



City of
Bellevue Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009

April 2, 2025

Ms. Kandice Kwok Lai
JYOM Architects
10400 NE 4th Street
Lincoln Center 6F, Suite 158
Bellevue WA 98004
Kandice.kwok@jyomarchitects.com

RE: **Pinnacle Bellevue South**
Project #: 24-122583-LD
Revision Request #1

SENT VIA MYBUILDINGPERMIT.COM

Dear Ms. Kwok:

The Development Review Committee (DRC) has reviewed the application package submitted on September 19 2024. The DRC has determined that the information provided requires further revisions to bring it into compliance with City Code. **Please note, additional information may be requested as a result of our review of your resubmittal.**

Please ensure you respond in full to this revision request. A tabulated response to each item requested should be provided in conjunction with revised plans and reports. The tabulated response must provide direct references to plan sheets or reports as required.

Please ensure you update all application material as a result of changes requested in this revision request. If there are inconsistencies or outdated material in any resubmitted documents it will lead to delays in processing this application.

If you would like to meet and discuss these comments prior to submitting a revision, please contact me to schedule a virtual meeting. You are also welcome to reach out directly to any reviewer listed below for clarification of their comments. In your next resubmittal to the City please ensure that you provide a response to every revision comment in one consolidated comment response letter.

Please note, it is strongly recommended that you engage with the A Regional Coalition for Housing (ARCH) to discuss the requirements for affordable housing provision within this development.

Department comments are as follows:

Land Use

Staff Contact: Angus Bevan, 425-229-6607, abevan@bellevuewa.gov

General

1. Administrative Departure Forms have not been submitted for any of the departures sought. Please submit departure forms to address this omission. From an initial review, it appears you will need departures for:
 - Compact Parking
 - Tower Separation
 - Right-Of-Way Design Guidelines:
 - o Build-to-line
 - o Blank walls/inactive use – NE 10th Street
 - o A departure is required to consider residential lobbies as active space
 - o Points of Interest to NE 8th Street (Building 6)
 - o Transparency to NE 8th Street (Building 6)
 - o Active Uses to NE 8th Street (Building 6)

There may be other departures required based on future reviews. Please ensure you review the project with departures in mind and apply for all necessary.

2. **There is a general sense of inconsistency across the submission documents. Prior to resubmittal, please ensure all plans and supporting documentation show consistent information representing the development proposal. Please ensure updated information is consistent with any changes arising as a result of this revision request.**

The City will be forced to request further revisions should inconsistencies be identified in subsequent submissions.

3. Please ensure each building number is labelled across all plan sheets for reviewer convenience.
4. All pages of submitted architectural and landscape plans must be bookmarked and labelled. Please ensure you remove all viewports so that the City can accurately scale and measure drawings.
5. We understand that this Design Review and parent Master Development Plan are not phased similar to Pinnacle North. We strongly recommend you reconsider phasing to have greater flexibility for the construction stages should a permit be issued. Unphased projects of this scale are highly atypical and may introduce potentially burdensome requirements for construction delivery.
6. Provide a physical color and materials board. Modifications can still be made to the color/materials throughout the review process. The color/materials board can be dropped off at City Hall. Please provide advance notice of when you would like to drop it off so we can plan to meet someone in the permit center to accept it.

Building Design

7. The average finished grade is calculated incorrectly. The current plans measure the average finished grade around the tower profile which is not correct. The calculation must be based on the envelope of the podium/ground floor levels. This must be updated and recalculated and height limits on elevations/sections must be updated. For Buildings 4 and 5, the podium can be split into two sections for the purposes of calculating max heights for Buildings 4 and 5. I.e, the podium can be 'split' for purposes of calculation adjacent to the bus-stop to NE 8th Street.

Please note, no architectural features or parapets outside of minor building elements (flat roof, water detention, etc) are permitted above the maximum height limit. No fixed structures are permitted above the maximum building height outside of fixed mechanical structures. That is, outdoor living, or structures to access to outdoor living are permitted above maximum building height.

8. There is a general sameness to the design response across the site. Given that this is an atypically large project for the municipality, we would expect there to be some greater sense of variation across the site to achieve compliance with LUC 20.25A.180. Please explore the potential to diversify the design of buildings across the site to avoid each building being read as essentially the same thing.
9. The current massing of the towers does not satisfy the tower separation requirements of LUC 20.25A.060.A.4 and 20.25A.075.B as follows:
 - Towers 6 and 7 are separated by 40' where 60' is required
 - Towers 7 and 8 are separated by 40' where 60' is required
 - Towers 5 and 6 are separated by 59'6" where 60' is required
 - Towers 3 and 7 are separated by 59'6" where 60' is required
10. The podium level to each of the buildings east of Village Way South lack sufficient distinction from the above tower form in terms of design response including materiality, articulation, and visual interest. Further, the street interface at first and second level across these towers fails to provide sufficient variety and visual distinction from one another. This does not satisfy the requirements of LUC 20.25A.170.A.1 and LUC 20.25A.180, specifically LUC 20.25A.180.D. For clarity, the programming of space in and around these buildings to each street frontage is acceptable under this code, however the façade design is not. Please give further consideration to enhancing the design of these public-facing street interfaces. Consider improving the design of points of interests of the façade and improving material articulation.
11. Please clarify how the upper-level tenant spaces would be accessed from adjacent streets. Are they accessible via the lift core? Access solely via the Plaza is not considered to represent an acceptable outcome. Please indicate how the retail spaces within the Plaza level are made known to those traversing along 102nd Ave NE. Suitable wayfinding signage is an option (via condition) to draw the public into this space. Alternatively, suitable wayfinding signage into and through lobby spaces to each building (via condition), or upper-level signage fronting the street may prove suitable outcomes. Compliance with LUC 20.25A.170.D is expected albeit it is recognized this is an atypical setting with a raised public plaza providing a visual barrier to 102nd Ave NE.
12. Building 8 requires a direct entrance via NE 10th Street to achieve compliance with LUC 20.25A.160.C. A secondary entrance to the north-south through-block connection is fine, however an additional direct connection to NE 10th Street is required in a similar fashion as Building 6.
13. There does not appear any information regarding exhaust points either to the basement garage or any of the retail spaces. Please include these in drawings if known or provide further information about how this will be addressed. Exhausts must be designed in accordance with the Exhaust Control Standards at LUC 20.25A.130.D.

14. Rooftop plans must be provided for each building. This must show how the rooftop spaces are to be programmed and where mechanical services are located. Please refer to the maximum building height note in Item 6 of this letter.
15. Please describe and show how light and glare will be addressed as part of the selection of materiality and building design.

Right-Of-Way Design Guidelines

16. There are non-compliances with the Right of Way Design Guidelines. Please note, the right-of-way design guidelines are calculated on a per-building basis (i.e a 75% transparency requirement is measured and calculated on one end-to-end building façade). The areas of current non-compliance in this iteration of the design include:
 - a. Building 8 to NE 10th Street does not comply with the maximum 25% blank wall/inactive use requirement. Note, residential use and residential lobby areas are not considered active uses pursuant to the DT – Active Use definition. Departures can be granted to include residential lobby/amenity space. A departure can also be granted if the maximum 25% cannot be achieved.
 - b. Building 8 does not achieve 50% minimum weather protection requirement.
 - c. Building 8 does not appear to provide points of interest which must be provided every 90 linear feet or less of façade.
 - d. Building 6 to NE 8th Street does not achieve 75% transparency.
 - e. Building 6 does not appear to achieve the 75% minimum weather protection requirement.
 - f. Building 6 does not appear to provide points of interest which must be provided every 60 linear feet or less of façade.
 - g. Building 6 does not achieve 100% of the street wall as active uses/service uses. Note, residential use and residential lobby areas are not considered active uses pursuant to the DT – Active Use definition. Departures can be granted to include residential lobby/amenity space as defined active uses to achieve compliance with the ROW guidelines. A departure can also be granted if the maximum 100% cannot be achieved. Consider alternative uses, or an expanded residential lobby in this area fronting NE 8th Street.

Green and Sustainability Factor

17. No Green and Sustainability Factor worksheet has been submitted. Please submit a Green and Sustainability Factor worksheet in accordance with the requirements of LUC 20.25A.120.

Landscape

18. There are several concerns with the submitted Landscaping Plan:
 - a. The quality of the plans is low and makes the proposed landscaping response illegible. Please resubmit a higher quality version of this document to enable full assessment.
 - b. More information is required on the landscape plan to adequately outline what each landscape space is and how it functions (i.e resident amenity/public space/pet relief/etc.
 - c. Feature pavement patterns are briefly discussed and shown however more detail is required. This may be a symptom of the low quality landscape plan submitted.

- d. LUC 20.25A.110.A requires 25ft spacing of Honey Locust along NE 8th.
- e. The species list must state species as native or non-native and provide a percentage calculation of native species.
- f. No Green and Sustainable Factor worksheet is provided as required by LUC 20.25A.120.

19. Please make pet relief areas more clearly shown on the plans. For a development with 2,114 units proposed, we would expect multiple pet relief areas to enable convenient access from either of the eight buildings and avoid oversaturated use of any one space.

Please also discuss how this pet relief area is managed and where it would be located. It would appear that the only current pet relief area is located between buildings 6 and 7 which would require an inconvenient walk from buildings at the east of the site.

Note, a separate plan sheet must be provided to clearly show the size and distribution of pet relief areas across the development.

20. Provide a separate sheet within the landscape plan that demonstrates how the Amenity Incentive System has been utilized and calculated.

Outdoor Plaza

21. The public plaza appears unresolved and does not appear to satisfy the requirements of LUC 20.25A.160.E and 20.25A.170.A.3. The overall plaza areas are lacking in design and activation to be considered an outdoor plaza for a project of this size. The Land Use Code encourages a plaza that engages better with the proposal development and with the public using the adjacent sidewalk.

Further, there must be greater consideration of how these plaza spaces function, how it creates a diversity of flexible space programming, potential events, and how it addresses year-round use. Currently, there appears to be no form of permanent weather protection outside of canopy areas which stifles the use of space across the changing seasons.

The code allows for separate outdoor plaza spaces, as long as there is a cohesive, strong design narrative which links them together. How does the design of the plaza along NE 10th Street relate to the design for the eastern plaza accessible from 102nd Avenue NE?

The current iteration of the plaza is not considered acceptable and further work is required.

22. Insufficient detail has been provided regarding the media wall and what its purpose is. Please provide further details about what is to be displayed here and what the intention is. Please provide precedent material and discuss the intent of the media wall. Please discuss how the media wall will not adversely impact traffic safety along 102nd Avenue NE.
23. Insufficient details have been provided regarding the green wall. Please detail this and provide elevations in either the plans or landscape plan or both.

Through Block Pedestrian Connection

24. The pedestrian through-block connections do not appear to satisfy the requirements of LUC 20.25A.160.D. The through-block connection must be made more distinct and legible as a thoroughfare as distinct from the balance public plaza spaces. The landscape plan does not clearly convey how the thoroughfare will be distinct from the broader plaza area.

Furthermore, the north-south through-block connection appears unresolved. The space between Buildings 6 and 7 does not give an indication of how this functions as a through-block connection. More information is required.

Overshadowing

25. The overshadowing plans require more detail to ensure consistency with LUC 20.25A.150.E. The overshadowing plans must:

- a. Show the entire extent of overshadowing
- b. Color overshadowing from Pinnacle North as grey, instead of red which should only reflect overshadowing as a result of the proposal
- c. Clearly show surrounding public open spaces to assess overall impact

Please also ensure the overshadowing plans are based on the most up to date massing of the proposal.

Parking and Loading

26. There does not appear to be any area provided for bicycle parking on the plans. Please ensure this is clearly labelled on the plans and reflects the suggested bicycle parking provision.

27. The proposal does not provide sufficient bicycle parking for the retail floor area allotment. 88,267SF of retail floor area requires 9 bicycle parking spaces with a minimum of 50% covered. It appears that only 7 bicycle parks are proposed. It is unclear where these are located on the plans.

28. More detail is needed on how two van move-in/move-out spaces will cater to the entire development. How is it to be managed and scheduled? Is it sufficient for such a large development? It needs to be shown how the loading bays will cater to the development and not result in off-site loading use. A separate plan sheet solely showing resident loading facilities must be provided alongside a more detailed narrative as to how this will be managed to cater to the development.

29. Please explain how access to Building 6 operates from the southern drop-off area on Village Way South. There appears sufficient ability for a secondary pedestrian crossing to be provided here to provide for safer access to Building 6 and 7. Please consider exploring this as an opportunity to improve circulation and achieve greater compliance with LUC 20.25A.160.B.

Waste

30. Please fully explore the waste management arrangements following the recent meeting with Republic Waste Services. Ensure the most recently developed iteration is included in the plans and fully detailed as part of the submitted traffic analysis.

Bus Shelter

31. The narrative suggests that the bus stop will be replaced and integrated into the podium design by providing weather covering that extends from the building. This is not clear on the plans. Please clearly show how this treatment will function on the plans.

Building Floor Plan

32. Sheet A0.10

- See tower separation query
- Show the outline of projecting balconies

33. Sheet A0.11

- Village Way South entrance missing from Building 6

34. Sheet A0.13

- Annotate all areas of building coverage in square feet

35. Sheet A0.14

- Village Way South entrance missing from Building 6
- Annotate linear feet of seating within plaza spaces – **Note, this must be shown on a separate plan either in the architectural plan set or the landscape plan set**
- Weather protection notations don't appear to be included fully in this plan. I.e northern awnings to Buildings 3 and 8 are not shown. Southern awning is not shown to Building 6

36. Sheet A0.15

- More setback annotations to the build-to-line area are required. Please ensure maximum and minimums are provided across each frontage
- Include the area north of Building 8 as part of the build-to-line departure

37. Sheet A0.17/18/19

- Label all building numbers on these plans
- Ensure all calculations of transparency, active use, and weather protection are calculated on a per building basis to their respective frontages
- Building 6 and 8 are not considered transparent or active uses, please remove the purple shading to these areas
- The minimum and maximum allowable canopy heights must be shown across the entirety of each elevation as one continuous line
- What is the difference between the glass canopy weather protection and the building marquee areas? Please provide more information
- Show visual interest points to Buildings 3, 6, and 8

38. Sheet A0.19a

- Provide an elevation of the green wall
- The landscape media wall needs more details about how it is intended to work and what it is to display

39. Sheet A0.20

- Do not commingle the residential and commercial waste calculations. Please revise this table to show two separate categories and calculations for retails and commercial
- The residential garbage area does not appear to be the suggested 8,000ft when measured to scale. Please revise
- Access doors must be shown to waste areas on this plan

- Please ensure any modifications arising from the meeting with Republic Waste Services are made to this plan

40. Sheet A0.22/23

- As noted earlier, average finished grade must be calculated on the ground-floor footprint as opposed to the tower profile

41. Sheet A0.30

- The Active Use Exemption must be broken down to ground-floor and upper level active use. For clarity LUC 20.25A.070.C permits a total of 1.0 FAR reduction for ground floor active use and 0.5 FAR reduction for upper levels
- Please provide FAR calculations to three decimal places. There appears to be some margin of error in these being added together
- The residential parking allotment must be broken down to differentiate between market rate and affordable housing
- The retail parking rate is incorrect. LUC 20.25A.080 requires a minimum of 4/1000SF and 5/1000SF maximum. Please amend the calculation to reflect the correct rates
- 9 Bicycle parking spaces are required for 88,267SF of retail floor area. Please correct

42. Sheet A0.31

- As noted above, upper ground/lower ground FAR must be separated in these tables

43. Sheet A0.40/41

- Each contiguous area of FAR must be annotated with square footages
- Building numbers must be labelled on these plans where appropriate

44. Sheet A0.42/43

- Trigger Height for B-1 is 99', please correct
- Building numbers must be labelled on these plans where appropriate

45. Sheet A0.50

- These overshadowing plans are too small, lack detail, and includes overshadowing of Pinnacle North in the red shaded 'proposed' color

46. Sheet A1.04

- Please amend the yellow shadowing so that the plan is legible beneath

47. Sheet A1.11

- Please amend the purple shadowing so that the plan is legible beneath
- Please re-label 'commercial parking' to 'retail parking'. Commercial parking suggests paid-for parking in Downtown

48. Sheet A1.12

- A secondary building entrance to Building 8 should be provided directly via NE 10th Street

49. Sheet A3.01/02/03

- The base building height of the DT-MU zoning district must be labelled
- Overall heights and requirements must be updated following the correction to the average finished grade calculation
- What is the rooftop space to Building 4? Rooftop plans must be provided

50. Sheet A3.04

- See tower separation query

51. Sheet A4.01/02/03

- The base building height of the DT-MU zoning district must be labelled
- Overall heights and requirements must be updated following the correction to the average finished grade calculation

Comprehensive Plan Policies

See markups on attached document.

SEPA Checklist

See markups on attached document.

Project Narrative

Please update this document to reflect all changes made as part of this revision request.

Dimensional Table

See markups on attached document.

Downtown Design Guidelines

Please ensure this document is updated to reflect and discuss changes arising from this revision request.

Geotechnical Report

Please update this document to reflect the current proposal and make any changes necessary as a result.

Traffic Report

Please update this document to reflect the current proposal and make any changes necessary as a result.

Please ensure this document discusses loading associated with the proposal for both commercial and residential uses.

Transportation Plan

Please update this document to reflect the current proposal.

Parks Department Comments

Staff Contact: *Merryn Hearn, (425)-452-4100, mhearn@bellevuewa.gov*

Street Trees:

- Street tree along NE 8th, per Downtown LUC, Gleditsia tricanthos 'Shademaster' is a medium sized tree and should be spaced at 25'. Please adjust accordingly.
- Street tree along NE 10th, per Downtown LUC, Nyssa sylvatica 'Firestarter' is a medium sized tree and should be spaced at 25'. Please adjust accordingly.
- Street trees along 102nd per LUC are large trees to be spaced at 30'. It appears that there are conflicts with the required 25' offset from street lights.
- Providing sufficient soil volume will be required for street trees per LUC 20.25A. Please refer to Parks Environmental Best Management practices and Design Standards Manual for Soil Volume Requirements for trees in ROW: [Parks Environmental Best Management Practices 2020 \(bellevuewa.gov\)](#). Information about calculating for Soil Volume can be found starting on page 80. Please also refer to the attached Soil Volume worksheet to

assist with calculations. Location of soil cells or structural soil areas should be shown on plan in relation to utilities to show that they are not in conflict. Offsets may be requested for some utilities. We recommend that Landscape Architect and Civil work together early to avoid conflicts impacting soil volume. Placement of other features such as pet relief areas or courtesy strips should be considered so that they don't disrupt needed continuous soil. Soil volume questions can be directed to Merryn Hearn, Parks: mhearn@bellevuewa.gov.

Please see attached Soil Volume worksheet for your convenience. It is recommended to use this sheet to expedite review.

ROW Landscaping:

- There are large gaps showing no landscape plants around trees along NE 8th- please identify planting in these areas.
- Explain where groundcovers (letters A-K) are intended to be installed in the ROW planters. Since many of the groundcover plants selected will ultimately be as large as the other landscape plants, it should not be assumed that these will be underplanted below other plants on the plan- instead these areas should be shown as a hatch or with individual symbols.
- Spacing of many of the ROW plants should be adjusted both on the plan and plant schedule to reflect mature size of individual plant species. For example, Cornus 'Kelsey' should not be spaced any closer than 3', while Liriope muscari is typically spaced around 18".
- Spacing of individual plants on plan does not match spacing called out in plant schedule, with lots of white space showing between plants- please represent accurately on plan.
- Please add a note to your plant schedule that specifies offsets from curb and sidewalk must be no less than half the diameter of approved spacing for each plant species.
- Please add variety to the ROW plant palette which in some places is currently showing just 2 plant species for very long stretches.

Irrigation:

- A separate dedicated ROW irrigation meter, DCVA, master valve and controller will be required and must be placed in locations that are accessible (outdoor) by City Staff 24 hours a day.
- Irrigation in the right-of-way must conform to City standards. Please refer to the Environmental Best Management Practices Manual for basic Irrigation requirements for the Right-of-Way. <https://parks.bellevuewa.gov/nature-and-environment/policies-best-practices/environmental-best-management-practices/>

Transportation Department

Staff Contact: Randa Kiriakos, (425)-452-2569, rkiriakos@bellevuewa.gov

I. General Comments:

- 1) Please coordinate with your design team (Architect, Civil, Traffic and Landscaping consultants) to effectively respond to all our comments. The response is important to ensure the civil design is meeting the COB Development Code and Transportation Design Standards. And to ensure consistency between the TIA, Traffic, Civil, Landscaping and Architectural design with respect to roadway channelization, curb line location, planter strips, ROW lines, Sidewalk and utility easements, garage location, etc...

- 2) For the MDP, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street includes Pinnacle South Project contribution of 25% of the design and construction cost of a single lane roundabout. The City's Transportation Improvement Program (TIP #104) will complete the design and construction of the Roundabout at the intersection.
- 3) For the Design Review, the required transportation infrastructure at the intersection of 102nd Avenue NE/NE 10th Street will consist of modifications to the existing traffic signal system to meet current City standards.
- 4) **Traffic Signal Plans (missing) – Must be submitted with next revision cycle:**
 - a. Traffic Signal modifications plans are required at the intersection of 102nd Ave NE and NE 8th Street based on the reconstruction of the NW corner of the intersection.
 - b. Traffic Signal modification plans are required at the NE 8th Street mid-block mall intersection west of 102nd Ave NE to incorporate the pedestrian crossing.
 - c. Traffic Signal modifications plans are required at the intersection of 102nd Ave NE and NE 10th Street based on the reconstruction of the SW corner of the intersection.

II. Traffic Impact Analysis:

a. Trip Generation Memo - Traffic Impact Analysis Report__24-122583_2024-09-19 13.47.24.pdf

1. Address relevant/applicable previous comments on the Level Two Traffic Study dated October 2021.
2. Verify the proposed Land Use types and sizes with the applicant.
3. Please refer to the TIA guidelines on this link ([TIA Guidelines.pdf](#)) for preparation of the TIA for Pinnacle South.
4. Please submit application for Traffic Modeling, form can be found at this link: [Development Review Modeling Request form](#) (With the new design review permit application, a traffic modeling is required - The prior traffic modeling is dated December 2020, and base volumes may have changed).
5. Update the TIA to reflect the current year as the existing condition and update the analysis accordingly. Analysis for the design review is 6-years, and analysis for the MDP is 12-years.
6. Provide cumulative analysis with Pinnacle North.

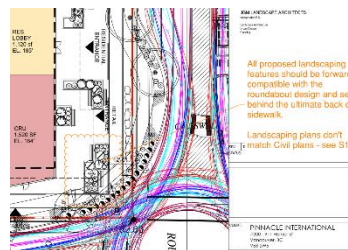
b. Concurrency Application: Transportation Plan__24-122583_2024-09-19 13.46.48.pdf

1. We have already sent Kandice and Victor the concurrency determination on March 5, 2024, and uploaded the determination to the MBP website.
2. Coordinate number of units and square footage with the applicant and traffic consultant. Verify the shopping plaza square footage.
 - a. Verify that the actual proposed residential units and commercial area are less than or equal to the net new trips in the concurrency reservation.
 - b. If the change in the number of units and square footage result in net new trips greater than what was included in the concurrency reservation. A new concurrency application will be required.

III. Design Review (LD) plan sheet Comments:

1) Preliminary Landscape Plan__24-122583_2024-09-19 13.48.30.pdf

1. LA-401: Planting Design: All proposed landscaping features should be forward compatible with the roundabout design and set behind the ultimate back of sidewalk.
2. Landscaping plans don't match Civil plans - see S1.



2) Building Floor Plan__24-122583_2024-09-19 13.47.14.pdf

1. Drawing No. A0.14: Pedestrian Access.

1. If proposed, verify Stopping Sight Distance for the crosswalk and provide raised crosswalk and receiving ADA compliant curb ramps.

2. Drawing No. A0.16: Active Use.

1. Confirm that this is the total area of active use and update on all documents and coordinate with Traffic Consultant.

3. Drawing No. A1.11: Ground Floor Plan

1. Above or below grade encroachment onto existing or future Right-of-Way is not allowed.
2. For garage vertical clearance below existing and proposed easements, see the Subsurface Clearance Requirements (document attached to the revision request and link provided below)
3. Please coordinate the garage wall outline, setbacks, and vertical clearances with the Civil plans.
4. All doors along the street frontages shall be recessed. Doors are not allowed to swing open into the sidewalk.
5. The sidewalk running slope must match the roadway grade, landings within the sidewalk will not be allowed for building entries, transitions to entrances must occur at the back of sidewalk.

[subsurface-clearance-requirements.pdf](#)

3) LD-Rev1-Preliminary Street Lighting Plan__24-122583_2024-09-19 13.48.20.pdf

1. IL01: Illumination Plan – South Lot (ITS Comments):

1. Incorporate City Comm system along NE 8th St, NE 10th St, and 102nd Ave NE according to Appendix C in the COB Transportation Design Manual.
2. Intercept existing city 2" communications conduit.
3. Old City Comm system transfers into new system here. Coordinate with City for Fiber design and cutover.
4. City Communication/SWF conduits need a vault(s) at this intersection.
5. Show existing signal junction boxes (to be maintained and protected). One of the traffic signal junction boxes also needs a conduit to the new fiber vault.
6. Need to intercept existing comm conduit here.
7. Intercept existing 2-2" comm conduits here and join with the new frontage conduits.
8. New fiber vault needs to connect to other comm conduits along proposed frontage.
9. Intercept existing communications conduit (difficult to show where the intercept is - design needs to include survey data for the ex fiber conduits)
10. Existing junction boxes in this area will be impacted. Need to propose new ones and intercept the crossings that they facilitate.

2. IL01: Illumination Plan – South Lot (Dev Rev & Traffic Engineering Comments):

1. Missing traffic signal plans and RRFB plan on NE 10th Street. Please Provide preliminary design depicting proposed crosswalk locations, curb ramps at both ends, existing/proposed traffic signal poles, pedestrian poles, etc...
2. Depict proposed island modification and crossing location on NE 10th Street based on Pinnacle North design. Show RRFB modifications on the south side for Pinnacle South.
3. Vertical curves along Village Way - provide adequate street lighting.
4. For the design review, show interim traffic signal at the intersection.
5. How do these ramps work at this corner? Do they meet ADA/PAR?
6. Are these new LEDs?
7. Are these existing LEDs?
8. Use std plan SL-111-1.
9. We don't want to salvage old street light poles, please discard.
10. Spelling.
11. New light fixtures should be black ('-BK') to match pole color. New fixtures on existing poles should match the pole color (so likely grey).

3. FB01: RRFB Plan – South Lot

1. See Avenue Bellevue approved plans (attached, and clipped below) for the location of the mid-block crossing and receiving curb ramp on the east side. The crossing location appears to be about 50-ft to the north of the Pinnacle South proposed location.
2. Show modifications to the southbound crossing and curb ramp on the west side to fit with Pinnacle South Proposal.
3. Standard crosswalk width is 10-feet.
4. Plan scale appears incorrect.

4) Preliminary Civil Plans__24-122583_2024-09-19 13.47.04.pdf

1. S1: Site Plan B

1. Show any proposed construction phasing.
2. NE 10th Street/102nd Avenue NE Intersection:
 - i. Submit ultimate design with the preliminary Roundabout design plans on the MDP.
 - ii. Submit interim design with the traffic signal modification at the southwest corner of the intersection with the Design Review.
 - iii. Overlay the interim design onto the ultimate design to determine ROW and sidewalk and utility dedication areas - should be based on the maximum area needed.

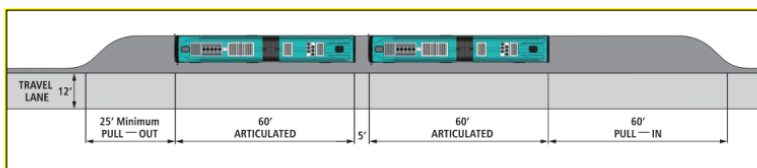
2. C1.1: Topographic Survey

1. Real Property agent assigned to the project is now Natasha Platin (NPlatin@bellevuewa.gov)
2. Submit an ALTA survey to facilitate Real Property review of the existing easements on the site.
3. Provide survey across the street for sidewalk and curb ramps connections.

3. C1.2: Channelization Plan:

1. Refer to the Transportation Design Manual, section 3.4.3 for Transit Design elements for the bus layover on NE 10th Street and the bus stop/shelter on NE 8th Street.

- i. This length appears to accommodate 2 bus layover spaces as opposed to the existing 3 layover spaces required by King County. Further coordination is necessary to mitigate the displaced layover.
- ii. Label the bus layover dimensions according to Figure 3-6, clipped below.



Source: King County Metro Transit Facilities Guidelines.

Figure 3-6: Typical Dimensions for Parking Multiple Coaches at Layover Facilities and Transit Centers

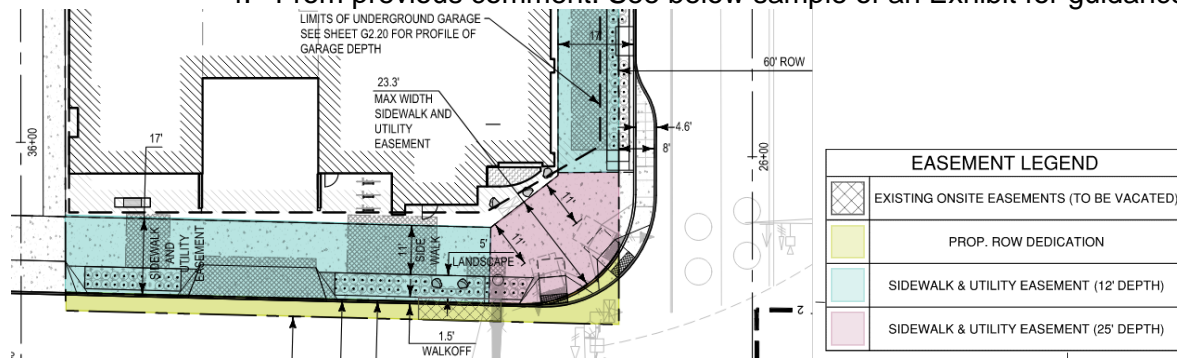
- iii. Label the bus stop elements on NE 8th Street including the Landing Pad, transit shelter, clearance requirements, and ADA compliance. All elements including lighting, power pedestal, trash receptacle, bench, information signage should be at the back of sidewalk.
 - iv. Note that the tapers to the bus shelter are not necessary and the bus shelter and seating design can be integrated with the building - additional coordination with Land Use is required.
 - v. Public access or sidewalk and utility easement will be required for the bus shelter.
2. Show proposed modifications to the median by Pinnacle North.
 3. Depict existing channelization west of the mid-block crossing and transition to proposed channelization.
 4. The roadway width as stated in previous revisions should be 50-ft from FOC to FOC. The dimensions shown add up to 48-ft.
 - i. Label width from FOC to FOC. Shift southern FOC if needed 2-ft to the south along NE 10th Street to provide the minimum 50-ft required width.
 - ii. Provide interim channelization with the traffic signal at NE 10th Street/102nd Avenue (this could be 13-ft eastbound and westbound lanes, 12-ft center/left-turn lane and 12-ft bus layover).
 - iii. Coordinate with the traffic engineer to evaluate the signal head alignment for the eastbound traffic, and lane alignment with east leg of the intersection.
 5. What is this line? Depict the gutter line 1-ft offset from the FOC (Typical).
 6. See comments on IL01, coordinate with Traffic Engineer.
 7. Verify what the existing lane widths are.
 8. Provide RT-Only sign for exiting traffic on NE 8th Street and NE 10th Street driveways.
 9. Show striping and label the parking pull out dimensions, and curb radius in and out - see standard drawing DT-140-1 for on-street parking layout.
 10. See City's project: Downtown NHS Overlay on NE 8th Street for curb ramps updates at this intersection (plans attached).
 - i. Construction is scheduled for this summer.
 - ii. Incorporate into the plans and add note "To be completed by City".
 - iii. Pinnacle South will be required to provide 2 curb ramps at the NW corner and, re-stripe the crosswalks and update the traffic signal pole, and PPB Posts for ADA compliance.

- iv. Further coordination and updates to the topographic survey will be needed during the GD permit review process.

4. C1.4: Easement Plan:

1. Turn off the utilities and callouts.
2. Responses to previous comments stated: “The building/garage design has changed. The garage is no longer beneath the sidewalk. Underground parking will not encroach into the sidewalk and utility easement” – This exhibit and the roadway cross-sections should reflect the proposed design.
3. This plan sheet should be for ROW and Easement Exhibit: Depict the proposed site and proposed roadway improvements (including FOC, BOC, Sidewalk) and show the following:
 - i. Show the existing property lines and right-of-way.
 - ii. Show the roadway and right-of-way centerlines along with centerline alignment stationing.
 - iii. Show the existing easements on the property.
 - iv. Identify all existing easements to be amended, modified or relinquished, with a corresponding table.
 - v. Clearly identify any easements which are shared between adjacent properties.
 - vi. Show the existing easements on other properties for required frontage improvements (transition areas beyond the property line, receiving curb ramps, signals, etc.)
 - vii. Show the proposed right-of-way areas, labeling the dimensions.
 - viii. Show the proposed easements areas, labeling the dimensions.
 - ix. Provide a color-coded legend for the existing and proposed areas.
 - x. Depict the building outline at ground level.
 - xi. Depict and label the below grade garage outer wall.
 - xii. Depict and label any proposed buildings overhang.

4. From previous comment: See below sample of an Exhibit for guidance:



5. C3.0: Preliminary Road and Drainage Plan

1. Previous comments/questions regarding the shared access road to the west of Pinnacle South were not addressed – Provide design information on the Civil plans – Below are revised comments for clarification:
 - i. The shared access road is a private road. Per Design Manual, Section 3.1.1.10, Private streets must meet all applicable standards for public streets.
 - ii. Provide roadway alignment, profile and cross-section.
 - iii. Provide a minimum 6-ft Sidewalk on the east side of the private road.

- iv. All doors along the street frontages shall be recessed. Doors are not allowed to swing open into the sidewalk.
2. Evaluate replacement of the existing crosswalk – evaluate stopping sight distance.
3. Coordinate proposed design with property owner on the west side. Provide documentation for concurrence.

6. C3.1: Preliminary Drainage Plan and Profile:

1. Add “Village Way”.
2. Label width where it varies.
3. Local street standards apply to Village Way South. Village Way is greater than 300-ft in length and a north-south through-block connection is required per the Land Use code: Pedestrian facilities are required on both sides of the road: Provide 5-ft planter and 6-ft sidewalk on both sides.
4. Crosswalk minimum width is 10-ft.
 - i. Recommend a raised crosswalk to help traffic calming - See CW-120-1.
 - ii. Check stopping sight distance.
 - iii. Curb ramps minimum width should be 6-ft.
5. Sidewalk adjacent to on-street parking should be 8-ft to allow for vehicles’ door swings.
6. Wider lanes will encourage higher speeds. Recommend 10 to 11 foot lanes and 8-ft wide parking bays.
7. Revise to driveway approach instead of curb returns, and extend sidewalk across. This will eliminate the need for curb ramps.
8. Label varying width.
9. Per the Design Manual, private streets must meet all applicable standards for public streets.
 - i. Village Way is a private road connecting 2 public streets. Posted speed for Village Way should be 20 mph and Design speed - 25 mph.
 - ii. Revise vertical curve design to meet 25 mph design speed.
 - iii. See Transportation Design Manual Section for Vertical Curves design and for vertical curve K values.
 - iv. K-Sag values may be reduced to K-Crest values if adequate street lighting is present along the entire sag vertical curve.
 - v. Provide street lighting along Village Way.
10. Show the top of the garage on the profile – Garage elevation below the roadway.
11. Annotate vertical curve tangent slope.
12. Label landing slope within 30-ft behind the Sidewalk - 7% maximum.
13. Label station limits of the crosswalk.

7. C6.0: Roadway Plan and Profile – NE 8th ST

1. Previous comments: Southwest corner of NE 8th Street and 101st Avenue NE:
 - i. Is there any sidewalk and utility easements? depict on the plan. An easement will be required for the ramp’s construction.
 - ii. Grading will be required to confirm feasibility of layout.
2. Coordinate crosswalk location with Traffic Engineer for evaluating spacing between stop lines and traffic signal heads and proposing necessary traffic signal modifications.

3. On Village Way, two-lane commercial driveways should generally be 26 to 30 feet wide, with 30 feet preferred on the approach to an arterial.
 - i. Maintain width for 30-ft from the back of sidewalk.
 - ii. Label the driveway width and depict proposed design per DT-100-1.
4. On shared access driveway, two-lane commercial driveways should generally be 26 to 30 feet wide, with 30 feet preferred on the approach to an arterial.
 - i. Maintain width for 30-ft from the back of sidewalk.
 - ii. Label the driveway width and depict proposed design per SW-170-1, or other applicable city standard.
5. Typical for all profiles:
 - i. Horizontal scale appears to be incorrect - should be matching the plan view - Revise.
 - ii. Vertical scale appears to be incorrect - Revise.
 - iii. Provide proposed elevations for Flow Line and Back of Sidewalk.
6. The posted speed limit is 30 MPH. Design Speed on existing roadways shall be 5 mph above the posted speed limit.

8. C6.1: Roadway Plan and Profile – NE 8th ST

1. Show full intersection with receiving ramps. See comments on C1.2.

9. C6.2 & C6.3: Roadway Plan and Profile – NE 10th ST

1. Previous comment: Label the existing centerline road grade (Provide slope in percent). (Typical)
2. Revise grid elevations - should be constant increment.
3. The posted speed limit is 30 MPH. Design Speed on existing roadways shall be 5 mph above the posted speed limit.
4. Is this landscaping?
5. Extend required planter strip and sidewalk along property frontage to building edge or maximum extent feasible prior to transition to existing.
6. On Village Way, two-lane commercial driveways should generally be 26 to 30 feet wide, with 30 feet preferred on the approach to an arterial.
 - i. Maintain width for 30-ft from the back of sidewalk.
 - ii. Label the driveway width and depict proposed design per DT-100-1.
7. On shared access driveway, two-lane commercial driveways should generally be 26 to 30 feet wide, with 30 feet preferred on the approach to an arterial.
 - i. Maintain width for 30-ft from the back of sidewalk.
 - ii. Label the driveway width and depict proposed design per SW-170-1, or other applicable city standard.
8. Typical on all Roadway Plan sheets: Depict roadway centerline alignment and stationing. (C6.3).

10. C6.5: Roadway Plan and Profile – 102nd Ave NE

1. This is a very wide driveway - two-lane commercial driveways should generally be 26 to 30 feet wide, with 30 feet preferred on the approach to an arterial.
 - i. Maintain width for 30-ft from the back of sidewalk.

- ii. Label the driveway width and depict proposed design per DT-100-1.
- iii. Provide a driveway plan detail and profile.
2. Covered commercial driveway shall have a minimum 15-foot vertical clearance measured from the driveway surface to the bottom of the driveway overhang.

11. C6.6: Typical Roadway Sections and Details

1. Depict proposed garage below grade or setback distance from the back of sidewalk (annotate garage elevation and vertical depth below the proposed sidewalk).
2. Depict proposed building above grade, annotate setback distance from the back of sidewalk.
3. Depict awnings or canopies for weather protection (must be removable), annotate vertical clearance from the top of the sidewalk (minimum clearance required is 10-ft).
4. Provide curb ramps details including dimensions, spot elevations and slopes.

12. C7 sheets: Preliminary Sight Distance Plan and Profile

1. Typical for all Pedestrian Sight Distance:
 - i. Label setback distance from back of sidewalk to Point A.
 - ii. Provide profiles for pedestrian vertical sight distance. Depict proposed grade.
2. Revise vehicle sight triangles based on 35mph design speed (Typical on NE 10th, NE 8th, 102nd).
3. Check horizontal and vertical scales (Typical).
4. (C7.0) Provide intersection sight distance for the southbound-right movement.
5. (C7.2) On the MDP - Provide roundabout sight distance to determine building setbacks at the corner.
 - i. For Intersection Sight Distance (ISD) at roundabouts, entering vehicles must have a clear view of traffic on the circulating roadway and on the immediate upstream approach in order to aid in judging an acceptable gap. Sufficient SSD and ISD at roundabouts shall be provided in accordance with the WSDOT Design Manual Section 1320.04(8)(a) and 1320.04(8)(b) Stopping Sight Distance and Intersection Sight Distance.

13. C7.3

1. Label as "INTERSECTION"
2. Label as Design Speed - 25 MPH.
3. Is this existing ground? Label.
4. Depict and label proposed ground.
5. Adjust required intersection sight distance for approach road grades 3% or greater - see Design Manual for adjustments for ISD.
6. Provide vertical profile for Stopping Sight Distance (SSD) approaching the driveway. Apply adjustments for roadway grade 3% or greater.
7. Design Justification Form will be required if required ISD cannot be achieved.
8. (C7.4) Provide sight distance to the west for making a left turn.

9. (C7.5) Design Justification Form will be required if required ISD cannot be achieved.

14. C8.0: Turning Plan

1. The Turning Plans should be part of the Civil plan sheets and included as an appendix in the TIA and discuss in the TIA – please coordinate with the traffic engineer.
2. Is this an entering vehicle? Show path from the lane making the turn.
3. What is the design vehicle for this project? The minimum standard design vehicle is SU-30 with a 42-foot turning radius. What's the frequency of a WB-40, is the WB-40 a design vehicle? Please refer to the Design Vehicles section of the Transportation Design Manual.
4. Provide turning movement simulation using AutoTurn vehicle simulation software for the following:
 - i. SU-30 simultaneously with Passenger car entering and exiting the site through all driveway approaches (two driveways onto NE 10th Street, two driveways onto NE 8th Street, one driveway onto 102nd Avenue).
 - ii. Republic Service trucks (verify the truck types to be used with Republic service) through the designated path.
 - iii. WB-40 through the designated path – clarify if WB-40 is considered a design vehicle or control vehicle.
 - iv. Show vehicle template dimensions.
 - v. Show a vehicle simulation legend, including vehicle body envelope, front tire path and rear tire path.
 - vi. Provide vehicle simulation in color.
 - vii. Depict channelization to show the turning vehicles maneuverability through the travel lanes.
 - viii. Depict the proposed driveway design, dimensions, and adjust the driveway width to accommodate the design vehicle. Two-lane commercial driveways should generally be 26 to 30 feet wide, with 30 feet preferred on the approach to an arterial.
 - ix. Extending the driveway apron to the side up to 8 feet beyond the driveway opening width to accommodate the turning movements of oversized vehicles (non-design vehicles) may be considered.
 - x. Verify the minimum radius is used for all the vehicles.

15. C9 sheets: Preliminary General Notes & Details

1. Verify current standards are depicted - some of the standards shown are outdated (Typical).

Utilities Department

Staff Contact: Roy Anderson, (425)-452-5206, randresen@bellevuewa.gov

Refer to markups on:

- Preliminary Civil Plans
- Preliminary Storm Drainage Report

Fire Department

Staff Contact: Jin Shelley, 425-452-5251, sjin@bellevuewa.gov

Drawings are covered in unflattened viewports. Please remove these on resubmission.

Refer to markups on:

- Preliminary Civil Plans
- Building Plans

Building Department

Staff Contact: Robert Snyder (425)-452-4475, rsnyder@bellevuewa.gov

The plans submitted for design review dated September 19, 2024, have not been sufficiently developed for a thorough review under the 2021 IBC (International Building Code), including amendments made by the State of Washington and the City of Bellevue.

Complete review will occur under the building permit application(s) in accordance with the codes in effect at the time of complete application.

This mixed-use project is comprised of six buildings over four levels of below grade parking. The buildings range in height from fourteen stories to twenty-six stories. The project contains approximately 2114 residential units, office space and commercial retail space. The proposed construction type is IA.

The following comments are preliminary in nature and are not intended to be all-inclusive or imply approval:

The plans generally conform to the level of detail typical at this stage in the design process. The following items are required to be addressed in the development of the plans for building permit.

1. This project will require Major Project Permits (BB) for the below grade parking, retail levels and each tower structure.
2. Phasing and Vesting of the project shall be per the attached Phased Project Vesting Policy for Major Projects.
3. Submit a phasing plan together with a construction sequencing schedule.
4. Upon approval of the Phasing Plan, an ETS (Estimated Timeline Schedule) will be established for the project.
5. Provide additional information describing any proposed roof -top amenities. Delineate all proposed occupied roof areas showing the size, location and how each is provided access.
6. Show mechanical penthouses and other roof structures. Include the area, height, and location of each.
7. Consideration for the design and location of emergency generators, onsite fuel supplies and onsite fuel stations should be reflected in the next submittal. Fueling for the City ROW is not permitted.
8. Considerations for the design and location of transformer vaults and consideration for spill control and secondary containment requirements. Please address in your next submittal.
9. Consideration for the structural lateral force-resisting systems. Buildings with structural systems not covered or exceeding the limits of ASCE are required to undergo peer review. Contact a structural plans examiner for additional information. A typical non-conventional lateral force-resisting system requiring peer review is one using special reinforced concrete shear walls (non-dual system) exceeding 240 feet in height. Peer review can take up to twelve months to complete.
10. Consideration for smoke control systems, note that conceptual design must be submitted under a separate permit (FH) and approved prior to the submittal of the below

grade permit application. The detailed smoke control design must be submitted prior to issuance of the below grade permit.

11. Consideration for environmental conditioning (heating/cooling/ventilation) of residential units. How will this be handled?

Next Steps:

Please submit a consolidated revision submittal regarding the above information requested within 60 days (**June 2, 2025**) and upload to this permit through www.mybuildingpermit.com. Please submit the complete set of plans (not just the sheets which changed) and any supporting documentation requested. You will also need to submit a copy of this letter along with your revision, and a narrative describing how each item was addressed, and indicate where in the plan set the change occurred. A word version of this letter can be provided upon request for ease in responding to each item.

Please ensure that when you resubmit to the city that you upload everything on the same day. Items cannot be uploaded over multiple days.

If you need additional time to complete this revision request, please send an email to my attention requesting an extension and let me know how much additional time is needed and the reason for the extension.

Please do not hesitate to contact me, or any of the department reviewers if you have any questions.

Sincerely,



Angus Bevan
Senior Planner

Attachments: Land Use Comment Coversheet
 Comprehensive Plan Policy/Downtown Design Guidelines Mark-Ups

 FAR and Amenity Table Mark-Ups
 Dimensional Table Mark-Ups
 Preliminary Landscape Plan Mark-Ups
 SEPA Checklist Mark-Ups
 Sign Master Plan Mark-Ups
 Traffic Impact Analysis Mark-Ups
 Transportation Plan Mark-Ups

 Building Floor Plan Mark-Ups
 Preliminary Civil Plan Mark-Ups
 Preliminary Storm Drainage Report Mark-Ups

Cc: Review Team