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

Proposal Name:	Karpman Short Plat
Proposal Address:	2841 Bellevue Way S.E.
Proposal Description:	Short plat an existing 20,828 square foot single-family lot in the R-3.5 zoning district into 2 lots.
File Number:	07 104693-LN
Applicant:	Laurance Anthone
Decisions Included:	Preliminary Short Plat (Process II)
Planner:	Sally Nichols, Associate Planner
State Environmental Policy Act Threshold Determination:	**Exempt**
Department Decision:	**Approval with Conditions**

Sally Nichols

Sally Nichols, Associate Planner
Dept of Planning and Community Development

Application Date:	February 21, 2007
Notice of Application:	March 1, 2007
Minimum Comment Period:	March 15, 2007 (14 days)
Decision Publication Date:	November 29, 2007
Appeal Deadline:	December 13, 2007

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 is proposing to short plat an existing 20,828 square foot (0.5 acre) lot into two single-family lots – Tract A and Tract B. The Tract A lot is proposed to be 9,239 square feet and it contains an existing single-family residence that will remain. It will be accessed via an existing access easement from Bellevue Way S.E. Tract B is proposed to be 11,589 square feet and will be accessed off of 112th Avenue S.E. As defined by Land Use Code 20.25H, the site does not contain any critical or protected areas. **Refer to Attachment A. – Preliminary Short Plat Drawings, Vicinity Map on page 13, and Zoning Map and Aerial Photograph on page 14 of this report.**

II. SITE DESCRIPTION AND CONTEXT

The proposal site is located in the Southwest Bellevue Subarea in an R-3.5 single family zoning district. The land is designated Single Family Medium (SF-M) in the City of Bellevue Comprehensive Plan. The lot is bordered to the north, east and south by existing single family homes; all of which are also within the R-3.5 zoning district. To the west, the lot is bordered by 112th Avenue S.E. The existing single family home on the lot is accessed from Bellevue Way S.E. via an existing access easement and gravel driveway. The single family home at 2831 Bellevue Way also uses this driveway for access. The location of the proposed short plat property and the steepness of the slopes on the site will necessitate a separate access point to each of the two proposed tracts. Tract A will continue to be accessed from Bellevue Way S.E. via the existing access easement and gravel driveway. Tract B will be accessed via one new curb cut and a newly constructed elevated driveway off of 112th Avenue S.E.

The site topography of the western half of the site slopes steeply from a high point along 112th Avenue S.E., down to the west, with grades ranging from 25 to 35 percent. The grade of 112th Avenue S.E. is higher than the finished grade of the site and an existing concrete block retaining wall runs the length of the site along the road. The eastern half of the site, which contains the existing home, slopes more gently at approximately 10 to 15 percent.

The upper portion (western) of the site is not maintained and has a dense cover of native trees and understory. Trees present throughout the property are primarily Big Leaf Maple trees (Acer macrophyllum), mature Douglas Fir trees (Pseudotsuga menziesii), and mature Western Red Cedar trees (Thuja plicata). The eastern portion of the site that contains the existing home is mostly covered with lawn. There are also a number of outbuildings associated with this home, including a large storage shed and a pump house. These will remain. **Refer to the Zoning Map and Aerial Photograph on page 14 of this report.**

III. CONSISTENCY WITH LAND USE CODE/ZONING REQUIREMENTS

A. Consistency with Standard Land Use Code Requirements

BASIC INFORMATION		
Zoning District	R-3.5/Southwest Bellevue Subarea Comprehensive Plan Designation: Single Family – Medium (SF-M)	
Gross Site Area	20,828 Square Feet	
ITEM	**REQ'D/ALLOWED**	**PROPOSED**
Minimum Lot Area	10,000 Square Feet	Tract A: 9,239 Square Feet Tract B: 11,589 Square Feet Tract A is allowed under LUC 20.20.017 – Averaging in Short Plats

ITEM	REQ'D/ALLOWED	PROPOSED
Minimum Lot Depth	80 Feet	Tract A: 115 Feet (approx.) Tract B: 116 Feet (approx.)
Building Setbacks Front Yard Rear Yard Min. Side Yard 2 Side Yards	 20 Feet 25 Feet 5 Feet 15 Feet	Tracts A and B: 20 Feet 25 Feet 5 Feet 10 Feet
Access Easement Setback	10 Feet	10 Feet
Lot Coverage by Structure	Maximum: 35% of Lot Square Footage	Tract A: Approx. 1,172 sq. feet or 13% of 9,239 sq. ft. (existing) Tract B: 4,056 sq. ft. (maximum)
Total Impervious Surface	Maximum: 50% of Lot Square Footage	Tract A: Approx. 2,161 sq. feet or 23% of 9,239 sq. ft. (existing) Tract B: 5,794 sq. ft. (maximum)
Tree Retention	15% of 596 Diameter Inches = 89 Diameter Inches	21 % of 596 Diameter Inches = 128 Diameter Inches Retained

IV. STATE ENVIRONMENTAL POLICY ACT (SEPA)

There are no critical areas on this proposal site. Short Plats not containing Critical Areas are exempt from SEPA review pursuant to WAC 197-11-800(6)(a), BCC 22.02.032. Thus, 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. **Refer to Condition of Approval A.1 in Section IX of this report.**

B. Fire Department Review

The Fire Department has approved the preliminary short plat without conditions.

C. Transportation Department Review

The Transportation Department has reviewed the plans submitted for the Karpman 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. **Refer to Condition of Approval B.7 and D.12 in Section IX of this report.**

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. **Refer to Condition of Approval C.9 in Section IX of this report.**

Under BCC 22.16, payment of the transportation impact fee for each new house will adequately mitigate long-term 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, with possible credit for removal of any existing house. **Refer to Condition of Approval D.11 in Section IX of this report.**

Use of the Right of Way
Applicants often request use of the right of way or pedestrian easements for materials storage, construction trailers, hauling routes, fencing, barricades, loading, 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 any demolition permit. This permit is issued directly by the Transportation Department. **Refer to Conditions of Approval B.5 and B.6 in Section IX of this report.**

Site Access
Tract A accesses Bellevue Way via an existing 12-foot wide easement across the adjacent property to the east. The document establishing that private easement specifically describes rights and responsibilities only for a "gravel driveway." Under the terms of that easement document, it is not clear whether the city can require the existing driveway to be paved. It would be preferable for the affected parties to create a new easement document that does not specifically refer to a "gravel driveway." If a new easement document is created, or if it is determined that the existing easement language allows paving, then the driveway within this easement must be paved for its full length and for the greatest width that is feasible within the 12-foot easement width. If the driveway is paved or if any utility trenching requires pavement restoration within Bellevue Way at the driveway connection, then the connection to Bellevue Way shall be constructed per transportation standard drawing DEV-7B.

Tract B will have direct access to 112th Avenue SE via a new driveway, which must meet Transportation Department standards for sight distance and grade. The driveway connection to 112th Avenue, which has a curb but no sidewalk at this location, shall be constructed per transportation standard drawing DEV-7C. The developer has proposed an elevated, engineered structure in lieu of fill for driveway construction. Such a structure must be designed and constructed to meet standards for sight distance and grade. Any grade changes must be rounded so vehicles do not bottom out. Any railing or fence on the edge of the structure must not block the required sight lines. The design must be signed and stamped by a structural engineer prior to building permit issuance. A standard indemnification agreement, provided by the Transportation Department's Right of Way division, must be recorded against the property releasing the city from any liability for the construction and maintenance of the elevated driveway's connection to the street. **Refer to Condition of Approval D.12 in Section IX of this report.**

Pavement Restoration
The City of Bellevue 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, Bellevue Way is classified as a "Overlay Required" and 112th Avenue is classified as "No Street Cuts Permitted". If the developer cannot avoid cutting a no-cut street, then a waiver must be obtained from the city's Right-of-Way manager. The waiver shall be documented in the required right-of-way use permit for this project. In either street, pavement restoration will require a grind and overlay at least 50 feet long for the full width of any affected lane. The exact extent of pavement restoration will be stated in the right of way

use permit. **Refer to Conditions of Approval B.5 and B.8 in Section IX of this Report.**

Short-Term Transportation Impacts and Mitigation
City staff analyzed the potential short-term operational impacts of this proposal in order to recommend mitigation if necessary. The proposed short plat will generate only one new p.m. peak hour trip. Due to this low trip generation, operational impacts will be negligible, if Transportation Department standards for sight distance and driveway grades are achieved for the new driveway connecting to 112th Avenue SE. The ability to achieve sight distance requirements for that driveway, with some trimming of vegetation, was verified on the preliminary plat drawings and with photographs taken in the field by the developer. The ability to achieve driveway grade requirements by constructing the new driveway on an elevated, engineered structure was verified in preliminary construction drawings submitted by the developer. **Refer to Condition of Approval D.12 in Section IX of this report.**

D. Clearing and Grading Department
The Clearing and Grading has approved the preliminary short plat without conditions. A Clearing and Grading Permit (GE Type) is required for the construction of the road and the utilities of this short plat.

E. Police Department
To aid with Burglary Prevention, the Police Department recommends the following:

Site hardening to prevent forced entry:

- Install reinforced (4 or more screw) mortised or hidden dead bolt strike plates with minimum 3" screws at all locked external doors (metal door frame may be used in lieu).
- Use minimum 3" screws on all exterior door latch plates (metal door frame may be used in lieu).
- Minimum 6" vertical separation of center axis between door latch and dead bolt (no spacing requirements if metal door frame used).
- Install security films to applicable window/glazing on ground floor windows, doors and sidelite and upper level window, door and sidelite if accessible from ground via stairs or other purpose designed access. Applicable glazing surfaces include all windows; sidelites; inserted door glass panels and/or glazing of which the closest edge is within 3 feet to either the opening door edge or door handle and dead bolt.
- Alter original equipment manufacturer's programmed security access codes for all remotely operated garage door openers.
- Install single cylinder dead bolt on interior access door or access way to garage.
- Install security hinges on exterior hinged doors that open outwards and have exposed hinge pins. Hinges with: fast-riveted "crimped" pins; hidden pin set screws; and/ or hinge plates equipped with interlocking safety studs are acceptable.

Landscaping & lighting - increasing "natural surveillance" by reducing concealment opportunities:

- Limit shrubby vegetation at doors, window and ingress/egress pathways to a maximum height of 24". Trees and shrubs should be pruned upwards to 84" above ground if feasible and practical.
- Plant "hostile vegetation" to deny or deter access at areas that have little or no capability for natural surveillance (Currant (Ribies spp), Holly, Wild Rose, Oregon Grape, etc).
- Install photovoltaic switches and high efficiency lighting to outside lighting on

front and sides of structure.

- Design extra depth and/or width into the garage to facilitate both storage needs and parking in the garage so vehicles are not parked in the driveway.
- Create a clear landscaping boundary delineating private property and public property.
- Maintain a clear line of sight between the front door and the roadway/neighbors windows.

ID / Mail theft:

- Provide locking mailbox(s) of a design approved by US Postal Service. Single residential "vaults" or multi-family "banks with secure outgoing mail".

Locatable by emergency services:

- Install 4" tall or taller house address numbers to a high contrast background in accordance to IFC 4.01 Premise Identification. Avoid polished metal numbers like brass and chrome as they are difficult to read when a spotlight is shown on them at night. If the house is set back from the street, ensure the house numbers are larger in accordance to IFC 4.0 and install addressing at the street.

VI. PUBLIC COMMENT

There are no parties of record for this application. The City received no written comments and only one phone call regarding this project. The following is a summary of the main issue identified during the phone call, along with the City's response.

a. ***Issue/Question:*** *There is concern about the size and scale of the new home to be constructed on Tract B.*

Response: Approval of the preliminary short plat and final short plat does not take into consideration the design of any future buildings. There is also no design review within the City of Bellevue for single family structures. However, there may be land use code changes forthcoming regarding the size and scale of single family homes. These codes changes (if any) will not be in place until 2008. The building permit for any new home will be reviewed according to the codes in place at the time of building permit submittal.

During preliminary short plat review, the City does require the applicant to identify and comply with all dimensional requirements set forth in the Land Use Code, including the setbacks for each lot, building heights and insurance that each lot is a legal size. The dimensional requirements of the two proposed lots are in compliance with the Land Use Code. **Refer to Section III.A in this report and Attachment A. - Preliminary Short Plat Drawings.**

VII. DECISION CRITERIA:

Land Use Code 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. Tract A will be accessed off of Bellevue Way S.E. via an existing driveway within a recorded access easement and the existing single family home on this Tract will remain. Tract B will be accessed via one new curb cut and elevated driveway off of 112th Avenue S.E. Existing public water and sewer facilities have been deemed adequate to serve the proposed development. **Refer to Condition A.1, A.3, B.7 and C.9 in Section IX of this report.**

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 which will continue the wooded character of the surrounding neighborhood. **Refer to Condition of Approval C.10 in Section IX of this report.**

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.

   Land Use Code Requirements

   A. **Dimensional Requirements**: Refer to Section III.A. of this report for dimensional requirements.

      Finding: Both new lots shown can be developed in accordance with the City of Bellevue Land Use Code requirements, including the R-3.5 dimensional requirements.

   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 89 diameter inches of the total 596 diameter inches of the existing significant trees on site.

      Finding: The applicant proposes to preserve a total of 128 diameter inches or 21% of the significant trees onsite. This satisfies the minimum 15% tree retention requirements. **Refer to Attachment A. – Preliminary Short Plat Drawings and Conditions of Approval B.4 and C.10 in Section IX of this report.**

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

Finding: The site is located within the Southwest Bellevue 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 at least 15% of the 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 proposed lot (Tracts A and B) can reasonably be developed to current R-3.5 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. **Refer to Condition of Approval A.2 in Section IX of this report.**

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 locations, and other required improvements are existing, planned or conditioned as part of this approval to accommodate the use of these lots. **Refer to Conditions of Approval A.1, B.5, B.7, B.8, C.9 and D.12 in Section IX of this report.**

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 Karpman 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:

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:

Applicable Codes, Standards & Ordinances	Contact Person
Clearing & Grading Code – BCC 23.76	Savina Uzunow, (425) 452-7860
Construction Codes – BCC Title 23	Building Division, (425) 452-6864
Fire Code – BCC 23.11	Adrian Jones, (425) 452-6032
Land Use Code – BCC Title 20	Sally Nichols, (425) 452-2727
Noise Control – BCC 9.18	Sally Nichols, (425) 452-2727
Sign Code – BCC Title 22	Sally Nichols, (425) 452-2727
Transportation Develop. Code – BCC 14.60	Carl Wilson, (425)452- 4228
Traffic Standards Code 14.10	Carl Wilson, (425)452- 4228
Right-of-Way Use Code 14.30	John Regalia, (425) 452-4599
Utility Code – BCC Title 24	Rob Hutchinson, (425) 452-7903

A. GENERAL CONDITIONS:

1. Utilities

The Utilities Department approval of the Preliminary Short Plat Application is based on the preliminary utility design. Final civil engineering of the utility design may require changes to the site layout to accommodate the Utilities. The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities design review plan approval and field inspection, including connection charges, will be performed through the Utilities permit processing desk at City Hall. All water, sewer and storm easements will be recorded on the face of the final short plat document.

AUTHORITY: BCC 24.02, 24.04, 24.06
REVIEWER: Rob Hutchinson, Utilities Department, (425) 452-7903

2. 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 <u>without</u> requiring a variance.

AUTHORITY: Land Use Code 20.45B.130.A.6
REVIEWER: Sally Nichols, Planning and Community Development Department, (425) 452-2727

3. Noise – Construction Hours

The proposal will be subject to normal construction hours of 7 a.m. to 6 p.m., Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Proximity to existing residential uses will be given special consideration. Upon written request to PCD, work hours may be extended to 10:00 p.m. if the criteria for extension of work hours as stated in BCC 9.18 can be met and the appropriate mitigation employed.

AUTHORITY: Bellevue City Code 9.18
REVIEWER: Sally Nichols, Planning and Community Development Department, (425) 452-2727

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

4. Tree Protection

To mitigate adverse impacts during all phases of construction to trees to be retained, applicant must comply with the following:

a) Clearing limits shall be established for retained trees within the developed portion of the site, outside of the drip lines. Six-foot chain link fencing with driven posts, or an approved alternative, shall be installed at the clearing limits (outside of the driplines) prior to initiation of any clearing and grading.

b) No excavation or clearing should be performed within drip lines of retained trees except as specifically approved on plans. All such work shall be done by hand to avoid damage to roots and shall be done under the supervision of an arborist approved by the City.

AUTHORITY: Bellevue City Code 23.76.060
REVIEWER: Sally Nichols, Planning and Community Development Department, (425) 452-2727

5. 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, (425) 452-4599

6. 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. Parking may not occur within the City right-of-way.

AUTHORITY: Bellevue City Code 14.30
REVIEWER: Jon Regalia, Transportation Department, (425) 452-4599

7. Transportation Engineering Plans

A site (civil engineering) plan 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 all private access, the connections to Bellevue Way and 112th Avenue SE, pavement restoration if needed in either Bellevue Way or 112th Avenue SE, mailbox location, and any fixed objects near access points. Required sight triangles must be shown. 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: Carl Wilson, Transportation Department, (425) 452-4228

8. Pavement Restoration

Near the development site, Bellevue Way is classified as "Overlay Required" and 112th Avenue is classified as "No Street Cuts Permitted". If the developer cannot avoid cutting a no-cut street, then a waiver must be obtained from the city's Right-of-Way manager. The waiver shall be documented in the required right-of-way use permit for this project. In either street, pavement restoration will require a grind and overlay at least 50 feet long for the full width of any affected lane. The exact extent of pavement restoration will be stated in the right of way use permit. Trench restoration 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 14.30
REVIEWER: Jon Regalia, Transportation Department, (425) 452-4599

C. PRIOR TO FINAL SHORT PLAT APPROVAL:

9. Transportation Infrastructure Improvements

All street frontage and infrastructure improvements shown in the final engineering plans or required by city codes and standards must either be completed prior to approval of the final short plat or provided for with a financial assurance device. (Note: This requirement does not apply to single-lot driveways, which are covered by the building permit for the associated house.) 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 by are not limited to the following:

- Pavement Restoration.
- Installation of driveway connections to streets, including driveway apron design and proper grade and alignment.
- Paving of the driveway for Tract A, if allowed by the private easement language.
- Vehicle sight distance must be provided per BCC 14.60.240.

AUTHORITY: Bellevue City Code 14.60.100, 110, 150, and 240; LUC 20.40.490
Transportation Department Design Manual Sections 5, 11, 17, 21
REVIEWER: Carl Wilson, Transportation Department, (425) 452-4228

10. Tree Retention
Existing trees contribute substantially to the effectiveness and health of this natural system. The City of Bellevue urges the applicant to save as many trees as possible. The final short plat shall portray 128 diameter inches of existing significant trees to remain, as proposed. A separate 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 (recorded with King County). The Tree Preservation Plan must contain the following note:

"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 20.20.900.D
REVIEWER: Sally Nichols, Planning and Community Development Department, (425) 452-2727

D. PRIOR TO ISSUANCE OF SINGLE FAMILY BUILDING PERMIT:

11. Transportation Impact Fee
Payment of the transportation impact fee will be required at the time of single family building permit issuance. The impact fee in fee area 7 is presently $429.80 per new dwelling. Credit may be allowed for removal of any existing house. This fee is subject to change, and the fee schedule in effect at the time of building permit issuance will apply.

AUTHORITY: Bellevue City Code 22.16.070

REVIEWER: Carl Wilson, Transportation Department, (425) 452-4228

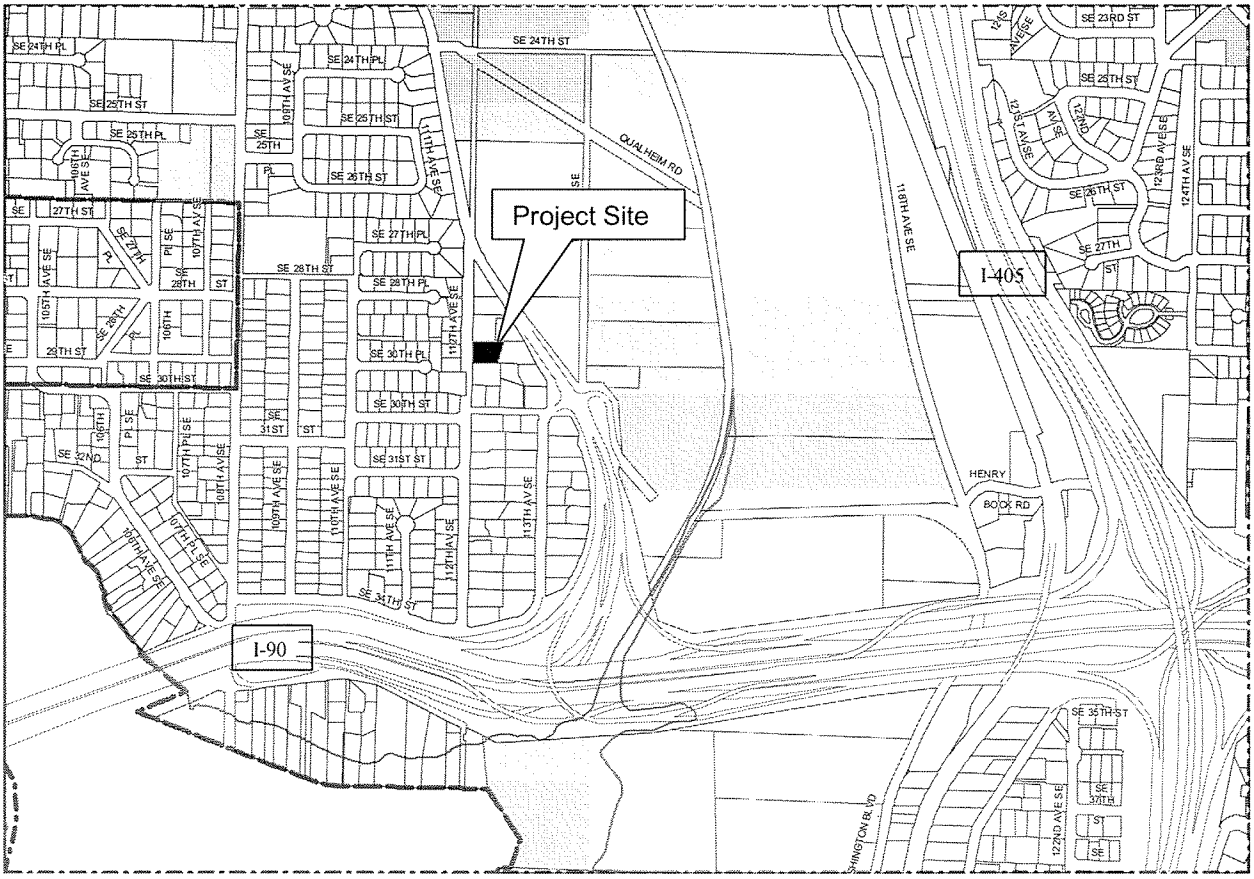
12. Engineering Approval for Elevated Driveway Structure
Prior to issuance of a building permit for the house on Tract B, the builder or developer shall submit an engineering design for any driveway that will be on an elevated structure. The design for an elevated driveway must be signed and stamped by a licensed structural engineer. Such a structure must be designed and constructed to meet Transportation Department standards for driveway sight distance and grade. Any grade changes must be rounded so vehicles do not bottom out. Any railing or fence on the edge of the structure must not block the required sight lines. A standard indemnification agreement, provided by the Transportation Department's Right of Way division, must be recorded against the property releasing the city from any liability for the construction and maintenance of the elevated driveway's connection to the street

AUTHORITY: Bellevue City Code 14.30
REVIEWER: Jon Regalia, Transportation Department, (425) 452-4599

LIST OF ATTACHMENTS

Attachment A: Preliminary Short Plat Drawings Sheets 1-3
Attachment B: Line of Sight for Tract B

Vicinty Map



Zoning Map

Aerial Photograph

SITE LEGALS DESCRIPTION.

THAT PORTION OF TRACT 12, QUALHEIMS LAKE WASHINGTON ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WASHINGTON, LYING WESTERLY OF THE FOLLOWING LINE:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID TRACT 12, WHICH IS 148 FEET FROM THE SOUTHWEST CORNER;
THENCE NORTH 15°22'14"E 130.73 FEET TO A POINT ON THE NORTH LINE OF SAID TRACT 12, WHICH IS 180 FEET FROM THE NORTHWEST CORNER;

(BEING KNOWN AS A PORTION OF LOT LINE ADJUSTMENT RECORDED UNDER RECORDING NO. 8409279001.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

TRACT A LEGAL

THAT PORTION OF TRACT 12, QUALHEIMS LAKE WASHINGTON ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID TRACT 12, WHICH IS 148 FEET FROM THE SOUTHWEST CORNER;
THENCE NORTH 15°22'14"E 130.73 FEET TO A POINT ON THE NORTH LINE OF SAID TRACT 12, WHICH IS 180 FEET FROM THE NORTHWEST CORNER;
THENCE NORTH 88°20'56"WEST 115.35 FEET ALONG THE SAID NORTH LINE OF TRACT 12;
THENCE SOUTH 01°12'04"WEST 68.67 FEET;
THENCE SOUTH 89°22'35"EAST 50.75 FEET;
THENCE SOUTH 00°01'36"EAST 59.28 FEET TO THE SAID SOUTH LINE OF TRACT 12;
THENCE SOUTH 88°20'56"EAST 31.33 FEET TO THE POINT OF BEGINNING.
CONTAINS 9,596 S.F.

TRACT B LEGAL

THAT PORTION OF TRACT 12, QUALHEIMS LAKE WASHINGTON ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID TRACT 12, WHICH IS 148 FEET FROM THE SOUTHWEST CORNER;
THENCE NORTH 88°20'56"WEST 31.33 FEET ALONG SAID SOUTH LINE, AND THE TRUE POINT OF BEGINNING;
THENCE NORTH 88°20'56"WEST 116.70 FEET TO THE SOUTHWEST CORNER OF SAID TRACT 12;
THENCE NORTH ALONG THE WEST LINE OF SAID TRACT 12, 127.00 FEET TO THE NORTHWEST CORNER THEREOF;
THENCE SOUTH 88°20'56"EAST 64.65 FEET ALONG THE NORTH LINE OF TRACT 12;
THENCE SOUTH 01°12'04"WEST 68.67 FEET;
THENCE SOUTH 89°22'35"EAST 50.75 FEET;
THENCE SOUTH 00°01'36"EAST 59.20 FEET AND THE TRUE POINT OF BEGINNING.
CONTAINS 11,231 S.F.

OWNER'S CERTIFICATE AND DEDICATION

KNOWN ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SHORT SUBDIVIDED, DECLARE THIS SHORT PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SHORT SUBDIVISION MADE HEREBY AND DEDICATE TO THE PUBLIC FOREVER ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE. WE DEDICATE THE USE FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH PUBLIC HIGHWAY PURPOSES AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THE LOTS SHOWN. WE FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL THE EASEMENTS AND TRACTS SHOWN ON THIS SHORT PLAT FOR ALL PUBLIC PURPOSES AS INDICATED, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACE, UTILITIES, AND DRAINAGE-UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS SHORT PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC, IN WHICH CASE WE DEDICATE SUCH STREETS, EASEMENTS, OR TRACTS TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER, WE WAIVE FOR OURSELVES, FOR OUR HEIRS AND ASSIGNS, AND FOR ANY PERSON OR ENTITY DERIVING TITLE FROM THE UNDERSIGNED ANY AND ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF BELLEVUE AND ITS SUCCESSORS AND ASSIGNS WHICH MAY BE OCCASIONED TO THE ADJACENT LANDS OF THIS SHORT SUBDIVISION BY THE ESTABLISHMENT, ONSTRUCTION, OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SHORT SUBDIVISION.

THIS SHORT SUBDIVISION, DEDICATION, AND WAIVER OF CLAIMS IS MADE WITH FREE CONSENT AND IN ACCORDANCE WITH OUR DESIRES.

STEVEN R. KARPMAN

DANIELLE L. KARPMAN

STATE OF WASHINGTON)
ss
COUNTY OF KING)

On this _____day of _____, 2007, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Steven R. Karpman and Danielle L. Karpman, known to be the individual(s) described in and who executed the foregoing instrument, and acknowledged to me that they signed and sealed the said instrument as a free and voluntary act and deed for the uses and purposed therein mentioned.

WITNESS my hand and official seal hereto affixed the day and year first above written.
Notary Public in and for the State of Washington, residing at _____

My commission expires_____

Dated_____

Notary _____

SEAL

SE 1/4 OF NE 1/4 SEC 8, TWP 24 N, RGE 5 E.

TRANSPORTATION DEPARTMENT
EXAMINED AND APPROVED:

REAL PROPERTY & SURVEY _____ DATE

DEVELOPMENT REVIEW _____ DATE

UTILITIES DEPARTMENT
EXAMINED AND APPROVED:

ADMINISTRATOR _____ DATE

PLANNING & COMMUNITY DEVELOPMENT

ADMINISTRATOR _____ DATE

KING CO. DEPT. OF ASSESSMENTS

EXAMINED AND APPROVED THIS_____DAY OF _____, 2007.

ASSESSOR _____ DEPUTY ASSESSOR _____

ACCOUNT NO. 700010 0460 _____

RECORDER'S CERTIFICATE

FILLED FOR RECORD THIS_____ DAY OF _____, 2007

AT___M. IN BOOK_____OF SURVEYS AT PAGE(S)_____

AT THE REQUEST OF THE CITY OF BELLEVUE.

MANAGER _____ SUPT. OF RECORDS _____

RECORDING NO._____

SURVEYOR'S CERTIFICATE

I, WAYNE MAIN, HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON; THAT THIS KARPMAN SHORT PLAT IS A TRUE AND CORRECT REPRESENTATION OF AN ACTUAL SURVEY MADE BY ME OR UNDER MY DIRECTION; THAT ALL CENTERLINE MONUMENTS WILL BE ACCURATELY SET AND ALL LOT AND TRACT CORNERS WILL BE STAKED CORRECTLY ON THE GROUND AS THE PUBLIC IMPROVEMENS ARE COMPLETED; AND THAT I HAVE FULLY COMPLIED WITH THE PROVISIONS OF ALL PLATTING REGULATIONS.

Wayne Main
WAYNE MAIN P.L.S. NO. 13035

WAYNE MAIN
STATE OF WASHINGTON
13035
REGISTERED
PROFESSIONAL LAND SURVEYOR
EXPIRES 10/6/08

DATE: Nov 2, 2007

MAIN-LINE SURVEYING
3030 - 81ST. PLACE, SE, No. 6
MERCER ISLAND, WA 98040
DATE: 7/27/07, 206-236-6273

JOB NO. 06014XS1

City of Bellevue

PRELIMINARY SHORT PLAT NO. 07-104693

SHEET 1 OF 3

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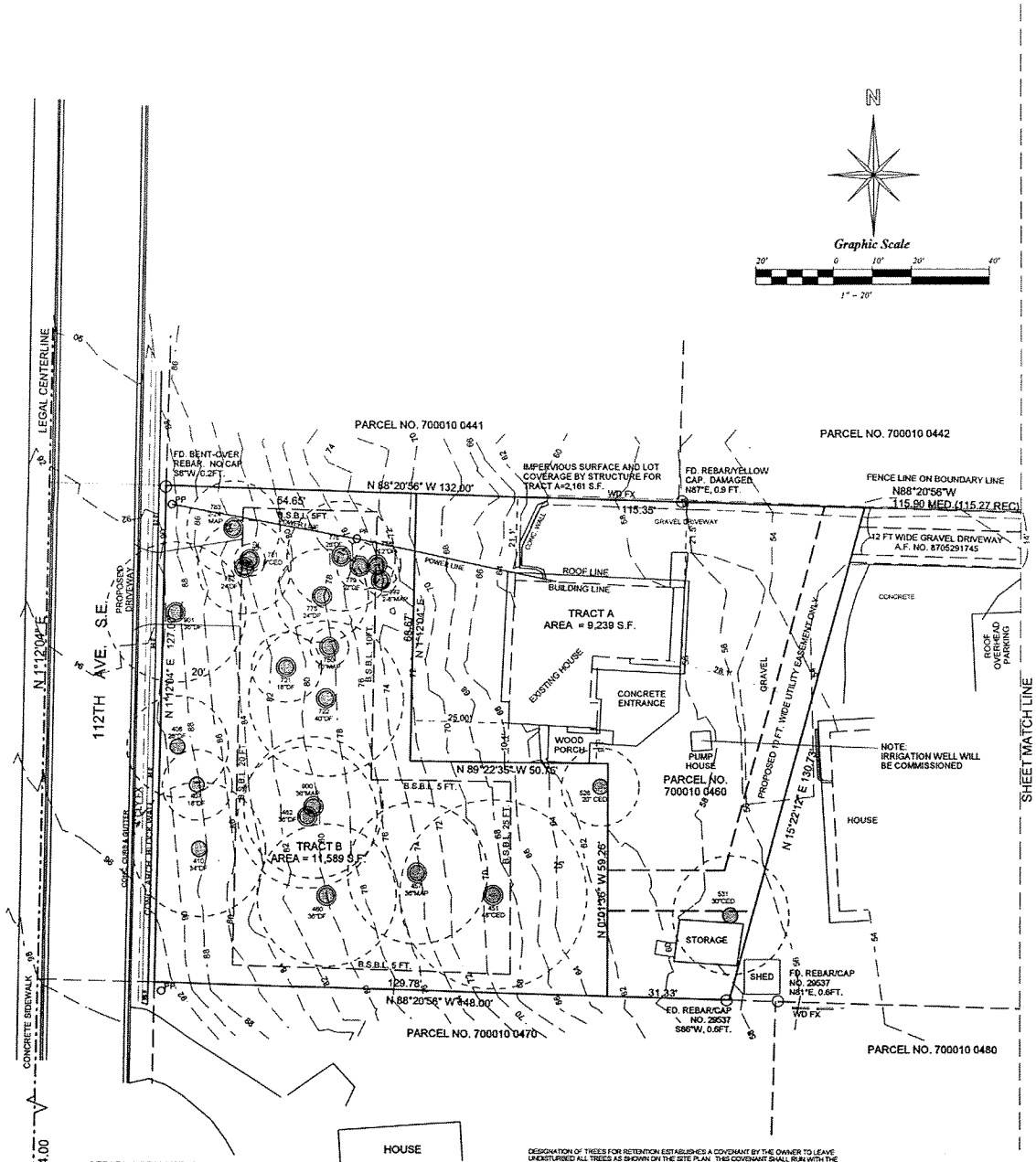
Attachment A: Preliminary Short Plat Drawings
Sheets 1-3



SITE LEGAL DESCRIPTION:

THAT PORTION OF TRACT 12, BLOCK 4, QUALHEIMS LAKE WASHINGTON ACRE TRACTS, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 15, RECORDS OF KING COUNTY, WASHINGTON, LYING WESTERLY OF THE FOLLOWING LINE:

BEGINNING AT A POINT ON THE SOUTHLINE OF SAID TRACT 12, WHICH IS 145 FEET FROM THE SOUTHWEST CORNER;
THENCE NORTH 15°22'14"E 130.73 FEET TO A POINT ON THE NORTH LINE OF SAID TRACT 12, WHICH IS 180 FEET FROM THE NORTHWEST CORNER;

(BEING KNOWN AS A PORTION OF LOT LINE ADJUSTMENT RECORDED UNDER RECORDING NO. 8409279001)

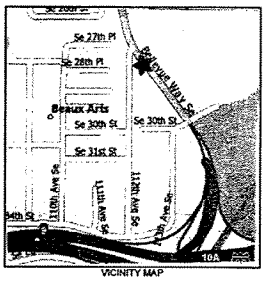
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

OLD REPUBLIC TITLE, LTD. ORDER NO. 5207050065.

DESIGNATION OF TREES FOR RETENTION ESTABLISHES A COVENANT BY THE OWNER TO LEAVE UNDISTURBED ALL TREES AS SHOWN ON THE SITE 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 CONSTUCTION, CLEARING OR LAND ALTERATION ACTIVITIES SHALL OCCUR WITHIN THE DRIPLINES AS ONE FOOT FOR EVERY ONE INCH OF TREE DIAMETER AT BREAST HEIGHT (DBH) OF TREES SHOWN ON THE TREE PRESERVATION PLAN, UNLESS REQUIRED OR APPROVED BY THE CITY. ACTIVITIES IN VIOLATION OF THISW COVENANT ARE SUBJECT TO PENALTY, INCLUDING WITHOUT LIMITATION, FINES AND MITIGATION REQUIREMENTS. THE CITY OF BELLEVUE SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATIONC, TO ENFORCE THE REQUIREMENTS, TERMS AND CONDITIONS OF THIS COVENANT BY ANY METHOD AVAILABLE UNER LAW. IT IS THE OBLIGATION OF THE OWNER TO COMPLY WITH THE TERMS OF THIS COVENANT.

SIGHITICANT TREE CALCULATIONS:

TREE ID	SPECIES	DIAMETER	TREES WITHIN INTERIOR			
			Healthy Trees	Retained Credits	Healthy Trees	Retained Credits
408	CONIFER	28"	1.0	28"	28"	
407	CONIFER	18"	1.0	18"	18"	
410	CONIFER	34"	1.0	34"	34"	
460	CONIFER	36"	1.0	36"		
462	CONIFER	30"	1.0	30"		
721	CONIFER	18"	1.0	18"		
722	CONIFER	40"	1.0	40"		
775	CONIFER	24"	1.0	24"		
776	CONIFER	36"	1.0	36"		
778	CONIFER	12"	1.0	12"		
779	CONIFER	12"	1.0	12"		
780	CONIFER	24"	1.0	24"		
451	CEDER	36"	1.0	36"		
530	CEDER	20"	1.0	20"	20"	
531	CEDER	30"	1.0	30"	30"	
761	CEDER	8"	1.0	8"		
457	MAPLE	36"	1.0	36"		
777	MAPLE	12"	1.0	12"		
780	MAPLE	12"	1.0	12"		
781	MAPLE	12"	1.0	12"		
600	MAPLE	36"	1.0	36"		
601	CONIFER	30"	1.0	30"		
TOTAL		594"	594" x 100%		238"=21.47%	
REQUIRED			594" X 15%=MIN OF 89.4" 124"			



VICINITY MAP

SITE ADDRESS: 2841 BELLEVUE WAY SE, BELLEVUE, WA 98004
S.E.1/4, N.E.1/4, SECTION 8, TOWNSHIP 24 NORTH, RANGE 05 EAST, W.M.

S.E. 30TH ST.
M.I.C.
N = 215,772.31
E = 1,305,314.69

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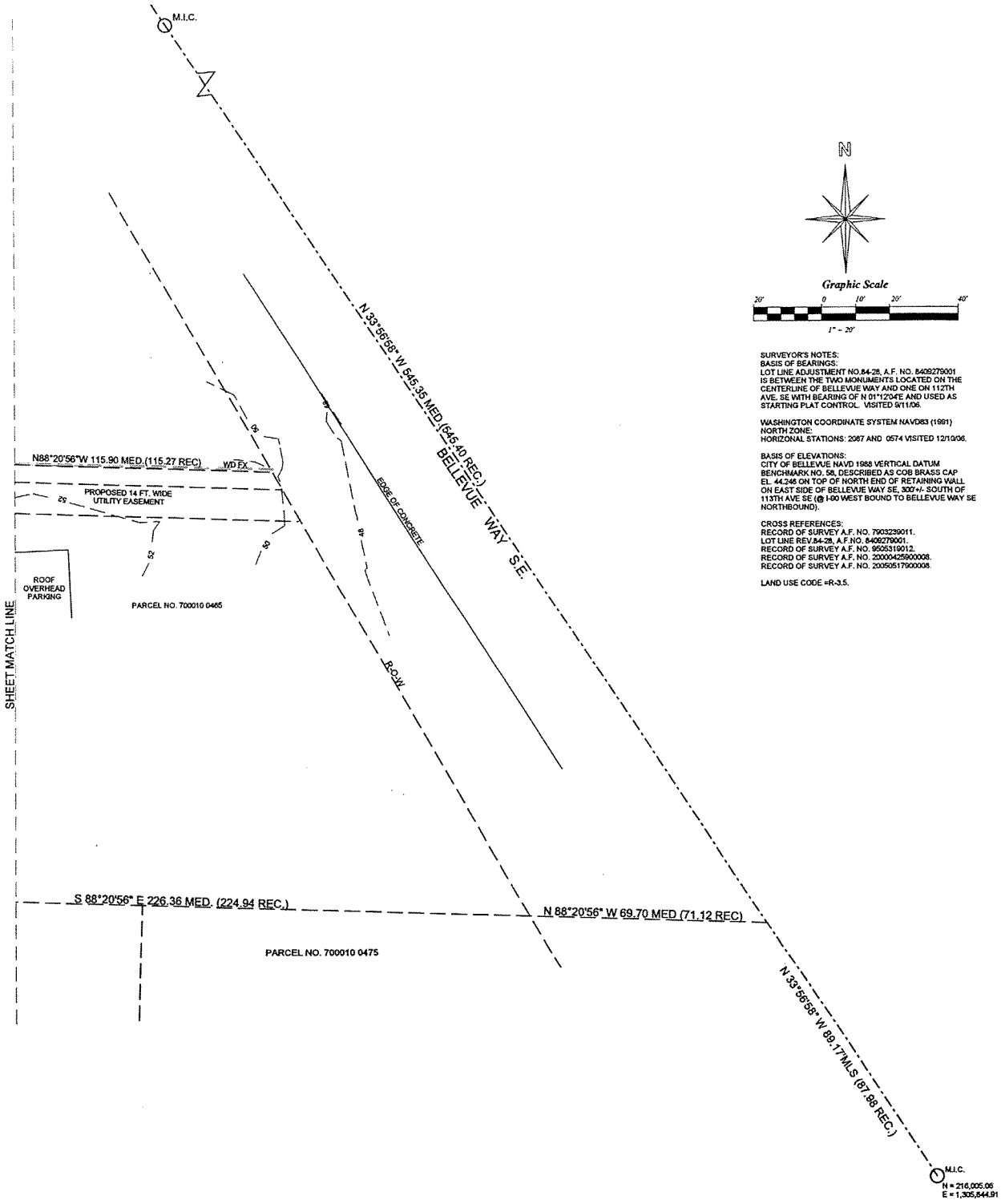
SHORT PLAT NO. 07-104693
STEVEN R. KARPMAN and DANIELLE L. BELISLE
24258 SE 47TH PLACE
ISSAQUAH, WA 98029-6322
425-444-8535

MAIN-LINE SURVEYING

3030 - 81ST. PLACE, SE, No. 6
MERCER ISLAND, WA 98040
DATE: 8/03/07, 206-236-6273
DETAIL: 11/02/07



SURVEYOR'S NOTES:
BASIS OF BEARINGS:
LOT LINE ADJUSTMENT NO.84-28, A.F. NO. 8409279001 IS BETWEEN THE TWO MONUMENTS LOCATED ON THE CENTERLINE OF BELLEVUE WAY AND ONE ON 112TH AVE. SE WITH BEARING OF N 01°12'04"E AND USED AS STARTING PLAT CONTROL. VISITED 9/11/06.

WASHINGTON COORDINATE SYSTEM NAVD83 (1991)
NORTH ZONE:
HORIZONAL STATIONS: 2087 AND 0574 VISITED 12/10/06.

BASIS OF ELEVATIONS:
CITY OF BELLEVUE NAVD 1988 VERTICAL DATUM BENCHMARK NO. 58, DESCRIBED AS COB BRASS CAP EL. 44.246 ON TOP OF NORTH END OF RETAINING WALL ON EAST SIDE OF BELLEVUE WAY SE, 300'+/- SOUTH OF 113TH AVE SE (@ I-90 WEST BOUND TO BELLEVUE WAY SE NORTHBOUND).

CROSS REFERENCES:
RECORD OF SURVEY A.F. NO. 7903239011.
LOT LINE REV.84-28, A.F. NO. 8409279001.
RECORD OF SURVEY A.F. NO. 9505319012.
RECORD OF SURVEY A.F. NO. 20000425900008.
RECORD OF SURVEY A.F. NO. 20050517900008.

LAND USE CODE =R-3.5.

SITE ADDRESS: 2841 BELLEVUE WAY SE, BELLEVUE, WA 98004
S.E.1/4, N.E.1/4, SECTION 8, TOWNSHIP 24 NORTH, RANGE 05 EAST, W.M.

RECEIVED
NOV 02 2007
PERMIT PROCESSING

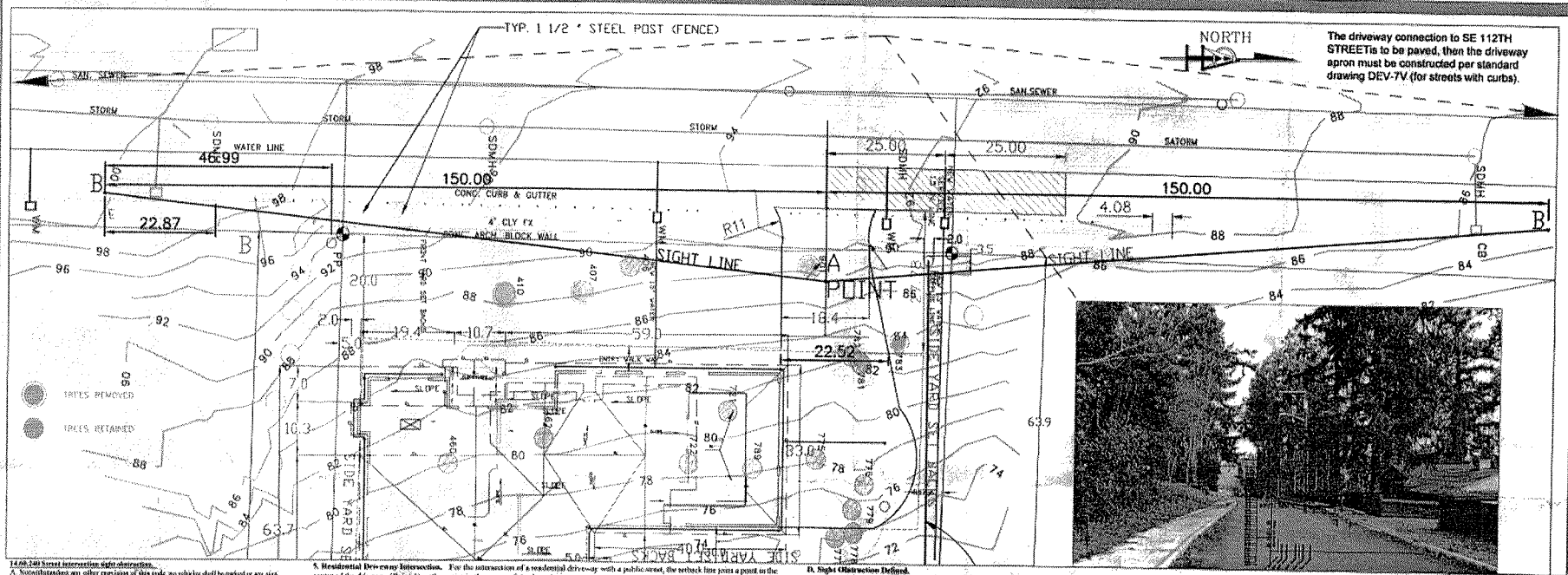
PRELIMINARY SHORT PLAT NO. 07-104693
STEVEN R. KARPMAN and DANIELLE L. BELISLE
24258 SE 47TH PLACE
ISSAQUAH, WA 98029-6322
425-444-8535

MAIN-LINE SURVEYING

3030 - 81ST. PLACE, SE, No. 6
MERCER ISLAND, WA 98040
DATE: 8/03/07, 206-236-6273

JOB NO. 06014PL3

Attachment B: Line of Sight for Tract B



14.60.240 Street intersection sight obstruction.

A. Notwithstanding any other provision of this code, no vehicles shall be parked or any sign, fence, hedge, shrubbery, natural growth or other obstruction installed, set out or maintained which obstructs the view of motor vehicle operators at an intersection within the sight areas defined in DCC 14.60.240(B) and between the height limits defined in DCC 14.60.240(C). DCC 14.60.240(D) specifies what constitutes an obstruction to the view of motor vehicle operators. For the purpose of this code, "intersection" shall include the intersection of two public streets, the intersection of a commercial driveway with a public street, the intersection of a residential driveway with a public street, and the intersection of a private street with a public street.

B. The sight area at an intersection is defined as the area bounded by setback lines, or bounded by setback lines and the edge of the traveled lane. Setbacks for intersection types are as specified in the following paragraphs.

1. Major Street/Minor Street. Intersections of this type have no control or flashing yellow on the major street, and a stop sign or flashing red signal on the minor street. Private commercial driveways (which may or may not have a stop sign) used by the public for entering any site cannot also be included in intersections of this type.

The setback line shall be defined as a line which joins a point in the center of the minor street approach lane located 14 feet back from the edge of the through-street approach lane (Point A) and a point in the center of the through-street approach lane (Point B). The location of Point B is the through-street approach lane is specified in the following table:

5. Residential Driveway Intersection. For the intersection of a residential driveway with a public street, the setback line joins a point in the center of the driveway (Point A) with a point in the center of the through-street approach lane (Point B). The setback distance of Point A from the edge of the traveled lane is 10 feet. The location of Point B is specified in the following table.

Posted Speed Limit Distance from Center of Intersection
For Major Street to Point B (Left Approach Only)
40 MPH 416 Feet
35 MPH 360 Feet
30 MPH 300 Feet
25 MPH 258 Feet

Posted Speed Limit Distance from Center of
For Major Street Intersection to Point B
40 MPH 325 Feet
35 MPH 250 Feet
30 MPH 200 Feet
25 MPH 150 Feet

Posted Speed Limit Distance from Center of Intersection
For Major Street to Point B (Left Approach Only)
40 MPH 325 Feet
35 MPH 250 Feet
30 MPH 200 Feet
25 MPH 150 Feet

Posted Speed Limit Distance from Center of
For Major Street Intersection to Point B
40 MPH 325 Feet

Title 14 TRANSPORTATION CODE Page 30 of 41
http://www.bellevuewa.gov/bellrode/bellrod14.html 8/6/2007

Modifications. When the residential driveway is located on a residential street with a sharp curve adjacent to the driveway, the distance to Point B may be reduced from 150 feet to 100 feet. For residential driveways with major obstacles or special view problems, the setback distance on the driveway (Point A) may be reduced from 10 feet to eight feet, subject to approval by the traffic engineer.

6. Sightline Setback – Other. For intersections not clearly included in the above types and for which view problems may exist, the traffic engineer will establish setback lines as required.

C. Sight Obstruction Height Limits. Sight obstruction, as defined in subsection D of this section, shall not be permitted above a line two and one-half feet above the street surface within the sight areas established in subsection B of this section. However, sight obstructions above a line seven and one-half feet above the street surface are permitted. For residential driveways, this upper height requirement is reduced from seven and one-half feet to six feet.

D. Sight Obstruction Defined.

1. For minor street-through street intersections, as defined in subsections (B)(1), (B)(4) and (B)(5) of this section, the following obstructions within the established sight areas shall be permitted:
a. One obstruction within each sight area which presents a maximum of two and one-half feet width when viewed from the applicable angle, which has at least two feet clear view inside the obstruction (on the side away from the intersection). At distances greater than 40 feet from the view point, the obstruction may present a maximum of four feet width.
b. Any number of obstructions one and one-half feet or less in maximum width when viewed from any applicable angle, provided there is equal open space on each side of the obstruction for all angles.
2. For intersections with no signalization or stop signs, as defined in subsections (B)(2) and (B)(3) of this section, the following obstructions within the established sight areas shall be permitted:
a. One obstruction within each sight area which presents a maximum of eight feet width when viewed from any applicable angle, and which has at least four feet clear view inside the obstruction and eight feet clear view between the obstruction and the edge of the traffic lanes; or
b. Two obstructions within each sight area each of which presents a maximum of five feet width when viewed from any applicable angle, and separated by four feet or more open space when viewed from all applicable angles, and which have at least four feet clear view inside the obstructions and eight feet clear view between the obstructions and the edge of the traffic lanes; or
c. Any number of obstructions one foot or less in width, provided they obstruct no more than two feet continuous obstruction width when viewed from any applicable angle, and provided there is equal open space on each side of the obstruction for all angles.
E. Where unusual conditions preclude the application of the foregoing provisions of this section in a reasonable manner, or where a special viewing problem exists, the traffic engineer will determine when an intersection view obstruction exists, based on the intent of this section.
F. Every obstruction

The driveway LINE OF SIGHT MUST NOT BE BLOCKED BY AND PROTECTIVE RAILING
ONLY CYCLONE FENCING SHALL BE USED OR 1½" STEEL PIPING DESIGN NOT TO OBSTRUCT VISION IN THE LINE OF SIGHT AT DRIVERS HEIGHT.

Assessor Parcel Records: 7000100460

LOF 2-1 PAGE 1 OF 3
LINE OF SIGHT LOT B
SCALE XX' = 1' - 00'

ENGINEERING STAMP

LINE OF SIGHT FOR TRACT B
SCALE1" = 20' - 00"

112TH KARPMANS

ACI Cognitive Commercial Project Management
PH. (425) 749-2613 FAX (425) 671-6757
AUTHORIZED SIGNATORY FOR MR. AND MRS. KARPMAN
ACCEPTANCES
DATE ___/___/___ 2006

LOF-1
PAGE- 1
PROJECT REVISION :
112161-2006

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