



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

Proposal Name: **Buttar Short Plat**

Proposal Address: 6302 168th Place SE

Proposal Description: The applicant is proposing a conservation short subdivision to subdivide a single, 2.04-acre parcel with steep slope critical area into two single-family residential lots and a native growth protection area tract.

File Number: 10-106180-LN

Applicant: Rashpal Buttar

Decisions Included: Preliminary Short Subdivision - Conservation
(Process II. LUC 20.45B)

Planner: Kevin LeClair, Planner

**State Environmental Policy Act
Threshold Determination:** **Exempt per WAC 197-11-800**

Director's Decision: **Approval with Conditions**

Kevin LeClair, Senior Planner
Development Services Department

Application Date: February 26, 2010
Notice of Application Publication Date: March 25, 2010
Decision Publication Date: June 16, 2011
Project Appeal Deadline: June 30, 2011

For information on how to appeal a proposal, visit Development Services Center at City Hall or call (425) 452-6800. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City's Clerk's Office by 5 PM on the date noted for appeal of the decision.

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Attachments

1. Preliminary Short Plat Plan

I. Proposal Description

The applicant is proposing a to subdivide a single 2.04-acre parcel containing a steep slope critical area in to two single-family residential lots and a native growth protection area tract.

The property contains a steep slope - geologic hazard critical area. Therefore, the proposed short subdivision is required to comply with the standards for a conservation short subdivision contained in Land Use Code (LUC) section 20.45B.055, along with the decision criteria for a preliminary short plat in LUC 20.45B.130.

II. Site Description, Zoning, Land Use and Critical Areas

A. Site Description

The property is located at 6302 168th Place SE (King County parcel # 2424059084). It measures 2.04 acres (88,863 square feet) in size. The property is approximately 173 feet wide and 515 feet deep.



The property is adjacent to the public right of way of 168th Place SE on its west side and abuts other single-family residential properties on the three other sides.

The property is currently undeveloped, slopes up to the east from 168th Place and contains a mixture of native deciduous and coniferous trees. The understory is typical of remnant Puget Sound lowland forests in the suburban context. The slopes on much of the property range from 20-30 percent, with the exception of the easternmost portion of the property, which is just above 40 percent. The eastern portion of the property is also the area where the forest cover is predominantly conifer.

B. Zoning

The property is zoned R-1. The property is also within the critical areas overlay district due to the presence of steep slope critical area on the eastern portion of the property.

C. Land Use Context

The land use context of the property is that of low to medium density single-family residential properties. The surrounding single-family properties are all situated on west facing slopes below the top of Cougar Mountain in the same R-1 land use district. To the west is an area of slightly more dense, R-3.5 single-family residential land. A short distance to the north lies the 7.5-acre campus of the Open Window School, a private school for grades K-8.

D. Critical Areas Functions and Values

i. Geologic Hazard Areas

Geologic hazards pose a threat to the health and safety of citizens when commercial, residential, or industrial development is inappropriately sited in areas of significant hazard. Some geologic hazards can be reduced or mitigated by engineering, design, or modified construction practices. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided (WAC 365-190).

Steep slopes may serve several other functions and possess other values for the City and its residents. Several of Bellevue's remaining large blocks of forest are located in steep slope areas, providing habitat for a variety of wildlife species and important linkages between habitat areas in the City. These steep slope areas also act as conduits for groundwater, which drains from hillsides to provides a water source for the City's wetlands and stream systems. Vegetated steep slopes also provide a visual amenity in the City, providing a "green" backdrop for urbanized areas enhancing property values and buffering urban development.

ii. Habitat Associated with Species of Local Importance

Urbanization has a profound and lasting effect on wildlife habitat and is a major cause of native species local extinctions. Cities have typically been located along rivers, on coastlines, or near large bodies of water. The associated floodplains and riparian systems make up a relatively small percentage of land cover in the western United States, yet they provide habitat for rich wildlife communities, which in turn provide a source for urban habitat patches or reserves. Consequently, urban areas can support rich wildlife communities. In fact, species richness peaks for some groups, including songbirds, at an intermediate level of development. Protected wild areas alone cannot be depended on to conserve wildlife species. Impacts from catastrophic events, environmental changes, and evolutionary processes (genetic drift, inbreeding, colonization) can be magnified when a taxonomic group or unit is confined to a specific area, and no one area or group of areas is likely to support the biological processes necessary to maintain

biodiversity over a range of geographic scales. As well, typological approaches to taxonomy or the use of indicators present the risk that evolutionary potential will be lost when depending on reserves for preservation. Urban habitat is a vital link in the process of wildlife conservation in the U.S.

III. Consistency with Land Use Code Requirements:

A. Zoning District Dimensional Requirements LUC 20.20.010:

The site is located in the R-1 zoning district. The following table describes the applicable dimensional standards for the land use zoning district. The dimensions that have been modified by the standards for a conservation short subdivision (LUC 20.45B.055) in order to provide greater protection for the critical area are denoted with an asterisk.

	Standard	Proposed	
		Lot 1	Lot 2
Front Yard Structure Setback (feet)	25	25	25
Rear Yard Structure Setback (feet)	20	20	20
Side Yard Structure Setback (feet)	5	5	5
2 Side Yards Structure Setback (feet)	15	15	15
Minimum Lot Area (square feet)*	22,750*	35,006	34,963
Maximum Lot Coverage	35%	35%	35%
Maximum Impervious Surface for the subdivision considered on the whole	50%	29% existing and proposed	
Width Required in Lot (feet)	100	171	171
Depth Required in Lot (feet)	150	231	287
Minimum Width of Street Frontage (feet)	30	171	Accessed off easement

B. Conservation Short Subdivision Requirements LUC 20.45B.055:

i. Allowed Density

Density shall be calculated pursuant to LUC 20.25H.045. Considering the property size of 2.04 acres with .10 acres of critical area and critical area buffer on the property, the density calculation for the property results in an allowed density of 2 lots. The calculation is shown below:

$$\frac{[(DU/acre)(Buildable area in acres) + (DU/acre)(Critical area and critical area buffer in acres)]}{(Development factor)} = \text{Maximum dwelling unit potential}$$

$$[(1) (1.94) + (1) (.1) (.95)] = 2.04, \text{ which equates to 2 dwelling units.}$$

ii. Tract Required

The property owner is required to delineate all critical area and critical area buffer on the site and set that area aside in a separate tract. In consideration of the habitat potential on the property provided by the density of native trees within the

critical area and critical area structure setback, the property owner is including a NGPA tracts of 18,896 square feet on the southeastern corner of the property. The tract contains the steep slope critical area and the steep slope structure setback of 75 feet measured from the toe of slope.

iii. Site Design

The applicant has made the best possible effort to comply with the site design requirements for a conservation short subdivision. By locating the two proposed building lots at the bottom of the sloping property, close to the road, it allows for a shared driveway that meets emergency access requirements and minimizes required cuts and fills. The utilities and other facilities are planned to be co-located within the access easement and driveway on the property.

C. Critical Areas Requirements LUC 20.25H:

i. Steep Slope Critical Area

The applicant has identified a portion of steep slope critical area on the southeastern portion of the property. The proposed Native Growth Protection Area (NGPA) is sized to contain the steep slope critical area and the 75-foot steep slope critical area structure setback. In this configuration, no development or land disturbance will occur within the critical area or critical area structure setback.

ii. Habitat Associated with Species of Local Importance

The applicant submitted a habitat assessment to evaluate the potential presence or absence of designated species of local importance or habitat for species of local importance. The assessment found that the property contained potential habitat for pileated woodpecker as it was the most likely species to utilize the Buttar Property. However, the assessment concluded that the proposed development was very unlikely to negatively affect the potential habitat on the property due to the small size of the property, its separation from any large, contiguous habitat areas, and the proposed NGPA tract that will preserve the most valuable segment of the property in terms of wildlife habitat.

IV. Public Notice and Comment

Application Date:	February 26, 2010
Public Notice (500 feet):	March 25, 2010
Minimum Comment Period:	April 8, 2010

The Notice of Application for this project was published in the City of Bellevue weekly permit bulletin on March 25, 2010. It was mailed to property owners within 500 feet of the project site. No comments were received from the public as of the writing of this staff report.

V. State Environmental Policy Act (SEPA)

The proposal for a short subdivision is categorically exempt from SEPA Environmental Review in accordance with Bellevue's Environmental Procedures Code, BCC 22.02B and WAC 197-11-800.

VI. Summary of Technical Review

A. 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 Department 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 home prior to building permit issuance 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.

i. Site Access

The short plat proposes the subdivision of one lot to form two lots. There is an existing driveway that currently serves as the access to the adjacent lot (parcel number 2424059107, which is located to the east of the subject lot). The access point from 168th Place SE to the proposed short plat will be at the same location as the existing driveway. The private road will be named SE 63rd Court and the two subject lots will be addressed off it. Road name signs as per City Design Standard drawing TE-22B will have to be installed by the developer at the entrance to the SE 63rd Court from 168th Avenue SE. The adjacent lot to the east will also be addressed off of SE 63rd Court.

The portion of the driveway that will serve as the access to the two lots of the proposed short plat and the adjacent lot will be designed as a private road. The remaining portion of the existing driveway that will serve only the existing house in the adjacent lot will continue to remain as is. The private road section will be realigned to provide grades that meet the City standards. No other access connection to city right-of-way is authorized. The private road of minimum easement of 25 feet and minimum paved width of 20 feet must meet with Fire Department Approval and must be built per the City's Transportation Department Design Manual Standard Drawing DEV-7A.

ii. Street Frontage Improvements

Frontage improvements including curb, gutter, sidewalk, and bike lane currently exists in the 168th Place SE site frontage. Therefore, it is not required from the developer.

Prior to final short plat approval, the developer must provide transportation

improvements including a driveway approach, and trimming of the vegetation that extends onto the existing sidewalk in the property frontage on 168th Place SE, 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. The final engineering plans showing those frontage improvements must be consistent with the Transportation Development Code (BCC 14.60) and the Transportation Department Design Manual prior to approval of the plat infrastructure (GE) permit. Any new utility distribution and collection systems, including power, telephone, and TV cable, shall be installed underground.

iii. 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.

iv. 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, 168th Place SE is classified as Grind and Overlay.

v. Sight Distance

The access design shall meet the sight distance requirements of BCC 14.60.240 and BCC 14.60.241. Vegetation shall be trimmed as needed within the sight triangle.

vi. 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 proposed short plat involves the subdivision of one single family lot into two single family lots. The addition of one single family house is expected to generate one pm peak hour trip, which is not expected to have a significant impact on the traffic conditions of the roadway system.

VII. Changes to proposal as a result of city review

The applicant's initial proposal divided the property approximately in half and did not take into account the presence of the steep slope critical area in the southeastern corner of the property. The initial proposal also did not consider the presence habitat associated with pileated woodpecker on the property.

As a result of city review, the proposal was modified to slightly move the building

footprints of the two new building lots closer to public right of way and the creation of an NGPA on the eastern portion of the property that contains the steep slope critical area and the steep slope critical area structure setback. The provision of the NGPA also ensures that the habitat that may be present on the property will be protected in perpetuity due to the preservation of numerous significant native conifer trees and an intact native understory.

VIII. Decision Criteria

A. Preliminary Short Plat Decision Criteria 20.45B.130.A

The Director may approve or approve with modifications if:

1. The preliminary short plat makes appropriate provision 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; and

Finding: City codes ensure public health, safety and general welfare through development code requirements. Project review by all review divisions has found the project to be in compliance with City codes and the project approval includes specific conditions to ensure standards are met.

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

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; and

Finding: The preliminary short plat considers the physical characteristics of the site and configuration of the original lot by providing access to the lots by a driveway that traverses across Lot 1 to Lot 2 and then up an existing access easement up the north property line to an existing single family property above the property.

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

Finding: As discussed in Section III of this report, the proposal complies with the Land Use Code requirements for R-1 zoning and the Conservation Short Subdivision. The proposal has also been reviewed and determined to be in compliance with the Bellevue Utilities Code and the Bellevue Transportation Development Standards.

5. The proposal is in accord with the Comprehensive Plan, BCC Title 21; and

Finding: The site is located within the Eastgate Cougar Mountain Subarea of the Comprehensive Plan. The Comprehensive Plan specifies single-family low density development for this property. The proposal complies with applicable Comprehensive Plan policies city-wide and for this Subarea:

Single family homes are, by use type, compatible with the surrounding neighborhoods. This proposal provides new housing as encouraged by the Comprehensive Plan (Policy LU-4). 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), preserve sensitive areas on-site (EN-21-23), maintain good surface water quality (EN-33), restrict surface water runoff to predevelopment levels (EN-39), and provide traffic mitigation (TR-37).

The proposal meets utility standards (UT-1), 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 providing the preservation of healthy significant existing trees on-site or providing an alternative landscaping proposal.

6. Each lot in the proposal can reasonably be developed in conformance with current Land Use Code requirements without requiring a variance; however requests for modification to the requirements of Part 20.25H LUC, where allowed under the provision of that part, may be considered together with an application for preliminary short plat so long as the resulting lots may each be developed without individually requiring a variance; and

Finding: No lot in the proposed subdivision will require a variance to be reasonably developed with a single family residence.

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

Finding: As discussed in Section III of this report, the proposal complies with all other applicable requirements of the Land Use Code.

IX. Conclusion and Decision

After conducting the various administrative reviews associated with this proposal, including Land Use Code consistency, SEPA, City Code and Standard compliance reviews, the Director of Planning and Community Development does hereby **approve with conditions** the proposal to subdivide one parcel into two single-family residential properties along with a native growth protection area tract.

Note- Expiration of Approval: In accordance with LUC 20.45B.150 a preliminary

short plat approval 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 the preliminary short plat, unless an extension has been granted or a greater time frame has been provided.

X. Conditions of Approval

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

<u>Applicable Ordinances</u>	<u>Contact Person</u>
Clearing and Grading Code- BCC 23.76	Janney Gwo, 425-452-6190
Land Use Code- BCC Title 20	Kevin LeClair, 425-452-2928
Noise Control- BCC 9.18	Kevin LeClair, 425-452-2928
Transportation Code- BCC 14.60	Rohini Nair, 425-452-2569

The following conditions are imposed under the Bellevue City Code or SEPA authority referenced:

A. GENERAL CONDITIONS

1. **Protection of Identified Trees:** In order to protect habitat associated with species of local importance that may exist on the property, all trees within the Native Growth Protection Area (NGPA) Tract and trees # 2, 73, 132, 138, 139 and 150 shall be shown on clearing and grading plans and protected from disturbance in accordance with the clearing and grading development standards. These trees shall also be identified on the final plat as "Retention Trees" to be preserved.

Authority: Land Use Code 20.25H and Bellevue City Code 23.76
Reviewer: Kevin LeClair, Land Use

2. **Impervious Surface Limitation:** To limit the impacts of surface water runoff from impervious surfaces and to minimize the required improvements associated with stormwater runoff treatment and detention, the final short plat shall designate the allowed impervious surface for each separate lot with the result that impervious surface for the subdivision considered on the whole shall not exceed 50 percent.

Authority: Land Use Code 20.45B
Reviewer: Kevin LeClair, Land Use

3. **Rainy Season restrictions:** Due to the proximity to steep slope critical areas, no clearing and grading activity may occur during the rainy season, which is defined as October 1 through April 30 without written authorization of the Development Services Department. Should approval be granted for work during the rainy season, increased erosion and sedimentation measures, representing the best available technology must be implemented prior to beginning or resuming site work.

Authority: Bellevue City Code 23.76.093.A,
Reviewer: Janney Gwo, Clearing and Grading

4. **Noise Control:** Noise related to construction is exempt from the provisions of BCC 9.18 between the hours of 7 am to 6 pm Monday through Friday and 9 am to 6 pm on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Noise emanating from construction is prohibited on Sundays or legal holidays unless expanded hours of operation are specifically authorized in advance. Requests for construction hour extension must be done in advance with submittal of a construction noise expanded exempt hours permit.

Authority: Bellevue City Code 9.18
Reviewer: Kevin LeClair, Land Use

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 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: Tim Stever, Transportation Department (425) 452-4294

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: Tim Stever, Transportation Department (425) 452-4294

3. **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 transportation improvements must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, and the provisions of the Transportation Department Design Manual. The engineering plans must correctly show all transportation-related engineering details, including but not limited to, the design of the private road, the connection of the private road SE 63rd Court to 168th Place SE, pavement restoration in 168th Place SE, street name sign, mailbox location, and sight distance. The mail box must be located outside the sight lines. Appropriate standard drawings from the Transportation Department Design Manual must be included in the engineering plans.

Specific requirements are detailed below:

a) 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 cross grade of a street at the street end shall be 8%.
- Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241.

AUTHORITY: BCC 14.60; Transportation Department Design Manual; and Transportation Department Design Manual Standard Drawings DEV-7A.

REVIEWER: Rohini Nair, Transportation Department, (425) 452-2569

4. **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 168th Place SE 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. Pedestrian sight distance as per BCC 14.60.241 must also be provided at the site access point on 168th Place SE.

AUTHORITY: BCC 14.60.240 and 14.60,241

REVIEWER: Rohini Nair, Transportation Department (425) 452-2569

5. **PAVEMENT RESTORATION:** The city's pavement manager has determined that this segment of 168th Place SE will require Grind and Overlay pavement restoration for any utility connections or other digging in the street surface. Trench restoration must meet the requirements of Section 21 of the Design Manual and standard drawings ROW-1 through ROW-5. Exact copies of the appropriate trench restoration drawing(s) must be included in the final engineering plans.

AUTHORITY: BCC 14.60.250 and Design Manual Design Standard # 21

REVIEWER: Tim Stever, Transportation Department (425) 452-4294

C. PRIOR TO FINAL SHORT PLAT APPROVAL:

1. **INFRASTRUCTURE IMPROVEMENTS:** All transportation 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. Completion of the top lift and all other transportation infrastructure items prior to completion of the homes associated with the development is allowed.

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. Partial reductions of the financial assurance device will not be approved except in special circumstances, determined in advance, such as phased projects.

Improvements must be approved by the Transportation Department inspector before they are deemed complete. At completion of all transportation infrastructure items, the developer must provide a one year maintenance assurance device equivalent to 20% of the value of the transportation infrastructure improvements, dating from the acceptance of the improvements.

AUTHORITY: BCC 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 (425) 452-2569

2. **ACCESS DESIGN AND MAINTENANCE:** The final Subdivision map must include a note that specifies that the owners of lots served by the private road SE 63rd Court are jointly responsible for maintenance and repair of the private road. Also, the final Subdivision map must include a note that specifies that the private road will remain open at all times for emergency and public service vehicles and shall not be gated or obstructed. An access easement must be given to the adjacent lot with parcel number 2424059107. This access easement must be shown in the face of the final Subdivision map.

AUTHORITY: BCC 14.60.130
REVIEWER: Rohini Nair, Transportation Department, (425) 452-2569

3. **PIPE MONUMENTS:** Permanent pipe monuments shall be set at all street centerline intersections, curve tangent points, and cul-de-sac radius points. The pipe monuments shall be Bertsen A130 Aluminum Standard Monument (30" long), or equivalent, together with standard iron casting case and cover. These materials and specifications are shown in City of Bellevue Standard Drawing DEV-12 (Cap Detail B).

AUTHORITY: LUC 20.45A.030; RCW 58.17.240
REVIEWER: Rohini Nair, Transportation Department, (425) 452-2569

