



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

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Proposal Name: NE 15<sup>th</sup> Duplex

Proposal Address: 10409 NE 15<sup>th</sup> St

Proposal Description: Request for Design Review approval to construct a two-unit townhome in the R-10 zoning district.

File Number: 13-121502-LD

Applicant: Worthington Custom Homes – JW3

Decisions Included: Design Review, Process II  
Land Use Code 20.30F

Planner: Leah Chulsky, Associate Planner

State Environmental Policy Act  
Threshold Determination: **Exempt per BCC 22.02**

Director's Recommendation: **Approval with Conditions**  
Michael A. Brennan, Director  
Development Services Department  
By: Carol V. Helland  
Carol V. Helland, Land Use Director

Application Date: July 24, 2013  
Notice of Application: August 15, 2013  
14-day Comment Period: August 29, 2013  
Decision Publication Date: June 19, 2014  
Appeal Deadline: July 3, 2014

For information on how to appeal the project, visit the Permit Center at City Hall or call (425) 452-6800. Appeal of the decision must be received in the City Clerk's office by 5 p.m. on the date noted for the appeal deadline.

**I. REQUEST AND PROJECT DESCRIPTION**

**A. Background**

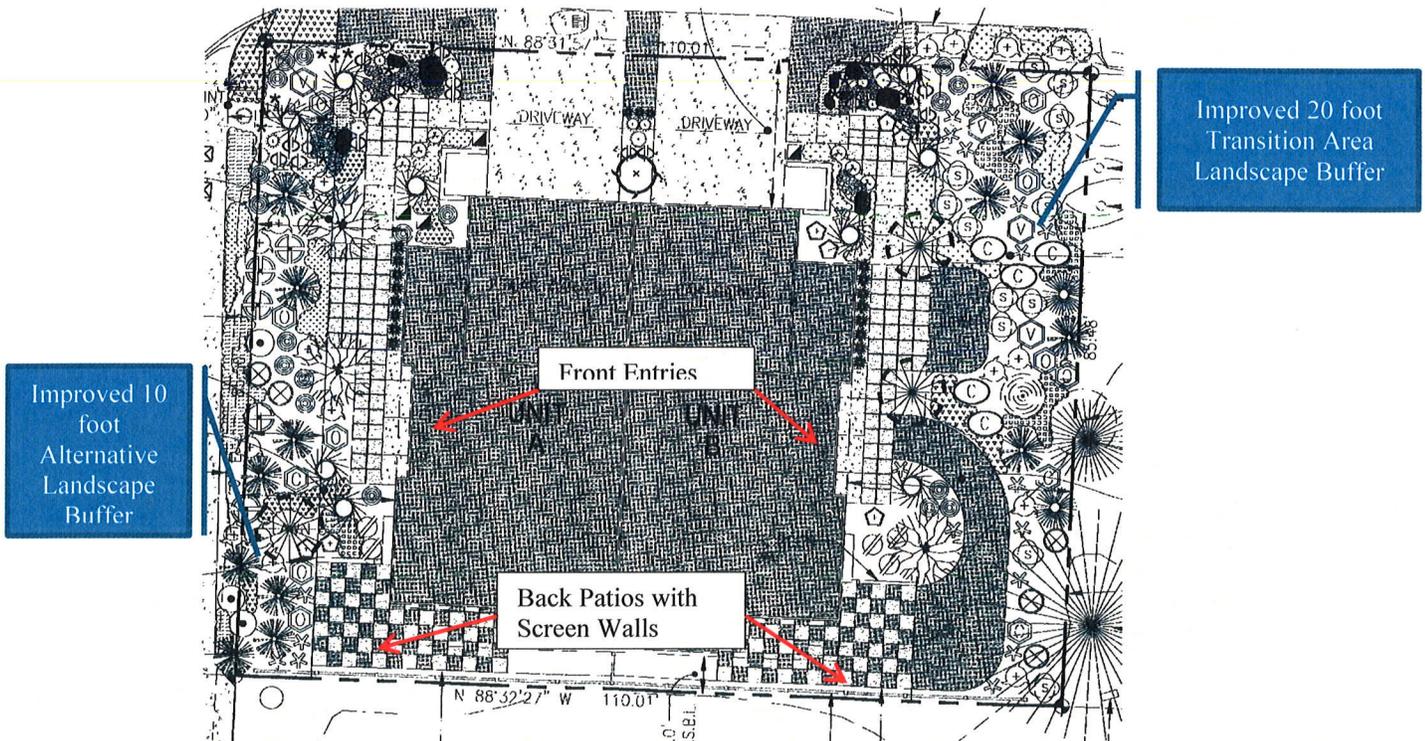
This request is for design review approval for the construction of one two-story two-unit townhome on a 9,406 square foot site. The proposed building will have a 3,282 square foot footprint. The existing one story duplex currently on the site will be demolished.

**B. Review Process**

A Design Review is a Process II decision made by the Director of the Development Services Department. The process includes public noticing with a minimum 14-day comment period. The Director's decision shall be written in a staff report to indicate whether the application has been approved, approved with conditions, or denied. The decision will be publically noticed with a mandatory 14-day appeal period. Process II decisions may be appealed by parties who submitted comments on the application. Any appeal submitted shall be heard at a public hearing before the City Hearing Examiner.

**C. Site Design**

Each of the two townhomes will have garages accessed from NE 15<sup>th</sup> St. Each of the two townhomes will have a two-car garage with one driveway. Landscape improvements will extend along the eastern property line as a buffer to the neighboring residential district and along the western property line as a buffer between the structure and Bellevue Way NE. This landscaped area will be maintained by the homeowners. Refer to Condition of Approval regarding maintenance in Section IX of this report.



The front door to the western unit (Unit A) will be facing the western property line adjacent Bellevue Way NE and will be screened with 10 feet of landscaping meeting the Alternative Landscape Option. The front door to the eastern unit (Unit B) will be facing the eastern property line and buffered from the adjoining residential land use district with a 20 foot landscape buffer. Directly to rear of each townhome will be a private patio area which will include residential-scaled ornamental landscaping, screening wall parallel to NE 15<sup>th</sup> St. and patios.

The site currently contains no significant trees. The proposal will significantly increase the onsite landscaping and will include trees, shrubs and groundcover. Refer to **Condition of Approval regarding maintenance in Section IX of this report.**

**D. Building Design**

The proposed building is a two-unit townhome. Each unit will be 3,197 square feet (includes basement, first and second floors and garage) with an overall structure footprint of 3,282 square feet. The garages for each unit will be access via NE 15<sup>th</sup> St and will provide parking two parking spaces for each unit along with two parking spaces for each unit for guests. No parking will be permitted within the right-of-way along NE 15<sup>th</sup> St. The height of the proposed structure will be 27 feet 5 3/4 inches measured to the mean of the pitched roof from average existing grade. The architectural concept is "Northwest Contemporary" using shingle siding accented with stone and solid wood panels. Proposed detailing at the roof will enhance the residential design. The color palette of camel brown wood shingles, stone trim and composite roof is consistent with other earth-toned residential buildings in the area and enhances the detailing on the building.



**II. SITE DESCRIPTION, LAND USE CONTEXT AND ZONING**

**A. Site Description**



1. **Use**  
 Uses are regulated by Sec. 20.10.440 (Use Charts) and 20.25B Transition Area Design District. The multi-family residential use proposed for this project is permitted in the R-10 zone.
  
2. **Dimensional Requirements**  
 As conditioned, the proposal meets the dimensional requirements of the Land Use Code Section 20.20.010 and 20.25B.

**Table 1 – Dimensional Requirements**

I.	Permitted/Required	II. Proposed
<b>Density</b>	10 units/acre 0.28 acre site = 2.1 units allowed LUC 20.20.010	2 Units Meets LUC requirement
<b>Lot Coverage by Structure</b>	35% of 9,406 SF = 3,291 SF LUC 20.20.010	34.8% = 3282 SF Meets LUC requirement
<b>Impervious Surface</b>	80% of 9,406 SF = 7,525 SF LUC 20.20.010	59.3% = 5,578 SF Meets LUC requirement
<b>Setbacks</b>	<u>R-10 in Single Family Transition Design District:</u>  Front: 20 ft. Rear: 25 ft. Side: 5/15 ft  LUC 20.20.010	20 ft. 30 ft. 5 ft (Corner Lot)
<b>Building Height</b>	R-20: 30 feet as measured from average <u>existing</u> grade  40 feet allowed with bonuses  LUC 20.25B.040.A	27 feet 5 ¾ feet as measured from average <u>existing</u> grade  Meets LUC requirement
<b>Parking</b>	Residential Use: Three or more bedroom unit: min. 1.8 per unit = 4 spaces  LUC 20.20.590	2 garage spaces per unit plus 2 space per driveway = 8 spaces  Meets LUC requirement
<b>Landscape Requirements</b>	Street Frontage: 20 foot wide Type III landscaping  Interior Property Line Abutting District Receiving Transition: 20 foot wide Type III  LUC 20.20.520 and 20.25B.	Street Frontage: 10' wide Type III landscaping  Interior Property Line Abutting District Receiving Transition: 20 foot wide Type III As conditioned, meets LUC requirements.  <b><u>Refer to the Alternate Landscaping Option (ALO)</u></b>

		<b><u>information in Section III.2 below and Condition of Approval regarding the final landscape and irrigation plans in Section IX of this report.</u></b>
<b>Tree Retention</b>	Site Perimeter: 100% tree retention  Site Interior: 15%  LUC 20.20.900 and 20.25B.	No Significant Trees Onsite
<b>Mechanical Equipment</b>	Locate on the roof or below grade and visually screen, unless this requirement is modified by the City for projects requiring discretionary approval per LUC 20.20.525.C.5 & 6.	All mechanical equipment will be located inside the buildings.  Meets LUC requirements

**3. Landscaping**

**a. Tree Retention**

As defined by LUC 20.50.046 there are no significant trees onsite.

**b. Perimeter Landscaping**

**i. Street Frontage Alternative Landscape Option**

The proposal site is located on a corner lot with only the eastern property line abutting a less intensive land use district. The required 20 foot landscape buffers along three property lines and a 10 for the fourth would significantly limit development potential onsite. The applicant is requesting approval of an Alternative Landscape Option for the required landscape along the northern, southern and western property lines.

As conditioned, the applicant will provide a landscape design that includes the following: extensive native landscaping along the western property line, Bellevue Way NE (80% of the proposed plants are native) with trees and shrubs and additional landscaping throughout the site with a mix of evergreen and deciduous material. An Alternate Landscaping Option that will result in a well-balanced, residential scale landscape design that is better than that which could be achieved by strictly following the requirements of LUC 20.20.520. In addition, the applicant has worked with the City of Bellevue to increase the amount of trees onsite and planting significant native shrubs and groundcover. **See Condition of Approval regarding maintenance in Section IX of this report.**

**ii. Interior Property Lines Abutting Less Intense District**

The applicant is proposing a 20 foot Type III landscape buffer along the eastern property line which abuts the R-4 zoning district which is receiving the transition. The proposed planted buffer meets the Transition Area Landscape Buffer requirements.

#### 4. Transition Area Design Guidelines (LUC 20.25B)

##### a. Site Design Guidelines

###### i. Vehicular Access

Whenever possible, vehicular access should be designed so that traffic is not directed through an abutting residential district of lower intensity.

**Response:** Access to the townhome garages will be off of NE 15th St, within the R-10 zone in which the site is located.

###### ii. Loading and Refuse Collection

Loading and refuse collection areas should be on the side of a building facing away from an abutting residential district of lower intensity, but not in a front yard setback.

**Response:** Refuse containers will be stored adjacent to the individual garages and screened from the street view along NE 15th St. within the R-10 zoning district and out of the front yard setback. As with a traditional single family neighborhood, the owners of each townhome shall provide for the return of receptacles and trash not removed from the property back into the building the day of pick-up.

###### iii. Tree Retention

In addition to the minimum requirements of LUC 20.20.520, site development should maximize the retention of existing significant vegetation in order to soften the visual impact on adjacent residential uses.

**Response:** The site does not contain any significant trees or vegetation. The proposal as approved includes significant trees, shrubs and ground cover and will provide a vegetated buffer where currently none exists.

###### vi. Contextual Compatibility

Surrounding vegetation, topography, street patterns, parking configuration and building massing should be considered in order to resulting s compatible fit between the proposed development and existing residential development.

**Response:** The proposed building massing, orientation of the pedestrian and vehicular access off of NE 15<sup>th</sup> Street and architectural detailing of the facades are all single-family residential in character. The building is detailed to fit not only into the multi-family, but the single family neighborhood context around the proposal site. Residential-scale landscaping and maintaining the 20 foot landscape buffer between the R-10 and R-4 land use districts will ensure compatibility with the surrounding context.

**b. Building Design Guidelines**

**i. Exterior Surfaces**

Building surfaces facing abutting residential districts should be clad with materials which are similar to or compatible with surrounding uses, and which minimize reflected lights.

**Response:** The exterior surfaces are similar and in certain applications superior, to those found in the surrounding neighborhood, including wooden shingles and stone. None of the materials are reflective.

**ii. Building Façade**

Building facades should incorporate elements such as stepbacks, offsets, angled facets, deep roof overhangs, recesses and other architectural features which serve to break down the scale. The larger the building, the greater the number and variety of such elements that may be necessary to achieve the effect of diminishing scale.

**Response:** The concept was to create a “Northwest Contemporary” residential building that appeared from the street to be one home – versus two townhomes. The applicant has used architectural modulation and detailing to create interest and break down the scale of the building. The applicant has included interesting roof pitches, custom window systems and trims, recesses, and large roof overhangs.

**iii. Roof Form**

Pitched roof forms are preferred in order to enhance the compatibility with nearby residential areas. However, under certain circumstances, a stepped roof form could achieve a similar effect.

**Response:** The pitched roof enhances the compatibility with the nearby residential areas.

**iv. Communication Dishes**

Communication dishes greater than one meter in diameter should not be visible from adjacent residential districts.

**Response:** No communication dishes greater than one meter in diameter are proposed for this project.

**v. Exterior Materials and Colors**

Materials and colors used on the building facades should be compatible with nearby residential building and the surrounding natural environment; however, colors and materials used for the purpose of accent may be approved.

**Response:** The applicant proposes earth tone colors, ranging from a warm tan for the body color to dark brown for the trim and roof. The facades are also accented with cultured stone. The exterior surfaces are similar and in certain applications superior, to those found in the surrounding neighborhood.

#### **IV. PUBLIC NOTICE**

The City initially notified the public of this proposal on August 15, 2013 with mailed notice and publication in the Weekly Permit Bulletin. Two, double-sided public information signs were also installed at the site entrances on the same day. As of the date of this staff report no comments have been received.

#### **V. SUMMARY OF TECHNICAL REVIEWS**

##### **A. Transportation**

##### **1. Long Term Impacts and Mitigation**

The long-term impacts of development projected to occur in the City by 2024 have been addressed in the City's Transportation Facilities Plan EIS. The impacts of growth which are projected to occur within the City by 2024 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 several Mobility Management Areas (MMAs) for analysis purposes. The NE 15th Duplex project lies within MMA #1 (North Bellevue), which has a 2024 total growth projection of 2365 multi-family dwelling units. This development proposes two 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, and is considered to be adequate mitigation of long-term

traffic impacts. Fee payment is required at the time of building permit issuance.

**2. Mid-Range Impacts and Mitigation**

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 new p.m. peak hour trips undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained.

This development will generate approximately one new p.m. peak hour trip and therefore will not require concurrency testing.

**3. Short Term Operational Impacts and Mitigation**

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. Issues that were analyzed included new driveway location, pedestrian and vehicle sight distance at the southeast corner of Bellevue Way NE and NE 15th Street and ADA compliance.

Due to the low volume of new trip generation from this project (one new p.m. peak hour trip) and adequate capacity of the nearby transportation system, transportation impacts from this project will be minimal. To enhance safe ingress/egress at the project site, the access location has been relocated 30 feet eastward on NE 15th Street away from Bellevue Way NE. Due to site constraints and set back requirements the access location cannot be located further to the east. At the southeast corner of Bellevue Way NE and NE 15th Street the developer will remove vegetation to improve pedestrian and vehicle sight distance as well as upgrade the ADA ramp there. A small transition of sidewalk will be needed; essentially matching the sidewalk/ADA ramp configuration located on the opposite side of the intersection on NE 15th Street.

**4. Site Access**

Access to the proposed project will be provided via a joint use driveway located 45 feet from the nearest travel lane on Bellevue Way NE (measured from nearest edges of the joint use driveway and the travel lane on Bellevue Way NE). This is the maximum clear distance feasible due to site constraints and required setbacks.

**5. 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 with 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.

- a. New ADA ramp at the southeast corner of Bellevue Way NE and NE 15th Street with a small sidewalk transition down to the street grade of NE 15th Street. Alignment/construction shall mirror the ADA ramp/sidewalk transition located on the northeast corner of Bellevue Way NE and NE 15th Street.
- b. All vegetation at the southeast corner of Bellevue Way NE and NE 15th Street will be removed and replaced with low growth, low maintenance landscaping with a maximum mature height of 24 inches.
- c. The modified joint use driveway on NE 15th Street shall have a combined approach width of 40 feet (20 feet paved width leading to each duplex garage). The driveway apron design shall be consistent with standard drawing DEV-6.
- d. No new building structure or garage shall be constructed under a street right of way or existing public sidewalk/utility easement. In some conditions (to be finalized during engineering and building plan review), new structure may be allowed under a new sidewalk/utility easement. No soil nailing is allowed under a street right of way or sidewalk/utility easement without an indemnification agreement that protects the city.
- e. No fixed objects, including fire hydrants, trees, and streetlight poles, are allowed within ten feet of a driveway edge. The existing mailbox cluster will be relocated to meet this requirement. Fixed objects are defined as anything with breakaway characteristics stronger than a 4-inch by 4-inch wooden post.
- f. No new overhead utility lines will be allowed within or across any right of way or sidewalk easement, and existing overhead lines must be relocated underground.

**4. Easements**

The applicant shall provide sidewalk and utility easements to the City as needed to encompass the full required width of any ADA ramps and sidewalk transitions located outside the city right of way fronting this site.

**5. Use of the Right of Way During Construction**

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. Sidewalks may not be closed except as specifically allowed by a Right of Way Use Permit.

**6. 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 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 has last been 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. Damage to the street can be mitigated by placing an asphalt overlay well beyond the limits of the trench walls to produce a more durable surface without the unsightly piecemeal look that often comes with small strip patching. Near this project, NE 15th Street has been classified as an "Overlay Required" street. Exact pavement restoration requirements will be specified in the commercial right of way permit to be issued for this permit. Generally, "Overlay Required" streets will require a full grind and overlay pavement restoration extending 25 feet in opposite directions from the center of the trench for the full width of the street. The Review Engineer and the Transportation Inspector may modify pavement restorations requirements at any time during the permit life for this project. See Section IX for transportation related conditions of approval.

**VI. CHANGES TO THE PROPOSAL RESULTING FROM DESIGN REVIEW**

**A. Landscape Buffer and Refuse Location**

The applicant was required to maintain and intensify the 20 foot landscape buffer along the eastern property line which abuts the R-4 land use zoning district. The applicant was also required to relocate the refuse containers so they do not encroach into the front yard setback. Refer to Conditions of Approval regarding tree protection in Section IX of this report.

**B. Utilities**

The applicant was required to provide the City of Bellevue with a Utilities Easement.

**VII. DESIGN REVIEW DECISION CRITERIA**

**A. Design Review:**

The Director may approve, or approve with modifications, an application for Design Review if the proposal fulfills the Design Review Decision Criteria in LUC 20.30.F.145:

**1. The proposal is consistent with the Comprehensive Plan.**

The project is consistent with the Comprehensive Plan's Urban Design Element. The proposed development supports the following Subarea and Comprehensive Plan Policies:

### **Comprehensive Plan**

The site is designated R-10 and lies within the Single Family Residential Transition Zone Design District in the North Bellevue subarea of the Bellevue Comprehensive Plan. The Comprehensive Plan designation for this property is Multifamily-Medium. The property lies entirely within the Transition Zone and abuts a less intensive zoning district (R-4) along one property line.

### **North Bellevue Subarea Policies:**

**Policy S-NB-3:** Scales down multifamily and office development as it approaches single-family areas so as to create an appropriate transition. The design concept of these two townhomes is to create a building that resembles a custom single family home via detailing, scale and materials.

**Policy S-NB-12:** Encourages a variety of housing densities and types of residential areas so that there will be housing opportunities for a broader cross section of the community by designing a two-unit townhome with single family character.

**Policy S-NB-15:** Protects established residential neighborhoods by retaining residential zoning that reflects the density of the developed residential use by providing a residential building that relates to the existing R-10 zoning district surrounding the site as well as to the single family neighborhoods to the east.

**Policy S-NB-27:** Provides for internal circulation of vehicular traffic so as to minimize traffic impact of new development on surrounding residential areas by providing entrances to the garages off NE 15<sup>th</sup> St.

### **Housing Policies:**

**Policy HO-2:** Promotes quality, community friendly multifamily development through features such as pedestrian connectivity by redeveloping the streetscape on Bellevue Way NE with new plantings and street.

**Policy HO-17:** Encourages infill development on vacant or underutilized sites and ensures that infill development is compatible with the surrounding neighborhoods. The site is underutilized with one, older single family home on a lot zoned multi-family. The infill is compatible with the neighborhood context and has adequate urban services.

### **Environmental Policy:**

**Policy EN-89:** The surrounding residential neighborhoods will be protected from noise during construction through the implementation of the development standards, land use codes, and the enforcement of BCC 9.18 regarding Noise Control. Note: The Department Director, as outlined in the Noise Control Ordinance, may grant an approval to expand the hours for which construction-related noise emanates from the site subject to meeting the criteria of BCC 9.18.020.C.1&2. **Refer to Conditions of Approval regarding noise & construction hours in Section IX of this report.**

**2. The proposal complies with the applicable requirements of this Code.**

As conditioned, the proposal complies with applicable requirements of the Land Use Code. **Refer to Section III of this report for further information on compliance with the Land Use Code.**

**3. The proposal addresses all applicable design guidelines or criteria of this Code in a manner which fulfills their purpose and intent.**

As conditioned, the proposal complies with the Development Standards (LUC 20.25B.040) and Design Guidelines for multi-family development in a Transition Area Design District (LUC 20.25B.050). Refer to Section III of this report for how the proposal has met the Development Standards.

**4. The proposal is compatible with, and responds to, the existing or intended character, appearance, and quality of development and physical characteristics of the subject property and immediate vicinity.**

By creating a building that looks more like a single family home than a two-unit townhome, and by the application of rich architectural detail, the proposed building is compatible with the surrounding neighborhood and will fit well within the greater single family and multi-family residential context.

**5. The proposal will be served by adequate public facilities including streets, fire protection, and utilities.**

All required public services and facilities are available to the site.

**VIII. DECISION**

After conducting the various administrative reviews associated with the proposal, including applicable Land Use consistency and City Code & Standard compliance reviews, the Development Services Department Director does hereby APPROVE WITH CONDITIONS the NE 15<sup>th</sup> Street Duplex Proposal.

**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**

Clearing & Grading Code – BCC 23.76  
Construction Codes – BCC Title 23  
Fire Code – BCC 23.11  
Land Use Code – BCC Title 20  
Noise Control – BCC 9.18  
Sign Code – BCC Title 22

**Contact Person**

Janney Gwo, 425-452-6190  
Bldg. Division, 425-452-6864  
Kevin Carolan, 425-452-7832  
Leah Chulsky, 425-452-6834  
Leah Chulsky, 425-452-6834  
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Right-of-Way Use Code 14.30  
Transportation Develop. Code – BCC 14.60  
Traffic Standards Code 14.10  
Utility Code – BCC Title 24

Tim Stever, 425-452-4294  
Ray Godinez, 425-452-7915  
Ray Godinez, 425-452-7915  
Brad Ayers, 425-452-6054

**A. GENERAL CONDITIONS: The following conditions apply to all phases of development.**

**1. Noise & Construction Hours**

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

The use of best available noise abatement technology consistent with feasibility is required during construction to mitigate construction noise impacts to surrounding uses.

**AUTHORITY:** Bellevue City Code 9.18.020.C & 9.18.040  
**REVIEWER:** Leah Chulsky, Development Services Department

**2. Landscape Maintenance**

Post construction, all landscaped areas shown on the Final Landscape Plans, including the planting strip along Bellevue Way NE and the eastern property line, shall be maintained by the property homeowners, including all of the landscaping in the public right-of-way. Revise the preliminary landscape plan and on any future landscape plans to reflect this condition.

**AUTHORITY:** Land Use Code 20.20.520, 20.20.900.G and 20.25B.040.C  
**REVIEWER:** Leah Chulsky, Development Services Department

**3. Water, Sewer, Storm Drainage Systems**

The water, sewer, and storm drainage systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. The applicant will need to obtain over the counter side sewer, storm and water meter applications.

**AUTHORITY:** Bellevue City Code Title 24.02, 24.04, 24.06  
**REVIEWER:** Brad Ayers, Utilities Department

**4. HOLIDAY CONSTRUCTION & TRAFFIC RESTRICTIONS**

Construction activities such as hauling and lane closures between November 15<sup>th</sup> and January 5<sup>th</sup> will be allowed only between the hours of 10:00 pm and 6:00 am

due to holiday traffic. The Transportation Department will be monitoring traffic and may modify this restriction accordingly.

**AUTHORITY:** Bellevue City Code 14.30.060  
**REVIEWER:** Ray Godinez, Transportation Department

## **2. PROVISIONS FOR LOADING**

The property owner shall provide an off-street loading space which can access a public street. On-street loading and unloading will not be permitted.

**AUTHORITY:** Land Use Code 20.20.590.K.4  
**REVIEWER:** Ray Godinez, Transportation Department

### **B. PRIOR TO CLEARING & GRADING PERMIT: These conditions must be complied with on plans submitted with the Clearing & Grading or Demolition permit application:**

#### **1. Right-of-Way Use Permit**

Prior to issuance of any construction or clearing and grading permit, the applicant shall secure applicable right-of-way use permits from the City's Transportation Department, which may include:

- a) Designated truck hauling routes.
- b) Truck loading/unloading activities.
- c) Location of construction fences.
- d) Hours of construction and hauling.
- e) Requirements for leasing of right of way or pedestrian easements.
- f) Provisions for street sweeping, excavation and construction.
- g) Location of construction signing and pedestrian detour routes.
- h) 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 11.70 & 14.30  
**REVIEWER:** Tim Stever, Transportation Department

#### **2. Civil Engineering Plans – Transportation**

Civil engineering plans produced by a qualified engineer must be approved by the Transportation Department prior to issuance of the clearing and grading permit. The design of all street frontage improvements and driveway accesses must be in conformance with the requirements of the Americans with Disabilities Act, the Transportation Development Code, the provisions of the Transportation Department Design Manual, and specific requirements stated elsewhere in this

document. All relevant standard drawings from the Transportation Department Design Manual shall be copied exactly into the final engineering plans. Requirements for the engineering plans include, but are not limited to:

- a) Traffic signs and markings.
- b) Curb, gutter, sidewalk, ADA ramp and driveway approach design. (The engineering plans shall be the controlling document on the design of these features; architectural and landscape plans must conform to the engineering plans as needed.)

The ADA ramp with sidewalk transition down to the street grade of NE 15<sup>th</sup> Street shall mirror the existing ramp and sidewalk transition located at the northeast corner of Bellevue Way NE and NE 15<sup>th</sup> Street.

Landings on sloping approaches are not to exceed a 7% slope for a distance of 30 feet approaching the back edge of sidewalks. Driveway grades must be designed to prevent vehicles from bottoming out due to abrupt changes in grade.

- c) Relocation of fixed objects near the driveway approach.
- d) Trench restoration within any right of way or access easement.
- e) New mailbox cluster and installation at new location.
- f) Undergrounding of power to the project site.
- g) Vegetation replacement at the southeast corner of Bellevue Way NE and NE 15<sup>th</sup> Street.
- h) Vehicle and pedestrian sight distance must be provided per BCC 14.60.240 and 14.60.241. Sight distance triangles must be shown at all driveway locations and must consider all fixed objects and mature landscape vegetation. Vertical as well as horizontal line of sight must be considered when checking for sight distance.

**AUTHORITY:** Bellevue City Code 14.60; Transportation Department Design Manual

**REVIEWER:** Ray Godinez, Transportation Department

#### **4. Final Landscape and Irrigation Plan and Refuse Location**

The Final Landscape and Irrigation Plans shall be submitted with the building permit application to ensure compliance will all Land Use Code requirements.

Any sleeves for irrigation mainlines shall be placed within the project property lines.

The applicant shall records a copy of the approved project drawings, including the landscape and irrigation plans, and conditions of this Design Review with the King Country Division of Records and Elections and with the Bellevue City Clerk.

The location of the refuse area shall be located out of the frontyard setback.

**AUTHORITY:** Land Use Code 20.20.520, 20.20.900.G and 20.25B.040.C

**REVIEWER:** Leah Chulsky, Development Services Department

- A. PRIOR TO ISSUANCE OF BUILDING PERMIT:** Unless specified otherwise below, these conditions must be complied with on plans submitted with the Building Permit Application:

**1. Transportation Impact Fee**

Payment of the traffic impact fee will be required at the time of building permit issuance. The impact fee is presently estimated to be \$2,651.00 for each multi-family dwelling unit. This fee is subject to change and the fee schedule in effect at the time of building permit issuance will apply.

**AUTHORITY:** Bellevue City Code 22.16  
**REVIEWER:** Ray Godinez, Transportation Department

**2. PEDESTRIAN EASEMENTS**

The applicant shall provide sidewalk and utility easements to the City such that sidewalks outside of the City right of way along the property frontage are located within a pedestrian easement area.

**AUTHORITY:** Bellevue City Code 14.60.100  
**REVIEWER:** Ray Godinez, Transportation Department

**3. Addressing**

A second address will be required at time of application for Building Permit.

**AUTHORITY:** International Fire Code 505  
**REVIEWER:** Kevin Carolan, Fire Department

- D. PRIOR TO TCO:** The following conditions are required by City Code and supported by City Policy. The conditions shall be complied with prior to issuance of the Temporary Certificate of Occupancy (TCO):

**1. Landscape Installation Assurance Device**

All site landscaping shall be 100% complete per the plan approved by the City. Alternatively, the applicant shall submit the following: 1) a red-marked plan identifying which landscape areas are incomplete; 2) an estimate for the total cost to complete these areas; and 3) a notarized financial assurance device dedicated to the City for 150% of the estimated cost to complete these areas per the approved Landscape Plan. The assurance device will be released upon complete installation and inspection by the City of Bellevue.

**AUTHORITY:** Land Use Code 20.40.490  
**REVIEWER:** Leah Chulsky, Development Services Department

**2. Landscape Maintenance Assurance Device**

File with the Development Services Department a landscape maintenance assurance device for a one-year period for 20% of the cost of labor and materials for all required landscaping.

**AUTHORITY:** Land Use Code 20.40.490  
**REVIEWER:** Leah Chulsky, Development Services Department

### 3. Street and Alley Frontage Improvements

All street frontage improvements and other required transportation elements must be constructed by the applicant and accepted by the City Inspector. Transformers and utility vaults to serve the building shall be placed below grade, to the extent feasible. Bonding or other types of assurance devices will not be accepted in lieu of construction, unless the city requires a delay. Specific requirements include the following:

- a) Curb, gutter, sidewalk, handicapped ramps, and driveway approaches shall be constructed per the approved engineering plans.
- b) Vehicle and pedestrian sight distance shall be achieved as required by city code, with a variation for the driveways in the alley as described above. The development shall not create a sight distance obstruction on 99<sup>th</sup> Avenue for the neighboring property to the north.
- c) Location of fixed objects within any right of way or near the driveway approaches shall meet Transportation Department as described above.
- d) Landscaping and irrigation within any city right of way shall be installed per the approved final landscape and irrigation plans and shall be maintained by the private property owners.
- e) Driveway approaches shall not exceed a 10% slope for a distance of 20 feet from the paved surface of the alley. Any grade changes in the driveways must be designed to prevent vehicles from bottoming out.

**AUTHORITY:** Bellevue City Code 14.60; Comprehensive Plan Policy UT-39; Transportation Department Design Manual.  
**REVIEWER:** Ray Godinez, Transportation Department

### 4. Pavement Restoration

Pavement restoration associated with street frontage improvements or to repair damaged street surfaces shall be provided as follows:

NE 15th Street: Based on this street's excellent condition, it is classified with the City's overlay program as "Overlay Required." Street cutting is permitted only with extraordinary pavement restoration. Pavement restoration requirements will be specified in the commercial right of way permit to be issued for this project.

**AUTHORITY:** Bellevue City Code 14.60. 250; Design Manual Design Standard #21  
**REVIEWER:** Tim Stever, Transportation Department

