



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

Proposal Name: Marrese Short Plat

Proposal Address: 6013 Lake Washington Blvd SE

Proposal Description: Preliminary Short Plat to subdivide an existing 16,169 square foot lot in the R-5 zoning district into two single family lots.

File Number: 07-122463-LN

Applicant: DR Strong Consulting Engineers, Maher Joudi

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

**State Environmental Policy Act Exempt (WAC 197-11-800(6)(a))
Threshold Determination:**

Department Decision: **Approval with Conditions**

A handwritten signature in cursive that reads "Leah Hyatt".

Leah Hyatt Assistant Land Use Planner
Dept. of Planning and Community Development

Application Date: June 8, 2007
Notice of Application: July 19, 2007
Decision Publication Date: January 10, 2008
Appeal Deadline: January 24, 2008

For information on how to appeal a proposal, visit Development Services 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 parcel (16,169 square feet) into two single family lots. Lot 1 is proposed to be 8,968 square feet and Lot 2 is 7,201 square feet in the R-5 zoning district. The existing parcel is located at 6013 Lake Washington Blvd SE; the existing residence will remain on lot 1.

II. Site Description and Context

The site is located in a community of single family residential homes in the Newport Hills Subarea of the Comprehensive Plan. The site slopes gradually downwards from the east to the west. The site contains four significant trees of which one is Fir, two are Birch and one is Pine. Primary access is gained from Lake Washington Blvd SE via a 20-foot joint use access easement. The easement will provide access to both new lots. The minimum lot size in the R-5 zone is 7,200 square feet; both lots will meet the minimum size requirement.

Consistency with Land Use Code/Zoning Requirements

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

The site contains no Critical Areas as defined in LUC Section 20.25H.

B. Consistency with Standard Land Use Code Requirements

BASIC INFORMATION			
Zoning District	R-5		
Gross Site Area	16,169 sq. ft.		
ITEM	REQ'D/ALLOWED	PROPOSED	
		Lot 1	Lot 2
Minimum Lot Area	7,200 sq. ft.	8,968 sq. ft.	7,201 sq. ft.
Minimum Lot Width	60 feet	98 ft.	98 ft.
Minimum Lot Depth	80 feet	91.53 ft.	73.47ft.
Building Setbacks			
Front Yard	20 feet	20 feet	
Rear Yard	20 feet	20 feet	
Min. Side Yard	5 feet	5 feet	
2 Side Yard	15 feet	15 feet	
Access Easement	10 feet	10 feet	
Tree Retention	15% or 9.9 diameter inches	36% or 24 diameter inches	

IV. State Environmental Policy Act (SEPA)

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

V. Summary of Technical Reviews

A. Utilities Review

The preliminary short plat application has been reviewed and no further utility revisions are needed at this time. The Utility Department approval is based on the conceptual utility design only. See Section VIII of this report for Utilities Department related Condition of Approval.

B. Fire Department Review

Automatic fire sprinklers may be required depending upon the available fire flow. See Section VIII of this report for Fire Department related Condition of approval.

C. Transportation 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.

Use of the Right of Way

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

Street Frontage Improvements

In order to provide safe pedestrian and vehicular access in the vicinity of the site and to provide infrastructure improvements with a consistent and attractive appearance, the construction of street frontage improvements on Lake Washington Blvd is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual.

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

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

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

An examination of frontage improvements and average daily trip generation for some other recent residential developments in Bellevue shows that those developments provided an average of 11.6 linear feet of half-street improvements per average daily trip. The calculation of daily trips is the net increase in trips based on a seven-day average rate from national sources. The Marrese Short Plat is expected to generate a net increase of 10 average daily trips based on a net increase of 1 dwelling units. The Marrese Short Plat is financially responsible for the construction of 120 total linear feet of half-street improvements. This results in 12 linear feet of half street improvements per trip. This is a difference of approximately 3.5 % from the 11.6 factor, which falls within a reasonable definition of "rough proportionality." Therefore, the requirement for 120 feet of frontage improvements is appropriate.

Prior to final short plat approval, the developer must provide street frontage improvements on Lake Washington Blvd at the developer's expense (BCC 14.60.110) or provide an acceptable financial assurance device equivalent to 150% of the cost of unfinished frontage improvements. The final engineering plans showing those frontage improvements must be consistent with the Transportation Development Code (BCC 14.60) and the Transportation Design Manual prior to approval of the plat infrastructure (GE) permit. Specific engineering requirements include: bike lane, curb, gutter, sidewalk.

Site Access

Access to Lots 1 and 2 will be from Lake Washington Blvd by a joint use driveway. The paved driveway width will be a minimum of sixteen feet with Fire Department approval and will be built per the City's Transportation Department Design Manual Standard Drawing DEV-7.

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 Lake Washington Blvd is classified as "No Cut" street. Waiver must be obtained from the Right of Way manager prior to any work affecting "No Cut" streets.

Transportation Impacts and Mitigation

City staff has analyzed the potential short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts included traffic operations conditions during the a.m. and p.m. peak hours. The Marrese Short Plat is estimated to add only 1 new PM peak hour trip and hence will not have a significant impact on the existing traffic operations on Lake Washington Blvd.

See Section VIII of this report for Transportation Department related Conditions of Approval.

VI. Public Notice and Community Input

<i>Application Date:</i>	June 8, 2007
<i>Public Notice (500 feet):</i>	June 19, 2007(Includes sign installation at the site)
<i>Minimum Comment Period:</i>	July 3, 2007

Notice of Application was published in the City of Bellevue's *Land Use Bulletin* and the *Seattle Times* on June 19, 2007. It was mailed to property owners within 500 feet of the project site and a Public Information Sign was installed on the project site on the same day. No comments were received from the public.

VII. Decision Criteria:

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

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

- 1. The Preliminary Short Plat makes appropriate provisions for, but not limited to, the public health, safety and general welfare, for open spaces, drainage ways,**

streets, sidewalks, alleys, other public ways, water supplies, sanitary waste.

Finding: City codes ensure public health, safety and general welfare through development code requirements. The site is accessed via Lake Washington Blvd SE, an improved public street. The applicant will be required to provide drainage improvements designed to service the drainage needs of the site. Existing public water and sewer facilities have been deemed adequate to serve the proposed development.

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

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

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

Finding: The preliminary short plat considers the physical characteristics of the site by limiting topographic modifications and meeting impervious surface requirements of LUC Section 20.20.010.

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: The proposal complies with the Land Use Code requirements for R-5 zoning, the Utility Code and the City of Bellevue Development Standards.

Land Use Code Requirements

A. Dimensional Requirements: The site is currently zoned single-family R-5 which has a minimum lot size requirement of 7,200 square feet. The dimensional requirements for the R-5 zoning district include:

- 20' Front Yard Setback
- 20' Rear Yard Setback
- 5' Side Yard Setback
- 15' Two Side Yard Setback
- 30' Maximum Building Height
- 40% Maximum Lot Coverage by Structure
- 55% Maximum Coverage by Impervious Surface
- 60' Minimum Lot Width
- 80' Minimum Lot Depth

Finding: All of the lots can be developed in accordance with the City of Bellevue Land Use Code requirements including the R-5 dimensional requirements.

B. Significant Tree Preservation: The tree preservation requirements under LUC Section 20.20.900 to save 15 percent of significant trees on the site apply to this proposal. The applicant has identified 4 significant trees on the site with a total of 66 diameter inches. In order to meet the 15% minimum retention requirement, the project must retain 9.9 diameter inches of significant trees.

Finding: The applicant proposes to preserve 2 trees that comprise a total of 24 diameter inches, or 36% of significant trees. This satisfies minimum tree retention requirements. See Section VIII of this report for related Condition of Approval.

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

Finding: The site is located within the Newport Hills Subarea of the Comprehensive Plan. The Comprehensive Plan specifies single-family high density for this property. The proposal complies with applicable Comprehensive Plan policies city-wide and for this Subarea:

The single family homes are, by use type, compatible with surrounding neighborhoods. The proposal provides new housing as encouraged by the Comprehensive Plan (Policy LU-13). The proposed short plat provides housing for Bellevue's share of the regionally adopted demand forecasts for residential uses for the next 20 years (LU-3).

The proposal meets Comprehensive Plan polices to preserve existing vegetation on-site (EN-19; UD-16, 18, 60), maintain good surface water quality (EN-33), restrict surface water runoff to predevelopment levels (EN-37), and provide traffic mitigation (TR-35).

The proposal meets utility standards (UT-1), provides development on infill or under-utilized sites with adequate urban services (HO-3), and meets the Neighborhood Quality goal (Housing Element) to ensure compatible housing and environmentally sensitive features, by providing the preservation of 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: Each lot can reasonably be developed to current R-5 zoning standards without requiring a variance. The proposed lots meet minimum standards for lot width, lot depth, and lot area of the R-5 land use district. There are no environmental factors which further inhibit the development of this property that would warrant a variance. See related condition of approval in Section VIII.

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

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

VII. Conclusion and Decision:

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

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

VIII. Conditions of Approval:

The following conditions are imposed under authority referenced:

Compliance with Bellevue City Codes and Ordinances

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

Applicable Codes, Standards and Ordinances	Contact Person
Clearing & Grading Code – BCC 23.76	Janney Gwo, 425-452-6190
Construction Codes – BCC Title 23	Build. Division, 425-452-6864
Fire Code – BCC 23.11	Adrian Jones, 425-452-6032
Land Use Code – BCC Title 20	Leah Hyatt, 425-452-6834
Noise Control – BCC 9.18	Leah Hyatt, 425-452-6834
Sign Code – BCC Title 22	Leah Hyatt, 425-452-6834
Transportation Development Code – BCC 14.60	Rohini Nair, 425-452-2569
Right of Way Use Code – BCC 14.30	Jon Regalia, 425-452-4599
Transportation Department Design Manual	Rohini Nair, 425-452-2569
Traffic Standards Code 14.10	Rohini Nair, 425-452-2569
Utility Code – BCC Title 24	Mark Dewey, 425-452- 6179

A. General Conditions

1. Utilities Department Approval

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 will be performed through the Utilities permit processing desk at City Hall when permits for water, sewer and storm are applied for. All water, sewer and storm easements will be recorded on the face of the final short plat document.

Authority: Bellevue City Code Title 24.02, 24.04, 24.06
Reviewer: Mark Dewey, Utilities Department

2. Noise – Construction Hours

All proposed development activity resulting from approval of this land use action will be subject to normal construction hours of 7am to 6 pm Monday through Saturday 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 pm if the criteria for extension of work hours as stated in BCC 9.18 can be met.

Authority: Bellevue City Code 9.18
Reviewer: Leah Hyatt, Planning and Community Development 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 prevent 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

A channelization plan and 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 the shared driveway, the connection to Lake Washington Blvd., pavement restoration in Lake Washington Blvd., mailbox location, and sight distance. Appropriate standard drawings from the Transportation Department Design Manual must be included in the engineering plans. The location of the joint use driveway must be shown clearly in the plans. The minimum distance between driveways is 20 feet. The minimum distance is measured as per Section 5F of the City of Bellevue Transportation Design Manual.

Authority: Bellevue City Code 14.60; Transportation Department Design Manual
Reviewer: Rohini Nair, Transportation Department

4. Tree Protection

To mitigate adverse impacts to nondisturbed areas and trees to be retained during construction:

- a. Clearing limits shall be established at the limit of nondisturbed areas and for retained trees within the developed portion of the site, outside of drip lines. Six-foot chain link fencing with driven posts, or an approved alternative, shall be installed at the clearing limits 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: Leah Hyatt, Planning and Community Development Department

5. Sight Distance

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

Authority: Bellevue City Code 14.60.240
Reviewer: Rohini Nair, Transportation Department

6. Pavement Restoration

The city's pavement manager has determined that this segment of Lake Washington Blvd will require full width grind and overlay for any utility connections or other digging in the street surface. Trench restoration must meet the requirements of Section 21 of the Design Manual and standard drawings ROW-1 through ROW-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 Design Standard # 21
Reviewer: Jon Regalia, Transportation Department

C. Prior to Final Short Plat Approval:

1. Variance Restriction

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

Authority: Land Use Code 20.45B.130.A.6
Reviewer: Leah Hyatt, Planning and Community Development Department

2. Tree Preservation Plan

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

"Tree Preservation Plan:

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

Authority: Land Use Code 20.20.900

Reviewer: Leah Hyatt, Planning and Community Development Department

3. Infrastructure Improvements

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

a) Site Specific Items:

- 1) 5 feet wide bike lane must be provided along the frontage on Lake Washington Blvd.
- 2) Curb, gutter, and 6 feet wide sidewalk must be provided along the frontage on Lake Washington Blvd.
- 3) The joint use driveway entrance must be provided as per City of Bellevue Transportation Design Manual DEV -7A.
- 4) 16 feet paved joint use driveway in a 20 feet wide easement.

b) Miscellaneous:

- Landings on sloping approaches are not to exceed a 10% slope for a distance of 20 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.
- The maximum longitudinal and cross-sectional grades shall not exceed 8%.
- Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241.

- The joint-use driveway shall not be gated or obstructed and must remain open at all times for emergency and public service vehicles. A note to this effect shall be placed on the face of the final Subdivision map.
- The maintenance responsibility for the joint-use driveway shall be the shared responsibility of lots owners served by the joint-use driveway. A note to this effect must be indicated on the face of the final Subdivision map.

Authority: Bellevue City Code 14.60.100, 110, 130, 150, 170, 190, 210, 240, 241; LUC
20.40.490 Transportation Department Design Manual Sections 3, 4, 5, 7, 11,
14, 19
Reviewer: Rohini Nair, Transportation Department

4. Access Easement

The access easement shall have a minimum paved width of 16 feet with no parking allowed on either side.

Authority: International Fire Code (IFC) 503 & Bellevue City Code 5675 and Bellevue
Fire Department Development Standards (BFDDS) Chapter 3
Reviewer: Adrian Jones, Fire Department

D. Prior to Issuance of Single Family Building Permit:

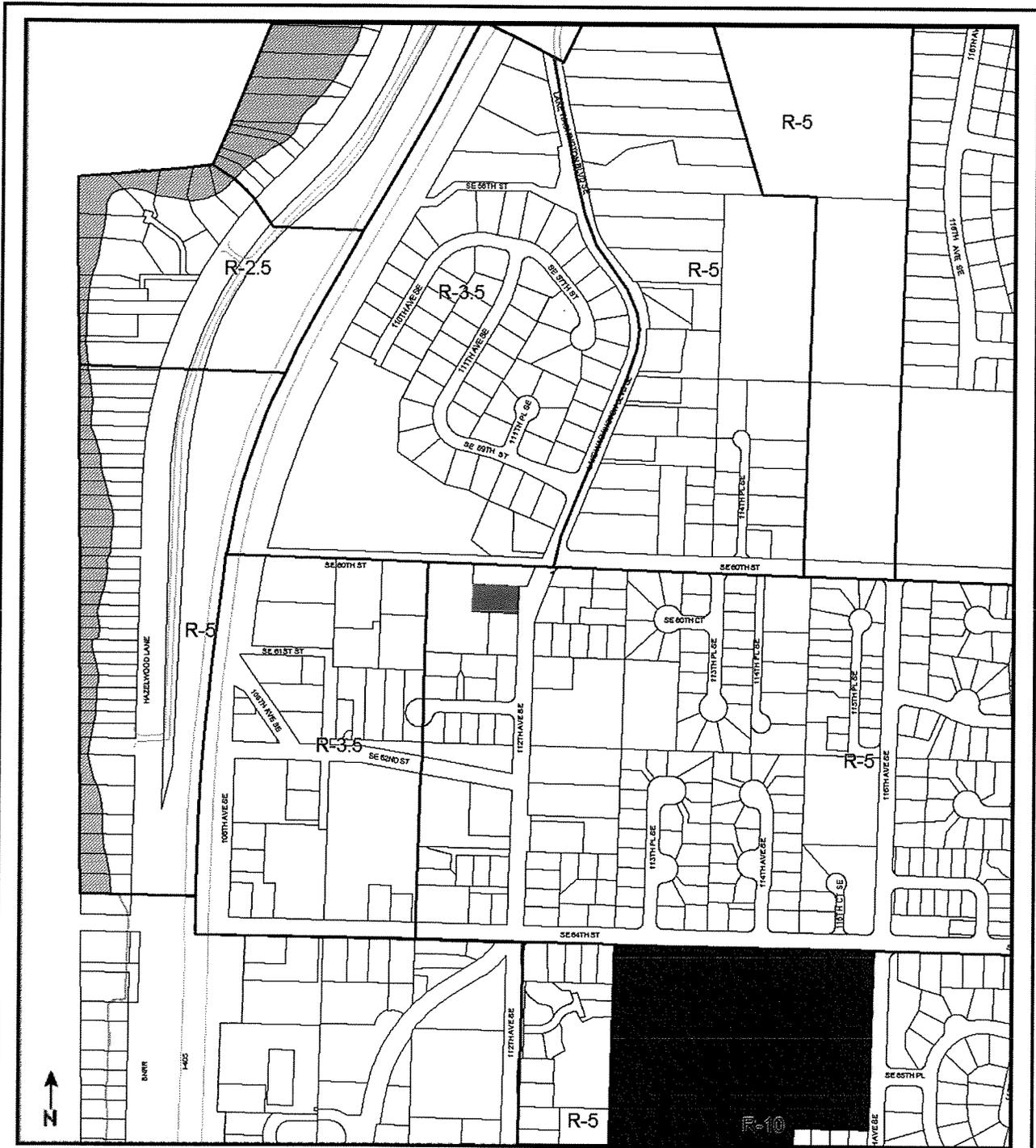
1. Transportation Impact Fee

Payment of the traffic impact fee will be required at the time of single family building permit issuance. The current impact fee is \$471.31 per new dwelling. 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
Reviewer: Rohini Nair, Transportation Department

List of Attachments

- A. Plans and Drawings
- B. Zoning Map
- C. Vicinity Map



City of Bellevue
 Information Technology
 Geographic Information Services
 January 09, 2008

Zoning
Marrese Short Plat

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

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

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



VICINITY MAP



City of Bellevue
 Information Technology
 Geographic Information Services
 January 09, 2008

**Comprehensive Map
 Marrese Short Plat**

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 Geographic Information System and
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 this map, contact the department shown.

-  Site
-  Park
-  School



VICINITY MAP

