



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

Proposal Name: Kit Chan Short Plat

Proposal Address: 4246 SE Newport Way

Proposal Description: Application for Preliminary Short Plat approval to subdivide an existing 20,184 square foot lot (0.46 acre) into 2 single-family lots, located in the R-3.5 land use district.

File Number: 13-117000-LN

Applicant: JSKK Investments LLC/Kit Chan

Decisions Included: Preliminary Short Plat (Process II)

Planner: Laurie Tyler, Associate Planner

State Environmental Policy Act Threshold Determination: Exempt

Department Decision: Approval with Conditions

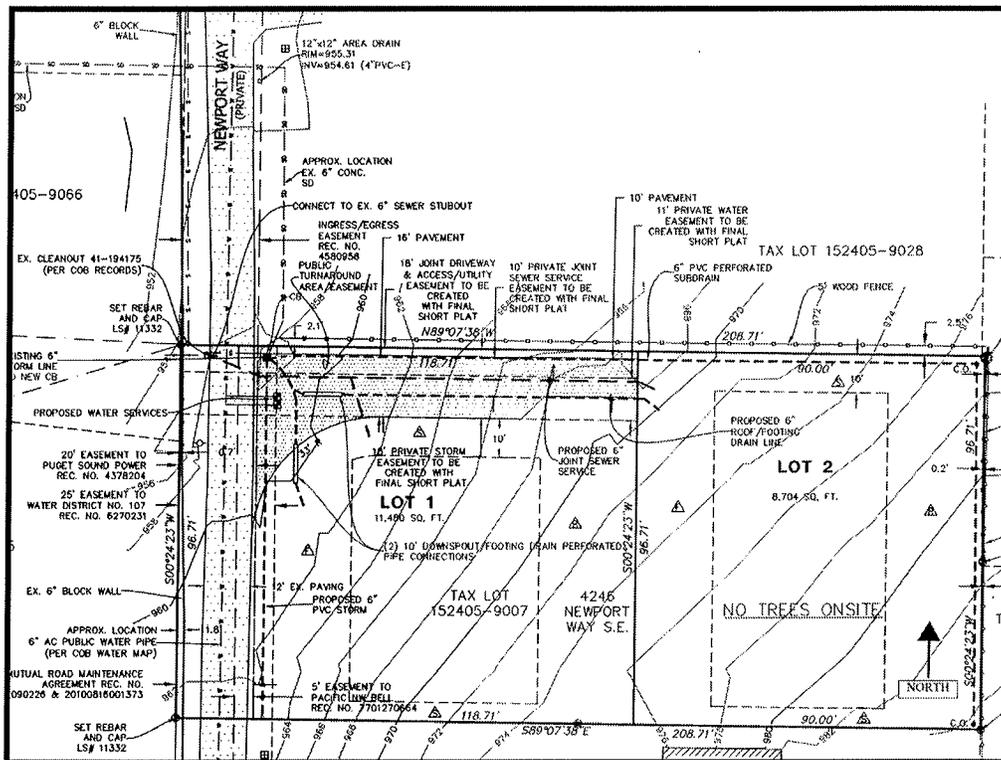
Laurie Tyler, Associate Planner
Development Services Department

Application Date: May 31, 2013
Notice of Application: July 3, 2013
Minimum Comment Period: July 18, 2013 (14 days)
Decision Publication Date: March 20, 2014
Appeal Deadline: April 3, 2014(14 days)

I. DESCRIPTION OF PROPOSAL

The applicant is proposing to short plat an existing 20,184 square foot lot (approximately 0.46 acres) into two (2) single-family lots. The subject site is located within the R-3.5 land use district, and within the Factoria subarea. The site is currently vacant, and contains very little vegetation. Access to the two proposed lots will be from a joint use driveway which will necessitate only one curb cut off SE Newport Way. A proposed private ingress/egress driveway easement for the benefit of Lot 2 will run along the northern side of Lot 1. It should be noted that SE Newport Way is a private roadway. As defined by Land Use Code (LUC) 20.25H, the site does not contain any critical areas.

Figure 1 – Preliminary Short Plat Proposal



II. SITE DESCRIPTION AND CONTEXT

The subject site is located within an existing single-family neighborhood, and is surrounded by single-family dwellings. Newport High School is located about two blocks west of the site. The Saint Madeleine Sophie Church and School are located about two blocks south of the site. The property is located within the R-3.5 land use district and has a Comprehensive Plan designation of Single-Family Medium.

The topography of the site slopes moderately upward from the roadway (west to east). The property is currently vacant, with no existing curb cuts off SE Newport Way. In addition, there are no trees located on the site and very little vegetation in general.

The proposal aims to subdivide the existing 20,184 square foot parcel (0.46 acres) into two (2) lots, resulting in an 11,480 square foot lot (0.26 acres) and an 8,704 square foot lot (0.19 acres). The applicant has opted to utilizing lot averaging in order to reduce the minimum lot

size required (LUC 20.20.017). Each lot will be developed in the future with one (1) single-family dwelling (not part of this short plat approval).

Figure 2 – Aerial Photograph

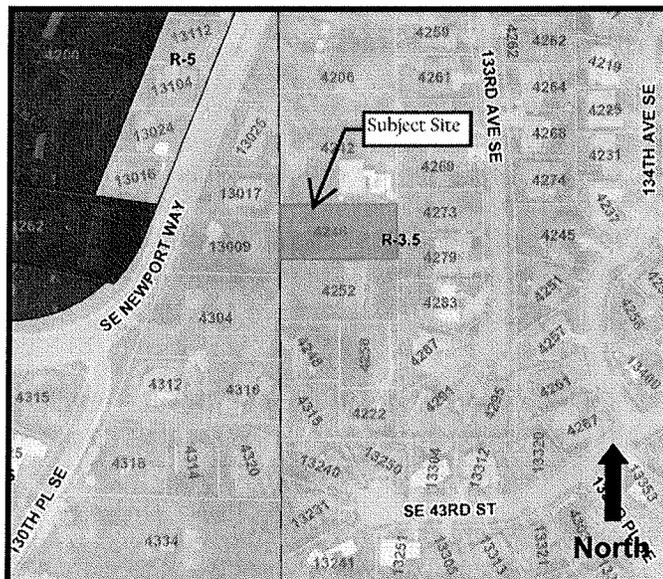


III. CONSISTENCY WITH ZONING AND LAND USE CODE REQUIREMENTS

A. Zoning

The two lots proposed with this short plat application are permitted within the R-3.5 land use district. Refer to Table 1 of Section III.B below for discussion of dimensional requirements.

Figure 3 – Zoning Map



B. Consistency with Standard Land Use Code Requirements

Table 1 – Dimensional Requirements

BASIC INFORMATION		
Zoning District	R-3.5 Factoria Subarea Comprehensive Plan Designation: Single-Family Medium	
Gross Site Area	20,184 square feet (approx. 0.46 acre)	
ITEM	REQ'D/ALLOWED	PROPOSED
Minimum Lot Area	10,000 Square Feet	Lot 1: 11,480 Square Feet Lot 2: 8,704 Square Feet*
Minimum Lot Width	70 Feet	Lot 1: 96.71 Feet (approx.) Lot 2: 96.71 Feet (approx.)
Minimum Lot Depth	80 Feet	Lot 1: 118.71 Feet (approx.) Lot 2: 90.00 Feet (approx.)
Building Setbacks		
Front Yard	20 Feet	20 Feet
Rear Yard	25 Feet	25 Feet
Min. Side Yard	5 Feet	5 Feet
2 Side Yards	15 Feet	15 Feet (5 ft. + 10 ft.)
Access Easement Setbacks	10 Feet from easement – Side Yard	Lot 1: 10 Feet (North Side) Lot 2: Not applicable

*LUC 20.20.017 – Minimum lot size – Averaging in short plats and subdivisions: Lots within the R-3.5 zone may be reduced by up to 15% from the district minimum

IV. STATE ENVIRONMENTAL POLICY ACT (SEPA)

There are no critical areas within or immediately adjacent to the proposal site. Short Plats which do not contain Critical Areas are exempt from SEPA review pursuant to WAC 197-11-800(6)(a), BCC 22.02.032. Thus, the project proposal is Exempt.

V. SUMMARY OF TECHNICAL REVIEWS

A. Utilities Review

Storm Drainage

The project will trigger the minimum requirements 1-5 from the Department of Ecology, Storm Water Management Manual for Western Washington. Requirement No. 5 is proposed to be satisfied through perforated lot stub connections to the private storm system connected to the property. A private joint use storm easement will be required between lots one and two.

Water

Water services for the short plat will connect to the public water main running in an easement across the property frontage. A private water line easement will be required on the back side of the public domestic meter for each lot.

Sewer

Sewer services for the short plat will connect to the public sewer main running in an easement across the property frontage. A private joint use side sewer easement will be

required between lots one and two.

Refer to Conditions of Approval regarding Utilities in Section IX of this report.

B. Fire Department Review

The Fire Department has approved the preliminary short plat.

Refer to Conditions of Approval regarding Fire in Section IX of this report.

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 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.

Site Access

Access to Lots 1 and 2 will be provided through a joint use driveway to an existing private access road (known as Newport Way) as shown on the approved plans. No other access connection is authorized.

From the connection to Newport Way to the garage of the front lot the paved width of the joint use driveway will be 16 feet. Past the connection of the garage of the front lot pavement width may be reduced to 10 feet as the driveway continues back to the second lot.

Street names and site addresses will be determined by the City's Parcel and Address Coordinator.

Street Frontage Improvements

This development will not be required to install street frontage improvements due to the fact that the project site does not border a public street in any way. The developer will be responsible for all damages done to the existing private access road (known as Newport Way) caused by construction activity related to the Kit Chan Short Plat.

Use of the Right of Way and the Private Access Road (Newport 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.

The private access road (known as Newport Way) cannot be used for construction staging or be obstructed due to construction activity related to the Kit Chan Short Plat.

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 SE Newport Way is classified as Standard Trench Restoration Street.

Pavement restoration for any damage or pavement cutting to / in the private access road serving the Kit Chan Short Plat will be a full grind and overlay. Dimensions of the restoration will be called out by the Transportation Inspector.

Sight Distance

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

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. Due to the minimal amount of new p.m. peak trips to be generated by the Kit Chan Short Plat (one new trip), and the adequate street capacity of SE Newport Way (private roadway), traffic impacts from this development will be negligible. Therefore, no additional mitigation (other than payment of the transportation impact fee) is required.

Refer to Conditions of Approval regarding Transportation in Section IX of this report.

D. Clearing and Grading Review

The Clearing and Grading Division has reviewed the submitted plans and has approved the preliminary short plat without conditions. A Clearing and Grading Permit (GE Type) is required for the construction of the driveway and utilities for this short plat. **See attached Clearing and Grading Development Standards Memo.**

VI. PUBLIC COMMENT

The City initially notified the public of this proposal on July 3, 2013, with mailed notice and publication in the Weekly Permit Bulletin. A public information sign was also installed on the site the same day. The City received several written comments, including a signed petition expressing various oppositions to the proposal from adjacent property owners. A copy of all letters, emails and the signed petition are part of the permit record, and can be viewed in the

project file. The following concerns and staff responses were addressed in a letter that was mailed to each complainant on August 22, 2013. Since that time, no further comments have been received.

1. The site is too small to be short platted.

Staff Response:

The subject site is zoned R-3.5, which requires a minimum lot size of 10,000 square feet. As the subject site is 20,184 square feet, the site can be subdivided as long as the remaining land use requirements for the R-3.5 zone (i.e. minimum lot width, depth, etc.) can be met (LUC 20.20.010).

2. The short plat and resulting structures will negatively affect our property values.

Staff Response:

Property values are not a decision factor in reviewing and approving land use decisions. LUC 20.45B.130.A

3. A previous pre-application conference (File No. 03-122538-DB) for the property located at 4242 SE Newport Way references a transportation comment, which required the road to be widened to 20 feet from 4242 SE Newport Way's southern boundary, up to Newport Way.

Staff Response:

File No. 03-122538-DB was for a 2003 project located north of the Kit Chan Short Plat site and these comments do not apply to this application. Further, pre-application comments are generally not binding approval conditions; rather they are a set of general guidelines from which the developer should design by (as feasible as possible). However, the Transportation Department will be requiring the developer to widen the access road to 16 feet along the street frontage of the short plat.

4. There is concern regarding the location of construction staging, and how it might impact residents living along SE Newport Way.

Staff Response:

As a condition of project approval, the City will require the developer to locate all construction staging away from the access road. Additionally, the developer will be required to repair any portion of the access road damaged by construction activity related to the Kit Chan Short.

5. There is concern that sight distance is an issue at the connection of the access road to Newport Way SE.

Staff Response:

The Kit Chan Short Plat will not impact the pre-existing sight distance issue at the connection of the private access road to SE Newport Way.

- 6. Waste Management will not enter the private drive for fear of damage to the private road. Therefore, waste bins are located at the connection of the access road to Newport Way SE. Additional waste bins as a result of new dwellings will further restrict the visibility of approaching traffic.**

Staff Response:

This is a pre-existing condition on which the Kit Chan Short Plat will have no direct bearing. Pre-existing traffic concerns can be addressed by the City's Traffic Operations Group at any time outside of the development permitting process. Contact Mark Poch @ 425-452-8050 or mpoch@bellevuewa.gov.

- 7. The addition of two new homes from the Kit Chan Short Plat will affect traffic patterns, safety and congestion along the access road, its connection to Newport Way SE, as well as on Newport Way SE.**

Staff Response:

Two homes will generate 2 p.m. peak hour trips. During the peak hour period this would amount to approximately 2 additional vehicles along the access road, at the connection to Newport Way SE, and Newport Way SE, within a 2 hour period (or one additional vehicle per hour in the pm peak). This is a negligible amount of trip generation and will not impact traffic patterns, safety or congestion.

- 8. Concerns have been expressed regarding the responsibility of maintenance and repair (both current and future assignments) of SE Newport Way.**

Staff Response:

The property owner's maintenance agreement is a private matter and is not considered as part of the short plat approval process.

- 9. Concerns have been expressed about Fire Department access to the proposed short plat.**

Staff Response:

Because of the constraints provided by the existing access road, new homes constructed on the Kit Chan Short Plat will be required to install automatic fire sprinklers consistent with Bellevue City Code 23.11.503.1.1 exception #2.

VII. DECISION CRITERIA:

Land Use Code 20.45B.130B Decision Criteria for a Preliminary Short Plat:

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

- 1. The Preliminary Short Plat makes appropriate provisions for, but not limited to, the public health, safety and general welfare, for open spaces, drainage ways, streets, sidewalks, alleys, other public ways, water supplies, sanitary waste.**

Finding: City codes ensure public health, safety and general welfare through development code requirements. Existing public water and sewer facilities have been deemed adequate to serve the proposed development. In addition, construction noise

is expected during the construction period; however, the Bellevue Noise Control Ordinance (BCC 9.18) regulates hours of construction-related noise emanating from project sites. **Refer to Condition of Approval regarding Noise/Construction Hours in Section IX of this report.**

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

Finding: The public interest is served by providing additional housing opportunities in accordance with the Comprehensive Plan, while ensuring compliance with City codes and standards. In addition, only one curb cut will be required, which will help reduce vehicular impacts on the private roadway, and help to maintain consistency with the surrounding lots along the private roadway.

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 adequately responding to the existing topography, which slopes moderately upward from west to east. The future construction of both the joint use driveway and single-family dwellings would not likely require any major cut or fill. In addition, there are no significant trees or critical areas which require further protection. Therefore, no further preservation or protection requirements apply.

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: As conditioned, the proposal complies with the Land Use Code requirements for the R-3.5 land use district, the Utility Code and the City of Bellevue Development Standards.

Land Use Code Requirements:

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

Response: Both lots shown can be developed in accordance with the City of Bellevue Land Use Code requirements, including the R-3.5 land use district dimensional requirements. Note: the applicant has taken advantage of lot averaging (LUC 20.20.017) which permits one of the proposed lots to be reduced by a maximum of 15% from the district minimum.

B. Significant Tree Preservation: *Tree preservation requirements pursuant to LUC Section 20.20.900.D.3 require the retention of 30% of the diameter inches of significant trees on the site.*

Response: The subject property does not contain any significant trees. Therefore, the applicant is not required to preserve a specific quantity of diameter inches of significant trees onsite.

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

Finding: The site is located within the Factoria subarea. The Comprehensive Plan specifies Single-Family Medium Density development for this property, which is consistent with the R-3.5 land use designation. In addition, the proposal complies with applicable Comprehensive Plan policies City-wide and for this Subarea, including the following:

Land Use Policy LU-3: *Accommodate growth targets of 10,117 additional households and 40,000 additional jobs for the 2001-2022 period. These targets represent the city's commitment to develop the zoning and infrastructure to accommodate this level of growth; they are not a commitment that the market will deliver these numbers.*

Finding: This short plat will provide for one additional future single-family residential unit. This home will help to meet Bellevue's share of the regionally adopted demand forecasts for residential uses.

Land Use Policy LU-4: *Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.*

Finding: The two lots proposed as a result of this short plat are the maximum number of lots allowed on an R-3.5 lot of this size.

Housing Policy HO-17: *Encourage infill development on vacant or under-utilized sites that have adequate urban services and ensure that the infill is compatible with the surrounding neighborhoods.*

Finding: This short plat provides for a development opportunity on an under-utilized site with adequate urban services, and will eventually add one additional new single-family dwelling, which will be compatible with the surrounding single-family neighborhoods.

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

Finding: As conditioned, each lot (proposed Lots 1 and 2) can reasonably be developed to current R-3.5 dimensional standards without requiring a variance. There are no site constraints or critical areas which inhibit the development of this property that would warrant a variance. **Refer to Condition of Approval regarding the variance restriction in Section IX of this report.**

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

Finding: The Utilities and Transportation Departments have reviewed the preliminary short plat and determined that all necessary utilities, drainage, driveway access locations, necessary sidewalk easements and other required improvements are either existing, planned or conditioned as part of this approval, to accommodate the use of these lots. **Refer to Conditions of Approval regarding infrastructure improvements and access design and maintenance in Section IX of this report.**

VIII. CONCLUSION AND DECISION:

After conducting the various administrative reviews associated with this proposal, including applicable Land Use consistency, City Code, and standard compliance reviews, the Director of the Development Services Department (DSD) does hereby **APPROVE** the Kit Chan Preliminary Short Plat **WITH CONDITIONS**.

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

IX. CONDITIONS OF APPROVAL:

The following conditions are imposed under authority referenced:

COMPLIANCE WITH BELLEVUE CITY CODES AND ORDINANCES

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

Applicable Codes, Standards & Ordinances	Contact Person
Clearing & Grading Code – BCC 23.76	Savina Uzunow, (425) 452-7860
Construction Codes – BCC Title 23	Building Division, (425) 452-6864
Fire Code – BCC 23.11	Adrian Jones, (425) 452-6032
Land Use Code – BCC Title 20	Laurie Tyler, (425) 452-2728
Noise Control – BCC 9.18	Laurie Tyler, (425) 452-2728
Sign Code – BCC Title 22	Laurie Tyler, (425) 452-2728
Transportation Develop. Code – BCC 14.60	Ray Godinez, (425) 452-7915
Traffic Standards Code 14.10	Ray Godinez, (425) 452-7915
Right-of-Way Use Code 14.30	Tim Stever, (425) 452-4294
Utility Code – BCC Title 24	Mark Dewey, (425) 452-6179

A. GENERAL CONDITIONS:

1. Preliminary Design, Utility Codes and Engineering Standards

Utility review has been completed on the preliminary information submitted at the time of this application. The review has no implied approvals for water, sewer and storm drainage components of the project. Final approval will be done under separate water, sewer and storm drainage permits.

AUTHORITY: Bellevue City Code Title 24.02, 24.04, 24.06
REVIEWER: Mark Dewey, Utilities

2. Fire

Automatic fire sprinklers will be required in any home built due to the lack of required access road width and lack of turnarounds.

AUTHORITY: International Fire Code 503
REVIEWER: Adrian Jones, Bellevue Fire Department

3. 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: Laurie Tyler, Development Services Department

4. Noise - Construction Hours

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

AUTHORITY: Bellevue City Code 9.18
REVIEWER: Laurie Tyler, Development Services Department

B. CONDITIONS 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

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. Off street parking is defined as an area outside of public right of way or private access easements (i.e., the private access road known as Newport Way).

AUTHORITY: Bellevue City Code 14.30
REVIEWER: Tim Stever, Transportation Department

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 street frontage improvements must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, and the provisions of the Transportation Department Design Manual. The engineering plans must correctly show all transportation-related engineering details, including but not limited to, the design of the private driveways, the connection to private access road (known as Newport Way), mailbox location, and sight distance. Appropriate standard drawings from the Transportation Department Design Manual must be included in the engineering plans.

Specific requirements are detailed below:

- a) Site Specific Items:
 - i. Location and dimensions of the new private driveways for lots 1 and 2.
 - ii. Additional paved area adjacent to Lot 1 for Fire Department access; dimensions to be called out by the Fire Department.
- b) Miscellaneous:
 - i. 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.
 - ii. The maximum cross grade of a street at the street end shall be 8%.
 - iii. Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241.

AUTHORITY: Bellevue City Code 14.60; Transportation Department Design Manual.
REVIEWER: Ray Godinez, Transportation Department

4. Pavement Restoration

The applicant will be required to provide a full grind and overlay for all damages or pavement cuts to/in the private access road (known as Newport Way) caused by construction activity related to the Kit Chan Short Plat.

The applicant will be required to provide a standard trench restoration for all damages or pavement cuts to/in SE Newport Way. 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: Tim Stever, Transportation Department

C. PRIOR TO FINAL SHORT PLAT APPROVAL:

1. Infrastructure Improvements

All transportation related 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.

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

REVIEWER: Ray Godinez, Transportation Department

2. Access Design and Maintenance

The final Subdivision map must include a note that specifies locations and dimensions of the private driveways to serve lots 1 and 2. Also, the final Subdivision map must include a note that specifies that the private driveways will remain open at all times for emergency and public service vehicles and shall not be gated or obstructed.

AUTHORITY: Bellevue City Code 14.60.130
REVIEWER: Ray Godinez, Transportation Department

3. Fire Access Road

The Final Plat shall note that the 16 foot wide access road (joint use driveway over Lot 1) is posted and marked "FIRE LANE-NO PARKING", per Bellevue Standards.

AUTHORITY: Bellevue Amended IFC 503.3
REVIEWER: Adrian Jones, Bellevue Fire Department

ATTACHMENTS

Clearing and Grading Development Standards Memo
Project Drawings



Preliminary Short Plat Comments

7/31/13
 Kit Chan Short Plat
 13-117000 LN

Clearing and Grading, Building Division, Development Services Department
(Staff contact-Savina Uzunow, 425-452-7860, suzunow@bellevuewa.gov)

A Clearing and Grading Permit is required for this project per BCC 23.76.035. The permit application must be in accordance with the Clearing and Grading Code, as outlined in the submittal requirements and the Clearing and Grading Development Standards, which is available on the City of Bellevue website at:
<http://www.bellevuewa.gov/clearing-grading-standards.htm>

The clearing and grading activities during the construction phase of the plat application are limited by Code to those areas necessary for road and utility construction (BCC 23.76.042). Individual building lots must remain vegetated until construction of each building is approved through the building permit process.

Some of the Clearing and Grading Development Standards highlights are:

CONSTRUCTION STORM WATER POLLUTION PREVENTION PLAN (CSWPPP)	A CSWPPP is required for all clearing and grading permit applications. It must include a narrative, drawings, and a turbidity and pH monitoring plan. A short form CSWPPP may be used if the area to be disturbed is smaller than 7,000.00 sq. ft. or the grading does not exceed 150 cy.	Clearing and Grading Development Standards
EROSION AND SEDIMENTATION CONTROL - MINIMUM REQUIREMENT 2	Clearing and Grading and erosion and sedimentation control (ESC) drawings are required for this permit application.	BCC 23.76.090 and Clearing and Grading Development Standards
TREE PROTECTION	Significant trees that are scheduled for retention must be protected during construction.	Clearing & Grading Development Standards
CLEARING AND GRADING LIMITS	Clearing & Grading limits must be presented in the clearing & grading permit application. The limits should encompass the areas where work is proposed (including utilities and frontage improvements).	Clearing & Grading Development Standards
CONSTRUCTION SEQUENCE	A construction sequence is required on the ESC drawing. The sequence should include all erosion control and construction milestones.	Clearing & Grading Development Standards
RAINY SEASON RESTRICTIONS	The project site is subject to rainy season restrictions. Specific approval from the Department of Planning and Community Development is required to begin or continue clearing & grading activities during the rainy season (Oct.1 through Apr. 30).	BCC 23.76.093



Preliminary Short Plat Comments

<p>TURBIDITY MONITORING PLAN</p>	<p>Turbidity monitoring and pH may be required for this project.</p>	<p>Clearing and Grading Development Standards</p>
<p>ROCKERY REQUIREMENTS</p>	<p>Rockerries or modular block walls that exceed 48” in height (as measured from the bottom of the base rock to the top) must be designed by a licensed geotechnical engineer. The design and calculations must be submitted to the Clearing & Grading reviewer during review of the Clearing & Grading Permit. Rockerries that exceed 30” in VISIBLE height are considered a structure according to the Land Use Code and are not permitted within structure setbacks.</p>	<p>BCC 23.76.085 & 086</p>
<p>POST CONSTRUCTION SOILS</p>	<p>For sites that must comply with Minimum Requirement #5, as set forth in BCC 24.06.065, all soils in disturbed areas that have not been covered by impervious surface, incorporated into a drainage facility or engineered as structural fill or slope must be amended with organic matter. Amended soils must meet the specifications of BMP T5.13, as a part of permanent site stabilization.</p>	<p>Clearing and Grading Development Standards</p>
<p>ABATEMENT SECURITY</p>	<p>An abatement security device is required for all projects that involve more than 5,000 square feet of clearing and/or more than 50 cubic yards of excavation and/or fill. The amount of the security will be determined based upon an estimated construction cost for erosion and sedimentation control measures. Currently, the acceptable forms for abatement security device include assignment of savings, irrevocable letter of credit and bond. The abatement security device must be established and an original of the signed forms must be submitted to the clearing and grading reviewer before the permit can be issued.</p>	<p>BCC 23.76.140</p>

S.W. 1/4 OF N.W. 1/4 OF SECTION 15, T. 24 N., R. 05 E., W.M.
CITY OF BELLEVUE, STATE OF WASHINGTON



VICINITY MAP
N.T.S.

LEGEND

- ▽ WATER VALVE
- ⊞ WATER METER
- ⊙ SEWER MANHOLE
- ◇ AREA DRAIN
- ◊ CATCH BASIN
- UTILITY POLE

BUILDING SETBACKS

- △ FRONT BUILDING SETBACK - 20' MIN.
- △ SIDE BUILDING SETBACK - 5' MIN. ONE SIDE (15' COMBINED)
- △ REAR BUILDING SETBACK - 25' MIN.

STORMWATER BMP NOTE

THE COMBINED NEW IMPERVIOUS SURFACES ON LOTS 1 AND 2 WILL BE LESS THAN 10,000 SQ. FT. THE JOINT DRIVEWAY ON LOT 1 IS 1,670 SQUARE FEET OF NEW PAVING. THE NEWPORT WAY PAVING ON LOT 1 IS 1,150 SQUARE FEET OF EXISTING PAVEMENT. ANY ADDITIONAL BMP'S WILL BE DESIGNED & CONSTRUCTED WITH INDIVIDUAL BUILDING PERMITS.

LEGAL DESCRIPTION

THE NORTH 96.71 FEET OF THE WEST 208.71 FEET OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 15 IN TOWNSHIP 24 NORTH OF RANGE 5 EAST, WILLAMETTE MERIDIAN, IN KING COUNTY, WASHINGTON;

TOGETHER WITH AN EASEMENT FOR ROAD PURPOSES AND FOR INGRESS AND EGRESS OVER THAT PORTION OF THE SOUTH 25 FEET OF THE NORTH 499 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 16 IN SAID TOWNSHIP 24 NORTH, LYING EAST OF ISSAQUAH-NEWPORT COUNTY ROAD AND OVER THE WEST 20 FEET OF THAT PORTION OF THE NORTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 15, LYING SOUTH OF THE NORTH 474 FEET OF SAID SUBDIVISION.

TAX PARCEL 152405-9007

PROPERTY ADDRESS 4246 NEWPORT WAY

ZONING R-3.5

LAND USE CLASSIFICATION SINGLE FAMILY RESIDENTIAL

PARCEL AREA 20,184 SQ. FT. 0.463 ACRES

DATUM NAVD 88

BENCHMARK

CITY OF BELLEVUE VERTICAL STATION 688
2" DIAMETER CITY OF BELLEVUE BRASS CAP STAMPED "H2600" AND "V688" SET IN TOP OF CONCRETE CURB AT THE SOUTH END OF THE TRAFFIC ISLAND ON S.E. NEWPORT WAY - 265 FEET ± SOUTHERLY OF THE INTERSECTION OF S.E. NEWPORT WAY AND S.E. 42ND STREET

BASIS OF BEARINGS NAD83 (NSRS 2007) - North Zone

HORIZONTAL CONTROL

CITY OF BELLEVUE HORIZONTAL STATION NO. 1126
1.5" DIAMETER IRON PIPE FILLED WITH LEAD WITH "X" IN CASE, 0.54" DEEP LOCATED ON THE CENTERLINE OF S.E. NEWPORT WAY IN THE SOUTHBOUND LANE JUST NORTH OF THE TRAFFIC ISLAND AT 13100 BLOCK OF S.E. NEWPORT WAY - 220 FEET ± NORTHEASTERLY OF S.E. NEWPORT WAY AND 130TH PLACE S.E.

CITY OF BELLEVUE HORIZONTAL STATION 2600
2" DIAMETER CITY OF BELLEVUE BRASS CAP STAMPED "H2600" AND "V688" SET IN TOP OF CONCRETE CURB AT THE SOUTH END OF THE TRAFFIC ISLAND ON S.E. NEWPORT WAY - 265 FEET ± SOUTHERLY OF THE INTERSECTION OF S.E. NEWPORT WAY AND S.E. 42ND STREET

REFERENCE

RECORD OF SURVEY, REC. NO. 20100804900002

INSTRUMENTATION

INSTRUMENT USED: 5 SECOND TOTAL STATION.
FIELD SURVEY WAS BY CLOSED TRAVERSE LOOPS, MINIMUM CLOSURE OF LOOPS WAS 1:22,000, IN ACCORDANCE WITH WAC 332-130-090.

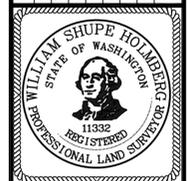
OWNER/DEVELOPER

JSKK INVESTMENT
906 TOLLGROSS ROAD
NORTH VANCOUVER, BC V7H2G2, CANADA

SURVEYOR

SHUPE HOLMBERG
ENCOMPASS ENGINEERING AND SURVEYING
165 N.E. JUNIPER STREET, SUITE 201
ISSAQUAH, WA 98027

REVISIONS	DESCRIPTION	BY	DATE
4	ADD JOINT DRIVE WAY	EE	2/17/14
3	MINOR REVISIONS PER CITY MTG	EE	1/07/14
2	MINOR REVISIONS PER CITY REVIEW	JEF	9/25/13
1	MINOR REVISIONS PER CITY REVIEW	JEF	7/20/13



KIT CHAN SHORT PLAT

PRELIMINARY SHORT PLAT

Encompass
ENGINEERING & SURVEYING

Western Washington Division
165 N.E. Juniper Street, Suite 201 • Issaquah, WA 98027 • Phone: (425) 392-0250 • Fax: (425) 391-3055
108 East 2nd Street • Cle Elum, WA 98922 • Phone: (509) 674-7433 • Fax: (509) 674-7419

JOB NO.	13554
DATE	05/10/13
SCALE	1"=20'
DESIGNED	TJR
DRAWN	JEF
CHECKED	TJR
APPROVED	TJR