



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

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**Proposal Name:** Newport Estates Preliminary Short Plat

**Proposal Address:** 13339 Newport Way

**Proposal Description:** Subdivide one 0.82 acre single family residential lot into three residential lots in the R-3.5 zoning district.

**File Number:** 06-109501-LN

**Applicant:** Ron Froron, Minks, Inc.

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

**State Environmental Policy Act  
Threshold Determination:** **SEPA Exempt pursuant to WAC 197-11-800(6)(a),  
BCC 22.02.032**

**Department Decision:** **Approval with Conditions**

*Carol Saari*

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Carol Saari, Associate Planner  
Dept. of Planning and Community Development

Application Date: 04/13/06  
Notice of Application: 05/25/06  
Minimum Comment Period: 06/08/06  
Decision Publication Date: 11/30/06  
Appeal Deadline: 12/14/06

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For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6800 [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.

**I. Description of Proposal**

The applicant proposes to short plat an existing 0.82 acre lot into three single family residential lots in the R-3.5 zoning district. There is an existing house and shed which will be removed as a part of this short plat. See condition IX.C.1. The existing driveway will be used to gain access to all three lots.

**II. Site Description and Context**

The site is located in the Factoria Subarea, about 1/3 mile east of Factoria Blvd. (128<sup>th</sup> Ave. SE). Access to the new lots will be from an existing driveway off of Newport Way. It is generally flat where the homes will be built. There are no over 15% slopes onsite. And, there are no protected areas or associated buffers onsite. The site contains 17 significant trees, 7 of which are required to remain. The site is surrounded by single family homes to the north, south, east and west, all within the R-3.5 zoning district.

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

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

<b>BASIC INFORMATION</b>		
<b>Zoning District</b>	R-3.5	
<b>Gross Site Area</b>	0.82 acres (35,719 Square Feet)	
<b>ITEM</b>	<b>REQ'D/ALLOWED</b>	<b>PROPOSED</b>
<b>Minimum Lot Area</b>	10,000 Square Feet	Lot 1: 14,990 Square Feet Lot 2: 10,194 Square Feet Lot 3: 10,404 Square Feet
<b>Minimum Lot Width</b>	70 Feet	Lot 1: 85 Feet Lot 2: 95 Feet Lot 3: 91 Feet
<b>Minimum Lot Depth</b>	80 Feet	Lot 1: 89 Feet Lot 2: 89 Feet Lot 3: 79 Feet – This will need to be revised to be 80 feet in depth. <u>See condition IX.C.2.</u>
<b>Minimum Street Frontage</b>	30 Feet	37 Feet
<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 Yards	15 Feet	15 Feet
<b>Access Easement</b>	10 Feet	10 Feet
<b>Tree Retention</b>	15% or 48 Diameter Inches	145 Diameter Inches or 45%
<b>Non-disturbance Requirements</b>		

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

Short Plats not containing Protected Areas are exempt from SEPA review pursuant to WAC 197-11-800(6)(a), BCC 22.02.032. The project proposal is exempt.

#### **V. SUMMARY OF TECHNICAL REVIEWS**

##### **A. Utilities Review**

The City has adequate capacity for providing water, sanitary sewer and storm drainage service for this proposal.

The water, sewer and storm drainage systems have been reviewed on a conceptual basis only. There are no implied approvals of the engineering specifications for the water, sanitary sewer and/or storm drainage for the site. Water, sewer and storm drainage design review, plan approval and field inspection shall be conducted through the Utility Developer Extension Agreement (UE) process or side sewer permits and water applications. The applicant will need to submit the UE application as early in the process as possible prior to the plat engineering application. See condition IX.A.1.

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

The Fire Department has reviewed the proposal. If homes exceed 4800 gross square feet, it will be necessary to confirm adequate fire flow. In addition, the address of homes shall be posted at the entrance of the driveway access road. See conditions IX.C.3(a) & (b).

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

The Transportation Department has reviewed the plans submitted for the preliminary short plat and recommends approval. The final engineering plans 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. Impact fee credit will be given for removal of the existing house.

### **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. See conditions IX.B.1 & B.2.

### **Street Frontage Improvements**

Existing street frontage improvements are adequate, except for any work needed to accommodate the private road connection, to achieve required sight lines, or for trench restoration. The design of any such work 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. Prior to final short plat approval, all such work must be completed at the developer's expense (BCC 14.60.110) or the developer must provide an acceptable financial assurance device equivalent to 150% of the cost of unfinished transportation-related work.

No new overhead utility lines will be allowed within or across any city street right of way. Existing overhead lines may need to be placed underground, depending on the conditions of the utility company's right of way use permit.

The final engineering plans 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. The engineering plans must clearly show all transportation engineering issues described in this Staff Report and must include all relevant standard drawings. See conditions IX.B.3, B.4 & B.5 and IX.C.4.

### **Private Road for Site Access**

Access into the site will be via a private road off Newport Way. The private road shall be designed and constructed per Transportation Department Design Manual, Section 4 and other sections, with drainage consistent with the city's utility standards.

- The minimum paved width shall be 20 feet, in a tract or easement at least 25 feet wide.
- The exact boundaries of the tract or easement for the private road shall be shown on the face of the short plat.
- The existing 24-foot concrete driveway apron may continue to be used.
- The minimum pavement section shall be two inches of hot mix asphalt class ½" PG 64-22 over four inches of commercial hot mix asphalt class 1" PG 64-22, or equivalent.
- The grade of the private road shall not exceed ten percent for the first 20 feet behind the sidewalk and shall not exceed 15 percent at any point. Where the grade changes, the slope must be rounded so vehicles will not bottom out.

- No fixed objects, including fire hydrants, retaining walls, and streetlight poles, are allowed within ten feet of the driveway apron edge, identified as Point A in standard drawing DEV-7A. Fixed objects are defined as anything stronger than a 4" X 4" wooden post.
- The final short plat must include a covenant that permanently binds the lot owners to provide for maintenance and repair of the private road, including a condition that the private road will remain open at all times for emergency and public service vehicles.
- Relocation of existing fencing and removal of any vegetation required to achieve required sight lines for the private road connection must be shown and described in the engineering plans. An agreement, acceptable to the city, governing removal of pertinent sections of the fence and pertinent vegetation must be signed by all relevant property owners and must be recorded against all affected properties, including the neighboring property, at the county recorder's office prior to final short plat approval.
- Design features of the private road and all relevant standard drawings must be included in the final engineering plans.

See conditions IX.B.3 & B.4 and IX.C.4, C.5, C.8 & C.9.

#### **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 Newport Way is classified as "No Street Cuts Permitted". SE 42<sup>nd</sup> Place is classified as "Overlay Required". Permission to cut a "no-cut" street may be granted by the city's Right of Way Manager if no feasible alternative exists. See conditions IX.B.3 & B.5 and IX.C.4.

#### **Transportation Impacts and Mitigation**

Transportation Department staff analyzed the potential short-term operational impacts of this proposal in order to recommend mitigation if necessary. The proposed development will generate a net increase of only two new PM peak hour trips, on average. This is not a significant operational impact; therefore, no mitigation is required, other than payment of transportation impact fees, private access road improvements including the connection to Newport Way, and pavement restoration described elsewhere in this document.

#### **VI. PUBLIC COMMENT**

There are no parties of record. The City received phone calls from three neighbors for general inquires. Although they were told how to become parties of record, they declined to do so.

**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 lots will be accessed via an existing driveway from Newport Way. Existing public water and sewer facilities have been deemed adequate to serve the proposed development. A storm detention vault will be installed on Lot 1 to serve all three lots.

- 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 establishing tree retention along property lines which will continue the wooded character of the neighborhood.

- 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.**

**Development Standards**

**Finding:** As conditioned, the proposal complies with the Land Use Code requirements for R-3.5 zoning, the Utility Code and the City of Bellevue Development Standards. Lot 3 will need to change the lot depth from 79 feet to 80 feet. See condition IX.C.2.

**Land Use Code Requirements**

- A. Dimensional Requirements:** Refer to Section III.B. for dimensional requirements.

**Finding:** As conditioned, all of the lots can be developed in accordance with the City of Bellevue Land Use Code requirements including the R-3.5 dimensional requirements. As noted above, Lot 3 will need to change the lot depth from 79 feet to 80 feet. See condition IX.C.2.

**B. Significant Tree Preservation:** Tree preservation requirements pursuant to LUC Section 20.20.900.D require the retention of 15% of significant trees on the site. In order to meet the 15% minimum retention requirement, the project must retain a minimum of 48 diameter inches of significant trees.

**Finding:** The applicant proposes to preserve a total of 145 diameter inches or 45% of the significant trees onsite. This satisfies the minimum 15% tree retention requirements. See condition IX.C.6.

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

**Finding:** The site is located within the Factoria Subarea. The Comprehensive Plan specifies Single-Family Medium Density development for this property which is consistent with the R-3.5 zoning designation. 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 provides development on infill or under-utilized sites with adequate urban services (HO-17) and meets the Neighborhood Quality goal (Housing Element) to ensure compatible housing and environmentally sensitive features by preserving healthy significant existing trees on-site.

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

**Finding:** As conditioned, each lot can reasonably be developed to current R-3.5 zoning standards without requiring a variance. Lot 3 will need to change the lot depth from 79 feet to 80 feet. See condition IX.C.2. There are no site constraints or critical areas which inhibit the development of this property that would warrant a variance. See condition IX.C.7.

**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.

**VIII. Conclusion and Decision:**

After conducting the various administrative reviews associated with this proposal, including applicable Land Use consistency, City Code, and standard compliance reviews, the Director of Planning and Community Development does hereby **approve** the Newport Estates 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.

**IX. Conditions of Approval:**

The following conditions are imposed under authority referenced:

**A. GENERAL CONDITIONS:**

**1. UTILITIES**

Water, sewer and storm drainage design review, plan approval and field inspection shall be conducted through the Utility Developer Extension Agreement (UE) process or side sewer permits and water applications. The applicant will need to submit the UE application as early in the process as possible prior to the plat engineering application.

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

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

**1. 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

## **2. 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

## **3. ENGINEERING PLANS**

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to clearing 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 road, the connection to Newport Way, pavement restoration, mailbox location, and sight distance. Appropriate standard drawings from the Transportation Department Design Manual must be included in the engineering plans. Transportation Department construction notes must be included.

AUTHORITY: Bellevue City Code 14.60; Transportation Department Design Manual  
REVIEWER: Carl Wilson, Transportation Department

## **4. SIGHT DISTANCE**

Both vehicle and pedestrian sight distance per BCC 14.60.240 and 241 must be achieved where the private road connects to the street. Required sight lines must be shown on a sheet of the final engineering plans. Fence relocation, grading, or vegetation removal to meet sight lines must be shown and described on the engineering plans.

AUTHORITY: Bellevue City Code 14.60.240 and 241  
REVIEWER: Carl Wilson, Transportation Department

## **5. PAVEMENT RESTORATION**

The city's pavement manager has determined that this segment of Newport Way is classified as "No Street Cuts Permitted". If there is no feasible alternative to cutting into the paved surface of Newport Way, the developer must seek an exception to the "no-cut" policy from the city's Right of Way Manager. Granting such an exception would include a requirement for a grind and overlay at least 50 feet long for the full width of any affected lane.

SE 42<sup>nd</sup> Place is classified as "Overlay Required". Any cutting in the paved surface of SE 42<sup>nd</sup> will require a grind and overlay 50 feet long for the full width of any affected lane.

Trench restoration for any utility connections or other digging in any street surface must meet the requirements of Section 21 of the Design Manual and standard drawings ROW-1 through ROW-5. Exact copies of the appropriate trench restoration drawing(s) must be included in the final engineering plans.

AUTHORITY: Bellevue City Code 14.60.250 and Design Manual Section 21  
REVIEWER: Jon Regalia, Transportation Department

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

### **1. EXISTING STRUCTURES TO DEMOLISH**

The applicant shall remove the existing house and shed prior to final short plat approval and shall provide a survey to verify that these structures have been removed.

AUTHORITY: Land Use Code 20.20.010  
REVIEWER: Carol Saari, Planning and Community Development Department

### **2. LOT WIDTH**

The final short plat shall portray a minimum of 80 feet for the lot depth for Lot 3.

AUTHORITY: Land Use Code 20.20.010  
REVIEWER: Carol Saari, Planning and Community Development

### **3. FIRE DEPARTMENT CONDITIONS**

The final short plat shall portray the following notes:

- (a) If any of the homes to be constructed on these lots exceed 4800 gross square feet, it will be necessary to confirm the hydrant on SE Newport Way has adequate fire flow. (International Fire Code (IFC) 5-8.3)
- (b) The address of all three homes shall be posted at the entrance to the driveway access road. (IFC 505 & Bellevue Fire Department Development Standards)

AUTHORITY: International Fire Code (IFC) 5-8.3; IFC 505 & Bellevue Fire Department  
Development Standards  
REVIEWER: Adrian Jones, Fire Department

#### **4. 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 include:

- The minimum paved width of the private road shall be 20 feet, in a tract or easement at least 25 feet wide.
- The minimum pavement section of the private road shall be two inches of hot mix asphalt class ½" PG 64-22 over four inches of commercial hot mix asphalt class 1" PG 64-22, or equivalent.
- The grade of the private road shall not exceed ten percent for the first 20 feet behind the sidewalk and shall not exceed 15 percent at any point. Grade changes must be rounded so vehicles will not bottom out.
- No fixed objects, including fire hydrants, retaining walls, and streetlight poles, are allowed within ten feet of the driveway apron edge.
- Relocation of existing fencing and removal of any vegetation required to achieve required sight lines for the private road connection must be completed.

AUTHORITY: Bellevue City Code 14.60.100, 110, 130, 150, 240, 241; LUC 20.40.490;  
Transportation Department Design Manual Sections 4, 5, 15, and  
Standard Drawings  
REVIEWER: Carl Wilson, Transportation Department

#### **5. TRACT OR EASEMENT FOR PRIVATE ROAD**

The final short plat must correctly show the exact boundaries of the tract or easement for the private road. Said tract or easement must be at least 25 feet wide.

AUTHORITY: Bellevue City Code 14.60.100  
REVIEWER: Carl Wilson, Transportation Department

## 6. TREE RETENTION

The final short plat shall portray a minimum of 48 diameter inches of existing significant trees to remain. 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.”

An arborist report shall be provided to document the health of each tree to be saved. During plat engineering, the dripline of the trees to be saved shall be fenced to prevent clearing & grading activities within the dripline area.

AUTHORITY: Land Use Code 20.20.900.D

REVIEWER: Carol Saari, Planning and Community Development Department

## 7. 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: Carol Saari, Planning and Community Development Department

## 8. COVENANT FOR MAINTENANCE AND REPAIR OF PRIVATE ROAD

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 times for emergency and public service vehicles.

AUTHORITY: BCC 14.60.130

REVIEWER: Carl Wilson, Transportation Department

**9. RECORD AGREEMENT FOR RELOCATION AND MAINTENANCE OF FENCE**

Relocation and maintenance of part of the fence on the neighboring property at 4201 134<sup>th</sup> Ave SE, in order to achieve the required pedestrian sight line to the south of the private road, must be governed by an agreement signed by the affected property owners, including the owner of the property at 4201 134<sup>th</sup> Ave SE. Said agreement must be acceptable to the city and must be recorded against all affected properties, including the neighboring property, at the county recorder's office prior to final short plat approval.

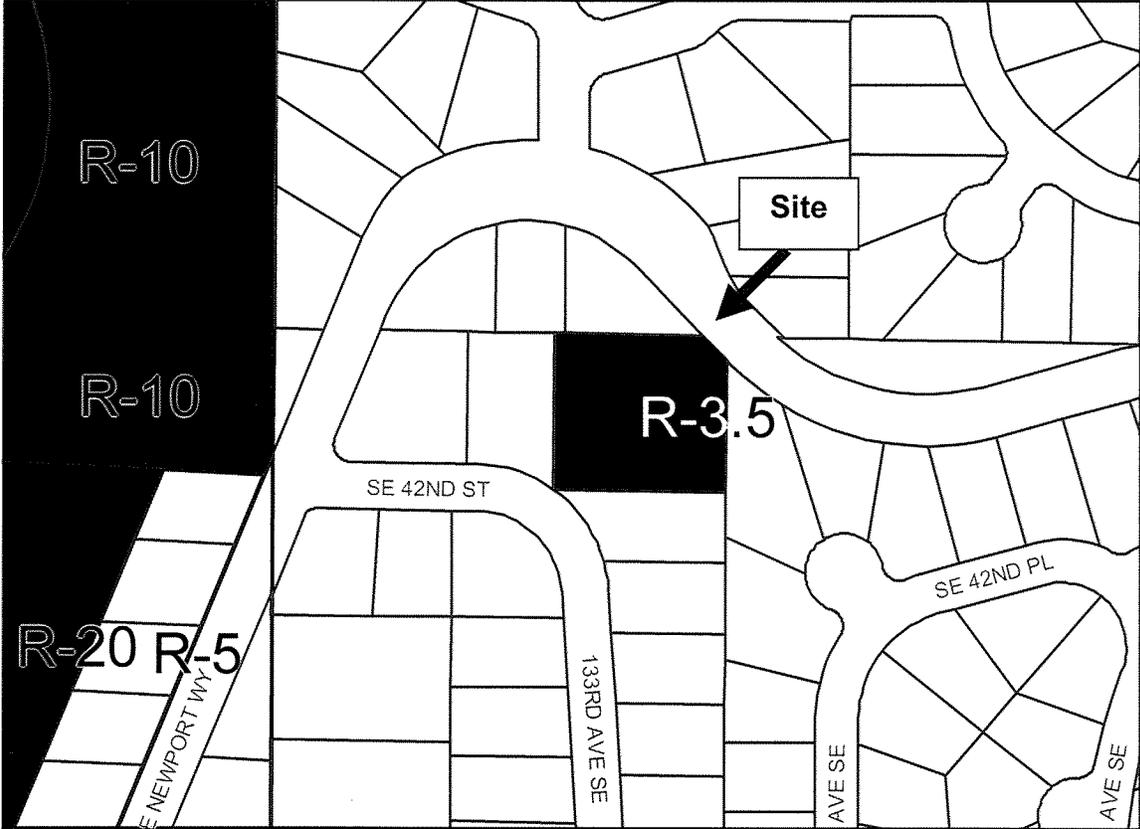
AUTHORITY: BCC 14.60.060, 110, and 241  
REVIEWER: Carl Wilson, Transportation Department

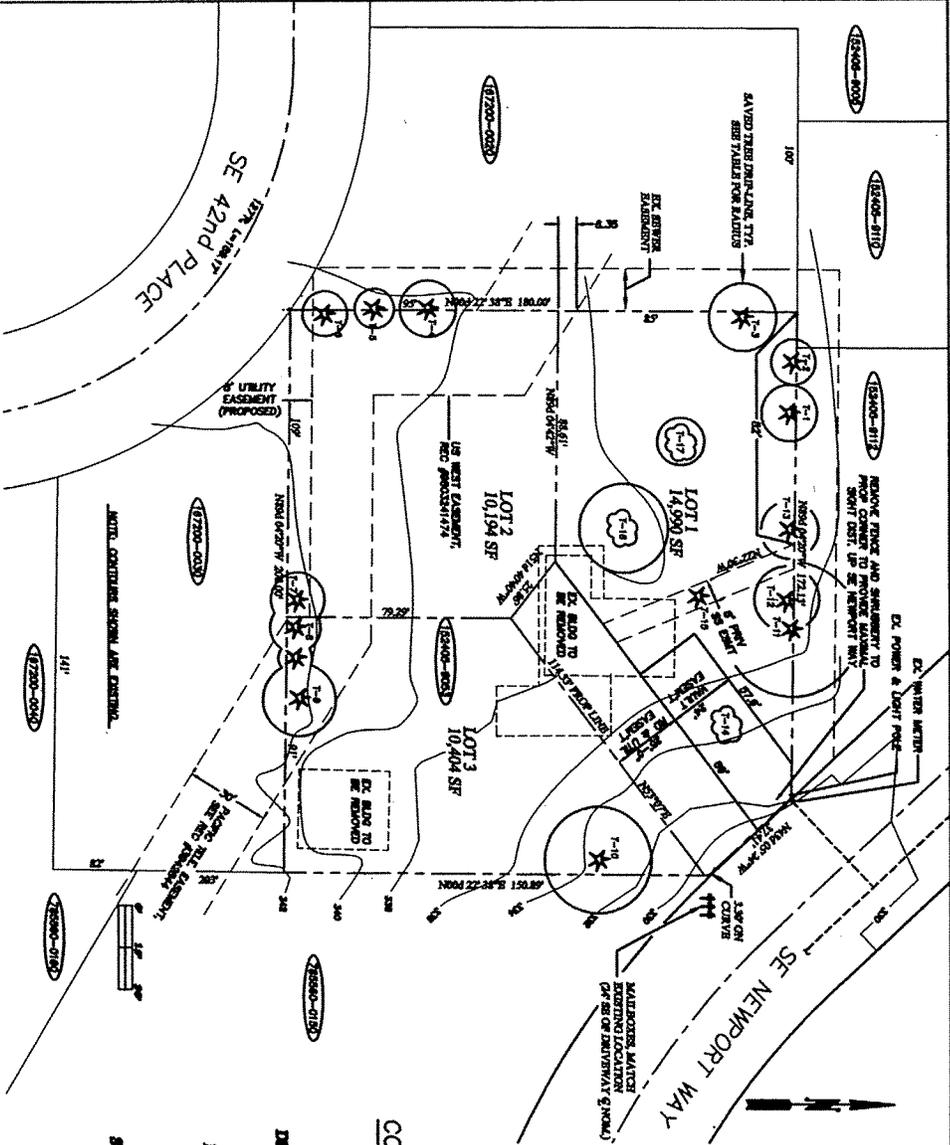
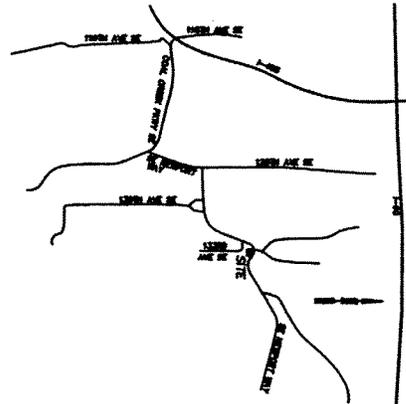
**LIST OF ATTACHMENTS**

- A. Vicinity Map
- B. Zoning Map
- C. Short Plat



# Zoning Map





TREE RETENTION CALCULATION

THREAT	DIAMETER	TYPE	SAVED	REMOVAL
T-1	19	CEDAR	SAVE	10
T-2	13	CEDAR	SAVE	8
T-3	20	CEDAR	SAVE	12
T-4	19	REDWOOD CEDAR	SAVE	10
T-5	20	REDWOOD CEDAR	SAVE	7
T-6	18	REDWOOD CEDAR	SAVE	8
T-7	15	REDWOOD CEDAR	SAVE	8
T-8	19	CEDAR	SAVE	9
T-9	27	CEDAR	SAVE	13
T-10	20	DOUGLAS FIR	SAVE	19
T-11	27	FIR	SAVE	24
T-12	17	FIR	SAVE	11
T-13	12	FIR	SAVE	10
T-14	12	BIRCH	REMOVE	
T-15	14	PINE	REMOVE	
T-16	36	MAPLE	SAVE	16
T-17	11	DOUGLAS FIR	SAVE	7

SITE DATA:

PROPERTY SIZE: 33,998 SF (0.78 AC)  
 ZONING: R-1.5 (R-1.5)  
 ZONING REQUIREMENTS:  
 MIN LOT SIZE: 10,000 SF, 7' WIDE, 8' DEEP  
 FRONT SETBACK: 25'  
 REAR SETBACK: 25'  
 SIDE SETBACK: 5' MIN. ONE SIDE  
 SIDE SETBACK: 15' MIN. OTHER SIDE  
 ACCESS EASEMENT: 10' SETBACK  
 SETBACK NOTE:  
 FRONT, REAR & SIDE YARD WALL  
 BE DISCONTINUED WITH THIS  
 BUILDING PERMIT SUBMITTAL.  
 30 FEET  
 5%  
 2 FOR RESIDENCES MIN.

CONTACT INFORMATION

OWNER: KYLS BONDY  
 511 ANDOVER PARK E, 6530  
 TIERCE, WA 98118  
 206-875-0743  
 DEVELOPER: MINKS, INC.  
 311 ANDOVER PARK E, 6530  
 TIERCE, WA 98118  
 206-459-4447  
 CONTRACTOR: CALDWELL CONSTRUCTION-  
 ENGINEERING, LLC  
 21421 NE 25TH PL.  
 BELLEVUE, WA 98003  
 425-688-6589  
 SUBMITTER: CONCEPT ENGINEERING, INC.  
 453 PALMER BLVD N  
 BELLEVUE, WA 98007  
 425-592-9053

LEGAL DESCRIPTION:

THAT PORTION OF THE NW 1/4 OF THE SW 1/4 OF THE NW 1/4 OF S15, T24N, R5E, W.L. DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE INTERSECTION OF THE WEST LINE OF WESTWOOD ADDITION TO BELLEVUE, AS PER PLAT RECORDED IN THE CITY OF KING COUNTY RECORDS OF KING COUNTY, WITH THE SOUTHERLY CORNER OF THE NEWPORT SUBDIVISION ROAD, THENCE N07°25'57" W, 106.71 TO THE NORTH LINE OF SAID NW 1/4 OF THE SW 1/4 OF THE NW 1/4, THENCE N89°42'25" W, 189.71 TO THE WEST LINE OF SAID WESTWOOD ADDITION TO BELLEVUE, THENCE S89°42'25" W, 207.71 TO THE WEST LINE OF SAID WESTWOOD ADDITION TO BELLEVUE, THENCE N07°25'57" W, 106.71 TO THE POINT OF BEGINNING, EXCEPT NEWPORT SUBDIVISION ROAD, AND EXCEPT THAT PORTION BOUND TO KING COUNTY FOR NEWPORT WAY BY KING COUNTY RECORDING NO. 5714516, AND EXCEPT ANY PORTION THEREOF CONVERTED TO THE CITY OF BELLEVUE BY DEED RECORDED UNDER RECORDING NO. 1999-09-04-002002, SITUATE IN CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.

SURVEY CONTROL:

DATE: 08/14/2006  
 (SEE SURVEY DRAWINGS FOR DETAILS)  
 SHORT PLANT PERMIT NO. 150428 IBS  
 CAD PROJECT NO. 06-120091 GS  
 UTILITY DEVELOPER EXTENSION PERMIT NO. 06-120092 US

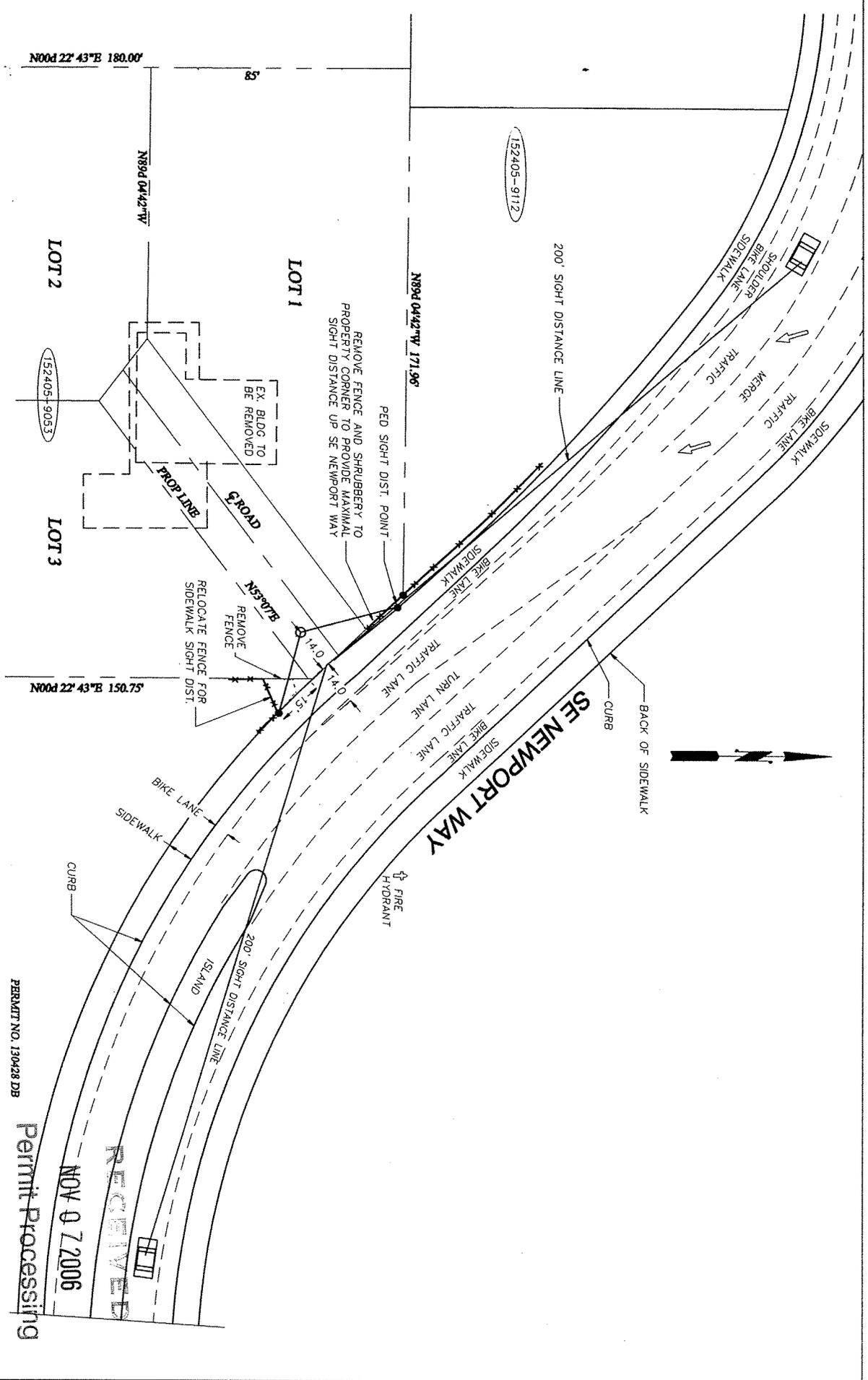


TITLE: PLOT PLAN - PRELIMINARY SHORT PLAT  
 PROJECT: NEWPORT ESTATES, FOR MINKS, INC.  
 ADDRESS: 13339 SE NEWPORT WAY, BELLEVUE, WA  
 DESCR: PRELIM. 3 LOT SHORT PLAT  
 Design: Campbell Construction Engineering, LLC  
 Richard Campbell, PE  
 21421 NE 25th Pl.  
 Redmond, WA 98053  
 425-688-6589

RECEIVED  
 NOV 07 2006

Permit Processing

FOR LUC 2003.502, SIGNIFICANT TREES - 0' DIA. AIR LABEL NO.



**TRAFFIC CHANNELIZATION PLAN**



**NOTES:**  
 DATUM IS NAVD 1988 (SEE SURVEY DRWG FOR DETAILS)  
 THIS CHANNELIZATION PLAN IS AN ENGINEERING DRAWING FOR THE PURPOSES OF ILLUSTRATING TRAFFIC FLOW AND SIGHT LINES. THIS IS NOT A SURVEYING DOCUMENT FURNISHING TO SHOW OWNERSHIP OR LAYOUT CONTROL INFORMATION.



PERMIT NO. 139428 DB

Permit Processing

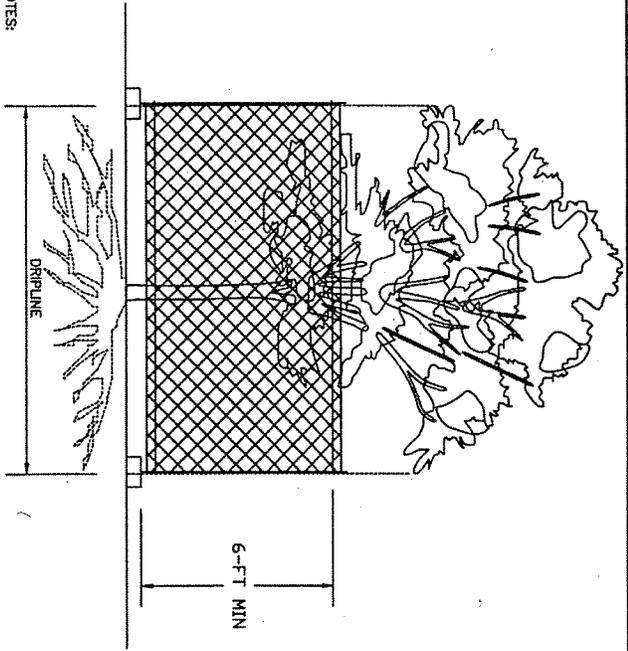
RECEIVED  
 NOV 9 7 2006

<b>TITLE:</b> TRAFFIC CHANNELIZATION PLAN	
<b>PROJECT:</b> NEWPORT ESTATES, FOR MINKS, INC.	
<b>ADDRESS:</b> 13339 SE NEWPORT WAY, BELLEVUE, WA	
<b>DISCR:</b> PRELIM. 3 LOT SHORT PLAT FOR MINKS, INC	
<b>Design:</b> Campbell Construction Engineering, LLC	
<b>Rev.</b>	<b>Date</b>
1. City Review Comments	6/06
2. City Review Comments	9/06
<b>Richard Campbell, PE</b> 21421 NE92nd PL Redmond, WA 98033 425-868-6569	
<b>Plot Date:</b> 9/6/2006	<b>Sheet 1 of 1</b>



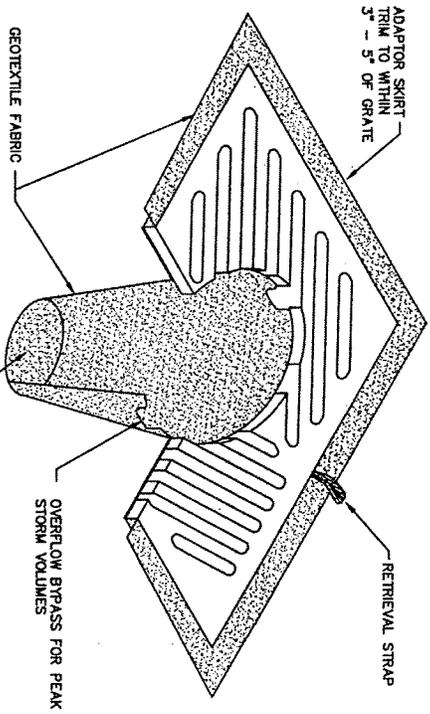






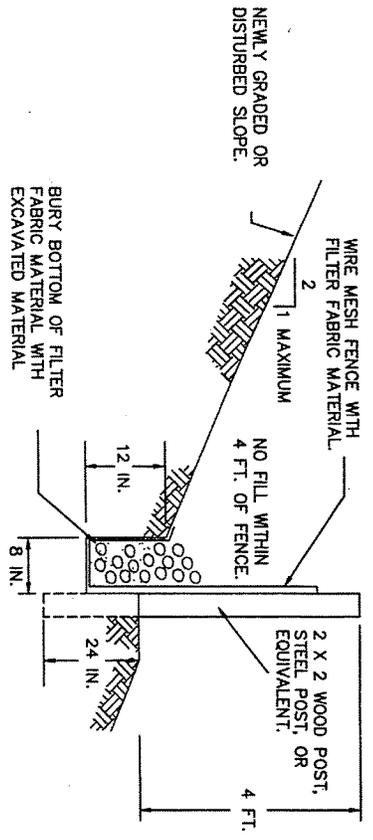
- NOTES:
- 6-FT. HIGH TEMPORARY CHAIN LINK FENCE SHALL BE PLACED AT THE DRIPLINE OF THE TREE TO BE SAVED. FENCE SHALL COMPLETELY ENIRCLE THE TREE(S). INSTALL FENCE POSTS USING PIER BLOCKS ONLY. AVOID DRIVING POSTS OR STAKES INTO MAJOR ROOTS.
  - FOR ROOTS OVER 1-IN. DIA. THAT ARE DAMAGED DURING CONSTRUCTION, MAKE A CLEAN, STRAIGHT CUT TO REMOVE THE DAMAGED PORTION. ALL EXPOSED ROOTS SHALL BE IMMEDIATELY COVERED WITH DAMP BURLAP TO PREVENT DRYING, AND SHALL BE COVERED WITH SOIL AS SOON AS POSSIBLE.
  - WORK WITHIN PROTECTION FENCE SHALL BE DONE MANUALLY. NO STOCKPILING OF MATERIALS, VEHICULAR TRAFFIC OR STORAGE OF EQUIPMENT OR MACHINERY SHALL BE ALLOWED WITHIN THE LIMIT OF THE FENCING.

**TREE PROTECTION**

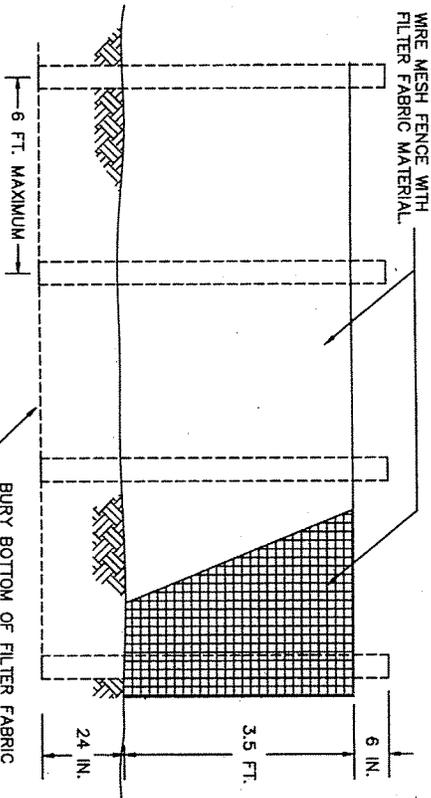


- NOTES:
- INSERT SHALL BE INSTALLED PRIOR TO CLEARING AND GRADING ACTIVITY, OR UPON PLACEMENT OF A NEW CATCH BASIN.
  - SEDIMENT SHALL BE REMOVED FROM THE UNIT WHEN IT BECOMES HALF FULL.
  - SEDIMENT REMOVAL SHALL BE ACCOMPLISHED BY REMOVING THE INSERT, EMPTYING, AND RE-INSERTING IT INTO THE CATCH BASIN.

**TREE PROTECTION**



**TYPICAL CROSS SECTION**



**REINFORCED SILT FENCE**

- NOTES:
- FENCE SHALL NOT BE INSTALLED ON SLOPES STEEPER THAN 2 : 1.
  - JOINTS IN FILTER FABRIC SHALL BE OVERLAPPED 6 INCHES AT POST.
  - USE STAPLES, WIRE RINGS, OR EQUIVALENT TO ATTACH FABRIC TO WIRE FENCE.
  - REMOVE SEDIMENT WHEN IT REACHES 1/3 FENCE HEIGHT.

NOV 07 2006

Permit Processing

**TITLE: CLEARING & GRADING DETAILS**

**PROJECT:** NEWPORT ESTATES, FOR MINCKS, INC.  
**ADDRESS:** 13339 SE NEWPORT WAY, BELLEVUE, WA  
**DESCR:** PHASE 1 3 LOT SHORT PLAY FOR MINCKS, INC

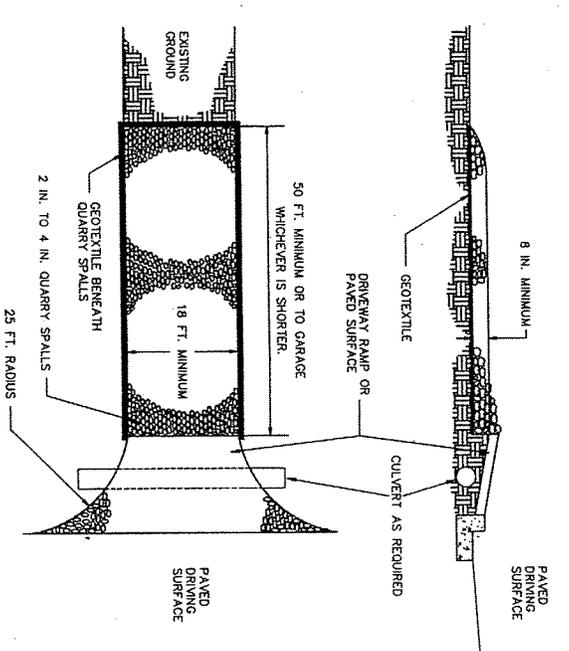
**Design:** Campbell Construction Engineering, LLC  
**Rev. Description Date**  
 1. Max. City Review Comments 9/2005

**Richard Campbell, PE**  
 21421 NE92nd Pl.  
 Redmond, WA 98003  
 425-968-4569



**Transportation Department Construction Notes for Plans and Short Plans**

1. All construction shall be in accordance with the City of Bellevue Design Manual, applicable city codes, and the 2006 WSDOT Standard Specifications for Road, Bridge and Municipal Construction (or the most recent approved successor).
2. The design elements within these plans have been reviewed according to the latest edition of the City of Bellevue Transportation Department Design Manual and city codes. This approval is subject to field inspection, and oversight or violation of City ordinances is not included in this approval. Variances to these standards are by approval of the Transportation Department Review Engineer and Inspector.
3. Approval of this road, grading, and drainage plan does not constitute an approval of any other construction (e.g., domestic water conveyance, sewer conveyance, gas, electrical, etc.).
4. It is the contractor's responsibility to call for a preconstruction conference at 425-452-8989 prior to any clearing, grading, or construction activity. This conference must be attended by the Transportation Department Inspector, and the developer (or the developer's construction representative).
5. A copy of these approved plans must be at the job site whenever construction is in progress.
6. Construction activity shall be limited to the hours between 7:30 am and 6:00 pm, Monday through Friday and between 8:30 am and 6:00 pm on Saturday. Construction noise is prohibited on legal holidays and Sundays. In some cases, a variance may be granted through the Department of Planning & Community Development at 425-452-8984.
7. It is the contractor's responsibility to obtain all necessary construction assessments, hauling permits, and right-of-way use permits before beginning of-site work. Work within the unimproved right-of-way fronting the job site does not require a separate permit approval; approval for that work is included with the plat engineering permit approval. Work within the improved roadway fronting the site requires a separate right-of-way use permit. Right-of-way use permits are required for all curbs cuts.
8. All utility trenches within city rights of way or private roads shall be backfilled and compacted to 95% density. Prior to placement of ATB, the developer must submit the results of a compaction test (conducted by a licensed soils engineer) to the Transportation Department Inspector.
9. All roadway subgrade shall be backfilled and compacted to 95% density as per WSDOT 2-208.3. Prior to the placement of ATB, the developer must submit compaction test results (conducted by a licensed soils engineer) to the Transportation Department Inspector.
10. In connection with the performance of work covered by this approval, the Contractor shall be responsible for providing adequate safeguards, safety devices, protective equipment, flaggers, and any other services or devices necessary to protect property and the life, health, and safety of the public. With any work that may interrupt normal traffic flow, at least one flagger for each lane of traffic affected shall be provided. All sections of the WSDOT Standard Specifications 1-07.23-Traffic Control, shall apply.
11. All work shall be performed per the recommendations of soils reports prepared for this project, unless otherwise directed in writing by the Transportation Department Review Engineer or Inspector.
12. Wheelchair ramps are to be located and constructed per the City of Bellevue Design Manual.
13. It is the contractor's responsibility to notify the telephone, gas, power, and cable TV companies of proposed work prior to construction so that these utilities can prepare plans for extensions of their utilities.
14. Street signs are to be provided and installed by the developer as directed per a signing plan approved by the Transportation Department. Contact Scott Zydek at (425) 452-2741, at least 72 hours prior to installation for field layout. All signs must be in good condition prior to final acceptance of the roadway.
15. When required, Puget Power will design and install the internal plat street lighting system, at the developer's cost. The design of this system must be approved by the City of Bellevue prior to installation. Poles must be installed in conjunction with roadway improvement work.
16. When required, streetlights for the roadway fronting the plat must be provided by the developer. A street lighting plan must be provided by a registered engineer and approved by the Transportation Department prior to installation.
17. ATB for the roadway may be placed only after March 20th and prior to October 31st.
18. The final lift of Class "A" asphalt may be placed one year after the written acceptance of all plat infrastructure in the right-of-way or following the completion of 80% of the plat homes. All valve boxes, manholes, catch basins and manhole covers which are in the asphalt portion of the roadway shall be adjusted to the ATB grade for this portion of the project. These items will be adjusted to the final grade only after the final lift of asphalt is placed.
19. All City-owned utilities shall be raised to final grade within one week of the placement of final lift.
20. All planter islands shall be landscaped with low-maintenance and drought-tolerant plants by the developer, and maintained by the homeowners association or adjacent landowners.
21. Safety rail, guardrail and driveway aprons will be placed and constructed per the City of Bellevue Design Manual. Driveway aprons may be installed only after issuance of building permits. If curb and gutter is placed before building permits are issued, curb and gutter shall be continuous and a right-of-way use permit will be required to install future driveway aprons abutting City right-of-way.
22. Contractor is responsible to resurface the road surface after an overlay. This must be coordinated with the City Inspector.
23. The relocation of street signs must be coordinated with the City Inspector.
24. A concrete form inspection and/or string inspection must be called for prior to pouring concrete for any transportation improvement or repair.
25. A sight distance inspection must be called for prior to project completion. This is to include all driveways, and intersections for vehicular sight distance and sidewalk and other pedestrian facilities for pedestrian sight distance. Final sight distance must take into consideration the established height of mature landscaping.
26. Provisions for construction worker parking, equipment storage, and material storage must be provided on-site, unless allowed within the right of way by a right of way use permit. Exceptions may be granted by the Transportation Department Inspector under certain conditions.



- PLAN**
- NOTES:
1. PAD SHALL BE REMOVED AND REPLACED WHEN SOIL IS EVIDENT ON THE SURFACE OF THE PAD OR AS DIRECTED BY THE CITY CLEARING AND GRADING INSPECTOR.
  2. PAD SHALL BE INSTALLED IN PLANTING STRIP AS APPROPRIATE.
  3. PAD THICKNESS SHALL BE INCREASED IF SOIL CONDITIONS DICTATE AND/OR PER THE DIRECTION OF THE CITY CLEARING AND GRADING INSPECTOR.
  4. MINIMUM DIMENSIONS MAY BE MODIFIED AS REQUIRED BY SITE CONDITIONS UPON APPROVAL OF THE CITY CLEARING AND GRADING INSPECTOR.

**TEMPORARY CONSTRUCTION EXIT**  
PER COLA STD PLAN BC02

**RECEIVED**  
NOV 07 2006  
Permit Processing

<b>TITLE: TRANSP. DEPT. STD NOTES &amp; DETAILS</b>	
<b>PROJECT: NEW/PORT ESTATES, FOR MINKS, INC.</b>	
<b>ADDRESS: 13339 SE NEWPORT WAY, BELLEVUE, WA</b>	
<b>DESCR: PRELIM. 3 LOT SHORT PLAT FOR MINKS, INC</b>	
Design: Campbell Construction Engineering, LLC	Richard Campbell, PE
Rev. Description	Date
1. ADD CONSTR. EXIT DETAIL 9/2006	
21421 N892nd PL Redmond, WA 98053 425-868-6569	
Plot Date: 9/7/2006	Sheet C5 of 5