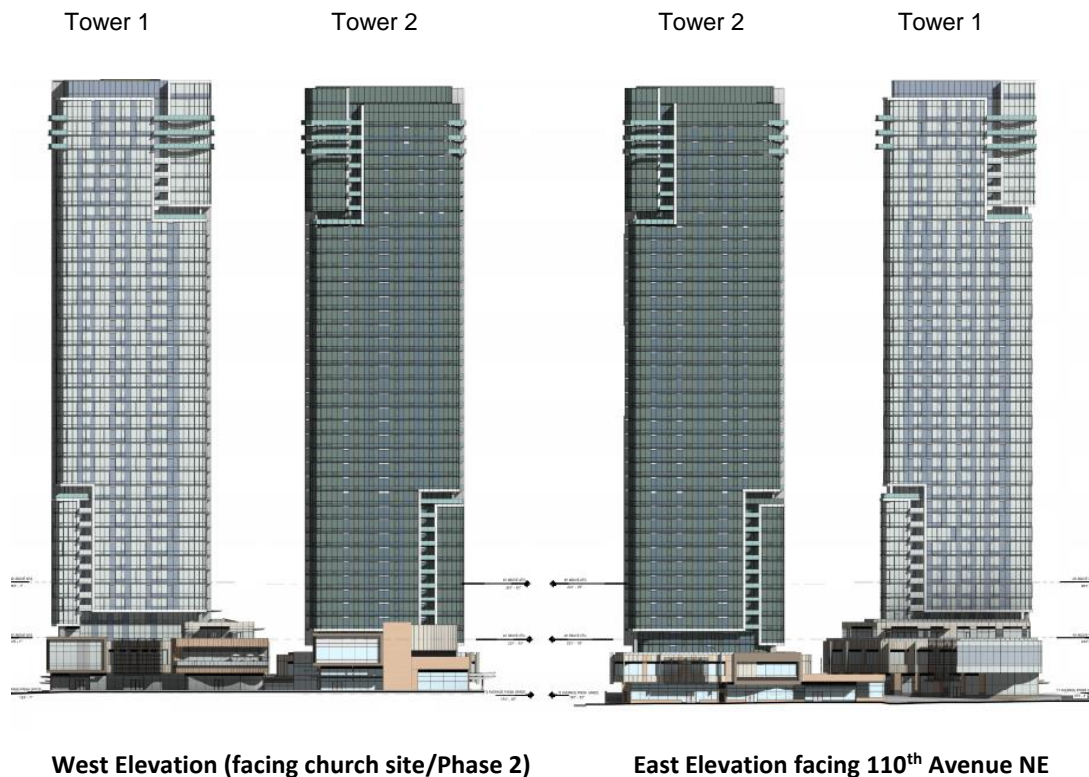
A loading zone pullout area on 108<sup>th</sup> Avenue NE will also be provided to allow drop-off functions to occur in front of the proposed towers. A similar pullout will be provided on 110<sup>th</sup> Avenue NE in Phase 1. **Refer to Condition of Approval regarding the 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE Loading Zone Pullouts in Section X of this report.**

## **B. Building Design**

### **Phase 1:**

The design of the two residential buildings (Towers 1 and 2) and one low-rise building in Phase 1 received design review approval per Design Review Permit 16-124075-LD. Both residential towers are proposed to be 450 feet tall, with no part of the buildings exceeding this 450-foot height. The twin towers will be slender rectangles with glass curtain walls and rounded corners. The warm color and natural materials will represent the Northwest modern style. Although they are effectively identical in height and form, they will be perceived as being different due to the change in the color of the glass when seen at different times of the day and the slightly different treatment of each façade. Mechanical equipment will be hidden from view in a mechanical penthouse at the top of the building that will be surrounded by habitable space.

### **Building Elevations**



### **Phase 2:**

The two proposed towers (Towers 3 and 4) in Phase 2 will continue the same building language that will be found in Towers 1 and 2 in Phase 1. Generally they will be slender rectangles with glass curtain walls and rounded corners. The residential and office towers are envisioned as narrow, modern, urban structures that reflect the scale, materials and character of this vibrant Downtown context. The warm color and natural materials will represent the Northwest modern style. Review of the actual design of the new buildings will occur during the Design Review for the project. Review under the MDP is for the conceptual design and massing only.

Tower 3 is proposed to be a 450-foot tall residential tower with no part of the building, including mechanical equipment or parapets, extending above this 450-foot level. All mechanical equipment will be required to be fully screened. Tower 3 will have a floorplate similar to those found in the residential Towers 1 and 2 in Phase 1. Tower 4 to the north will be a 300-foot tall office building with a larger floorplate than the residential Tower 3. Both towers are envisioned to have retail and/or active uses at the ground level.

**Conceptual Building Elevations  
to Demonstrate Relative Massing/Height**



**Looking north along the Mid-Block Vehicular Connector**

In response to market conditions, the height of the Tower 4 (office building) could increase between 300 and 450 feet. Maximum FAR would be limited to 8.0 and all other dimensional requirements of the Land Use Code would need to be met. There is enough capacity on this site for the approval of a 450-foot tall non-residential building. The extra 150 feet of added height for the non-residential (office) building may only be achieved through the transfer of FAR bonus points earned through the construction of the Pedestrian Corridor and Major Public Open Space. Points are calculated at 16:1. **Refer to Section IV for further discussion of building heights and Condition of Approval regarding FAR points transferred from construction of the Pedestrian Corridor in Section X of this report.**

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

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

###### **1. Use**

Uses are regulated by Land Use Code (LUC) Section 20.10.400 (Use Charts), LUC 20.25A (Downtown Office-1 land use district) and LUC 20.25A.100 (Downtown Core). The office, residential, and retail uses proposed for this project are permitted with MDP approval.



## 2. Dimensional Requirements

As conditioned, all applicable dimensional requirements for an MDP in the Land Use Code must be met and compliance will be reviewed under formal Design Review. **This MDP will be vested to the Land Use Code in place at the date of the MDP approval.**

Compliance with Dimensional Requirements for Phase 1 has been reviewed and approved per Design Review Permit 16-124075-LD and the approved revision to the Design Review decision, dated June 22, 2017. The conceptual design for Phase 2 has been reviewed for general compliance with the code requirements. Project specific review for compliance will take place under the Design Review. The major code requirements are listed below as reference and to aid in development of the proposal prior to any Design Review submittal. **Refer to condition of Approval regarding Design Review and compliance with Design Review guidelines, standards and dimensional requirements of 20.25A and MDP Conditions of Approval.**

**TABLE 1: DIMENSIONAL REQUIREMENTS**

Item	Permitted/ Required	Proposed/ Comments/Conditions
<b>Project Limit</b>	No minimum	200,667 SF (both phases)
<b>Lot Coverage</b>	100%	100% LUC 20.25A.020.A.2
<b>Building Height</b>	Residential: 450 FT maximum for residential use. Office: 300 FT with ability to go to 450 FT*	Residential (Towers 1, 2, and 3): 450 FT  Low-Rise Building – Phase 1: 60 FT  Office (Tower 4): 300 FT *  *Maximum ht. for <u>non-residential buildings</u> may exceed 300 FT with a transfer of FAR bonus points earned through the construction of the Pedestrian Corridor and Major Public Open Space. Site has 195,808 bonus pts. that were previously transferred. Added height and bonus points for Tower 3 would be reviewed during Design Review. The max. 8.0 FAR would apply. <b><u>Refer to Condition of Approval regarding FAR points transferred from construction of Pedestrian Corridor in Section X of this report.</u></b>  LUC 20.25A.020 & 030.E with “Heights in Core Design District” map LUC 20.25A.100.E.4.d.vi

Item	Permitted/ Required	Proposed/ Comments/Conditions
<b>Floor Area Ratio (FAR) - Residential</b>	<u>Residential:</u> 5.0 BASIC/Unlimited Max.  <u>Non-Residential/Office:</u> 5.0 BASIC/8.0 Max.	As proposed, the project could meet all FAR requirements for this site. <b>Refer to discussion in Section IV.B below.</b>  LUC 20.25A.020
<b>Setbacks/ Front(s) Side &amp; Rear</b>	Front: 0 FT/Back of required sidewalk  Side/Rear: Min. 20 FT for all floors above 40 FT	<u>Phase 1:</u> <ul style="list-style-type: none"> <li>Front (NE 8<sup>th</sup> Street 108<sup>th</sup> Avenue NE, and 110<sup>th</sup> Avenue NE): 0 FT/Back of required sidewalk</li> <li>Side: Approx. 75 FT</li> <li>Rear: Approx. 28 FT</li> </ul> <u>Phase 2:</u> As shown will be able to meet all setbacks. Setbacks will be reviewed and approved under Design Review.  LUC 20.25A.020 including Footnote (25)
<b>Floor Area per Floor Above 40 Feet</b>	Residential: 20,000 SF  Non-Residential: 24,000 SF	<u>Phase 1:</u> <ul style="list-style-type: none"> <li>Towers 1: Varies from 11,267 to 12,411 GSF (see Design Review approval 16-124075-LD)</li> <li>Tower 2: Varies from 9,347 to 11,552 GSF (see Design Review approval 16-124075-LD)</li> <li>Low-Rise Building: 60 FT</li> </ul> <u>Phase 2:</u> <ul style="list-style-type: none"> <li>Tower 3: Max. 24,000 GSF</li> <li>Tower 4 (non-residential): 24,000 GSF</li> </ul> LUC 20.25A.020 & Footnotes (5), (18) & (24)
<b>Floor Area per Floor Above 80 Feet</b>	Residential: 12,000 SF  Non-Residential: 24,000 SF	<u>Phase 1:</u> <ul style="list-style-type: none"> <li>Tower 1: Varies from 11,842 to 12,411 GSF* (see Design Review approval 16-124075-LD)</li> <li>Tower 2: Varies from 11,073 to 11,552 GSF* (see Design Review approval 16-124075-LD)</li> </ul> <u>Phase 2:</u> <ul style="list-style-type: none"> <li>Tower 3: 11,929 GSF*</li> <li>Tower 4: 24,000 GSF**</li> </ul> * Per LUC 20.25A.020, the floorplate can be increased up to 10%.  ** Per LUC 20.25A.020, maximum floorplates on non-residential buildings may be increased using diminishing floorplates.

Item	Permitted/ Required	Proposed/ Comments/Conditions
<b>Upper Level Stepback</b> In Core Design District on NE 8 <sup>th</sup> Street	20 FT Stepback along NE 8 <sup>th</sup> Street between 25 and 40 feet in height	<p>Phase 1: As approved through Design Review, no stepback for Tower 1 will be provided.</p> <p>Phase 2: Conceptual design for Tower 4 shows a modest stepback in the northwest corner. Stepback modification requests for Phase 2 will be reviewed during Design Review.</p> <p>LUC 20.25A.100.E.7</p>
<b>Sidewalk Width</b>	<p><u>NE 8<sup>th</sup> Street:</u> 16'-6" (11 FT sidewalk + 5 FT planting strip + 6" curb</p> <p><u>108<sup>th</sup> Avenue NE:</u> 16'-6" (11 FT sidewalk + 5 FT tree pits + 6" curb</p> <p><u>110<sup>th</sup> Avenue NE:</u> 16'-6" (11 FT sidewalk + 5 FT planting strip + 6" curb</p>	<p>Phase 1: Streetscapes were approved under Design Review 16-124075-LD.</p> <p>Phase 2: Streetscapes are shown to meet requirements and will be reviewed for compliance during future Design Review(s).</p> <p>LUC 20.25A.060.A</p>
<b>Through-Block Pedestrian Connections</b>		<p>Phase 1: A continuous Through-Block Pedestrian Connection running east-west along the southern edge of Phase 1 will be provided as shown on approved plans. Minimum width is 8'-6". Connection is ADA accessible and may be used by bicycles.</p> <p>Phase 2: The Through-Block Pedestrian Connection will be required to be completed during Phase 2 to provide a continuous pedestrian connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE.</p> <p>LUC 20.25A.060.C  <u><b>Refer to Condition of Approval regarding pedestrian amenities and pedestrian and utilities easements in Section IX of this report.</b></u></p>
<b>Overhead Weather Protection</b>	<p>NE 8<sup>th</sup> Street: 75% of the street frontage (minimum)</p> <p>108<sup>th</sup> and 110<sup>th</sup> Avenues NE: 50% of the street frontage (minimum)</p>	<p>Phase 1: Weather protection was approved under Design Review 16-124075-LD.</p> <p>Phase 2: Weather protection will be reviewed under future Design Review.</p> <p>LUC 20.25A.060.B</p>

Item	Permitted/ Required	Proposed/ Comments/Conditions
<b>Recycling &amp; Solid Waste</b>	1 ½ SF per residential unit  5 per 1,000 SF retail  2SF per 1,000 SF office	Phase 1: Compliance has been verified for Phase 1 in Design Review approval 16-124075-LD. Phase 2: Compliance for any future phase of the development will be reviewed as part of the required Design Review.  <u><b>Refer to Condition of Approval regarding recycling and solid waste collection in Section X of this report.</b></u>  LUC 20.20.725
<b>Parking</b>  <u><b>PHASE 1:</b></u>  <u>Residential</u> 797 Units  <u>Retail in Mixed Use</u> 88,500 NSF  <b>Total Stalls:</b>	Stalls per unit: <u>Min.</u> <u>Max.</u> 0 = 0      2 per unit = 1,594  Stalls Per 1,000 NSF: <u>Min.</u> <u>Max.</u> 0 = 0      3.3/1,000 = 292  <b><u>0</u>              <u>1,886</u></b>	Phase 1: Parking approved under Design Review 16-124075-LD & Revision to the Design Review dated June 22, 2017.  <u>Proposed:</u>  1,207 spaces   270 spaces (3.05 per 1,000 nsf)  <b>Total Stalls Provided: <u>1,477</u></b>
<u><b>PHASE 2</b></u> <b>(based on conceptual design)</b>  <u>Residential</u> 439 Units  <u>Retail in Mixed Use</u> 48,482 NSF  <u>Office Use:</u> 417,398 NSF  <b>Total Stalls:</b>	Stalls per unit: <u>Min.</u> <u>Max.</u> 0 = 0      2 per unit = 878  <u>Min.</u> <u>Max.</u> 0 = 0      3.3/1,000 = 160  2.0 =      2.7 = 835      1,127  <b><u>835</u>              <u>2,165</u></b>	Phase 2 parking will be reviewed and approved under future Design Review(s)     439 stalls (1 per unit)  140 stalls  960 stalls  <b>Total Stalls Provided: <u>1,547*</u></b>  * Note: Parking shown for Phase 2 will be reviewed in detail during Design Review for Phase 2. For this MDP, the applicant has demonstrated that Phase 2 will be able to provide required parking for future development.

Item	Permitted/ Required	Proposed/ Comments/Conditions
<b>Parking (Cont'd)</b>		<p>Actual parking counts for Phase 2 and allocation of all parking across the entire MDP site will be reviewed under Design Review for Phase 2.</p> <p>Full build-out will provide one contiguous underground parking garage.</p> <p><b><u>Refer to Condition of Approval regarding parking in Section X of this report.</u></b></p> <p>LUC 20.25A.050 LUC 20.25A.050.F</p>

## B. Special District Requirements

### 1. FAR Amenity System Requirements

#### a. BASIC FAR:

Review of a proposal through the MDP process ensures that the project as proposed could meet the FAR requirements for the entire site (Phases 1 and 2) under the existing Land Use Code. The applicant has submitted FAR calculations to ensure compliance. In addition, through approval of Design Review Permit 16-124075-LD, the applicant has shown that Phase 1 will meet all FAR requirements and will not rely on subsequent phases to provide FAR amenities.

Subject to LUC 20.25A.020C.2, the amount of bonus floor area in square feet generated by the amenities provided to meet the Basic Floor Area Ratio (FAR) requirement must at a minimum be equal to 20% of the Project Limit area times the Basic FAR permitted for a non-residential building in the land use district. The FAR requirements for Phase 1 have been reviewed and approved under the Design Review Permit 16-124075-LD for Phase 1 and have been revised slightly as a post-issuance revision. The revised numbers are shown on the FAR Summary below.

The Basic FAR required for Phase 2 in square feet is calculated by multiplying 0.20 x the Project Limit area for Phase 2 x the Basic Non-Residential FAR (0.20 X 91,632 SF X 5) equals 91,632 square feet. The applicant has demonstrated through this MDP application that they will be able to provide more than enough BASIC FAR amenities to meet this requirement. The identification and actual FAR points for each of the specific amenities provided will be reviewed and approved under the Design Review for any development in Phase 2.

#### b. Non-BASIC FAR

The applicant has demonstrated that the BASIC and Non-BASIC FAR can be met on this site. A summary of the proposed FAR is below:



**FAR Summary- Phases 1, 2 & Full Build-Out**

	<b>Phase 1: Residential Towers 1 &amp; 2 and Low-Rise Building</b>	<b>Phase 2: Residential Towers 3 &amp; Office Tower 4*</b>	<b>Full Build-Out – both Phases as proposed</b>
Site	109,034 SF	91,632 SF	200,667 SF
Allowed per LUC	Max. Residential FAR: <i>Unlimited</i>	Max Residential FAR: <i>Unlimited</i> Max. Office FAR: <i>8.0</i>	
Non-Residential	49,797 (Low-Rise Building)	491,359 GFA (incl. Retail)	541,156 GFA
Residential	932,150 SF (Towers 1 and 2)	517,322 GFA	1,449,472 GFA
<b>Cumulative FAR</b>	Non-Residential (Low- Rise Building): <b>0.46 FAR</b>  Residential: <b>8.55 FAR</b>	Office (300 FT Tower): <b>5.41 FAR</b>  Residential: <b>5.65 FAR</b>	Office (300 FT Tower & Low-Rise): <b>2.70 FAR</b>  Residential: <b>7.22 FAR</b>

c. Bonus Amenities

The specific amenities shown in this MDP application demonstrate that this development would be able to meet the FAR requirements for the full build out of this site as shown with three 450-foot tall residential towers, one 300-foot tall office tower, and one low-rise building. Additionally, the applicant has demonstrated that this MDP could also meet all FAR requirements if the office building was built at 450 feet in height with a maximum FAR of 8.0 for the Phase 2 site.

The specific FAR bonus amenities and the amount of each amenity to be provided are reviewed and approved during Design Review for any phase of development. FAR amenities earned have been reviewed and approved for Phase 1 under 16-124075-LD.

FAR amenities for Phase 2 will be reviewed under the future Design Review. Changes to the amenities proposed for Phase 2 in this MDP will be allowed as long as the project still meets the FAR requirements for this site. Significant changes will require either a Land Use Exemption to this MDP approval or a new MDP approval. **Refer to Condition of Approval regarding modifications to the Master Development Plan (MDP) in Section X of this report.**

Per the conceptual master plan, amenities that are most likely to be used to fulfill the FAR requirements include the following:

- Pedestrian-Oriented Frontage (BASIC Amenity)
- Marquees (BASIC Amenity)
- Water Feature (BASIC Amenity)
- Residential Uses
- Underground Parking
- Landscape Areas

## **2. DNTN Core Design District**

The applicable guidelines for this site within the Downtown Core Design District are found in LUC 20.25A.100.E.3 – Pedestrian Connections. Under these guidelines, the Through-Block Pedestrian Connection shall be provided and designed to respond to the Design Guidelines in LUC 20.25A.060.C.3. The Through-Block Pedestrian Connection will provide a continuous, fully accessible route of travel for pedestrians and bicycles. It will run in the east-west direction from 110<sup>th</sup> Avenue in Phase 1 to 108<sup>th</sup> Avenue NE in Phase 2. The final design of the Through-Block Pedestrian Connection in Phase 2 must incorporate weather protection in multiple locations along its length, and it shall be further delineated with points of interest, including but not limited to special paving, art, and landscaping. **Refer to Condition of Approval regarding pedestrian amenities in Section X of this report.**

## **3. Design Review Criteria and Design Guidelines**

Subject to LUC 20.25A, including but not limited to LUC 20.25A.110 (Downtown Core Design District), 20.25A.110 (Design Review Criteria), and 20.25A.115 (Downtown Design Guidelines), all requirements of the Downtown section of the LUC must be reviewed and met during Design Review for any development outlined in this MDP. **Refer to Condition of Approval regarding compliance with the Design Review guidelines, standards, and dimensional requirements of LUC 20.25A and MDP Conditions of Approval in Section X of this report.**

## **V. PUBLIC NOTICE AND COMMENT**

Application Date:	February 8, 2016
Notice of Application:	March 24, 2016
Public Notice Sign:	March 24, 2016
Minimum Comment Period:	April 7, 2016
Public Meeting:	April 12, 2016 at City Hall (combined with the Design Review Public Meeting for Phase 1)

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

## **VI. TECHNICAL REVIEW**

### **A. Utilities**

#### **Water**

Phase 1 has been evaluated under Design Review approval 16-124075-LD. The

Phase 1 site currently drains east before turning south on 112<sup>th</sup> Avenue NE which takes the flow to Sturtevant Creek and ultimately Lake Washington. The Phase 2 site appears to drain to the Sturtevant Creek Drainage Basin. However, a survey and onsite inspection is required and the site evaluated to determine which portions of the site drain to their respective drainage basins, either to the east to Sturtevant Creek Drainage Basin or to the west to Meydenbauer Creek Drainage Basin. This work can be completed with the Design Review application for Phase 2.

Storm runoff from this site is not expected to increase with this development. The Storm & Surface Water Code and Utilities Engineering Standards provide adequate mitigation requirements for this development. A runoff control system is proposed.

Water quality treatment is required if a pollution generating surface is  $\geq 5,000$  sq. ft. The Storm & Surface Water Code and Utilities Engineering Standards provide adequate mitigation requirements for this development. The applicant is proposing to use Department of Ecology General Use approved water quality treatment system. These systems meet the City of Bellevue's mitigation requirements.

#### **Utilities**

The City of Bellevue's water and sanitary sewer systems have adequate capacity for the proposed use.

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

#### **B. Clearing & Grading**

A Clearing and Grading Permit is not required for a Master Development Plan. However, a Clearing and Grading Permit will be required as an ancillary permit to any Design Review for any phase of this MDP. The future Clearing and Grading Permit application for this development must comply with City of Bellevue Clearing and Grading Code (BCC 23.76). **Refer to Condition of Approval regarding the Clearing and Grading Permit in Section X of this report.**

#### **C. Fire Department**

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

#### **D. Transportation Department**

##### **Site Access**

The primary vehicular access to the site will occur at 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE via a 26-foot wide two-way private road (Mid-Block Vehicular Connector) running along the site's south property line. 108<sup>th</sup> Avenue NE will provide full vehicular access for entering and exiting left and right turns. Larger trucks will also use the Mid-Block Vehicular Connector to reach the internal loading area. Note that the backing of trucks within any street right-of-way or across any public sidewalk easement is prohibited. In addition, there will be one additional vehicular access point at NE 8<sup>th</sup> Street via a 30-foot wide driveway. **Refer to Condition of Approval regarding the Mid-Block Vehicular Connector in Section X of this report.**

Vehicular access at NE 8<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE driveways will be limited to right in/ right out operation. **Refer to Condition of Approval regarding vehicular access restrictions in Section X of this report.**

#### **Loading Zone Pullout**

A parallel parking pullout for vehicles will be located adjacent to the City's 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE rights-of-way where the applicant will be responsible for its operation and maintenance. These 10-foot wide dark colored concrete pullouts will be used for passenger drop-off and pick-ups and/ or short term loading activity.

**Refer to Condition of Approval regarding the 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE loading zone pullouts and the loading zone pullout agreement in Section X of this report.**

#### **Street Frontage Improvements**

In order to provide safe pedestrian and vehicular access in the vicinity of the site, and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements are required as a condition of development approval. This includes street widening on NE 8<sup>th</sup> Street corner east of 108<sup>th</sup> Avenue NE for a new U-turn and the area along the south leg of the NE 8<sup>th</sup> Street/ 110<sup>th</sup> Avenue NE intersection. In addition, as part of phase one of the development, the applicant will install a new signalized mid-block pedestrian crosswalk with a pedestrian refuge traffic island on 110<sup>th</sup> Avenue NE. The design of the improvements must conform to the requirements of the Americans with Disabilities Act (ADA) and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

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

At the intersections of NE 8<sup>th</sup> Street/ 110<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street/ 108<sup>th</sup> Avenue NE, revision of the curb alignment or ADA ramps will require revision of the traffic signal and pedestrian push button systems. A detailed plan and specifications for any such revisions must be prepared by an engineer familiar with City standards, and approved by the city with approval of the clearing and grading permit. It is advisable for any traffic signal design work to be done by the same firm that will do the streetlight design.

Curb location on NE 8<sup>th</sup> Street will provide for a westbound to eastbound U-turn. The curb, gutter, and sidewalk on both 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street fronting the site shall be completely removed and reconstructed with a sidewalk width of at least sixteen feet, not including the curb. The planter strips and/or tree pits are included in the sixteen-foot width adjacent to the curb. At any location where the sidewalk

extends over a basement or parking garage, a construction method that will prevent differential settling must be used. Such method must be acceptable to the Transportation Department.

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

1. New street lights on street frontage must be provided and a combined street tree and street light plan is required for review and approval prior to completion of engineering and landscape plans for their installation. The goal is to provide the optimum number of street trees while not compromising the light and safety provided by streetlights. Street trees and streetlights must be shown on the same plan sheet with the proper separation (generally 25 feet apart) and the proper spacing from driveways (ten feet from Point A in standard drawing DT-100-1). The final engineering plans must include a streetlight plan and specifications prepared by a qualified engineer familiar with street lighting and with Bellevue's streetlight requirements. All necessary engineering details, including standard drawings, for any new or relocated streetlight and associated equipment must be included in the final civil engineering plans for the Clearing and Grading Permit.
2. ADA requires that sidewalk cross slopes not exceed two percent. The sidewalk cross slope may be less than two percent only if the sidewalk has a longitudinal slope sufficient to provide adequate drainage. Bellevue's standard for curb height is six inches, except where curb ramps are needed. The engineering plans must comply with these requirements, and must show adequate details, including spot elevations, to confirm compliance. New curb and sidewalk shall be constructed in compliance with these requirements. Building elevations shall be consistent with the required curb and sidewalk elevations. Spot elevations must be included in the building plans in a manner that proves that building elevations are designed to correspond to the sidewalk elevations shown in the engineering plans, especially at entrances and other key points. Curb and sidewalk elevations will not be revised to fit the building, and city inspectors may require spot surveys during construction in order to confirm the required elevations.

ADA also requires provision of a consistent travel path for visually handicapped pedestrians. Potential tripping hazards are not allowed in the main pathway. Any planter boxes installed in the sidewalk to improve pedestrian sight distance at driveways must be designed to reduce the tripping potential and must not extend more than two feet into the public sidewalk. Traffic signal controller boxes and streetlight contactor cabinets must be located so as not to interfere with the main pedestrian path. Buildings shall be designed so that doors do not swing out into the pedestrian path. ADA-compliant curb ramps shall be installed where needed, consistent with standard drawings SW-200-1 through SW-260-1.

3. The curb, gutter, and sidewalk on 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street fronting the site shall be completely removed and reconstructed with a sidewalk width of at least 16 feet on NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE, not including the curb. The 5-foot wide planter strips are included in the 16-foot adjacent to the curb. At any location where the sidewalk extends over a basement or parking garage, a construction method that will prevent differential settling shall be used. Such method must be acceptable to the Transportation Department.



4. To meet the requirement of Through-Block Pedestrian Connection along the south edge of the property, the applicant will provide at least 8.5 feet wide sidewalk with public pedestrian access easement along the Mid-Block Vehicular Connector that starts from 110<sup>th</sup> Avenue NE and continuous west to 108<sup>th</sup> Avenue NE. **Refer to Condition of Approval regarding pedestrian amenities in Section X of this report.**
5. The overall design and appearance of the sidewalk and landscaping on 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street shall comply with the standards and drawings in the Transportation Department Design Manual, including standard drawings SW-110-1 and DT-100-1. The sidewalk shall be constructed of standard concrete with a broom finish and a two-foot by two-foot score pattern, unless both the Transportation Department and the Development Services Department agree to accept any non-standard pattern, color, or other features. Alternative paving samples must be submitted for review. If approved, any non-standard patterns, colors, or other features may be installed only if an agreement is recorded against the property to hold the landowners responsible for maintenance and replacement of all such non-standard sidewalk features.

The applicant may install pavers and different materials with different score pattern between the back of the curb and the building façade along the 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street frontage. The exact location and installation details of these enhancements must be provided on the appropriate civil, architectural and landscaping plans. The applicant is required to provide an indemnity agreement to the Transportation Department Right-of-way Section as relates to the installation and maintenance of these pavers and any other materials.

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

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

**Refer to Condition of Approval regarding alternative paving materials in Section X of this report.**

6. Landscaping within the planting strip and/or in the tree pits on either adjacent city street shall be irrigated with a private metered water source. Electrical connections for lighting in planter strips and/or tree pits 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.

7. The applicant will be responsible for installing all street channelization and signage that is necessitated by their street frontage improvements on 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street. The installation of two enhanced crosswalks (14-foot wide) across 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street will be required. Ramps and pedestrian pushbuttons shall be ADA compliant. A channelization and signage plan must be included as part of clear and grading construction plans.
8. The Mid-Block Vehicular Connector two-way travel section (face of curb to face of curb) along the entire frontage of the development will be 26 feet wide with curb return radiuses of 25 feet at 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. The applicant will be responsible for installing all pavement markings and signage.
9. No new building structure or garage shall be constructed under a street right-of-way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement with at least 8 feet minimum clearance below the sidewalk. No soil nailing is allowed under a street right-of-way or sidewalk/utility easement without an indemnification agreement that protects the city. **Refer to Condition of Approval regarding soil nailing and shoring in Section X of this report.**
10. No new utility vaults that serve only one development will be allowed within a public sidewalk. Vaults serving a broader public purpose may be located within a public sidewalk.
11. All existing above-grade utility lines and cabinets on any city street fronting the site must be undergrounded. No new above grade lines will be permitted along or across any street or sidewalk easement.
12. Any awning, marquee, balcony, etc. over a public sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement) and must have at least three feet horizontal clearance from any streetlight or traffic signal pole. No supports for such features shall be installed in the public sidewalk. No structure will be allowed above a city right-of-way without a long-term lease of airspace.
13. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge, defined as Point A in standard drawing DT-100-1. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.
14. Fire standpipes and similar equipment must be outside the public sidewalk, if feasible. If the sidewalk cannot be avoided, then such equipment must meet the requirements for fixed objects and must not be within the pedestrian travel zone.
15. Street furnishings not required by the Transportation Department, such as benches

or raised planters, will be allowed with an indemnification agreement making the adjacent property owner responsible for such furnishings. The appearance, style, and location of such features must be acceptable to both the Transportation and Development Services Departments.

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

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

#### **Easements**

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

The applicant shall provide public ingress and egress on and over the Mid-Block Vehicular Connector as (public access easement).

The applicant shall provide easements to the City for location of signal and street light facilities consisting of above-grade boxes and/or below-grade vaults between the building and sidewalk within the landscape area on the 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE, NE 8<sup>th</sup> Street and Mid-Block Vehicular Connector frontage. Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

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

#### **Right-of-way Dedication**

To incorporate street improvements which are reasonably necessary to mitigate the direct results of the development, the developer is required to dedicate property such that street surface to back of curb is accommodated within the public right-of-way. This requirement applies to 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street and the ultimate curb return at 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street intersection due to street

widening on 110<sup>th</sup> Avenue NE. This also includes portion of the U-turn installation at NE 8<sup>th</sup> Street just east of 108<sup>th</sup> Avenue NE. **Refer to Condition of Approval regarding dedication of right-of-way in Section X of this report.**

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

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

#### **Use of the Right-of-way during Construction**

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

#### **Pavement Restoration**

The City of Bellevue has established the Trench Restoration Program to provide developers with guidance as to the extent of resurfacing required when a street has been damaged by trenching or other activities. Under the Trench Restoration Program, every street in the City of Bellevue has been examined and placed in one of three categories based on the street's condition and the period of time since it has last been resurfaced. These three categories are, "No Street Cuts Permitted," "Overlay Required," and "Standard Trench Restoration." Each category has different trench restoration requirements associated with it. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. Near this project, NE 8<sup>th</sup> Street is classified as "Overlay Required" streets. 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. 110<sup>th</sup> Avenue NE is classified as "Standard Trench Restoration", whereas 108<sup>th</sup> Avenue NE surface is cement concrete pavement and is classified as "No Street Cuts Permitted". Any damage to the roadway will call for replacement of the entire 10-inch thick concrete panel or panels. Details of any trench restoration must be shown on the engineering plans. **Refer to Condition of Approval regarding pavement restoration in Section X of this report.**

#### **Transportation Management Program**

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

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

**VII. STATE ENVIRONMENTAL POLICY ACT**

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

This section of the staff report is an addendum to the adopted EIS referenced above and the environmental checklist - Attachment B to this report. Adverse impacts which are less than significant are usually subject to City Code or Standards which are intended to mitigate those impacts. Where such impacts and regulatory items correspond, further documentation is not necessary. For other adverse impacts which are less than significant, Bellevue City Code Section 22.02.140 provides substantive authority to mitigate impacts disclosed through the environmental review process.

A discussion of the impacts from this MDP is noted below together with specific conditions of approval. These impacts will be mitigated through exercise of Code authority as well as through project-specific conditions of approval, contained in Section X of this report. Detailed project-specific SEPA review has been conducted for Phase 1 and a Determination of Non-Significance was issued. A project-specific SEPA review will be required for each subsequent phase of development and will be performed concurrently with any formal Design Review. **Refer to Condition of Approval regarding project specific environmental (SEPA) review in Section X of this report.**

**A. Earth**

There are no Critical Areas on the site and no environmental issues associated with this Downtown site. An issuance of a DNS for this non-project MDP is the appropriate threshold determination under the SEPA requirements.

**B. Water**

The site appears to drain to the Sturtevant Creek Drainage Basin however, a survey and onsite inspection is required and site evaluated to determine which portions of the site drain to their respective drainage basins, either to the east to Sturtevant Creek Drainage Basin or to the west to Meydenbauer Creek Drainage Basin.

Storm runoff from this site is not expected to increase with this development. The Storm & Surface Water Code and Utilities Engineering Standards provide adequate

mitigation requirements for this development. A runoff control system is proposed.

Water quality treatment is required if a pollution generating surface is  $\geq 5,000$  sq. ft. The Storm & Surface Water Code and Utilities Engineering Standards provide adequate mitigation requirements for this development. The applicant is proposing to use Department of Ecology General Use approved water quality treatment system. These systems meet the City of Bellevue's mitigation requirements.

### **C. Sewer**

The City of Bellevue's water and sanitary sewer systems have adequate capacity for the proposed use.

### **D. Transportation**

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

The long-term impacts of development projected to occur in the City by 2027 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2027 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into several Mobility Management Areas (MMAs) for analysis purposes. ELVE8 development lies within MMA # 3, which has a 2027 total growth projection of 4,645 multi-family dwelling units and 1,595,183 Gross Square Feet (GSF) of Retail. This development proposes 1,375 multi-family dwelling units, 456,000 GSF of office, 147,000 GSF of shopping center, and 20,000 GSF of grocery store. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

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

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

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

This development will generate approximately 1,397 new p.m. peak hour trips, with credit for removal of existing use. City staff distributed and then assigned project-generated trips to the street network using the City's EMME-2 travel forecasting model with the current Capital Investment Program network. By adding the expected project-generated trips to the traffic volumes in the model, the area average levels of service were determined. To create a baseline condition for comparison, the levels of service



were also determined using traffic volumes without the project-generated trips. In this project analysis, 49 system intersections received 20 or more p.m. peak hour trips.

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

The rules of concurrency reservation are outlined in the Traffic Standards Code Director's Rules, updated July 21, 2011. The concurrency determination is reserved to this project at the land use decision date. The concurrency reservation expires one year from the land use decision date unless a complete building permit application is filed (BCC 14.10.040.F). At the time of a complete building permit application, the Certificate of Concurrency will remain in effect for the life of the building permit application, pursuant to BCC 23.05.090.H. At issuance of building permit, the Certificate of Concurrency will be extended and remain in effect for one additional year (with the possibility of up to two one-year extensions) as provided for in BCC 23.05.100.

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

City staff directed the applicant's traffic consultant, Transportation Engineering Northwest (TENW), to analyze the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. Issues that were analyzed in the Traffic Impact Analysis, dated May 23, 2017, included Level-of-Service (LOS) analysis at nearby intersections, LOS and vehicle queues at the site driveways, site vehicular and pedestrian circulation, delivery truck circulation/ operations, transit availability, and accident history analysis for the past three years.

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

However, with the Phase 2 of ELEV8 development, the Mid-Block Vehicular Connector will be completed as a two-way facility for its entire length between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE, with a full access driveway on 108<sup>th</sup> Avenue NE. This will provide additional point of entry into the entire ELEV8 site, and therefore, allow traffic from the east to use 108<sup>th</sup> Avenue NE to enter the site (i.e., westbound to southbound left-turn at 108<sup>th</sup> Avenue NE /NE 8<sup>th</sup> Street intersection). The future Phase 2 will also provide a right-in, right-out garage access on NE 8<sup>th</sup> Street east of 108<sup>th</sup> Avenue NE. This garage entry is not easily accessed by vehicular traffic from the east unless a westbound to eastbound U-turn is allowed at 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street

intersection.

In order to alleviate queuing concerns on NE 8<sup>th</sup> Street due to the Phase 2 of ELEV8 development, the applicant has agreed to complete the following mitigations measures in addition to phase one mitigation as part of the Phase 2 conditions of approval:

1. Complete the two-way Mid-Block Vehicular Connector road;
2. Set aside a portion of the property (northwest corner) to incorporate an area for the necessary road widening for a westbound to eastbound U-turn at the intersection of 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street;
3. Modify the existing traffic signal at 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street intersection to provide accommodations for the westbound to eastbound U-turn including an LED illuminated message sign to either allow or restrict U-turns on a time-specific basis (as determined by the City's Traffic Signal Manager);
4. Provide LED illuminated message signage for westbound traffic on NE 8<sup>th</sup> Street (within the existing median just west of 112<sup>th</sup> Ave NE) that will actuate by queuing in the westbound left-turn lane at the intersection of 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street. When the westbound left-turn queue at 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street reaches turn lane capacity, the sign would illuminate and advise drivers to use the new U-turn at the intersection of 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street as an alternative. The goal is to minimize queue spillover in the westbound left-turn lane at 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street intersection, and to better balance westbound left-turn demands at intersections of 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street and 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street.

The engineering plans such as the roadway plan with detailed roadway cross-sections, street lighting, traffic signal installation or modification, street channelization markings and signage will be submitted in conjunction with frontage improvements on 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street that include pavement widening.

## **VIII. MASTER DEVELOPMENT PLAN DECISION CRITERIA**

***The Director may approve, or approve with modifications, an application for a Master Development Plan if:***

### **A. The Master Development Plan is consistent with the Comprehensive Plan.**

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

#### **Urban Design & the Arts Policies**

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

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

**UD-4.** *Create a safe, engaging and attractive pedestrian environment throughout the city using appropriate urban design features.*

**UD-12.** *Enhance and support a safe, active, connected and functional pedestrian environment for all ages and abilities.*

**UD-21.** *Explore opportunities to enhance pedestrian and other mobility connections between buildings and developments.*

**UD-27.** *Integrate high quality and inviting public and semi-public open spaces into major development.*

**UD-35.** *Include clearly visible and accessible walkways from street sidewalks and parking areas to building entrances and within and between developments as a part of site design.*

**Finding:** The site design of the MDP is focused on the pedestrian. There will be numerous pedestrian connections through the site and the streetscapes along the public streets have been enhanced to promote pedestrian activity. Pedestrian routes will also connect multiple public open spaces that will provide gathering and resting spaces.

**UD-23.** *Encourage excellence in architecture, site design and workmanship, and durability in building materials to enrich the appearance of a development's surroundings.*

**UD-24.** *Encourage the creation of iconic visual reference points in the community through innovative site and building designs.*

**UD-25.** *Ensure that site and building design relates and connects from site to site.*

**Finding:** The proposal has been designed to provide a memorable statement via the placement and clean design of the four towers, which will be placed at the highest topographical location in the City. The enhancement of all three streetscapes and the punctuation of the corner at NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE with a large sculptural element will further create a strong, visually recognizable gateway into the City.

**UD-28.** *Encourage private and public developers to integrate art into the design of the public areas of their projects.*

**Finding:** Art will be incorporated in both phases of the project. The most important art feature will be the large sculptural element that will be placed at the gateway corner at the intersection of NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE in Phase 1. This large sculptural element will help to announce the entry into the Downtown and will create a memorable focal point for the development.

**UD-31.** *Encourage public and private development to incorporate access to sunlight.*

**UD-34.** *Provide both weather protection and access to sunlight in pedestrian areas using architectural elements.*

**UD-59.** *Ensure public places give access to sunlight, a sense of security, seating, landscaping, accessibility and connections to surrounding uses and activities.*

**Finding:** The four towers have been located to allow as much natural sunlight as possible into the interior of the site. Marquees along all three street frontages and weather protection via building overhangs along the Promenade and Through-Block Pedestrian Connection will encourage pedestrian activity throughout the year. Successful public spaces will be created through many different types of seating opportunities, landscaping, and multiple pedestrian connections to all surrounding street frontages and throughout the site.

**UD-74.** Design enhanced streetscapes at designated intersections and key entry points into the city and into smaller districts. (See Map UD-1)

**Finding:** In Phase 1, the corner treatment at the intersection at NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE will be designed to create a gateway into the City from the east.

**Downtown Subarea Policies:**

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

**Finding:** The retail spaces, pedestrian plaza, Promenade, and pedestrian connections will provide additional activities for area residents in each phase and in the full build-out of the site.

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

**Finding:** This high-quality proposal will add to the aesthetic environment of the Downtown.

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

**Finding:** The two phases of this project will provide both residential and office buildings over retail podiums which will complement the surrounding office, residential and retail developments in the Downtown Core.

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

**Finding:** This MDP proposed to provide pedestrian plazas and Promenade with a variety of subordinate spaces and access opportunities.

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

**Finding:** This MDP proposes a development that will have a variety of streetscape enhancements, including landscaping, street trees, pedestrian open space, and water features.

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

**Finding:** The placement of the four towers and the treatment of the northeast corner of the site in Phase 1 (NE 8<sup>th</sup> Street and 110<sup>th</sup> Avenue NE intersection) with a large sculptural element will help to create a dynamic, visual gateway for people entering the Downtown from the east.

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

**Finding:** With full build-out of the MDP, an accessible Through-Block Pedestrian Connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE will be provided, in

addition to numerous pedestrian connections through the site in multiple directions; drawing pedestrians from NE 8<sup>th</sup> Street, 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE, and from the development to the south.

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

**Finding:** The combination of retail and residential uses within the buildings and the provision of a pedestrian-oriented open spaces throughout the site in each phase will provide a variety of opportunities for pedestrian activity.

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

**Finding:** Each phase of the MDP will provide a plaza, pedestrian Promenade, and numerous subordinate public open spaces that will be open to the public and maintained for public use.

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

**Finding:** Each phase of the MDP will provide half of the Mid-Block Vehicular Connector access that runs along the southern property line. This vehicular access will provide access to the parking and service entries below the building podium in Phase 1.

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

**Finding:** Full build-out of the MDP will provide a continuous Through-Block Pedestrian Connection along the southern property line that will link 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE. The eastern half of the Connection will be provided in Phase 1 and the western half will be provided in Phase 2. There will also be additional pedestrian connections through the site to connect pedestrians to the public streetscapes and the site interior.

**B. The Master Development Plan complies with the applicable requirements of the Bellevue City Code; and**

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

**C. The Master Development Plan addresses all applicable standards, design guidelines or criteria of this Code in a manner which fulfills their purpose and intent; and**

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

**D. The Master Development Plan depicts features of and relationships and connectivity between required site features for the underlying Land Use**

**District.**

**Finding:** The project will take advantage of its urban site by placing the towers along street frontages, thereby opening up the interior of the site to light and air. The upgraded streetscapes and development along the public rights-of-way and intersection corners will reinforce the idea of gateway and will energize the pedestrian experience on NE 8<sup>th</sup> Street, 018<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE.

The towers will fit contextually with surrounding development due to their location, massing, site design and high-quality architectural detailing.

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

**IX. DECISION**

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

**X. CONDITIONS OF APPROVAL:**

**COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES**

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

<b>Applicable Codes, Standards and Ordinances</b>	<b>Contact Person</b>
Clearing & Grading Code – BCC 23.76	Janney Gwo, 425-452-6190
Construction Codes – BCC Title 23	Mark Chang, 425-452-6997
Fire Code – BCC 23.11	Travis Ripley, 425-452-6042
Land Use Code – BCC Title 20	Sally Nichols, 425-452-2727
Environmental Procedures Code – BCC Title 22.02	Sally Nichols, 425-452-2727
Noise Control – BCC 9.18	Sally Nichols, 425-452-2727
Sign Code – BCC Title 22	Sally Nichols, 425-452-2727
Transportation Code – BCC 14.60	Abdy Farid, 425-452-7698
Transportation R.O.W. – BCC 11.70, 14.30, 14.60	Tim Stever, 425-452-4294
Utility Code – BCC Title 24	Don Rust, 425-452-4856

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

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

**1. Holiday Construction & Traffic Restrictions**

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

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

**2. Vested Status of Master Development Plan (MDP)**

The vested status of this MDP approval shall be for a period of 10 years from the date of this final decision, as defined in LUC 20.40.500. Development as outlined in this MDP will be vested to the Land Use Code in effect at the time of issuance of this approval and report. With this 10 year period, the applicant must either:

- a) Receive a Design Review approval for development; or
- b) Submit a complete Design Review application and submit a complete building permit application. Determination of completeness must occur within the 10 year vesting period. Note that in the case of both a Design Review application and a Building Permit application, the City has 28 days to deem each application complete.

While the MDP is vested to the Land Use Code regulations for a period of up to 10 years from the date of issuance of this decision, the vested status of other required reviews, including but not limited to SEPA, Traffic Standards Code, Transportation Development Code, and building or other technical code review, is not controlled by extended MDP vesting.

AUTHORITY: LUC 20.30V.190, 20.40.500  
REVIEWER: Sally Nichols, Land Use

**3. Recording of Master Development Plan (MDP)**

The Master Development Plan (MDP) is binding on and runs with the land. The applicant shall record the plans and conditions of the approved MDP with the King County Recorder's Office or its successor agency.

AUTHORITY: LUC 20.30V.180  
REVIEWER: Sally Nichols, Land Use

**4. Modification to the Master Development Plan (MDP)**

Any modification to this approval shall be documented either as a Land Use Exemption to the Master Development Plan in this approval OR as a **new** MDP.

For a Land Use Exemption approval, the applicant shall demonstrate compliance with the Land Use Code in effect at the time of issuance of this report if the modification occurs within 10 years from the date of this approval. Any modification



of the MDP must be reviewed for consistency with the design intent as stated in this report. Conditions of Approval run for the life of the project.

If a new MDP is required, the review will be based on the Land Use Code in effect at the time of that MDP permit submittal and the vested status of this MDP approval will no longer be in effect.

Any subsequent modifications, once approved by either of the processes stated above, shall be recorded with the King County Recorder's Office or its successor agency.

AUTHORITY: LUC 20.30V.160, 180 and 190  
REVIEWER: Sally Nichols, Land Use

**5. Project-Specific Environmental (SEPA) Review**

Project specific environmental review will be required as part of the Design Review for any development or phase of development on this MDP site.

AUTHORITY: BCC 22.02  
REVIEWER: Sally Nichols, Land Use

**6. Phasing**

The project phasing of the proposal shall be as provided in this MDP submittal. Modifications to this phasing may occur as a modification to the MDP; either through a new Master Development Plan or as a Land Use Exemption.

No phase of the development shall rely on the provision of improvements and/or amenities in subsequent phases as a means of meeting all City guidelines, standards, and requirements.

AUTHORITY: LUC 20.30V.130  
REVIEWER: Sally Nichols, Land Use

**7. Utilities Code Requirements**

The water, sanitary sewer and storm drainage systems shall be designed per the Utility code and the Utilities Engineering Standards. The water, sewer and storm drainage engineering review, approvals, and inspection shall occur through the Utility Developer Extension process.

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

**8. Vehicular Access Restrictions**

Inbound and outbound vehicular left turn movements at NE 8<sup>th</sup> Street driveway and the proposed Mid-Block Vehicular Connector access point at 110<sup>th</sup> Avenue NE will be prohibited. The city may restrict future left turns at 108<sup>th</sup> Avenue NE driveway if maneuvers are found by the city to be hazardous.

AUTHORITY: BCC 14.60.150  
REVIEWER: Abdy Farid, Transportation

**9. 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 garbage pickup will be allowed. The backing of trucks in any street or across any public sidewalk in order to access this site is prohibited.

AUTHORITY: LUC 20.20.590.K.4, BCC 14.60.150

REVIEWER: Abdy Farid, Transportation

**B. PRIOR TO DESIGN REVIEW APPROVAL FOR A BUILDING OR PHASE:**

**The following conditions must be complied with prior to any Design Review (DR) approval for a building, phase, and/or any site development:**

**10. Design Review**

Any phase of development on the site, including all proposals for new buildings and/or site work, will require Design Review (DR) approval. The Design Review process will also require a Preapplication Conference prior to Design Review submittal.

Each Design Review will review the submitted proposal as part of the entire site. If Design Review approval occurs within 10 years of the date of this MDP approval, the proposal shall be designed to the Land Use Code in place at the date of this MDP approval.

AUTHORITY: LUC 20.30F

REVIEWER: Sally Nichols, Land Use

**11. Compliance with the Design Review Guidelines, Standards and Dimensional Requirements of 20.25A & MDP Conditions of Approval**

Each phase of development shall demonstrate full compliance with the Land Use Code in effect at the date of this MDP approval; including, but not limited to, the Design Review guidelines, requirements, and standards in LUC 20.25A – Downtown and all conditions of approval as noted in this MDP approval.

AUTHORITY: LUC 20.25A and 20.30V

REVIEWER: Sally Nichols, Land Use

**12. Parking**

All parking requirements of the LUC must be met in any phase and no phase may depend on a subsequent phase to provide the required parking.

AUTHORITY: LUC 20.25A.050

REVIEWER: Sally Nichols, Land Use

**13. FAR Points Transferred from Construction of Pedestrian Corridor**

If the applicant chooses to construct the Phase 2 office building taller than 300 feet, the applicant will be required to provide documentation regarding the transfer of FAR

bonus points from the construction of the Pedestrian Corridor by another development. This documentation must be submitted and reviewed prior to Design Review approval. These points are required for any non-residential building with a height exceeding 300 feet.

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

#### **14. Pedestrian Amenities**

The application for Design Review approval for any phase or building shall provide a detailed pedestrian circulation plan. The plan shall, at a minimum, address the following:

a) **Through-Block Pedestrian Connection:**

A Through-Block Pedestrian Connection shall be constructed along the entire southern property line to provide an ADA accessible route of travel for pedestrians and bicyclists from 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE. The walkway shall be a minimum of 8'-6" wide and provide numerous points of interest and weather protection along the building facades.

The eastern half of the Connection shall be constructed in Phase 1 and the entire Through-Block Pedestrian Connection shall be completed by the end of Phase 2.

The Through-Block Pedestrian Connection must be designed such that the connection is barrier free and meets construction code handicapped requirements.

b) **Mid-Block Pedestrian Walkways:**

At least two ADA accessible mid-block pedestrian walkways shall be provided to connect the Through-Block Pedestrian Connection with the interior of the site.

Phase 1: Provide a pedestrian walkway between the low-rise building and the podium for Tower 2.

Phase 2: Provide a pedestrian walkway between the podium for Tower 3 in and the low-rise building in Phase 1.

The walkways may either be open-air or interior to the building. If they are open air, they shall be open at all times, 24 hours a day, 7 days a week. If they walkways are interior to a building, they shall be publically accessible during business hours 7 days a week.

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

#### **15. Recycling and Solid Waste Collection**

With each Design Review application, the applicant shall document how recycling and solid waste will be collected. The applicant shall also provide a written document demonstrating that Republic Services, or any successor in interest to the Bellevue Waste Hauling franchise, has been contacted and has approved the proposed sizing of and access to the recycling and solid waste collection area(s) for this building using current standards. In addition, all rights of way and public easement shall not be occupied by trash receptacles, dumpsters, recycling bins or

other such items.

AUTHORITY: LUC 20.20.725  
REVIEWER: Sally Nichols, Land Use

**16. Mid-Block Vehicular Connector**

Vehicular access from 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE shall be via the Mid-Block Vehicular Connector, per agreements signed between this property owner, 10833 NE Eight Street Associated LLC, and the owner of the property to the south, CW Nom LLC – refer to Attachment C.

Phase 1: The eastern half of the Connector shall be constructed to provide access to the underground parking garage and loading facilities.

Phase 2: The applicant will be required to building out the entire Mid-Block Vehicular Connector to provide a continuous vehicular connection between 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. Final review of the design will take place under the Design Review for Phase 2.

Should the property owner to the south develop their property before development ELEV8 Phase 2, they will be required to construct the Mid-Block Vehicular Connector (full width, two directions).

AUTHORITY: LUC 20.25A.050, BCC 14.60.060  
REVIEWER: Sally Nichols, Land Use  
Abdy Farid, Transportation

**17. 108<sup>th</sup> Avenue NE and 110<sup>th</sup> Avenue NE Loading Zone Pullout**

The applicant shall provide a parallel parking pullout for vehicles adjacent to the City's 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE rights-of-way to be used for passenger drop-off and pick-ups and/ or short term loading activity. The applicant will be responsible for its operation and maintenance. Detailed review of the pullout design, including the exact location, width, and materials, will occur during the Design Review.

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

**18. Boundary Line Adjustment**

The MDP plan shows buildings crossing existing property lines for Lots A, B, and C. Therefore, prior to building permit issuance for any development in Phase 2, the applicant will be required to apply for and receive approval of a Boundary Line Adjustment to eliminate the internal property lines.

AUTHORITY: LUC 20.45B.260  
REVIEWER: Sally Nichols, Land Use

**19. Binding Site Plan (BSP) and Recording**

The applicant shall submit a BSP for staff review and approval prior to building permit issuance for Phase 2. The BSP must also be recorded with King County Recorder's Office or its successor before the sale or lease of any lot, tract, or parcel. The BSP shall include all required dedications and easements per the MDP

Conditions of Approval at the time of Design Review application for each project. Additional amendments may be required based on future phases of development and they shall be processed as an amendment to the Binding Site Plan per RCW 58.17.

AUTHORITY: RCW 58.17.035, Alternative Land Division  
REVIEWER: Sally Nichols, Land Use

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

**20. Clearing and Grading Permit**

A Clearing and Grading Permit is required for each phase of the development per BCC 23.76.035. Permit applications must be in accordance with the Clearing and Grading Code, as outlined in the submittal requirements and the Clearing and grading Development Standards, which are available on the City of Bellevue website at: <http://www.bellevuewa.gov/clearing-grading-standards.htm>

AUTHORITY: BCC 23.76  
REVIEWER: Janney Gwo, Clearing and Grading

**21. Right-of-Way Use Permit**

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

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

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

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

## **22. Civil Engineering Plans – Transportation**

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

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

Specific requirements are detailed below.

- a) In conjunction with frontage improvements on 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> street that includes pavement widening and a curb return of 35 feet at 110<sup>th</sup> NE/ NE 8<sup>th</sup> Street, final engineering plans such as a road plan with detailed roadway cross-sections, street lighting and street channelization markings and signage are required.
- b) In conjunction the proposed U-turn configuration at the intersection of 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street, appropriate civil engineering, traffic signal and

- channelization, marking and signage plans and specifications are needed.
- c) Set aside a portion of the property (northwest corner) to incorporate an area for the necessary road widening for a westbound to eastbound U-turn at the intersection of 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street.
  - d) Modify the existing traffic signal at 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street intersection to provide accommodations for the westbound to eastbound U-turn including an LED illuminated message sign to either allow or restrict U-turns on a time-specific basis (as determined by the City's Traffic Signal Manager).
  - e) Provide LED illuminated message signage for westbound traffic on NE 8<sup>th</sup> Street (within the existing median just west of 112<sup>th</sup> Ave NE) that will actuate by queuing in the westbound left-turn lane at the intersection of 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street. When the westbound left-turn queue at 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street reaches turn lane capacity, the sign would illuminate and advise drivers to use the new U-turn at the intersection of 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street as an alternative.
  - f) A final traffic signal plan and specifications must be included as part of the clear and grading plan.
  - g) In conjunction with frontage improvements on 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE, NE 8<sup>th</sup> Street and the proposed Mid-Block Vehicular Connector a mid-block pedestrian crosswalk on 110<sup>th</sup> Avenue NE along with modification of the existing traffic island is required. Appropriate civil engineering, architectural and landscaping plans, details and specifications are needed.
  - h) ADA curb ramp landings at the 110<sup>th</sup> Avenue NE / NE 8<sup>th</sup> Street and 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street intersection must comply with city standards. In addition, the crosswalk width for 110<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 8<sup>th</sup> Street must be at least 14-foot wide.
  - i) ADA curb ramp landings for the Mid-Block Vehicular Connector curb returns and mid-block pedestrian crosswalk must comply with city standards.
  - j) Transformers and utility vaults to serve the building shall be placed inside the building or below grade, to the extent feasible.

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

### **23. ADA Requirements for Through-Block Pedestrian Connection**

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

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

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

### **24. Construction Phasing Plan**

In the event that construction is suspended for any reason, the development shall not rely on improvements occurring in subsequent phases as a means for not providing a compliant built development. Prior to building permit issuance, the applicant must



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

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

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

## **25. Transportation Impact Fee**

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

AUTHORITY: BCC 22.16  
REVIEWER: Abdy Farid, Transportation

## **26. Building and Site Plans - Transportation**

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

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

## **27. 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, Transportation/Right-of-Way

**28. Easements for Traffic Signal, Street Light Boxes, and Vaults**

The applicant shall provide easements to the City for location of traffic signal and street light facilities such as above-grade boxes and below-grade vaults between the building and sidewalk within the landscape area.

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

**29. Pedestrian and Utilities Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the required width of any public sidewalks located outside the city rights of way fronting this site (including the Through-Block Pedestrian Connection adjacent to the Mid-Block Vehicular Connector). Documents granting such easements shall be signed by the property owner.

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

**30. Public Vehicular Access Easement**

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

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

**31. Public Pedestrian Access Easements**

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

- a) The entire Promenade 110<sup>th</sup> Avenue NE to 108<sup>th</sup> Avenue NE, and including the Feature Plaza Phase 1 and the Plaza on 108<sup>th</sup> Avenue NE in Phase 2. This public access easement shall include language stating that this easement area will be open for public access at all times.
- b) Walkway between the low-rise building and the podium for Tower 2 in Phase 1.
- c) Walkway between the low-rise building in Phase 1 and the podium for Tower 3 in Phase 2.

The applicant shall then record these easements with the King County Recorder's Office or its successor that includes site plans and the public access hours outlined above.

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

**32. Dedication of Right-of-Way**

The applicant shall dedicate right-of-way to the City along the property frontage such

that street improvements to and including the back of curb are located within the public right-of-way. This will include portion of the curb return area at 110<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street intersection and section of the new U-turn at the intersection of 108<sup>th</sup> Avenue NE/ NE 8<sup>th</sup> Street.

AUTHORITY: BCC 14.60.090  
REVIEWER: Abdy Farid, Transportation

### **33. 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 and removed at least eight feet below grade.

AUTHORITY: BCC 14.30  
REVIEWER: Abdy Farid, Transportation

### **34. Loading Zone Pullout Agreement**

The applicant will sign and record an agreement acknowledging that the applicant is responsible for operation and maintenance of the dark colored concrete pullouts on 110<sup>th</sup> Avenue NE and 108<sup>th</sup> Avenue NE. In addition, the agreement will provide for utilities easements under the area of the pullout.

AUTHORITY: BCC 14.60.100  
REVIEWER: Abdy Farid, Transportation

### **35. Alternative Paving Materials**

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

AUTHORITY: BCC 14.60.110  
REVIEWER: Abdy Farid, Transportation

### **36. Transportation Management Program**

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

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

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

### **37. Street Frontage Improvements**

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

- a) Driveway and roadway widths and approaches must be constructed in accordance with the approved civil engineering plans.
- b) Landings on sloping approaches are not to exceed a grade of 10% for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- c) Streetlights shall be located per the approved streetlight plan and street trees shall have the required spacing from the streetlights in order to achieve the required on-street lighting levels.
- d) Traffic signal poles, signs and equipment shall be located per the approved traffic signal plan.
- e) Fixed objects shall be at least ten feet from any driveway edge, as defined by Point A in standard drawing DEV-7F, and at least three feet behind the face of curb, unless the Transportation Department approves less space.
- f) Public sidewalks, ramps, crosswalks and pedestrian pushbuttons shall be ADA compliant.
- g) Street and sidewalk improvements shall have an acceptable cross slope and shall have adequate provisions for drainage.
- h) Any awning, marquee, balcony, etc. over a sidewalk or utility easement must be at least 16 feet above the sidewalk, or be removable (with an agreement regarding removal and replacement); and must have at least three feet horizontal clearance from any streetlight or traffic signal pole.
- i) Required traffic signs, markings, c-curb and other traffic controls shall be installed.
- j) Vehicle and pedestrian sight distance shall be provided per BCC 14.60.240 and 14.60.241. Vertical as well as horizontal line of sight and all fixed objects, structures, and mature landscaping must be considered when checking for sight distance.

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

REVIEWER: Abdy Farid, Transportation

### **38. Pavement Restoration**

Pavement restoration associated with street frontage improvements, utility installation, or to repair damaged street surfaces shall be provided as follows. On NE 8<sup>th</sup> Street any trenching or construction-related street damage will require half street or full street grind and overlay. 108<sup>th</sup> Avenue NE surface is cement concrete pavement and is classified as "No Street Cuts Permitted". Any damage to the roadway will call for replacement of the entire 10-inch thick concrete panel or panels. The exact extent of the pavement restoration will be determined in the Right-of-way Use Permit for the development.

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

### **39. Implement the Transportation Management Program**

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

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

### **Attachments:**

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



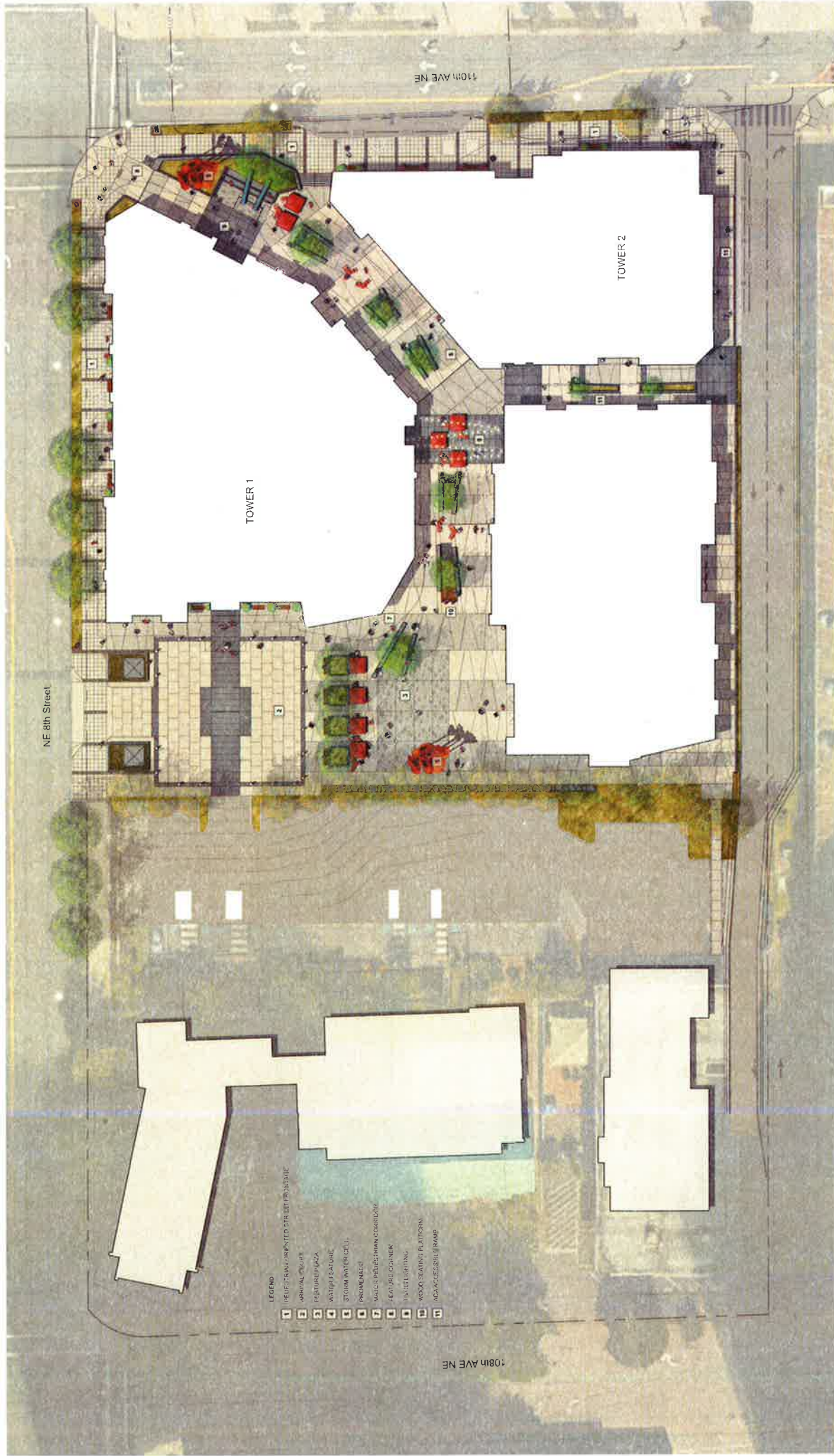
ILLUSTRATIVE SITE PLAN  
SCALE: 1" = 20'-0"



04/03/2017  
ELEV8







- LEGEND**
- 1. REUSE EXISTING STREET FRONTAGE
  - 2. ORIGINAL CURB
  - 3. FEATURED PLAZA
  - 4. WATER FEATURE
  - 5. STORM WATER CELL
  - 6. PLANTING
  - 7. MAINTENANCE CORRIDOR
  - 8. FEATURE CORNER
  - 9. PLANTING
  - 10. WOODEN PLANTING PLATFORM
  - 11. ADA ACCESSIBLE RAMP

Phase 1



ILLUSTRATIVE SITE PLAN  
SCALE: 1" = 20'-0"

04/24/2017  
ELEV8





<b>Project Name</b>	ELEV8
<b>Project Address</b>	10633 NE 8TH ST Bellevue, WA 98004
<b>Project Site Area</b>	Phase 1 = 109,035 SF Phase 2 = 91,632 SF
<b>Project Zoning</b>	DNTN-O-1
<b>Uses Proposed</b>	Residential RETAIL OFFICE

	PHASE 1	PHASE 2	LAND USE CODE
<b>Max lot coverage</b>	100%	100%	LUC 20.25A.020 A.2
<b>Setbacks</b>			LUC 20.25A.020
Front	0	0	0
Rear	20'-0"	20'-0"	N.A.
Side	20'-0"	20'-0"	24'-3"
<b>Building Height (200' Basic)</b>	Tower 1 449.2 ft	Tower 2 449.9 ft	Tower 3 449.5 ft
<b>FAR (Base 5.0)</b>	Unlimited (requires participation in FAR Amenity Incentive System)	Residential: Unlimited (requires participation in FAR Amenity Incentive System) Office: Max 8.0 (requires participation in FAR Amenity Incentive System)	5.42
<b>Avg. floor area above 40'</b>	20,000 GSF (Residential)	20,000 GSF (Residential)	LUC 20.25A.020
<b>Avg. floor area above 80'</b>	12,000 SF (Residential)	12,000 SF (Residential)	LUC 20.25A.020
<b>Upper Level Setback from NE 8th St.</b>	16'-9" (from curb)	16'-9" (from curb)	LUC 20.25A.100 E.7
<b>ROW Dimensional Req.</b>	16'5"	16'5"	LUC 20.25A.060 A
<b>Parking</b>	Min: 0/unit = 0 Max: 2.0/unit = 1,594	Min: 0/unit = 0 Max: 2.0/unit = 555	LUC 20.25A.050
<b>Residential</b>	1,186 stalls	456 stalls	
<b>Retail (Mixed Development)</b>	Min: 0/1000 nsf = 0 Max: 3.3/1000 nsf = 292	Min: 0/1000 nsf = 0 Max: 3.3/1000 nsf = 161	
<b>Office</b>	Min: 2.0/1000 nsf = 730 Max: 2.7/1000 nsf = 985	Min: 2.0/1000 nsf = 730 Max: 2.7/1000 nsf = 985	

PROJECT ZONING INFO

	Tower 3: Residential Only 450 ft tall	Tower 4: Office Only 300 ft tall	TOTAL
Max FAR (8)	393,657	725,021	8035
GFA For FAR	463,775	463,775	58,214
Net Square Feet	417,398	417,398	6,428
Parking:	1.0 / unit	3:1000 sf	3:1000 sf
Units/Rooms	349	417,398	49,482
Stall Req	1	0.0023	1
# Stalls	349	960	96
Avg Area/Stall			148
Parking Area Req'd:			
Below Grade Area:			
SF Over/Under			
			439
			1547
			440
			680,882
			680,000
			(882)

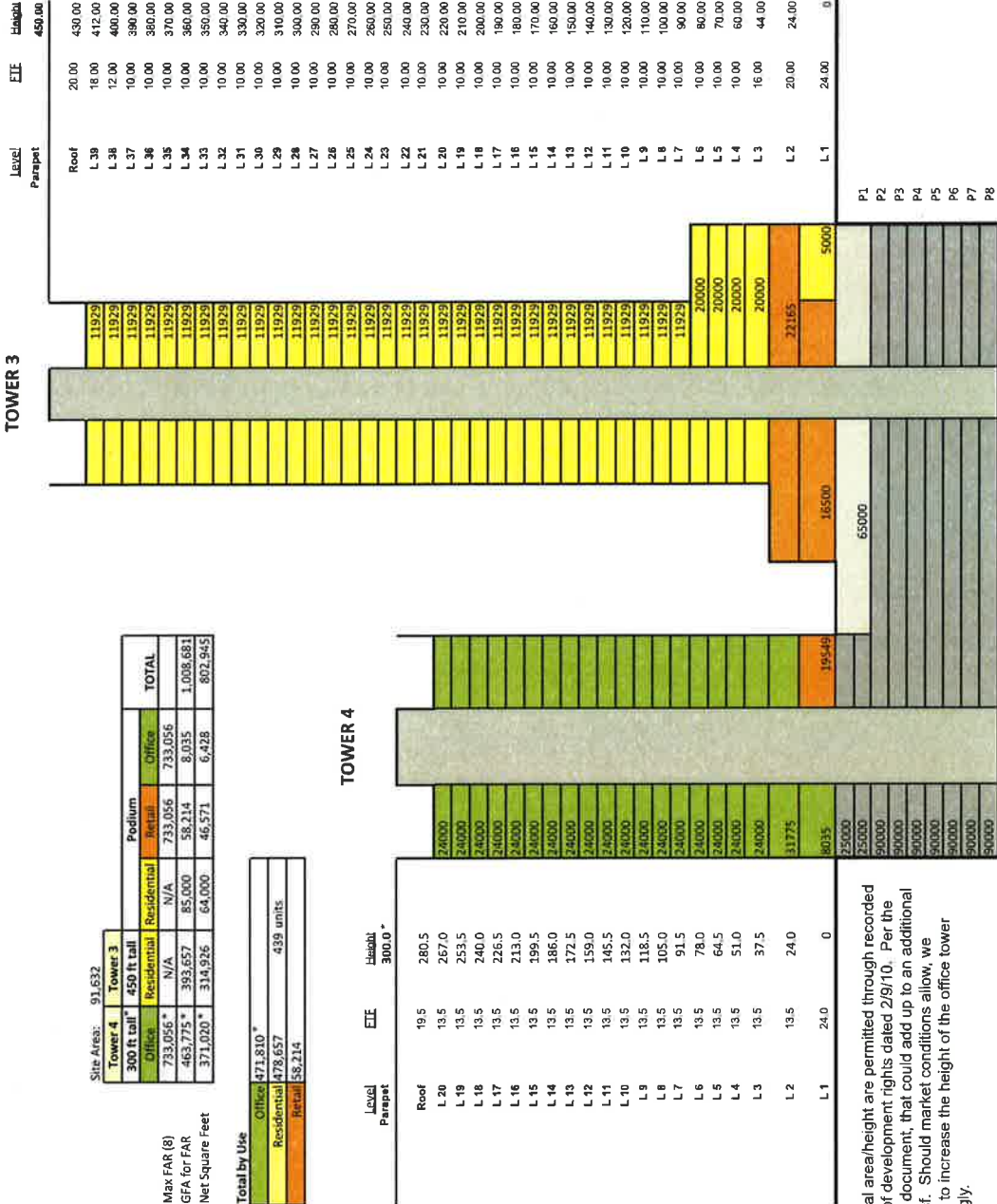
\*Additional area/height are permitted through recorded transfer of development rights dated 2/9/10. Per the recorded document, that could add up to an additional 195,803sf. Should market conditions allow, we may look to increase the height of the office tower accordingly.

	PHASE 1	PHASE 2	MASTER PLAN
SITE AREA	109,035 SF	91,632 SF	200,667 SF
BASE FAR	5.0	5.0	5.0
BASE ALLOWABLE AREA	545,176 SF	458,160 SF	1,003,336 SF
AMENITY BONUS AREA	3,910,961 SF	1,947,204 SF	5,858,165 SF
TOTAL ALLOWABLE AREA	4,456,137 SF	2,405,364 SF	6,861,501 SF
PROPOSED AREA	981,947 SF	1,008,681 SF*	1,990,628 SF
EFFECTIVE FAR	9.0	11.0	9.92

	PHASE 1	PHASE 2	Master Plan
SITE AREA	109,035 SF	91,632 SF	200,667 SF
Lot Coverage=53%			Lot Coverage=54%
Bonus Ratio	200 : 1	250 : 1	250 : 1
Ped. Oriented Frontage	359 LF	71,600 SF	50,000 SF
Marquee	7,050 SF	28,200 SF	20,000 SF
Water Feature	\$200,000.00	16,000 SF	5,000 SF
Sculpture	\$300,000.00	15,000 SF	5,000 SF
Subtotal for Min. Amenity	130,800 SF	187,800 SF	236,453 SF
Residential Uses	874,054 SF	3,486,215 SF	1,531,704 SF
Underground Parking	496,397 SF	249,199 SF	565,000 SF
Landscaped Area	17,373 SF	34,746 SF	13,000 SF
Plaza	0 SF	0 SF	0 SF
TOTAL	3,910,961 SF	1,947,204 SF	5,858,165 SF

Min. Amenity Area (20 x Site Area x Basic FAR)

TOWER 3



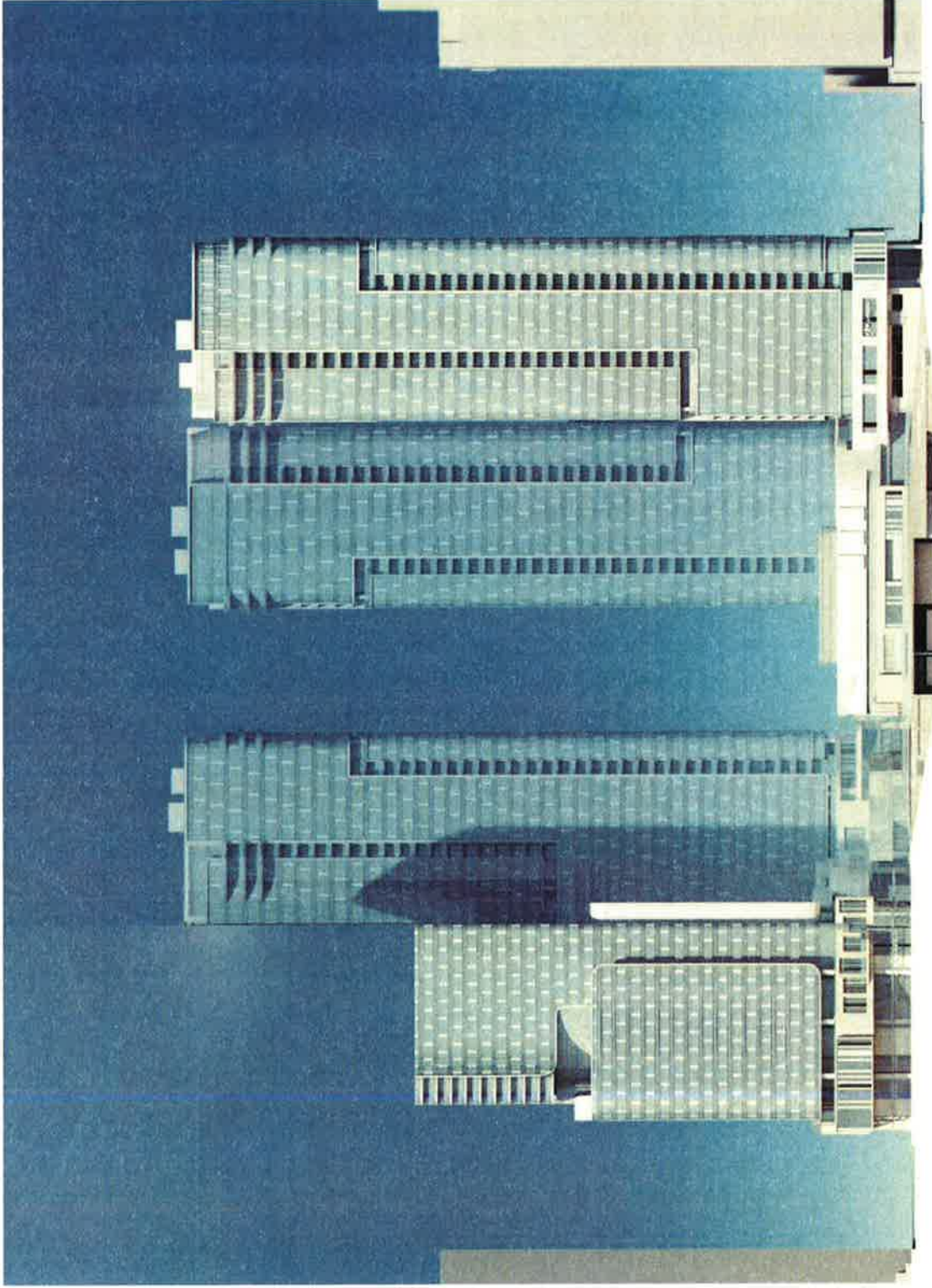
Site Area: 91,632	
Tower 4	
Tower 3	
300 ft tall	
450 ft tall	
Office	Residential
733,056 *	N/A
463,775 *	85,000
371,020 *	58,214
393,657	8,035
314,926	6,428
64,000	46,571
802,945	802,945

Office	471,810 *
Residential	478,657
Retail	58,214
439 units	

TOWER 4

\*Additional area/height are permitted through recorded transfer of development rights dated 2/9/10. Per the recorded document, that could add up to an additional 195,808sf. Should market conditions allow, we may look to increase the height of the office tower accordingly.

FULL BUILD AREA SUMMARY



OVERALL SOUTH ELEVATION

300-foot tall Office Tower and 450-foot tall  
Residential Tower

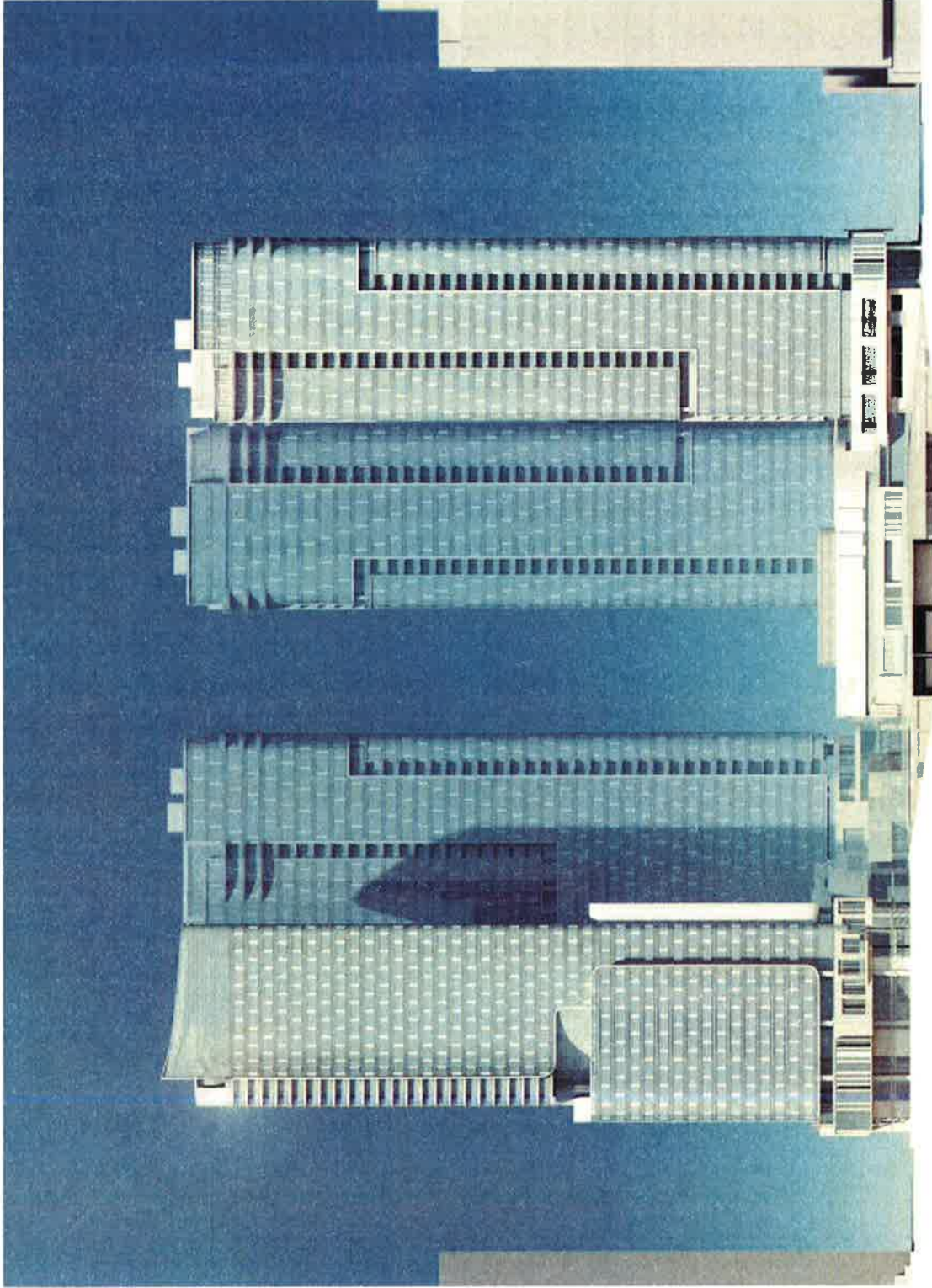
02/05/2016  
PARK 8



PLU  
Investment







OVERALL SOUTH ELEVATION

450-foot tall Office and Residential Towers

02/05/2016  
PARK 8









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CIVIL / STRUCTURAL

CIVIL  
TESC & DEMOLITION  
PLAN

MASTER DEVELOPMENT PLAN  
CITY OF BELLEVUE  
WASHINGTON

DRAWN BY	RH
CHECKED BY	KWO
JOB NUMBER	15012-0010

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**ERS**  
• SOUTHEAST  
N 98101  
2060 202 1050  
TOTAL

**ENGINEERING**  
110 STEVANT STREET  
SEATTLE, WASHINGTON  
PHONE: (206) 332-4500 • FAX:  
WEBSITE: [www.dhengineering.com](http://www.dhengineering.com)  
CIVIL / STRUCTURAL

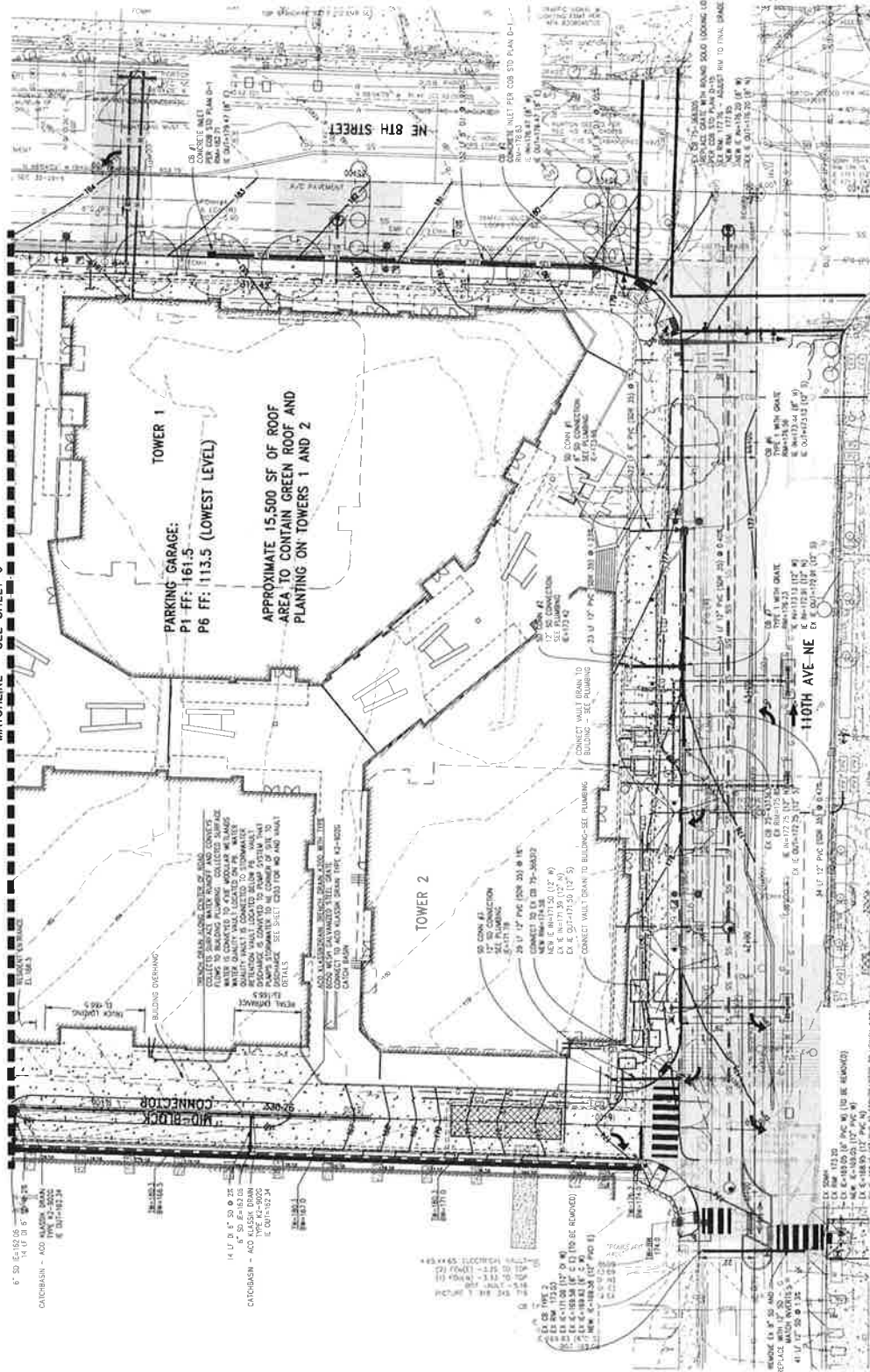
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MATCHLINE - SEE SHEET 6



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NO.	DATE	BY	DATE
1	10/10/12	JD	10/10/12
2	10/10/12	JD	10/10/12
3	10/10/12	JD	10/10/12
4	10/10/12	JD	10/10/12
5	10/10/12	JD	10/10/12
6	10/10/12	JD	10/10/12
7	10/10/12	JD	10/10/12
8	10/10/12	JD	10/10/12
9	10/10/12	JD	10/10/12
10	10/10/12	JD	10/10/12

**DCI ENGINEERS**  
1111 WEST 10TH STREET, SUITE 100  
SEATTLE, WASHINGTON 98101  
TEL: 206.461.1111  
WWW.DCIENGINEERS.COM

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

## ELEV 8

CITY OF BELLEVUE  
MASTER DEVELOPMENT PLAN  
WASHINGTON

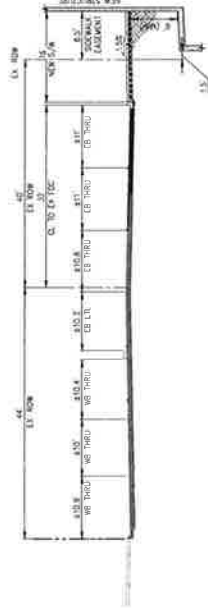
CIVIL  
GRADING & DRAINAGE  
PLAN

SEC. 26, TWP. 24 N. R. 36 E.  
SHT. 5 OF 12

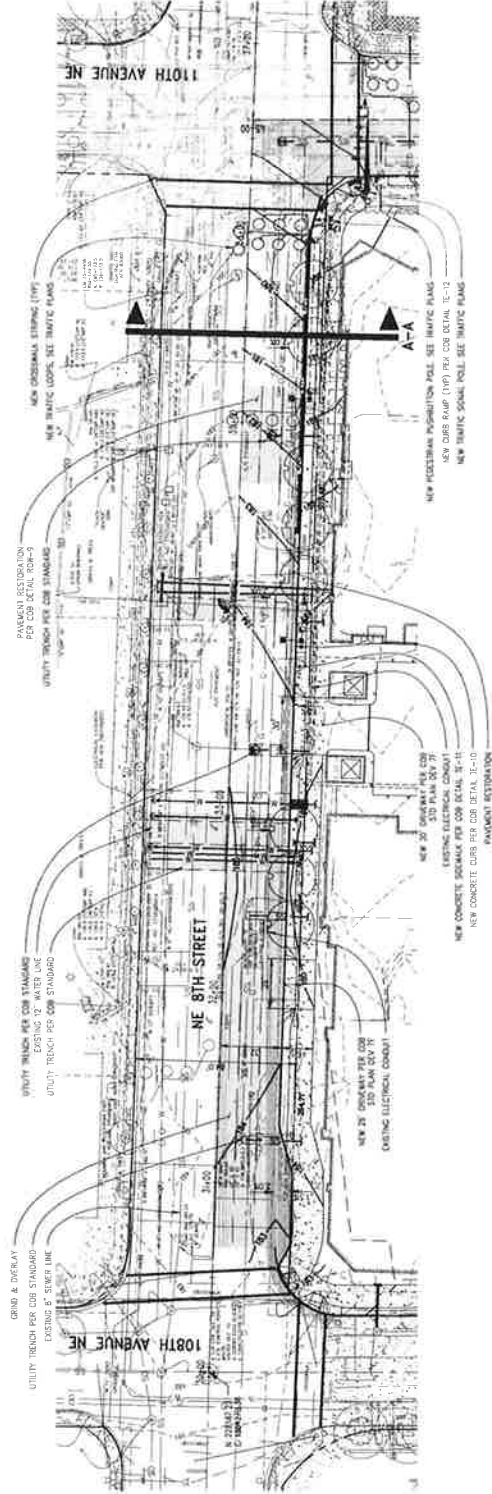


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FOR PERMIT



SECTION A-A  
SCALE: 1"=4'



NO.	DATE	BY	APP'D	REVISIONS

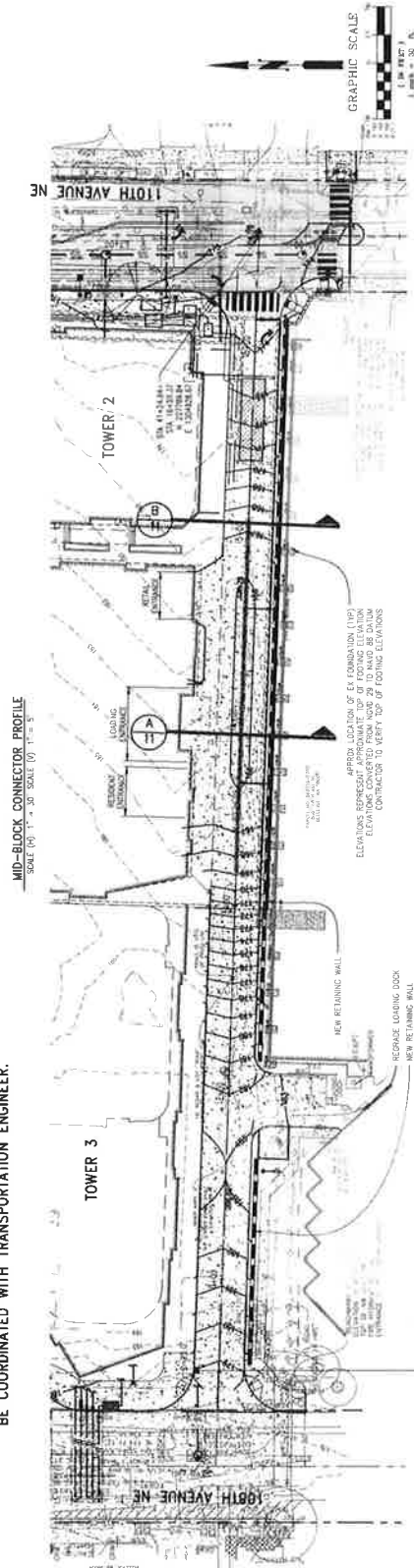
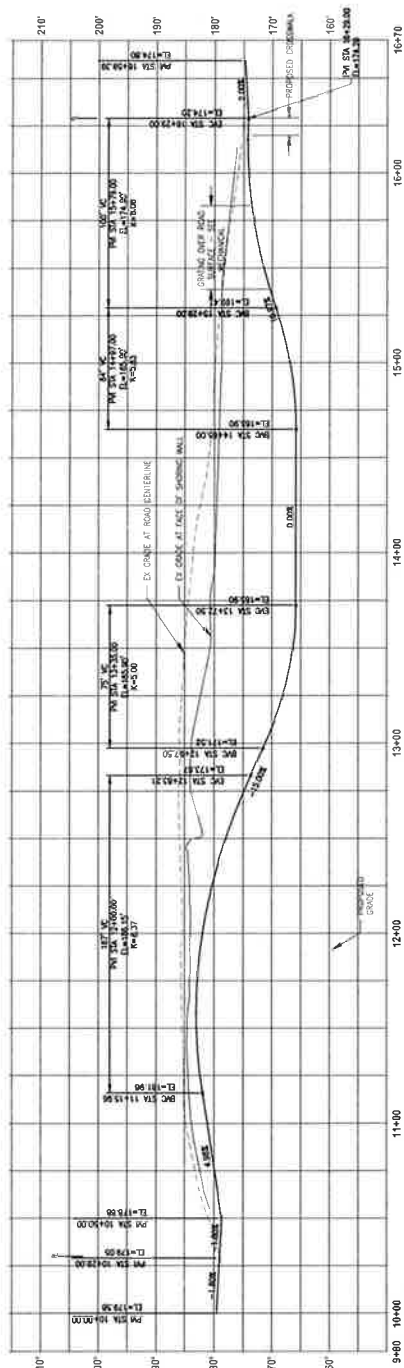
DAS	PROJECT MANAGER
DR	DR
CHKD BY	1502-0010
JOB NUMBER	

# ELEV 8

CIVIL	NE 8TH STREET
IMPROVEMENT PLAN	
SEC. 26	TWP. 2N RGE. 3E
SHT. 8	OF 12

CITY OF BELLEVUE MASTER DEVELOPMENT PLAN WASHINGTON

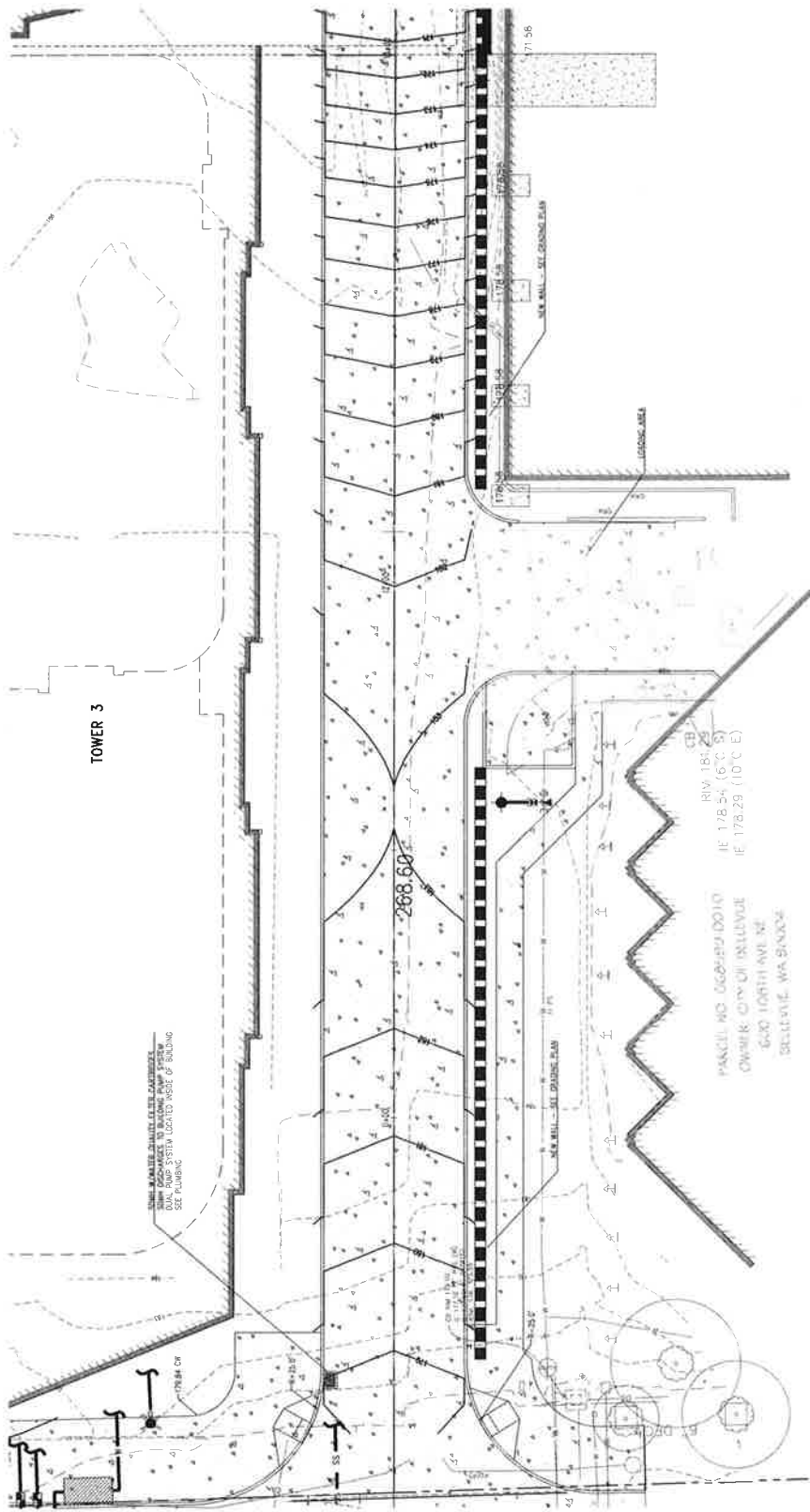
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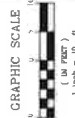
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RH  
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JOB NUMBER

**ELEV 8**

CITY OF BELLEVUE MASTER DEVELOPMENT PLAN WASHINGTON

MID-BLOCK CONNECTOR  
OFFSITE LOADING DOCK  
GRADING

SEC. 26 TWP. 2N RGE. 3E SHT. C12 OF 12







TITLE: <b>WATER TREATMENT PLANT</b> DRAWING NO: <b>WTP-001</b>		PROJECT: <b>WATER TREATMENT PLANT</b> SHEET NO: <b>00</b>	
DATE: <b>10/10/2023</b> DRAWN BY: <b>JOHN DOE</b> CHECKED BY: <b>JANE DOE</b> APPROVED BY: <b>JOHN DOE</b>		SCALE: <b>1:1</b> UNIT: <b>MM</b> MATERIAL: <b>CONCRETE</b> COLOR: <b>WHITE</b>	
NOTES: <b>1. ALL DIMENSIONS ARE IN METERS.</b> <b>2. SEE ATTACHED SPECIFICATIONS FOR MATERIALS.</b> <b>3. THE DRAWING IS FOR INFORMATION ONLY.</b>		REVISIONS: <b>1.0</b> DATE: <b>10/10/2023</b> BY: <b>JOHN DOE</b> DESCRIPTION: <b>INITIAL DESIGN</b>	



NE 14 SEC 32 TWS 25 N. RGE 5 E. W.M







Sally Nichols  
June 16, 2017

## ENVIRONMENTAL CHECKLIST

10/9/2009

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

### INTRODUCTION

#### Purpose of the Checklist:

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

#### Instructions for Applicants:

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

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

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

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

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

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

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

## BACKGROUND INFORMATION

Property Owner: 10833 NE Eight Street Partners

Proponent: Keith Henrickson, Plus Investments

Contact Person: Kevin Sutton, MZA

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

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

Phone: (425) 559-7583

Proposal Title: Bellevue International Plaza *Master Development Plan (MDP)*

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

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

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

1. General description: master plan to include ~~(5)~~ 43 story towers above retail podium & parking ✓  
*scope reduced: 3 - 450' tall res. towers  
1 - 3-4 story low rise  
1 - 300' tall office (could go to 450')*
2. Acreage of site: 4.3506 ✓
3. Number of dwelling units/buildings to be demolished: 3 building ✓
4. Number of dwelling units/buildings to be constructed: ~~1600~~ units *revised to approx 1300* ✓
5. Square footage of buildings to be demolished: 47,102sf ✓
6. Square footage of buildings to be constructed: 2.8M SF
7. Quantity of earth movement (in cubic yards): 600,000 CY Excavated ✓
8. Proposed land use: ~~hotel~~ *hotel (ok?)*, office, residential and retail *hotel is res. use that could be added in Phase 2 also.* ✓
9. Design features, including building height, number of stories and proposed exterior materials: ✓  
450' height, 43 stories, clad in primarily metal panel and glass curtainwall, *300' office, tall, slender towers to maximize light & air.*
10. Other

Estimated date of completion of the proposal or timing of phasing: *2 phases* ✓

2025

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

Not beyond the master plan ✓

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

Environmental reports have been developed for the existing site

*no critical areas or contamination cited*

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

(OK) None that we're aware of. *Phase 1*

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

Permits as required by the city of Bellevue, including but not limited to building, grading, smoke control, utility, mechanical, electrical, etc. *Phase 1 has received Design Review approval (16-124075-LD) and city reviewing construction permits.*

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

☐ Land Use Reclassification (rezone) Map of existing and proposed zoning *NA*

*16-118195-FH*

☐ Preliminary Plat or Planned Unit Development  
Preliminary plat map *NA*

*16-128299-BV*

*16-128836-DE*

*16-131660-TN*

☒ Clearing & Grading Permit *16-128761-6D*  
Plan of existing and proposed grading  
Development plans

☒ Building Permit (or Design Review) *16-124075-LD*  
Site plan  
Clearing & grading plan *16-132293-BB*

☐ Shoreline Management Permit  
Site plan *NA*

## A. ENVIRONMENTAL ELEMENTS

### 1. Earth

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

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

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

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

*Per geotech. Report, prepared by Assoc. Earth Sciences Inc, 1/28/16*

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

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

*urban site w/ surface parking lot and church bldgs.)*

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

Estimated 600,000 cubic yards will be excavated for the below grade parking garage.

*(6 levels Phase 1, up to 8 Levels Phase 2)*

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

No

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

98%

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

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

*Erosion control  
per C&E inspection  
and BCC 23.76*

*landscape areas  
and green roofs will  
provide added  
stormwater  
retention*

*Erosion &  
sediment  
control per  
23.76*

## 2. AIR

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

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

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

None that we're aware of.

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

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

*• Covered loads  
• avoid periods of  
prolonged idling  
• debris & exposed areas  
sprinkled*

*Construction Dust  
Suppression per 23.76*

## 3. WATER

- a. Surface

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

No

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

No



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

N/A

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

No

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

No

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

No

b. Ground

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

The building may utilize underslab drainage pump which could impact the ground water level in the immediate area of the structure.

*also temp. dewatering needed during construction of underground parking if levels below water table*

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

N/A

c. Water Runoff (Including storm water)

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

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

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

No



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

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

*oil/water separators, retention/detention storage, catch basins w/ clean outs, etc.*

*Per utilities code  
24.06 - storm and  
surface water and  
C & G BCC 23.76*

#### 4. Plants

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

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

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

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

*Parks determined trees in  
Phase 1 can be removed.  
Trees in Phase 2 will  
be assessed during  
Design Review*

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

None that we're aware of.

*urban site -  
muddy parking lot*

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

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

#### 5. ANIMALS

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

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

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

None that we're aware of

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

Not that we're aware of

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

The site will have more landscaped areas than it currently does

part of Pacific  
flyway w/ encompasses  
entire Puget Sound region

## 6. Energy and Natural Resources

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

Electric and gas

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

The high rise towers do cast some shade on adjacent properties

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

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

slim towers  
w/ generous  
separation

## 7. Environmental Health

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

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

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

None

All material  
removed from site  
to be disposed of in lawful  
landfill per Co B reqs.  
C & G 23.76  
DOE chapters in  
WAC

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

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

b. Noise

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

Traffic noise

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

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

*construction noise per  
BCC 9.18*

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

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

*mufflers on equip, best available  
noise abatement tech.*

*BCC 9.18.020.F*

8. Land and Shoreline Use

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

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

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

No

- c. Describe any structures on the site. ✓

Existing 5500sf commercial building at NE corner.

*Phase 1 - Yuen Lui photo  
studio bldg  
Phase 2 - church bldgs, the  
Bradford Bldg (office)*

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

Existing commercial building noted above will be removed

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

DNTN0-1

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

City of Bellevue Comprehensive Plan Volume 1 & 2

*Downtown Core  
DOWNTOWN designation*

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

N/A

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

No

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

4000 residents and employees.

*1300+ residents +  
office workers*

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

*10± workers  
in photo. studio/  
office workers/daycare  
in the Bradford Bldg*

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

None

✓  
yuen has already  
closed, church already  
moved

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

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

compliance w/  
applicable code segmt's  
standards & guidelines  
 thru Design Review. Phase 1  
has received Design Review approval  
(16-124075-LD) and threshold SEPA  
DNS. Phase 2 will require DR  
and SEPA review.

## 9. Housing

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

1600 units (high income)

1300± - Phase 1 797  
Phase 2 439±

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

None

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

None

## 10. Aesthetics

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

465' 450'

no part of  
Building may exceed 450'  
Hts reduced in Phase 1 DR  
and in MDP revised  
elevations

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

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

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

None

slim towers, wide  
tower separation, pulling towers  
to edges to allow light and air in  
public spaces - all help reduce impacts  
on views from neighboring  
properties

## 11. Light and Glare

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

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

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

Glare should not interfere with views or public safety

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

There are a few reflective buildings in the area, but density should limit opportunities for glare

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

Use of glass that is not highly reflective.

✓  
low-reflecting  
glazing  
encouraged

✓  
light and glare  
regulated by  
LUC 20.20.522

cut-off req'd  
shields for site lighting -  
dimmable lights  
also

✓  
✓

Ashwood Park, public  
open space in surrounding  
towers

## 12. Recreation

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

Bellevue Downtown park

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

No

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

The project will include a grade level plaza that can serve as a gathering place

✓  
Phase 1: Feature plaza,  
ped. amenities  
Phase 2: main plaza  
Rec. amenities  
w/in bldg for  
residents

## 13. Historic and Cultural Preservation

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

No

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

None

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

None

## 14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

I-405 leads to NE8th which connects to 108th and 110th on either side of the site.

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

Yes

✓  
1/2 block to transit center  
and new light rail station

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

2800 new, eliminates 388 existing stalls

✓  
Exst. commercial  
lot demolished new  
1,456 stalls in  
Phase 1  
approx 1,550 in Phase 2

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private). ✓

Mid Block Connection will be provided <sup>vehicular</sup> ~~along~~ <sup>in addition to</sup> a crosswalk across 110th.

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

No

*new light rail  
w/in 1/2 block*

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

There would be an additional <sup>1,397</sup> ~~13,896~~ net new trips for the full build out

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

Our project will be accessed from the <sup>vehicular</sup> Mid-Block Connection. There will be signal and channelization adjustments that will be included with this project.

*Title 14-  
Transportation Code  
- Trans. Management  
program  
BCL 22.16 impact  
fees*

## 15. Public Services

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

Yes. The project does accommodate additional permanent residents and employees. This would create additional demand for the services noted above.

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

None

## 16. Utilities

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

Electricity, gas, water refuse, phone, sanitary and storm sewers.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. ✓

All of the above utilities would be part of this project. Puget Sound Energy, Bellevue Utilities

## Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

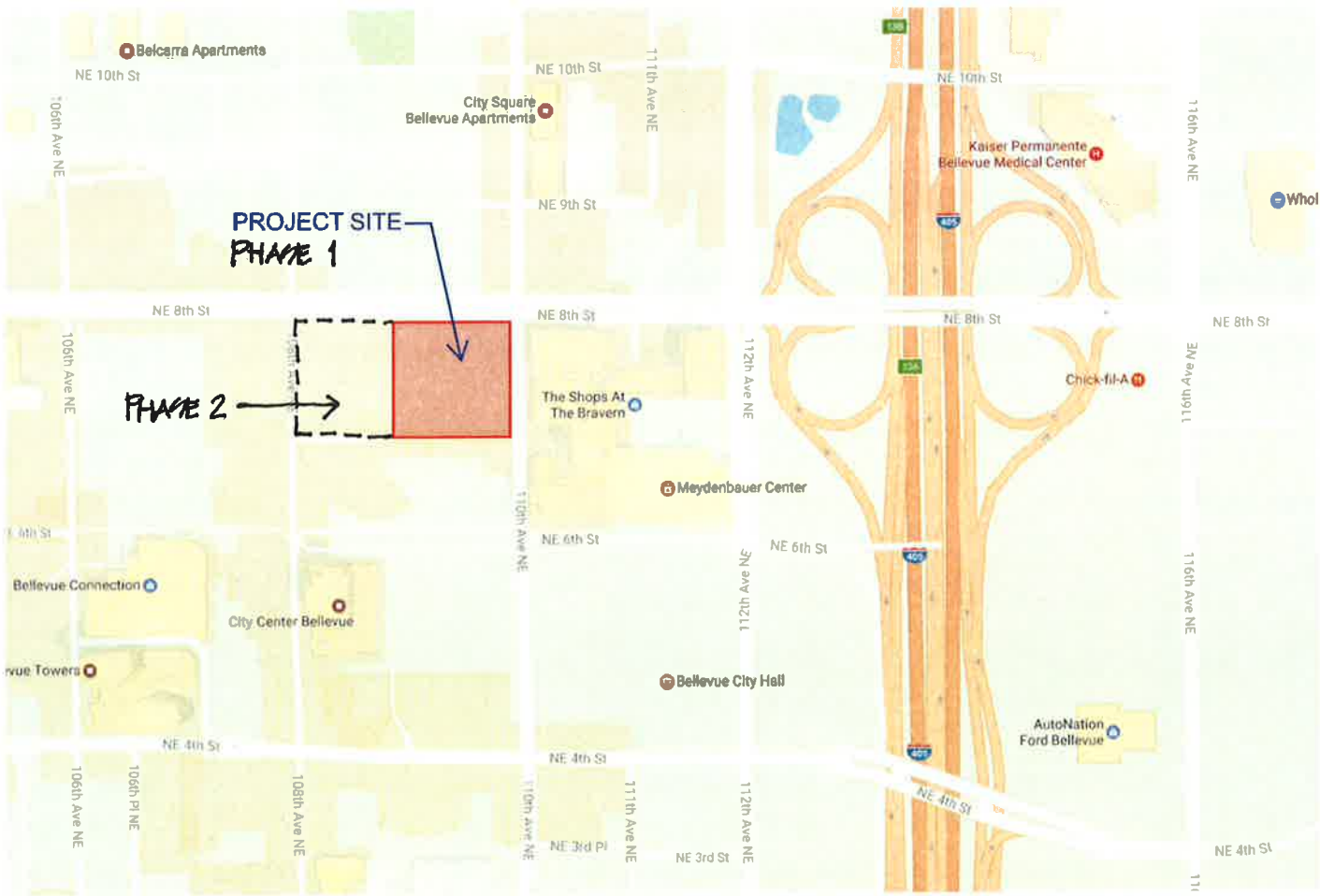
Kevin Sutton

Digitally signed by Kevin Sutton  
DN: C=US, E=kevin.sutton@mza-us.com,  
O=MZA Architecture, OU=MZA,  
CN=Kevin Sutton  
Date: 2017.06.16 11:32:14-07'00'

Signature.....

Date Submitted 06/16/2017

VICINITY MAP



NS

August 26, 2016

Kevin Corbett  
Plus Investment (USA), Inc.  
12838 SE 40th Place  
Suite 200  
Bellevue, WA 98006

Re: Term Sheet for the use of a 15-foot strip of land (approximately 9,000 sf) located on the northernmost portion of 600 108<sup>th</sup> Avenue NE Bellevue, WA, to facilitate development of the Purchaser Property and potential future development of the Seller Property

<b>Purchaser:</b>	10833 NE Eight Street Associated LLC
<b>Seller:</b>	CW Nom LLC
<b>Purchaser Property:</b>	As approximately identified on Exhibit A [Site Plan]
<b>Seller Property:</b>	As approximately identified on Exhibit A [Site Plan]
<b>Mid-Block Connector:</b>	A road bisecting Purchaser Property and Seller Property in the location approximately identified on Exhibit A, to be constructed by Purchaser at Purchaser's cost. Half of the Mid-Block Connector will be constructed on Seller Property and half will be constructed on Purchaser Property. Purchaser will construct any improvements required by the City of Bellevue (e.g., pedestrian pathways) at Purchaser's cost. Location, design and specifications for the Mid-Block Connector are subject to Seller and Purchaser approval.
<b>Rights and Obligations of Purchaser:</b>	<ol style="list-style-type: none"><li>1. Purchaser must build the Mid-Block Connector, below-grade parking with a minimum of six levels, a shoring wall and foundation and below-grade concrete utility vault(s) below the portion of the Mid-Block Connector on Seller Property, the location, design and specifications for which are subject to Seller approval. Purchaser will, at its sole cost, pay for all construction, shoring and utility costs of the Mid-Block Connector as well as the cost to construct the parking beneath it</li><li>2. Purchaser will grant Seller a perpetual easement for the use of the portion of the Mid-Block Connector lying on Purchaser Property</li><li>3. Purchaser will allow Seller use of the shoring wall for future development on Seller Property. Purchaser's foundation must allow Seller to build up against it without requiring shoring, as well as allow one or more "punch throughs" for future parking circulation. A "punch through" for future parking is currently expected to be constructed between the 6<sup>th</sup> level of below-grade</li></ol>



parking on the Purchaser's property and the 7<sup>th</sup> level of below-grade parking on the Seller's property. To the extent that construction plans change at either Purchaser's or Seller's property, Seller will retain the right to "punch through" on at least one mutually agreed upon level of below-grade parking

4. Purchaser will work with Seller in good faith to create pedestrian pathways between the projects at grade as well as on each below-grade level of parking
5. Purchaser will build foundation wall to at least the depth of Seller's proposed foundation wall, eliminating the need for Seller to underpin Purchaser's foundation wall
6. Future crane-swing easement for future development on Seller Property
7. Future tic-back easement for future development on Seller Property
8. Other typical construction easements for future development on Seller Property
9. Perpetual easement of 205 parking stalls to be developed by Purchaser. 115 stalls will be available to Seller upon completion of Phase I [the eastern approx. 109,032 sf of Purchaser Property, as shown on Exhibit A] of Purchaser development and 90 additional stalls will be available to Seller upon completion of Phase II [the western approx. 91,643 square feet of Purchaser Property, as shown on Exhibit A] of Purchaser development. Purchaser will retain the right to use the 205 parking stalls during nighttime hours (7pm-6am)
10. Purchaser will reimburse Seller for all costs associated with this agreement in excess of \$50,000

**Rights and  
Obligations of  
Seller:**

1. Seller will grant Purchaser a perpetual easement for the use of the portion of the Mid-Block Connector lying on Seller Property, together with a perpetual easement for the to-be-constructed parking situated below grade on the portion of the Mid-Block Connector on Seller Property
2. A crane-swing easement
3. A tic-back easement
4. Other typical construction easements

**Purchaser  
Completion  
Guaranty / Surety  
Bond:**

Purchaser will provide completion guaranties and security acceptable to Seller for the completion of the below-grade parking structure and Mid-Block Connector. Purchaser will deliver 115 parking stalls upon the earlier to occur of (i) 36 months from Phase I construction commencement or (ii) Seller construction commencement. If Purchaser fails to deliver the stalls in this timeframe, Purchaser agrees to pay a monthly payment in the aggregate amount of the prevailing market rate of comparable parking stalls for each undelivered stall until such stalls are delivered to Seller. Purchaser agrees to the same payment if it fails to deliver 90 parking stalls upon the earlier to occur of (i) 36 months

from Phase II construction commencement or (ii) Seller construction commencement.

In addition to the remedies described above, in the event that the parking stalls are not delivered to Seller within a reasonable time period, Purchaser agrees to pay a one-time payment in the aggregate amount of the prevailing annual market rate of comparable parking stalls multiplied by the number of undelivered stalls divided by the lower of (i) 5.0% or (ii) the prevailing market capitalization rate for comparable parking structures. This one-time payment will apply to both Phase I and Phase II parking stalls.

**Cooperation:** Purchaser and Seller will coordinate the development of any future construction on Purchaser Property and Seller Property, including integrating access, egress and use.

**Non-Binding:** Purchaser and Seller recognize that development projects similar to the projects contemplated by this Terms Letter involve significant due diligence, coordination and planning. This Terms Letter is intended to set forth the basic framework regarding development of the Mid-Block Connector, shoring wall and below-grade parking. All terms and provisions of this Terms Letter set forth above are expressly conditioned upon and subject to the parties entering into a definitive development agreement and are not binding upon Purchaser and Seller in any way. Any definitive agreement will include customary representations and warranties, including warranties related to the Foreign Corrupt Practices Act and OFAC regulations. Purchaser and Seller each acknowledge that (i) a transaction of this type involves many essential and nonessential terms and conditions and that there has not yet been a definite statement of all the terms and conditions of the proposed transaction, (ii) this Terms Letter is not intended to constitute an offer or an acceptance of an offer, and (iii) this Terms Letter is not intended to constitute an agreement to negotiate or execute a development or any other agreement in the future.

*[signature page to Terms Letter]*

10833 NE Eighth Street Associates LLC

CW Nom LLC

By: 

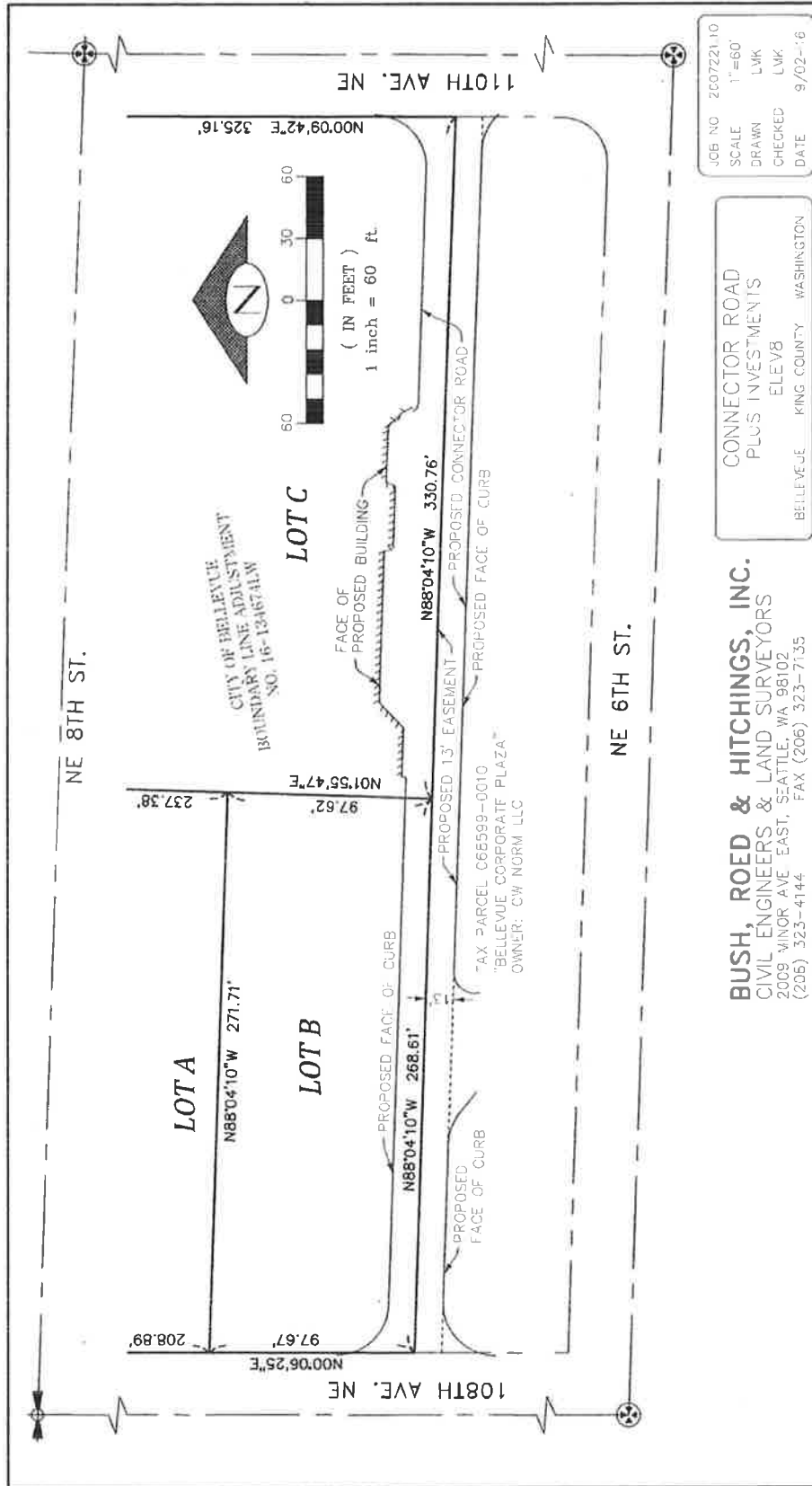
Name: Kevin Corbett

Date: 9/1/16

By: 

Name: David Weinberg

Date: 9/2/16



JOB NO 2607221.10  
 SCALE 1"=60'  
 DRAWN LWK  
 CHECKED LWK  
 DATE 9/02--16


CONNECTOR ROAD  
 PLUS INVESTMENTS  
 ELEV8  
 BELLEVUE KING COUNTY WASHINGTON

**BUSH, ROED & HITCHINGS, INC.**  
 CIVIL ENGINEERS & LAND SURVEYORS  
 2009 WINOR AVE EAST, SEATTLE, WA 98102  
 (206) 323-4144 FAX (206) 323-7135

## CERTIFICATE OF CONCURRENCY

ELEV8

This certificate documents the Transportation Department Director's decision that the development project at 10833 NE 8<sup>th</sup> Street (Master Development Plan File No. 16-124078 LP) complies with the requirements of the Traffic Standards Code (BCC 14.10). This decision reserves 1,397 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

6/29/17

\_\_\_\_\_  
Date

Certificate No. 111