



City of Bellevue  
Department of Planning & Community Development  
Land Use Division Staff Report

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**Proposal Name:** Harper Short Plat

**Proposal Address:** 11015 SE Lake Road

**Proposal Description:** Six lot short plat on 2.42 acres in the R-2.5 zoning district.

**File Number:** 06-103637 LN

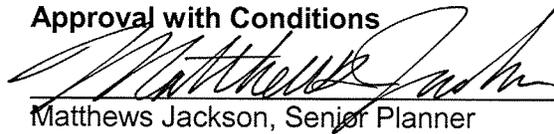
**Applicant:** Dan Hardin, Jim Hart and Associates

**Decisions Included:** Administrative Decision for a Preliminary Short Plat through Process II, Land Use Code 20.35.200

**State Environmental Policy Act Threshold Determination:** Exempt (WAC 197-11-800(6)(a)), Bellevue City Code 22.02.032

**Department Decision:**

**Approval with Conditions**



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Matthews Jackson, Senior Planner  
Dept. of Planning and Community Development

Application Date: February 22, 2006  
Notice of Application: March 16, 2006  
Decision Publication Date: November 16, 2006  
Appeal Deadline: November 30, 2006

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For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6864 [TTY (425) 452-4636]. Appeal of the Decision must be made with the City Clerk by 5 PM on the date noted for appeal of the decision.

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**I. Description of Proposal**

The applicant proposes to short plat three existing lots totaling 2.42 acres into six parcels in the R-2.5 zoning district. Access to the proposed lots will be provided from SE Lake Road and a private access road. A shared private moorage dock will be provided on proposed Lot 3 and is under review with a separate Shoreline Substantial Development Permit application. Three existing single family homes will remain on Lots 3, 4, and 6 after final short plat approval. Each structure located on these lots must meet the minimum dimensional requirements based on the new lot configuration. The rear yard shown for proposed Lot 6 does not meet the minimum 25 foot setback requirement and the lot line between Lots 5 and 6 must be modified to satisfy this requirement. As an alternative, the configuration of the home may be modified so that it meets the 25 foot setback requirement. See related condition of approval in Section VIII.

**II. Site Description and Context**

The site is located in an isolated area south of Interstate 90 in the Southwest Bellevue subarea. Enatai Beach Park is located less than a quarter mile to the west and Mercer Slough Nature Park is located less than a quarter mile to the east. The area is largely developed with Lake Washington waterfront residential homes.

The site is bordered by SE Lake Road and Interstate 90 on the north, Lake Washington on the south, and residential development in the R-2.5 zone to the west and east. Slopes on the lots range from an elevation of 64 feet at the northwest corner, to approximately 21 feet along the Lake Washington frontage at the southern boundary of the short plat. Areas of sensitive slope are located in a band in the middle of the proposal within Lots 3 and 6. The required retained vegetation areas (RVAs), will be placed in easements on Lots 1, 2, 3, and 6 in areas of sensitive slope that include significant trees that will be retained with this proposal.

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

**A. Special District Requirements (Sensitive Area Overlay District LUC. 20.25H)**

**Disturbance Limits**

LUC Section 20.25H.110.D.1 requires sites that contain slopes of 15% or greater to comply with disturbance limitations. Disturbance limits apply to this site because portions of the property exceed 15 percent slope. The object of disturbance limitations is to encourage consolidation of disturbance on areas of least slope and to minimize changes in grade, cleared area, and volume of on site cut or fill.

The slope categories calculation submitted by the applicant indicates that the maximum allowable disturbance on this site is 85,022 square feet or approximately 79 percent of the total site area. This requires the applicant to preserve a minimum of 20,282 square feet of the total site area as areas of non-disturbance. The applicant proposes to set aside approximately 20,607 square feet in 7 RVAs to comply with non-disturbance requirements. Refer to Section VIII for a related condition of approval.

**B. Consistency with Standard Land Use Code Requirements**

<b>BASIC INFORMATION</b>		
<b>Zoning District</b>	R-2.5	
<b>Gross Site Area</b>	105,304 Square Feet or 2.42 Acres	
<b>ITEM</b>	<b>REQ'D/ALLOWED</b>	<b>PROPOSED</b>
<b>Minimum Lot Area</b>	13,500 Square Feet	Lot 1: 14,674 Square Feet Lot 2: 14,966 Square Feet Lot 3: 23,057 Square Feet Lot 4: 13,202 Square Feet Lot 5: 11,695 Square Feet Lot 6: 27,710 Square Feet Individual lots shall be considered in compliance with minimum area requirements if the average of the areas of all the lots in the short plat meets the minimum requirement for the district in which the short plat is located and no lot is reduced by more than 15% in the R-2.5 zone. Complies
<b>Minimum Lot Width</b>	80 Feet	Complies
<b>Minimum Lot Depth</b>	80 Feet	Complies
<b>Building Setbacks</b>		
Front Yard	20 Feet	20 Feet
Rear Yard	25 Feet	25 Feet
Min. Side Yard	5 Feet	5 Feet
2 Side Yard	15 Feet	15 Feet
Access Easement	10 Feet	10 Feet
		<u>See related condition of approval regarding rear yard setback for Lot 6.</u>
<b>Tree Retention</b>	15% or 386.7 Diameter Inches	1115 Diameter Inches or 43.2%

**IV. STATE ENVIRONMENTAL POLICY ACT (SEPA)**

There are no Critical Areas located on the subject property. Short Plats not containing Critical Areas are exempt from SEPA review pursuant to WAC 197-11-800(6)(a).

**V. SUMMARY OF TECHNICAL REVIEWS**

**A. Utilities Review**

The water, sewer and storm drainage utility systems must be designed to meet the requirements found in City of Bellevue Utility Codes and Utility Engineering Standards. All plan approval and field inspection shall be performed under the Utilities Developer Extension Agreement. The Utilities Department review of this application is based on a conceptual

design. Final Engineering approval may require changes to the site layout to accommodate the necessary utilities, including but not limited to: the building footprint, runoff control and treatment facilities, water and sewer infrastructure, parking lots and proposed utility easements. See Section VIII of this report for Utility Department Conditions of Approval.

Bellevue is a member of the Cascade Water Alliance (CWA). CWA was formed as a new regional water supply entity that would provide Bellevue and other CWA members with new water supply to meet the growing needs of the region. To finance new water supply facilities CWA has implemented a regional capital facilities charge or "growth charge" beginning in 2003. This regional capital facilities charge is based on domestic and irrigation meters with a 3/4" meter being \$4,648 as of February 1, 2006. This charge is due upon application for meter installation; or, prior to construction approval for meters larger than 2", which are contractor installed. Combination domestic/fire services for single family homes will be charged at the 3/4" meter rate. The City of Bellevue Utilities collects this charge at the time of water service application.

Capital Recovery Charges (CRC) apply to the water, sewer and storm system. The dollar amount of the charge can not be determined until the final design stage. Additionally, any future connection charges assessed the property will be due prior to utility construction.

#### **B. Fire Department Review**

The Fire Department has reviewed the proposal and has no concerns.

#### **C. Transportation Review**

The Transportation Department has reviewed the preliminary short plat plans submitted for the Harper Short Plat and recommends approval. The final engineering plans (to be submitted during the clear and grade phase of this project) must show all transportation-related improvements and must be consistent with the Transportation Development Code (BCC 14.60) and the Transportation Design Manual prior to approval of the plat infrastructure permit. Prior to final short plat approval, the developer must provide all transportation improvements at the developer's expense (BCC 14.60.110) or provide an acceptable financial assurance device equivalent to 150% of the cost of unfinished improvements.

Under BCC 22.16, payment of the transportation impact fee for each new house will adequately mitigate off-site transportation impacts. The fee amount is subject to periodic revision by the city council. Builders will pay the fee in effect at the time of building permit issuance.

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

Applicants often request use of the right of way and of pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading and unloading and other temporary uses as well as for construction of utilities and street improvements. A Right of Way Use Permit for such activities must be acquired prior to issuance of any construction permit including demolition permit. This permit is issued directly by the Transportation Department.

### **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 on SE Lake Road is required as a condition of development approval. Said frontage improvements consist of undergrounding all overhead utilities and installing a street light at the private access road connection to SE Lake Road. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

Bellevue City Code section 14.60.110A states that installation of street frontage improvements is required prior to final approval of short subdivisions. BCC section 14.60.110B states "Complete street frontage improvements shall be installed along the entire street frontage of the property at the sole cost of the permittee as directed by the Review Engineer. Street frontage improvements may include curb, gutter, sidewalk, storm drainage, street lighting, traffic signal equipment, utility installation or relocation, landscaping strip, street trees and landscaping irrigation, street widening, and channelization."

Underlying these code sections are numerous policies and goals adopted by the City Council, including the Comprehensive Plan. Bellevue policy is to not allow new developments unless consistent with the goal to create a balanced transportation system having a wide range of travel choices and consistent with the vision of Bellevue as the "City in a Park." This is carried out by placing conditions on the approval of development permits to assure that developers provide frontage improvements as appropriate to meet the City's goals regarding alternative travel choices, appropriate traffic volumes, safety, aesthetics, and environmental enhancements. City policy leads to the creation of a higher quality community, thus benefiting developers, who can market developments in Bellevue for higher prices.

Under City policy, each site bears the cost of its own frontage improvements. These costs are passed on to the occupants through higher land prices. Each site receives benefits from all the other sites that have improved frontages. If a development is not required to bear the full cost of frontage improvements at the time of development, then those frontage improvements will not be completed unless paid for in the future by the City's taxpayers. However, the taxpayers already bear the cost of frontage improvements where they live and work, so the taxpayers would be double charged, while the new developer gets off cheaply in comparison. Thus, it is equitable and roughly proportional for each new developer to bear the full cost of frontage improvements for each site.

An examination of frontage improvements and average daily trip generation for some other recent residential developments in Bellevue shows that those developments provided an average of 11.6 linear feet of half-street improvements per average daily trip. The calculation of daily trips is the net increase in trips based on a seven-day average rate from national sources. The Harper Short Plat is expected to generate a net increase of 50 average daily trips based on a net increase of 5 dwelling units. The Harper Short Plat is financially responsible for the construction of 521.8 total linear feet of half-street improvements. This results in 10.4 linear feet of half street improvements per trip. This is a

difference of approximately 10% from the 11.6 factor, which falls within a reasonable definition of “rough proportionality.” Therefore, the requirement for 521.8 feet of frontage improvements is appropriate.

Prior to final short plat approval, the developer must provide street frontage improvements on SE Lake Road at the developer’s expense (BCC 14.60.110) or provide an acceptable financial assurance device equivalent to 150% of the cost of unfinished frontage improvements. The final engineering plans showing those frontage improvements must be consistent with the Transportation Development Code (BCC 14.60) and the Transportation Design Manual prior to approval of the plat infrastructure (GE) permit. Specific engineering requirements include: undergrounding all overhead utilities and installation of a street light at the connection of the private access road to SE Lake Road.

### **Site Access**

Access to lots 2 – 6 within the Harper Short Plat will be from a private access road off of SE Lake Road. The private road width will be 20 feet with Fire Department Approval and will be built per the City’s Transportation Department Design Manual Standard Drawing DEV-8 (no sidewalk required) and DEV-7C.

### **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 public 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 was last 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. Near the development site SE Lake Road is classified as an “Overlay Required Street”. Minimum overlay requirements will include a full grind and overlay for a width of 50 feet from each side of the trench cut for the entire width of pavement of SE Lake Road.

### **Transportation Impacts and Mitigation**

City staff has analyzed the potential 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. This short plat will generate approximately 50 new daily trips and 5 new p.m. peak hour trips. Due to this low volume of new trips generated by the Harper Short Plat, existing low volumes on adjacent streets, good available sight distance, and adequate capacity at nearby intersections, transportation impacts caused by this project are anticipated to be manageable and will be mitigated with conditions of approval listed below.

See Section VIII for transportation related conditions of approval.

## VI. PUBLIC NOTICE AND COMMUNITY INPUT

*Application Date:* February 22, 2006

*Public Notice (500 feet):* March 16, 2006 (Includes sign installation at the site)

*Minimum Comment Period:* April 17, 2006

Notice of Application was published in the City of Bellevue's *Land Use Bulletin* and the *King County Journal* on March 16, 2006. It was mailed to property owners within 500 feet of the project site and a Public Information Sign was installed on the project site on the same day. Staff received several emails and letters regarding this proposal.

**Question/Comment:** What is the 20' access easement #6112375?

**Response:** The access easement # 6112375 has no bearing or impact on transportation issues relevant to the approval of the Harper Short Plat. All lots proposed by the Harper Short Plat application will be provided sufficient access to the City's street system by the proposed private access road that will connect to SE Lake Road. Furthermore, all homes using the access easement #6112375 will not be impacted by the Harper Short Plat proposal.

**Question/Comment:** Concern was expressed regarding the proposed sewer line from Lot 2 across parcel 307 (Hutter property).

**Response:** The engineering review of utilities is at the conceptual level at the preliminary short plat stage. The applicant is required to document proposed utility connections. In order to connect Lot 2 to the existing sewer easement on parcel 307, the applicant will need to provide proof of recorded easement prior to final short plat recording. It is the applicant's responsibility to obtain any necessary easements or modify their proposal. See related condition of approval in Section VIII.

**Question/Comment:** Concern was expressed regarding the position of the proposed pier.

**Response:** Review of the proposed pier is under a separate Shoreline Substantial Development Permit and will not be a part of this decision. Private moorage is required to maintain a minimum 12 foot setback from the adjacent property lines extended. A pier may be located closer than 12 feet with a recorded agreement signed by the adjacent property owner.

**Question/Comment:** Concern was expressed regarding increased freeway noise because of tree removal.

**Response:** The land use code regulates noise generated from properties as well as temporary construction related noise emissions. It does not require tree retention beyond what is otherwise required in the code to reduce freeway noise impacts on adjacent properties. However, this proposal is required to retain a minimum of 15% of the significant trees on the total site area as part of the land use approval. This short plat will retain 42% of the significant trees, many of which are located along the northern boundary of the property in close proximity to the freeway.

**Question/Comment:** Concern was expressed regarding the impact of 7 building lots on bald eagles that have been observed in the fir trees on the site.

**Response:** Staff contacted the Washington State Department of Fish and Wildlife regarding a potential nest or roosting tree on the proposed short plat. Staff met with Fish and Wildlife representative Julie Stouffel on the site to evaluate the possibility of eagle presence. No eagle nests were observed and there was no evidence of a frequently used roosting tree on the property. State laws regarding bald eagles focus on protecting nesting and roosting habitat. Where eagles are present, a Bald Eagle Management Plan is required. This can either be a standard plan with prescriptive tree retention and avoidance requirements or a site specific or "custom" plan. Julie Stouffel was provided a copy of photos taken by a concerned neighbor documenting eagle use of trees on the subject property. Although there were no observable nests or frequently used roosting trees, it is likely that eagles may occasionally perch in the significant trees on the site, particularly with a known nest near Chism Beach Park. Based on the proposed tree retention discussed elsewhere in this permit, the amount of significant trees being preserved with this proposal would adequately satisfy Fish and Wildlife management plan requirements for a roosting tree if a management plan had been required.

**Question/Comment:** The Muckleshoot Indian Tribe commented that the maximum number of housing units and the maximum number of piers should be evaluated as part of the environmental review to assess potential significant adverse impacts.

**Response:** The number of lots with this proposal has been reduced from 7 to 6. There are two existing piers located on the subject site and one additional pier is proposed under a separate application. The cumulative impact of piers is mitigated by the code requirements which limit the amount of overwater coverage, impacts to the nearshore area, and the type of materials which are intended to allow a percentage of light penetration. Although this proposal will add three additional building lots, the anticipated environmental impacts are not considered significant and a partially mitigated by enhanced tree preservation and the proposal for shared moorage.

## VII. **Decision Criteria:**

20.45B.130B Decision Criteria for a Preliminary Short Plat.

The Director may approve or approve with modifications an application for a Preliminary Short Plat if:

1. **The Preliminary Short Plat makes appropriate provisions for, but not limited to, the public health, safety and general welfare, for open spaces, drainage ways, streets, sidewalks, alleys, other public ways, water supplies, sanitary waste.**

**Finding:** City codes ensure public health, safety and general welfare through development code requirements. The site will be accessed from both SE Lake Road and a private road that will provide access to Lots 2 - 6. Existing public water and sewer facilities have been deemed adequate to serve the proposed development.

**2. The public interest is served by the short subdivision.**

**Finding:** The public interest is served by providing additional housing opportunities in accordance with the Comprehensive Plan while ensuring compliance with City codes and standards.

**3. The preliminary short plat appropriately considers the physical characteristics of the proposed short subdivision site.**

**Finding:** The preliminary short plat considers the physical characteristics of the site by preserving the significant trees beyond the minimum retention requirements and establishing Retained Vegetation Areas (RVAs) to meet non-disturbance requirements on sites with sensitive slopes.

**4. The proposal complies with all applicable provisions of the Land Use Code (BCC Title 20), the Utility Code (BCC Title 24), and the City of Bellevue Development Standards.**

**Finding:** The proposal complies with the Land Use Code requirements for R-2.5 zoning, the Utility Code and the City of Bellevue Development Standards.

**Land Use Code Requirements**

**A. Dimensional Requirements:** The site is currently zoned single-family R-2.5 which has a minimum lot size requirement of 13,500 square feet. Individual lots shall be considered in compliance with minimum area requirements if the average of the areas of all the lots in the short plat meets the minimum requirement for the district in which the short plat is located and no lot is reduced by more than 15% in the R-2.5 zone. The dimensional requirements for the R-2.5 zoning district include:

- 20' Front Yard Setback
- 25' Rear Yard Setback
- 5' Side Yard Setback
- 15' Two Side Yard Setback
- 30' Maximum Building Height
- 35% Maximum Lot Coverage by Structure
- 80' Minimum Lot Width
- 80' Minimum Lot Depth

**Finding:** All of the lots can be developed in accordance with the City of Bellevue Land Use Code requirements including the R-2.5 dimensional requirements.

**B. Significant Tree Preservation:** The tree preservation requirements under LUC Section 20.20.520 to save 15 percent of significant trees on the site apply to this proposal. See Section VIII for a related condition of approval.

**Finding:** The proposal will preserve 43.2% or 1,115 of the 2,578 diameter inches of significant trees on the site. This exceeds the 15% diameter inch minimum retention

requirement of 386.

- C. Non-disturbance:** The non-disturbance requirements of LUC 20.25H.110E are being met through the designation of 7 RVAs on Lots 1, 2, 3, and 6 of the short plat. A total of 20,282 square feet of non-disturbance area is required for this short plat and 20,607 square feet will be set aside within the RVA areas. See Section VIII for a related condition of approval.

**5. The proposal is in accord with the Comprehensive Plan (BCC Title 21).**

**Finding:** The site is located within the Southwest Bellevue subarea of the Comprehensive Plan. The Comprehensive Plan specifies single-family medium density development for this property. The proposal complies with applicable Comprehensive Plan policies city-wide and for this Subarea:

The single family homes are, by use type, compatible with surrounding neighborhoods. The proposal provides new housing as encouraged by the Comprehensive Plan (Policy LU-3) and helps meet Bellevue's share of the regionally adopted demand forecasts for residential uses for the next 20 years (LU-5).

The proposal will preserve 43% of the diameter inches of significant trees as encouraged by the Southwest Bellevue subarea plan (Policy S-SW-13) and the Comprehensive Plan (Policies EN-49 and EN-67).

**6. Each lot in the proposal can reasonably be developed in conformance with current Land Use Code requirements without requiring a variance.**

**Finding:** Each lot can reasonably be developed to current R-2.5 zoning standards without requiring a variance. There are no site constraints or critical areas which inhibit the development of this property that would warrant a variance. See related condition of approval in Section VIII.

**7. All necessary utilities, streets or access, drainage and improvements are planned to accommodate the potential use of the entire property.**

**Finding:** The Utilities and Transportation Departments have reviewed the preliminary short plat and determined that all necessary utilities, drainage, driveway access, necessary sidewalk easements and other required improvements are existing, planned or conditioned as part of this approval to accommodate the use of these lots.

**VII. Conclusion and Decision:**

After conducting the various administrative reviews associated with this proposal, including applicable Land Use consistency, SEPA, City Code, and standard compliance reviews, the Director of Planning and Community Development does hereby **approve** the Harper Preliminary Short Plat **with conditions**.

This approval automatically expires and is void if the applicant fails to file for approval of the

final short plat within one year of the effective date of approval unless the applicant files for an extension at least 30 days prior to the expiration and the extension is granted pursuant to LUC 20.45B.150 and .160.

**VIII. Conditions of Approval:**

The following conditions are imposed under authority referenced:

**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	Build. Division, 425-452-4121
Fire Code – BCC 23.11	Adrian Jones, 425-452-6032
Land Use Code – BCC Title 20	Matt Jackson, 425-452-2729
Noise Control – BCC 9.18	Matt Jackson, 425-452-2729
Sign Code – BCC Title 22	Matt Jackson, 425-452-2729
Transportation Development Code – BCC 14.60	Ray Godinez, 425-452-7915
Right of Way Use Code – BCC 14.30	Jon Regalia, 425-452-4599
Transportation Department Design Manual	Ray Godinez, 425-452-7915
Traffic Standards Code 14.10	Ray Godinez, 425-452-7915
Utility Code – BCC Title 24	Mark Dewey, 425-452-6179

**A. GENERAL CONDITIONS**

- 1. CONSTRUCTION HOURS:** Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to BCC 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. If expanded hours are necessary to accommodate a specific component of construction, a written request for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity.

AUTHORITY: Bellevue City Code 9.18

REVIEWER: Matthews Jackson, Planning and Community Development Department

- 2. RIGHT OF WAY USE PERMIT:** The applicant is required to apply for a right of way use permit from the City of Bellevue Transportation Department before the issuance of any clearing and grading, building, foundation, or demolition permit. In some cases, more than one right of way use permit may be required, such as one for hauling and one for construction work within the right of way. A right of way use permit regulates activity within the city right of way, including but not limited to the following:

- a) Designated truck hauling routes.
- b) Truck loading and unloading activities.

- c) Hours of construction and hauling.
- d) Continuity of pedestrian facilities.
- e) Temporary traffic control and pedestrian detour routing for construction activities.
- f) Street sweeping and maintenance during excavation and construction.
- g) Location of construction fences.
- h) Parking for construction workers.
- i) Construction vehicles, equipment, and materials in the right of way.
- j) 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.

AUTHORITY: Bellevue City Code 14.30  
REVIEWER: Jon Regalia, Transportation Department

3. **OFF STREET PARKING:** The applicant must secure sufficient off-street parking for construction workers, equipment, and materials storage before the issuance of a clearing and grading, building, foundation or demolition permit.

AUTHORITY: Bellevue City Code 14.30  
REVIEWER: Jon Regalia, Transportation Department

4. **ENGINEERING PLANS:** Site (civil engineering) plans produced by a qualified engineer must be approved by the City prior to clear and grading permit approval. The design of all street frontage improvements must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code and the provisions of the Transportation Department Design Manual. The engineering plans must correctly show all transportation-related engineering details, including but not limited to, the design of the private access road, connection of said private road to SE Lake Road, pavement restoration in SE Lake Road, Mailbox location, and sight distance. Appropriate standard drawings from the Transportation Department Design Manual must be included in the engineering plans.

AUTHORITY: Bellevue City Code 14.60; Transportation Department Design Manual  
REVIEWER: Ray Godinez, Transportation Department

5. **SIGHT DISTANCE:** If necessary to meet the sight distance requirements of BCC 14.60.240 and standard drawing TE-1, existing vegetation near the access point on SE Lake Road must be trimmed. Ground vegetation within the sight triangle must be trimmed to no more than 2.5 feet above a line drawn from pavement level to pavement level. Trees within the sight triangle must be limbed up to a height of 7.5 feet above a line drawn from pavement level to pavement level. A description of any required vegetation trimming must be shown on a sheet of the clearing and grading plan set.

Authority: Bellevue City Code 14.60.240  
Reviewer: Ray Godinez, Transportation Department

6. **PAVEMENT RESTORATION:** The city's pavement manager has determined that the segment of SE Lake Road will require a full grind and overlay trench restoration for any utility connections or other digging in the street surface. Trench restoration must meet the requirements of Section 21 of the Design Manual and standard drawings ROW-1 through ROW-7. Exact copies of the appropriate trench restoration drawing(s) must be included in the final engineering plans. Specific pavement restoration requirements shall be included in the right-of-way permit issued for this project. The applicant shall abide by all terms and requirements of the right-of-way permit.

Authority: Bellevue City Code 14.60.250 and Design Manual Design Standard # 21  
Reviewer: Jon Regalia, Transportation Department

7. **UTILITIES DEPARTMENT APPROVAL:** Utilities Department approval is based on the preliminary utility design only. Final civil engineering of the utility design may require changes to the site layout to accommodate the utilities.

AUTHORITY: Bellevue City Code 24.02, 24.04, 24.06  
REVIEWER: Mark Dewey, Utilities Department

8. **DEVELOPER EXTENSION AGREEMENT:** A Developer Extension Agreement shall not be required. Water and sewer service shall be permitted through the over the counter permit process. Storm conveyance shall be reviewed and approved under the clearing and grading permit for 100 year conveyance to Lake WA.

AUTHORITY: Bellevue City Code Title 24.02, 24.04, 24.06.120  
REVIEWER: Mark Dewey, Utilities Department

**B. PRIOR TO ISSUANCE OF ANY PLAT ENGINEERING/CLEAR AND GRADE PERMIT:**

1. Storm drainage conveyance shall be designed and approved for 100 year conveyance to Lake Washington instead of detention. In 100 year conveyance cannot be obtained to Lake Washington then a Storm Drainage Developer Extension shall be required.

AUTHORITY: Bellevue City Code Title 24.06.130.E.3  
REVIEWER: Mark Dewey, Utilities Department

**C. PRIOR TO FINAL SHORT PLAT APPROVAL:**

1. **VARIANCE RESTRICTION:** Approval by the City of this short plat is a determination that each lot in the short plat can be reasonably developed in conformance with the Land Use Code requirements in effect at the time of preliminary short plat approval without requiring a variance.

AUTHORITY: Land Use Code 20.45B.130.A.6  
REVIEWER: Matthews Jackson, Planning and Community Development Department

2. **COVENANT FOR MAINTENANCE AND REPAIR:** The final short plat must include a covenant that permanently binds the property owners to provide for maintenance and repair of the private road, including a condition that the private road will remain open at all items for emergency and public service vehicles.

AUTHORITY: Bellevue City Code 14.60.130

REVIEWER: Ray Godinez, Transportation Department

3. **INFRASTRUCTURE IMPROVEMENTS:** All street frontage and infrastructure improvements shown in the final engineering plans or required by city codes and standards must be either completed prior to approval of the final short plat or provided for with a financial assurance device. Land Use Code Section 20.40.490 allows a developer to obtain final short plat approval prior to finishing improvements with provision of an acceptable financial assurance device equivalent to 150% of the cost of unfinished infrastructure improvements. Provision of such an assurance device requires completion of the improvements by the developer within two years of final short plat approval. Installation of improvements that would negatively affect safety if left unfinished may not be delayed through use of a financial assurance device. Improvements must be approved by the Transportation Department inspector before they are deemed complete. Specific requirements are detailed below:

a) Site Specific Items:

- Undergrounding of all overhead utilities located along the frontage of the short plat on SE Lake Road.
- Installation of a streetlight at the connection of the private access road to SE Lake Road.

b) Miscellaneous:

- Landings on sloping approaches are not to exceed a 10% slope for a distance of 20 feet from the private access road connection to SE Lake Road. The private access road grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- The maximum longitudinal and cross-sectional grades shall not exceed 8%.
- Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241.
- The joint-use driveway shall not be gated or obstructed and must remain open at all times for emergency and public service vehicles. A note to this effect shall be placed on the face of the final Subdivision map.
- The maintenance responsibility for the private access road shall be the shared responsibility of lot owners served by the road. A note to this effect must be indicated on the face of the final Subdivision map.

AUTHORITY: Bellevue City Code 14.60.100, 110, 130, 150, 170, 190, 210, 240, 241; LUC 20.40.490, Transportation Department Design Manual Sections 3, 4, 5, 7, 11,

14, 19

REVIEWER: Ray Godinez, Transportation Department

4. **AREAS OF NON-DISTURBANCE:** Areas of non-disturbance shall be designated on the face of the Final Short Plat, along with wording on the face of the short plat as specified by the Department of Planning and Community Development. The boundary of the RVA must be surveyed and staked with appropriate signage and/or fencing. The designation shall include the following restrictions:

a) An assurance that existing native and compatible introduced vegetation which provides overstory will be preserved for the purposes of buffering, protecting plants and animal habitat and for aesthetic and other purposes; and

b) The right of the City of Bellevue to enforce the terms of the restriction

AUTHORITY: Land Use Code 20.25H.110.D, 20.25H.120

REVIEWER: Matthews Jackson, Planning and Community Development Department

5. **TREE PRESERVATION PLAN:** A Tree Preservation Plan that portrays the drip-line, the diameter size, and common name of each significant tree to be retained must be recorded with the final short plat mylar. The Tree Preservation Plan must contain the following note:

“Tree Preservation Plan:

Designation of trees on the Tree Preservation Plan establishes a covenant by the owner to leave undisturbed all trees as shown on the Tree Preservation Plan. This covenant shall run with the land and shall be binding upon all future owners. No tree topping, tree cutting or tree removal shall occur unless required or approved by the City. Except for ordinary landscape maintenance, no construction, clearing or land alteration activities shall occur within the drip-line of trees shown on the Tree Preservation Plan, unless required or approved by the City. Activities in violation of this covenant are subject to penalty, including without limitation, fines and mitigation requirements. The City of Bellevue shall have the right, but not the obligation, to enforce the requirements, terms and conditions of this covenant by any method available under law. It is the obligation of the owner to comply with the terms of the Tree Preservation Plan and this covenant.”

AUTHORITY: Land Use Code 20.20.520.E

REVIEWER: Matthews Jackson, Planning and Community Development Department

6. **LOT 6 REAR YARD SETBACK:** The lot line between Lots 5 and 6 must be modified to satisfy the 25 foot rear yard structure setback for the existing home on Lot 6. As an alternative, the configuration of the home may be modified so that it meets the 25 foot setback requirement.

AUTHORITY: Land Use Code 20.20.010

REVIEWER: Matthews Jackson, Planning and Community Development Department

7. **EASEMENTS:** All water, sewer and storm drainage easements shall be shown on the face of the final short plat with all joint use language prior final approval. Storm drainage

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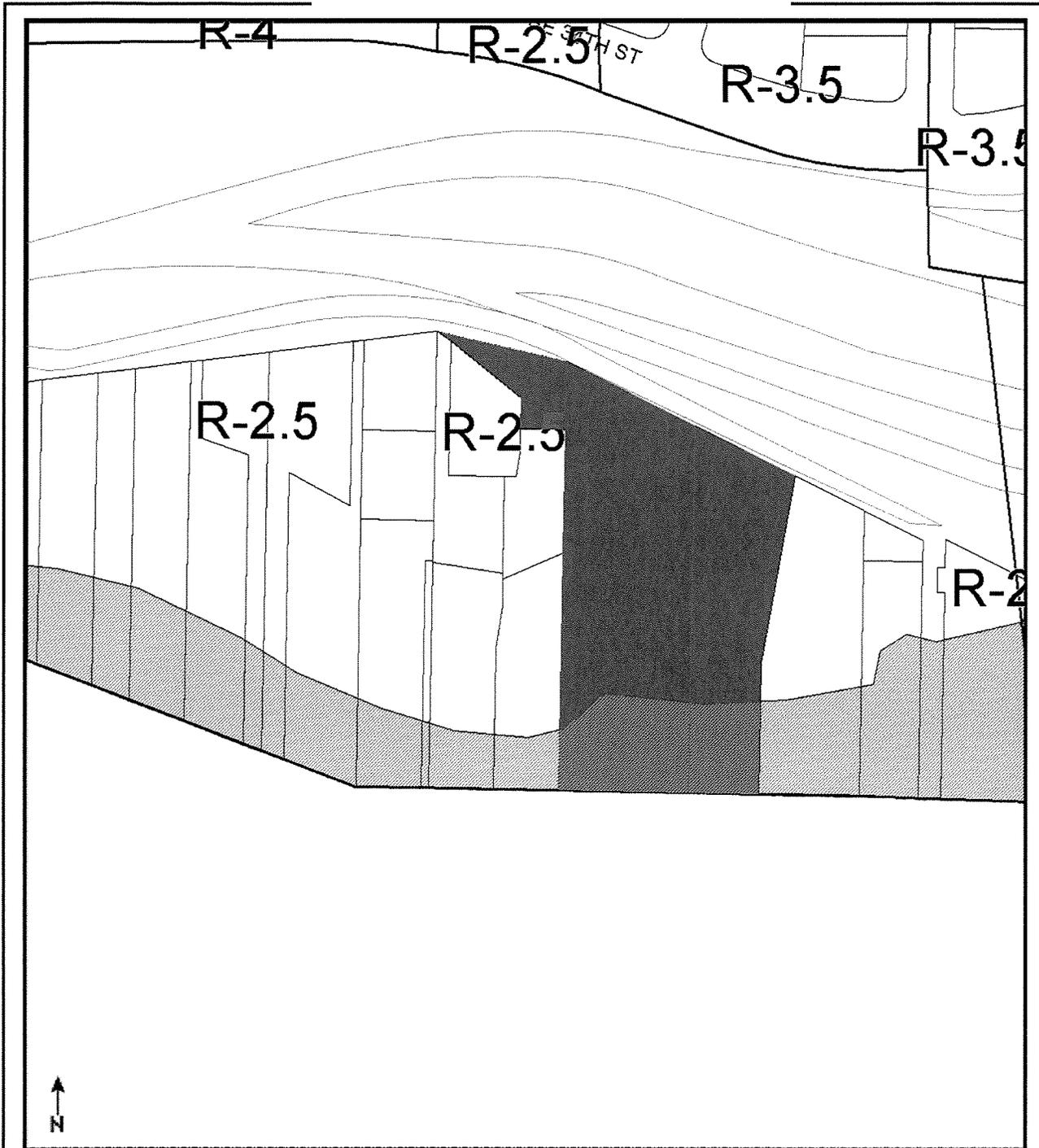
improvement shall be inspected and accepted by the

AUTHORITY: Bellevue City Code Title 24.02.160, 24.04.160, 24.06.160  
REVIEWER: Mark Dewey, Utilities Department

#### **LIST OF ATTACHMENTS**

1. Site Plan
2. Zoning Map
3. Vicinity Map





City of Bellevue  
 Information Technology  
 Geographic Information Services  
 November 15, 2006

**Zoning**  
**Harper Short Plat**

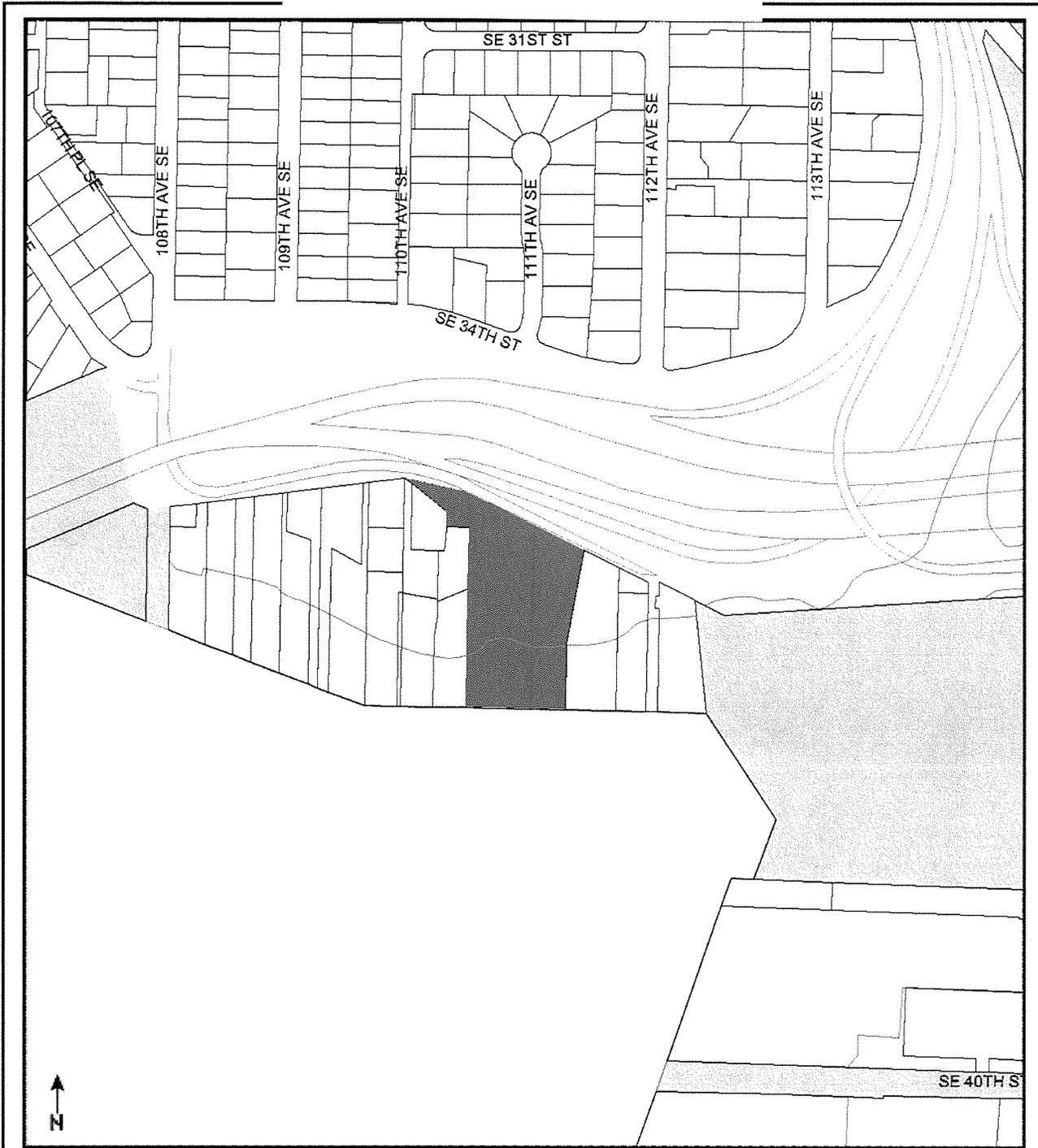
- |   |   |
|---|---|
|  Single Family       |  Subdistrict A                 |
|  Multi Family        |  Subdistrict B                 |
|  Office              |  Subdistrict C                 |
|  Commercial          |  Downtown Core                 |
|  Light Industrial    |  Single Family Transition Zone |
|  Evergreen Highlands |  Multi Family Transition Zone  |
|  Institutional       |   |



VICINITY MAP

This map is derived from the Bellevue Geographic Information System and designed for City staff use. It is not guaranteed accurate.

If you have specific questions concerning information contained on this map please contact the department shown.



City of Bellevue  
 Information Technology  
 Geographic Information Services  
 November 15, 2006

Vicinity Map  
**Harper Short Plat**

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- Site
- Park
- School



VICINITY MAP