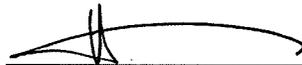




**City of Bellevue  
Department of Development Services  
Land Use Division Staff Report**

**Proposal Name:** Chen Short Plat  
**Proposal Address:** 4640 130<sup>th</sup> Avenue SE  
**Proposal Description:** Subdivide a 44,291 square foot lot zoned R-5 into five lots.  
**File Number:** 09-122284-LN  
**Applicant:** De-En Lang, Unique Homes LLC  
**Decisions Included:** Administrative Decision for a Preliminary Short Plat through Process II, Land Use Code 20.35.200.  
**Planner:** Mike Upston, Senior Planner  
**State Environmental Policy Act Threshold Determination:** **Determination of Non-Significance**  
**Department Decision:** **Approval with Conditions**

  
\_\_\_\_\_  
Mike Upston, AICP  
Senior Planner  
Department of Development Services

**Bulletin Publication Date:** \_\_\_\_\_  
**Appeal Deadline:** \_\_\_\_\_

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

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**I. Description of Proposal**

This application is for reissuance of previously approved preliminary short plat (PSP) 05-103719-LN, which expired 11/3/06. The current proposal is duplicative of the original under 05-103719-LN: to subdivide an existing 44,291 acre lot into five single family lots. The house and shed on site when the original PSP application was approved have been removed, and site work under construction permits related to the original PSP has been substantially completed. The property is located within an R-5 zoning district, where the minimum lot size is 7,200 square feet (SF). Following is a list of the lots and their sizes:

Lot 1	7,994 SF	Lot 4	7,336 SF	Access Road	6,424 SF
Lot 2	7,227 SF	Lot 5	7,681 SF		
Lot 3	7,629 SF				

**II. Site Description and Context**

The existing residential lot is located along 130<sup>th</sup> Avenue SE in Factoria. This neighborhood consists of medium density single-family residences, and the site is surrounded on all sides by existing single-family development. The proposed short plat will be serviced via the utilities and infrastructure currently serving this block off of 130<sup>th</sup> Avenue SE.

**III. Community Input on the Proposal**

No written public comments had been received regarding this proposal when it was originally approved in 2005. For this current PSP application, public notice was distributed October 1, 2009. At the time of this staff report, no written public comments were received regarding this proposal.

**IV. Technical Review**

**Land Use Review**

Early in review of the original PSP application, the Land Use Division requested that the required retained vegetative area (RVA) be depicted on the plan set. The final plan set now includes this information on sheet 1 of 1, Tree Retention/Slope Categories plan. This non-disturbance area is consolidated along the north property line within lots 3,4 and 5, and complies with the requirements of Land Use Code section 20.25H.110.D for Protected Area/Sensitive Earth Conditions.

During review of the original PSP, the Land Use Division had also recommended retention of Trees #7, 8, 15 & 16. According to the updated Tree Retention/Slope Categories plan submitted with this new application 09-122284-LN, the applicant was able to retain trees #3, 4, 6, 7, 8, and 12. Refer to Significant Tree calculations on this plan sheet. As also depicted on this plan, of the 388 diameter inches of existing trees inventoried on the project site, a minimum of 58 inches (15%) are required to be preserved. This application proposes preservation of 92 diameter inches.

The Land Use Division had conditioned its approval of the original PSP to assure that a minimum 10 foot setback would be provided where Lots #1 and #5 face the private access road. This setback is now shown on Sheet 1 of 2, Clearing Grading & Road Plan.

Finally, the minimum lot dimensions are required to be a width of 60 feet and a length of 80 feet, with a minimum 30 feet provided as street frontage. All of the lots meet the minimum dimensional requirements. Lot 3 is the only lot that just barely meets the minimum required 30 foot street frontage, coinciding with its driveway entrance. All of the other lots significantly exceed this frontage requirement.

### **Utilities Review**

The Utilities Department approval of this application is based on the Conceptual site plan design only. This conceptual review of the proposal has no implied approvals of the utility engineering design and specifications. The submittal of utility engineering plans should be with the Storm Developer Extension Agreement Submittal, submitted prior to the construction permits.

Refer to related Conditions of Approval in section VII of this report.

### **Fire Review**

The Fire Department review has no discussion items, but is requiring Conditions of Approval in section VII of this report.

### **Clear & Grade Review**

The Clear & Grade Division has no comments or conditions of approval for this application.

### **Transportation Review**

#### **Easements**

The applicant shall provide a 25-foot wide private access easement to serve the proposed five lots. A public utility easement must be provided for any street lighting apparatus that will be located outside of the public right of way.

#### **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 is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act and the Transportation Development Code (BCC 14.60), and the provisions of the Transportation Department Design Manual. Bellevue City Code section 14.60.110A states that installation of street frontage improvements is required prior to final approval of short subdivisions. BCC section 14.60.110B states "Complete street frontage improvements shall be installed along the entire street frontage of the property at the sole cost of the permittee as directed by the Review Engineer. Street

frontage improvements may include curb, gutter, sidewalk, storm drainage, street lighting, traffic signal equipment, utility installation or relocation, landscaping strip, street trees and landscaping irrigation, street widening, and channelization.”

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

Under City policy, each site bears the cost of its own frontage improvements. These costs are passed on to the occupants through higher land prices. Due to being within a higher quality community, each site also receives benefits from all the other sites that have improved frontages. If a development were not required to bear the full cost of frontage improvements, then completion of those frontage improvements would have to be paid for 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 Chen Short Plat is expected to generate a net increase of 38.28 average daily trips based on a net increase of four dwelling unit. The Chen short plat is financially responsible for the construction of approximately 165 total linear feet of half-street improvements. On 130<sup>th</sup> SE, this results in 4.3 linear feet of half street improvements per trip. This is a difference of approximately 62.9% from the 11.6 factor, which falls within a reasonable definition of “rough proportionality.” Therefore, the requirement for 165 feet of frontage improvements along 130<sup>th</sup> SE is appropriate.

The applicant has provided street frontage improvements on 130<sup>th</sup> SE at the developer’s expense (BCC 14.60.110. Specific improvement requirements included: Type “A” curb and gutter, storm drainage, pavement widening and six feet of concrete sidewalk on 130<sup>th</sup> SE with asphalt ramps at each end.

#### **Site Access**

Access to the site has been provided via a 20-foot wide paved private road and a 25-foot wide private access easement will be provided as part of final short plat process.

Refer to related Conditions of Approval in section VII of this report.

## **V. State Environmental Policy Act**

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. The Environmental Checklist (see project file, City Hall Records Office) adequately discloses expected environmental impacts associated with the project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes adequately mitigate expected environmental impacts. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act requirements.

Following is Transportation Department discussion of traffic impacts:

### **1. Long Term Impacts**

The long-term impacts of development projected to occur in the City by 2020 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2020 are evaluated on the roadway network assuming that all the transportation improvement projects proposed in the City's current Transportation Facilities Plan are in place. The Transportation Facilities Plan EIS divides the City into Transportation Analysis Zones for analysis purposes. The Chen Short Plat lies within MMA 13, which has a 2020 total growth projection of 11 single family dwelling units. This development proposes five single family dwelling units. Therefore, the volume of proposed development is within the assumptions of the Transportation Facilities Plan EIS.

Traffic impact fees are used by the City to fund street improvement projects to alleviate traffic congestion caused by the cumulative impacts of development throughout the City. Payment of the transportation impact fee, as required by BCC 22.16, contributes to the financing of transportation improvement projects in the current adopted Transportation Facilities Plan. Fee payment is required at the time of building permit issuance for individual lots.

### **2. Mid-Range Impacts**

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more p.m. peak hour trips must undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained. For the purpose of the concurrency analysis, the City has been divided into 14 Mobility Management Areas.

This development will generate approximately 4 new p.m. peak hour trips, less than the 30 trips triggering the required concurrency analysis; therefore, a concurrency analysis is not required.

### **3. Short Term Operational Impacts**

City staff analyzed the 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. We do not anticipate any adverse operational impacts due to the proposed development.

**VI. Decision Criteria:**

**Decision Criteria for a Preliminary Short Plat (LUC 20.45B.130B)**

**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:** Necessary utilities and access are provided for as indicated on the plat map. The five lots will be served by a new private access road from 130<sup>th</sup> Avenue SE. Additionally, utilities required to serve the short plat are proposed as part of this application.

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

**Finding:** The public interest is served by providing housing opportunities while ensuring compliance with City Codes.

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

**Finding:** The preliminary short plat considers the physical characteristic of the site, which includes a retained vegetative area that is restricted from development by the Land Use Code. This area is labeled "Proposed RVA 3,920 SF" on sheet 1 of 1, Tree Retention/Slope Categories plan.

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

**Finding:** The proposal complies with applicable Land Use Code requirements, the Utility Code and the Bellevue Development Standards, including the following:

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 R-5 zoning include:

1. 20' front yard setback
2. 20' rear yard setback
3. 5' side yard setback with combined side yard setback of 15'
4. 30' maximum building height
5. 40% lot coverage by structures

All of the lots meet the City of Bellevue Land Use Code requirements, including the R-5 dimensional requirements.

B. Tree Preservation: The tree preservation requirements under LUC Section 20.20.520 to save at least 15 percent of significant trees on the site will be met as depicted on the attached plan set.

5. The proposal is in accord with the Comprehensive Plan.

**Finding:** The site is located within the Factoria Subarea of the Comprehensive Plan, which speaks to ensuring that the development of remaining vacant land is compatible with surrounding uses (Policy S-FA-4).

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

**Finding:** The proposed lots exceed the minimum standards for lot width, depth and lot area for the zoning district. Additionally, no environmental factors inhibit development of the property.

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

**Finding:** The short plat will be served by connecting to existing utilities accessed from 130th Avenue SE.

## VI. 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 Development Services does hereby **approve** the subject 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.

## VII. Conditions of Approval:

### A. The following conditions must be complied with prior to approval of the Final Short Plat:

1. Home Size: The size of the home built without automatic fire sprinklers will depend on the available fire flow in the street water main.  
Authority: International Fire Code, Appendix B  
Reviewer: Adrian Jones, Fire Department
2. Access Road: The 20 foot wide, access road must be paved and be capable of supporting fire apparatus with a gross weight of 64,000 lbs. (rear axle=48,000 lbs and front axle=19,000 lbs). Detention vaults and pipes in the roadway shall support the

weight of the ladder truck outrigger which is 45,000 lbs over an 18 inch square.  
Authority: Development Services Information sheet B-1– Structural Slab Design Loading  
Reviewer: Adrian Jones, Fire Department

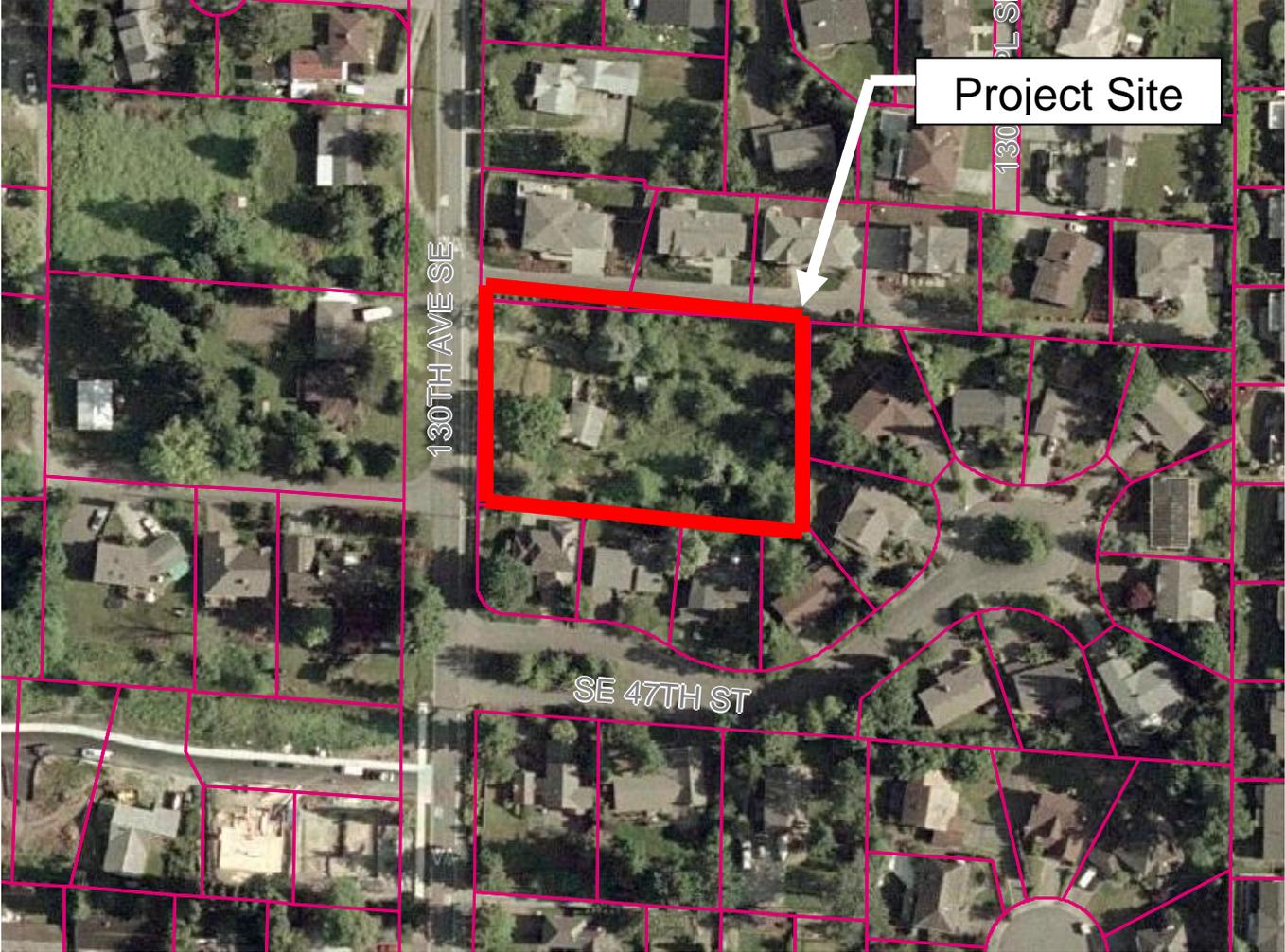
3. Demolition: Demolition shall conform to the requirements of International Fire Code Ch 14.  
Authority: International Fire Code, Chapter 14  
Reviewer: Adrian Jones, Fire Department
4. Developer Extension Agreement: A Storm Drainage Developer Extension Agreement is required for the engineering review and inspection of the storm drainage improvements including the private and public runoff control and treatment systems per Utility Storm Code 24.06.120 C.  
Authority: Storm Drainage Utility Code 24.06.130 Engineering and design requirements  
Reviewer: Mark Dewey, Utilities
5. Water Quality: Runoff control and water quality treatment for conventional pollutants and nutrient loading shall be implemented as required by Sections 24.06.130(A) and 24.06.130(G) of the Storm and Surface Water Utility Code.  
Authority: Storm Drainage Utility Code 24.06.130  
Reviewer: Mark Dewey, Utilities
6. Joint Use Sewer: The developed lots shall sewer via a private, joint use side sewer, whether 6" or 8". The Side Sewer Joint Use Easement and Maintenance Agreements will be reviewed by the Utility, and recorded on the Final Plat document.  
Authority: Storm Drainage Utility Code 24.06.160  
Reviewer: Mark Dewey, Utilities
7. Street Frontage Improvement: The applicant has completed the required frontage improvements on 130<sup>th</sup> SE. These improvements include: Type "A" curb and gutter, storm drainage, pavement widening and six feet of concrete sidewalk on 130<sup>th</sup> SE with asphalt ramps at each end. The remaining item is To establish mailbox locations the applicant will coordinate with the Station Master or Postmaster at the nearest post office. Mailbox locations approved by the US Postal Service should be shown on the approved set of drawings. See Section 17 of the Development manual for exact specifications concerning mailboxes. In addition, cite detail DEV-11 for the mailbox stand.  
Authority: Bellevue City Code 14.60.100, 110, 130, 150, 170, 190, 210, 240, 241; Transportation Department Design Manual Sections 3, 4, 5, 7, 11, 14, 19.  
Reviewer: Abdy Farid, Transportation Department
8. Pavement Restoration: Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:
  - a) 130<sup>th</sup> SE: This street was recently overlaid and a five-year no-street cut moratorium is currently in effect. Should street cuts prove unavoidable or if the street surface is damaged in the construction process, a half-street or full-street (depending on the extent of street cuts or damage) grind and overlay will be required.  
Authority: BCC 14.60. 250; Design Manual Design Standard #21  
Reviewer: Jon Regalia, Transportation Department

Chen Short Plat  
Page 9 of 9  
November 19, 2009

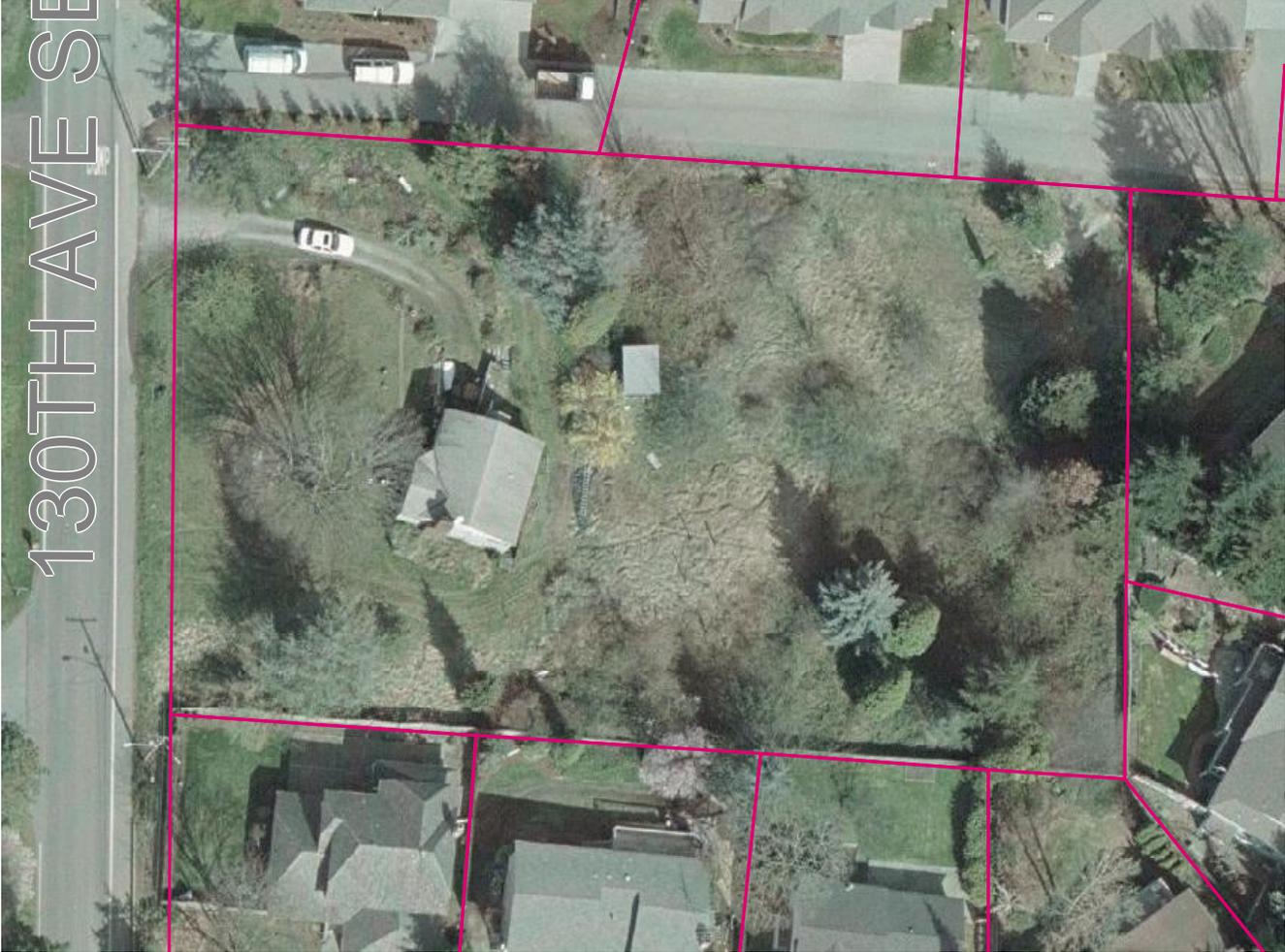
**VIII. List of Attachments:**

Aerial Map  
Close-up Aerial View  
Zoning Map  
Project Plan Set

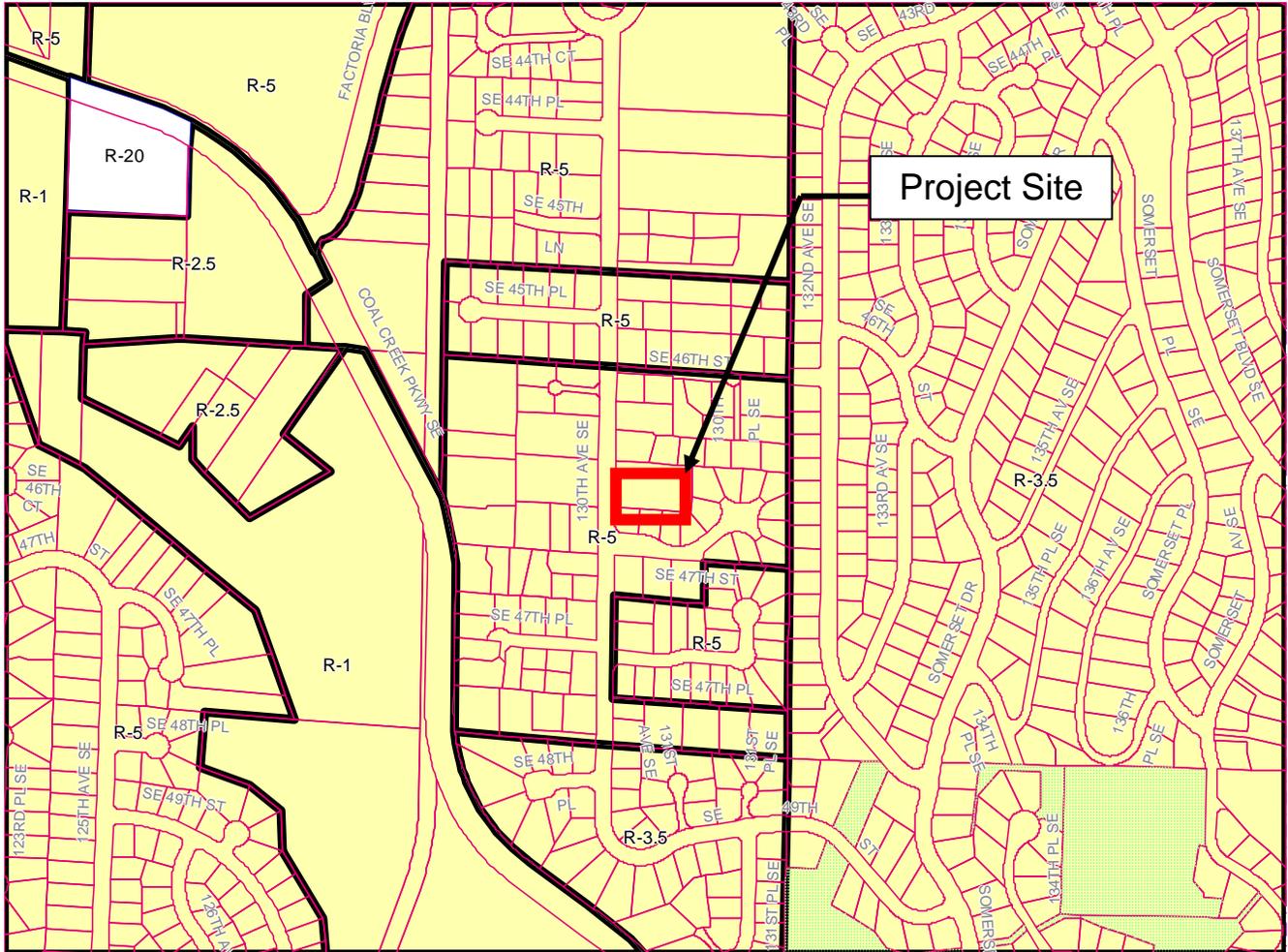
# Aerial Map

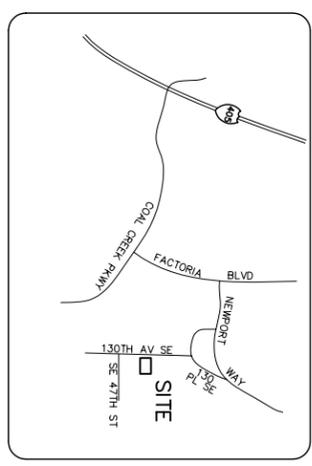
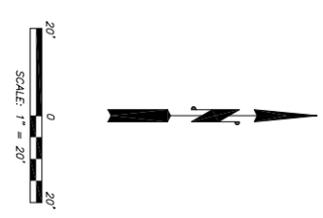


# Close-Up Aerial View



# Zoning Map





**SIGNIFICANT TREE CALCULATIONS:**

TREE ID	SPECIES	DIAMETER	RETAINED
T-1	MAPLE	34"	RETAINED
T-2	CHERRY	8"	RETAINED
T-3	PINE	14"	RETAINED
T-4	PINE	10"	RETAINED
T-5	HAWTH	8"	RETAINED
T-6	PINE	8"	RETAINED
T-7	SPRUCE	20"	RETAINED
T-8	CEDAR	20"	RETAINED
T-9	APPLE	16"	RETAINED
T-10	APPLE	18"	RETAINED
T-11	APPLE	8"	RETAINED
T-12	PINE	12"	RETAINED
T-13	PLUM	8"	RETAINED
T-14	APPLE	16"	RETAINED
T-15	PINE	16"	RETAINED
T-16	SPRUCE	18"	RETAINED
T-17	CEDAR	16"	RETAINED
T-18	PINE	16"	RETAINED
T-19	SPRUCE	65"	RETAINED
T-20	CEDAR	32"	RETAINED
T-21	CEDAR	25"	RETAINED
TOTAL:		388"	92"

TREE RETENTION REQUIREMENT: 15% OF DIAMETER INCHES OF SIGNIFICANT TREES  
 $388" \times 15\% = 58.2$

APPROXIMATE TREE DRIPLINES FOR TREES TO BE RETAINED.  
 EXISTING TREE TO REMAIN (TYP.)

**SLOPE CATEGORY LEGEND:**

SLOPE CATEGORY	TOTAL AREA
0 - 15%	34,359 SF
15% - 25%	9,752 SF
25% - 40%	0 SF
> 40%	0 SF
NONE	0 SF

**DISTURBANCE CALCULATIONS:**

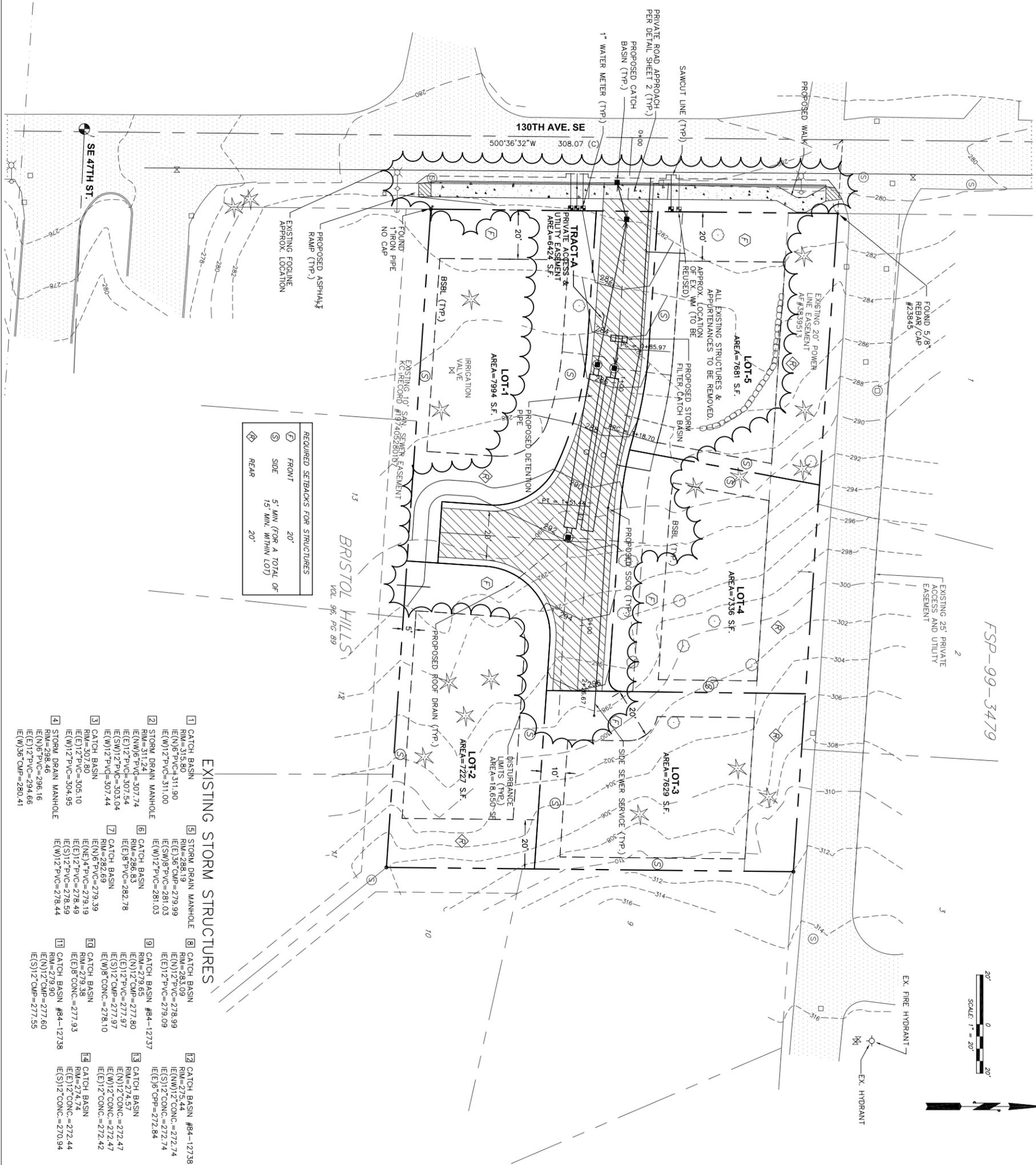
34,359 SF X 100% = 34,259 SF  
 9,752 SF X 60% = 5,851 SF  
 0 SF X 45% = 0 SF  
 0 SF X 30% = 0 SF

TOTAL AMOUNT OF DISTURBANCE ALLOWED = 40,390 SF  
 TOTAL AMOUNT OF NON-DISTURBANCE REQUIRED = 3,901 SF  
 RVA PROVIDED (196' X 20') = 3,920 SF

<p><b>TREE RETENTION/SLOPE CATEGORIES</b>  <b>CHEN PRELIMINARY SHORT PLAT</b>  <b>4640 130TH AVENUE SE</b></p> <p>UNIQUE HOMES LLC        2524 239TH AVENUE SE        SAMMAMISH, WA 98075</p>	<p><b>LITCHFIELD ENGINEERING</b></p> <p>12840 81ST AVENUE NE        Kirkland, WA 98033        Tel (425) 821-5038 Fax (425) 821-5739</p> <p>Copyright © 2000 Litchfield Engineering, Inc. All rights reserved.</p>	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>DWN BY</th> <th>CHKD BY</th> <th>DATE</th> <th>NOTES</th> </tr> </thead> <tbody> <tr> <td>KAL</td> <td>KAL</td> <td>2-7-05</td> <td>SUBMITTED TO CLIENT FOR REVIEW</td> </tr> <tr> <td>KAL</td> <td>KAL</td> <td>6-23-05</td> <td>REVISIONS PER CITY COMMENTS</td> </tr> <tr> <td>KAL</td> <td>KAL</td> <td>9-23-05</td> <td>REVISED LOT GEOMETRY PER NEW OWNER</td> </tr> <tr> <td>KAL</td> <td>KAL</td> <td>10-8-09</td> <td>EXPIRED PSP: RESUBMIT FOR CITY REVIEW</td> </tr> </tbody> </table>	DWN BY	CHKD BY	DATE	NOTES	KAL	KAL	2-7-05	SUBMITTED TO CLIENT FOR REVIEW	KAL	KAL	6-23-05	REVISIONS PER CITY COMMENTS	KAL	KAL	9-23-05	REVISED LOT GEOMETRY PER NEW OWNER	KAL	KAL	10-8-09	EXPIRED PSP: RESUBMIT FOR CITY REVIEW	<p style="text-align: center;"><b>STATE OF WASHINGTON</b></p> <p style="text-align: center;"><b>PROFESSIONAL ENGINEER</b></p> <p style="text-align: center;">29476</p> <p style="text-align: center;">EXPIRES: 02/10/17</p> <p style="text-align: center;">STAMP NOT VALID UNLESS SIGNED AND DATED</p>
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SEC. 16, TWN. 24N, RGE. 5E, W.M.

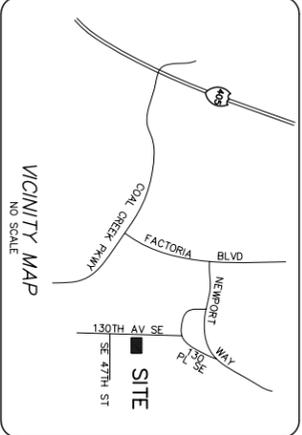
FSP-99-3479



REQUIRED SETBACKS FOR STRUCTURES	
(F)	FRONT 20'
(S)	SIDE 5' MIN. (FOR A TOTAL OF 15' MIN. WITHIN LOT)
(R)	REAR 20'

**EXISTING STORM STRUCTURES**

- 1 CATCH BASIN  
RIM=315.80  
IE(N)6'PVC=311.90  
IE(W)12'PVC=311.00
- 2 STORM DRAIN MANHOLE  
RIM=311.24  
IE(N)6'PVC=307.74  
IE(E)12'PVC=307.54  
IE(S)12'PVC=303.04  
IE(W)12'PVC=307.44
- 3 CATCH BASIN  
RIM=307.80  
IE(E)12'PVC=305.10  
IE(W)12'PVC=304.95
- 4 STORM DRAIN MANHOLE  
RIM=298.46  
IE(N)6'PVC=296.16  
IE(E)12'PVC=294.66  
IE(W)36'CMP=280.41
- 5 STORM DRAIN MANHOLE  
RIM=288.19  
IE(E)36'CMP=279.99  
IE(S)8'PVC=281.03  
IE(W)12'PVC=281.03
- 6 CATCH BASIN  
RIM=282.83  
IE(E)8'PVC=282.78  
IE(N)6'PVC=279.39  
IE(E)12'PVC=279.19  
IE(S)12'PVC=278.49  
IE(W)12'PVC=278.44
- 7 CATCH BASIN  
RIM=282.69  
IE(N)6'PVC=279.39  
IE(E)12'PVC=279.19  
IE(S)12'PVC=278.49  
IE(W)12'PVC=278.44
- 8 CATCH BASIN #84-12738  
RIM=283.09  
IE(N)12'CONC.=278.99  
IE(S)12'CONC.=272.74  
IE(E)12'CONC.=272.74  
IE(W)12'CONC.=272.74  
IE(E)6'OP=272.84
- 9 CATCH BASIN #84-12737  
RIM=279.65  
IE(N)12'CONC.=277.80  
IE(E)12'CONC.=277.97  
IE(S)12'CONC.=277.97  
IE(W)8'CONC.=278.10  
IE(E)12'CONC.=272.42
- 10 CATCH BASIN  
RIM=279.38  
IE(E)8'CONC.=277.93  
IE(N)12'CONC.=277.74  
IE(S)12'CONC.=270.94
- 11 CATCH BASIN #84-12738  
RIM=274.57  
IE(N)12'CONC.=272.47  
IE(E)12'CONC.=272.47  
IE(S)12'CONC.=272.47  
IE(W)8'CONC.=272.42
- 12 CATCH BASIN #84-12738  
RIM=274.57  
IE(N)12'CONC.=272.47  
IE(E)12'CONC.=272.47  
IE(S)12'CONC.=272.47  
IE(W)8'CONC.=272.42



**GENERAL NOTES:**

**OWNER/DEVELOPER:**  
UNIQUE HOMES LLC  
2524 239TH AVENUE SE  
SAMMAMISH, WASHINGTON 98075  
CONTACT: JIMMY YEH & ELLEN WANG  
(206) 306-8880

**ENGINEER:**  
LITCHFIELD ENGINEERING  
12840 81ST AVENUE NE  
KIRKLAND, WASHINGTON 98033  
CONTACT: KEITH LITCHFIELD, P.E.  
(425) 821-5038

**SURVEYOR:**  
ALIED LAND SURVEYING  
2312 - 169TH STREET SE  
BOOTHILL, WASHINGTON 98012  
CONTACT: JAMES WATKINS, P.L.S.  
(206) 240-9883

**BENCHMARK AND DATUM:**

**DATUM:** CITY OF BELLEVUE MAND 88

**BASIS OF BEARING:** N017.48°E ALONG THE EAST LINE OF THE SE 1/4 SECTION 16-24-05 BETWEEN CITY OF BELLEVUE CONTROL MONUMENTS NO. 149 AND NO. 138

**BENCHMARK:** CITY OF BELLEVUE # 101 "X" IN TOP NW BOLT OF SIGNAL POLE AT SE CORNER SE NEWPORT WAY AND 128TH AVE SE ELEVATION = 209.484

**LEGAL DESCRIPTION:**

THE NORTH 165 FEET OF THE WEST 298 FEET OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 16, TOWNSHIP 24 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON;

EXCEPT THE WEST 30 FEET THEREOF CONVEYED FOR ROAD BY DEED RECORDED UNDER RECORING NO. 3639314.

SITUALE IN THE COUNTY OF KING, STATE OF WASHINGTON.

**SITE DATA:**

TOTAL AREA(+/-) 44,291 SF (1.02 AC)

TOTAL LOTS: 5 RESIDENTIAL LOTS

PROPOSED DENSITY: 2.90 DU/AC

ZONING: R-5

PROPOSED USE: RESIDENTIAL

EXISTING USE: SINGLE-FAMILY RESIDENTIAL

SEWAGE DISPOSAL: CITY OF BELLEVUE

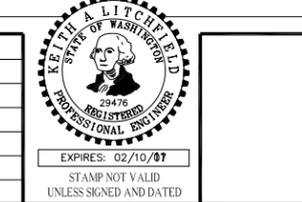
WATER SYSTEM: CITY OF BELLEVUE

FIRE DISTRICT: CITY OF BELLEVUE

TELEPHONE SERVICE: QWEST

POWER/NATURAL GAS: PUGET SOUND ENERGY

CABLE TV: COMCAST



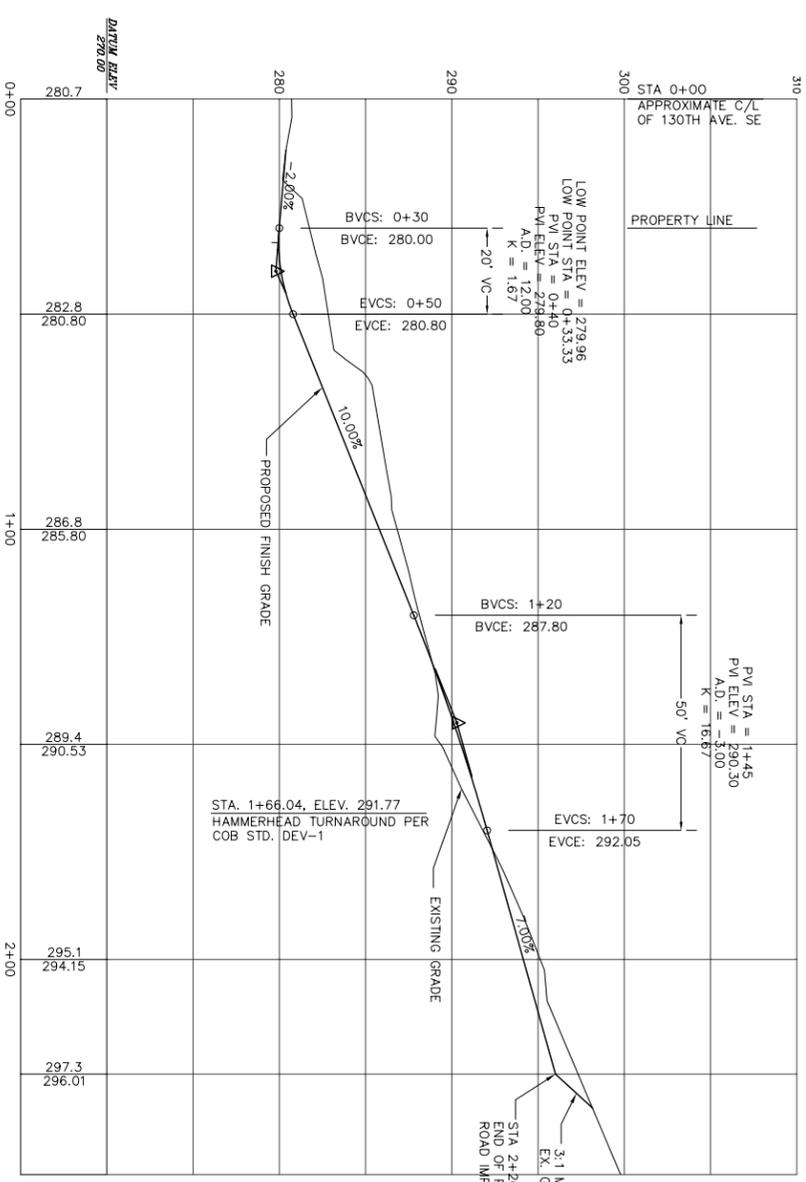
OWN BY	CHKD BY	DATE	NOTES
KAL	KAL	2-7-05	SUBMITTED TO CLIENT FOR REVIEW
KAL	KAL	6-23-05	REVISIONS PER CITY COMMENTS
KAL	KAL	9-23-05	REVISED LOT GEOMETRY PER NEW OWNER
KAL	KAL	10-8-09	EXPIRED PSP: RESUBMIT FOR CITY REVIEW

**LITCHFIELD ENGINEERING**  
12840 81ST AVENUE NE  
Kirkland, WA 98033  
Tel (425) 821-5038 Fax (425) 821-5739

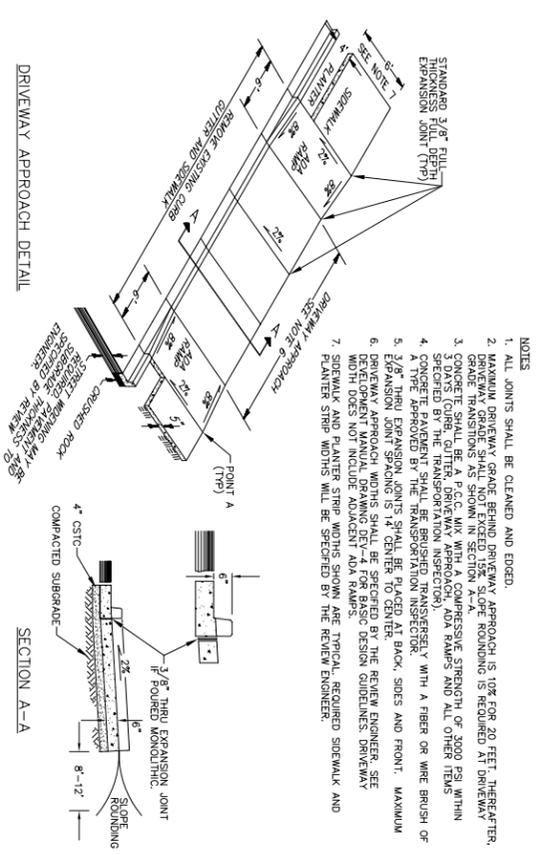
**CLEARING, GRADING & ROAD PLAN  
CHEN PRELIMINARY SHORT PLAT  
4640 130TH AVENUE SE**

UNIQUE HOMES LLC  
2524 239TH AVENUE SE  
SAMMAMISH, WA 98075

SHEET 1 of 2

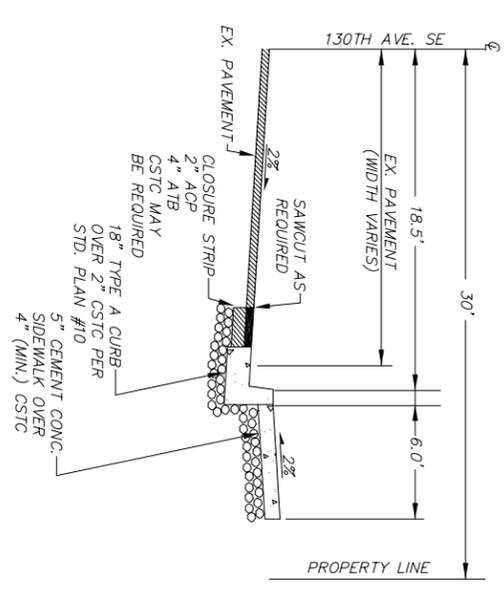


TRACT A PROFILE  
SCALE 1" = 20' HORIZONTAL, 1" = 5' VERTICAL

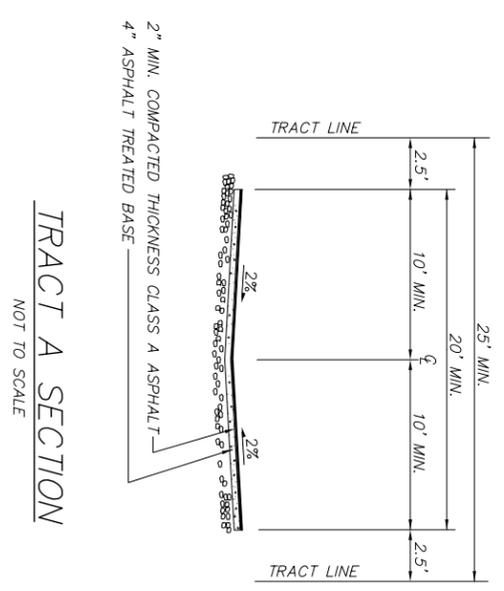


- NOTES**
1. ALL JOINTS SHALL BE CLEANED AND EGGED.
  2. MAXIMUM DRIVEWAY GRADE BEHIND DRIVEWAY APPROACH IS 10% FOR 20 FEET, THEREAFTER, GRADE TRANSITIONS AS SHOWN IN SECTION A-A.
  3. CONCRETE SHALL BE A P.C.C. MIX WITH A COMPRESSIVE STRENGTH OF 3000 PSI WITHIN SPECIFIED BY THE TRANSPORTATION INSPECTOR.
  4. CONCRETE PAVEMENT SHALL BE BRUSHED TRANSVERSELY WITH A FIBER OR WIRE BRUSH OF A TYPE APPROVED BY THE TRANSPORTATION INSPECTOR.
  5. EXPANSION JOINTS SHALL BE PLACED BACK, SIDES AND FRONT. MAXIMUM SPACING SHALL BE 12 FEET.
  6. DRIVEWAY APPROACH WIDTHS SHALL BE SPECIFIED BY THE REVIEW ENGINEER. SEE DEVELOPMENT MANUAL DRAWING DEV-4 FOR BASIC DESIGN GUIDELINES. DRIVEWAY WIDTH DOES NOT INCLUDE ADJACENT ADA RAMPS.
  7. PLANTER STRIP WIDTHS WILL BE SPECIFIED BY THE REVIEW ENGINEER.

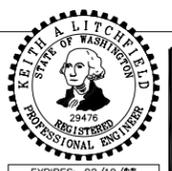
PRIVATE ROAD APPROACH  
COB DETAIL DEV-7 (NOT TO SCALE)



130TH AVE. SE  
NOT TO SCALE



TRACT A SECTION  
NOT TO SCALE



DWN BY	CHKD BY	DATE	NOTES
KAL	KAL	2-7-05	SUBMITTED TO CLIENT FOR REVIEW
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 Kirkland, WA 98033  
 Tel (425) 821-5038 Fax (425) 821-5739

**ACCESS ROAD PROFILE & SECTIONS**  
**CHEN PRELIMINARY SHORT PLAT**  
**4640 130TH AVENUE SE**  
 UNIQUE HOMES LLC  
 2524 239TH AVENUE SE  
 SAMMAMISH, WA 98075