



DEVELOPMENT SERVICES DEPARTMENT
 ENVIRONMENTAL COORDINATOR
 450 110th Ave NE
 BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Barry Margolese, Goldenwood LLC

LOCATION OF PROPOSAL: 3736 163rd Avenue SE

DESCRIPTION OF PROPOSAL: Proposal to subdivide a 5.82 acre property into 17 lots, three native growth protection area tracts, three access tracts, and three tracts for infrastructure. Included are proposed impacts to stream, stream buffer and steep slope critical areas resulting from private road construction with a culvert stream crossing, proposed lots, and drainage infrastructure.

FILE NUMBERS: 14-124437-LO **PLANNER:** Reilly Pittman

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

- There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **6/11/2015**
- This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

Richard N. Davis Jr 5/28/2015
 Environmental Coordinator Date

OTHERS TO RECEIVE THIS DOCUMENT:

- State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
- State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
- Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
- Attorney General ecyolyef@atg.wa.gov
- Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us



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

Proposal Name: Goldenwood

Proposal Address: 3736 163rd Avenue SE

Proposal Description: Proposal to subdivide a 5.82 acre property into 17 lots, three native growth protection area tracts, three access tracts, and three tracts for infrastructure using the conservation subdivision process at LUC 20.45.060. The site has streams, steep slope critical areas, and a small wetland. The proposed plat is located within the Critical Areas Overlay District also requires approval of a Critical Areas Land Use Permit.

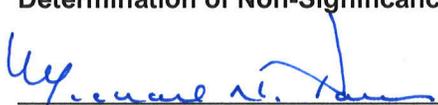
File Number: 14-124438-LL and 14-124437-LO

Applicant: Barry Margolese, Goldenwood LLC

Recommendations Included: **Process I**
Preliminary Plat (LUC 20.45A)

Decisions Included: **Process II**
Critical Areas Land Use Permit (LUC 20.30P)
SEPA (BCC 22.02)

Planner: Reilly Pittman, Land Use Planner

**State Environmental Policy Act
Threshold Determination:** **Determination of Non-Significance**


Carol V. Helland, Environmental Coordinator
Development Services Department

Director's Recommendation: **Approval with Conditions**
Michael A. Brennan, Director
Development Services Department

By: 

Carol V. Helland, Land Use Director

Application Date	February 12, 2014
Notice of Application Publication Date	March 13, 2014
Decision Publication Date	May 28, 2015
SEPA Appeal Deadline	June 11, 2015
Hearing Date	June 18, 2015 7pm

For information on how to appeal a proposal, visit the 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 Clerk's Office by 5 PM on the date noted for appeal of the decision

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ATTACHMENTS

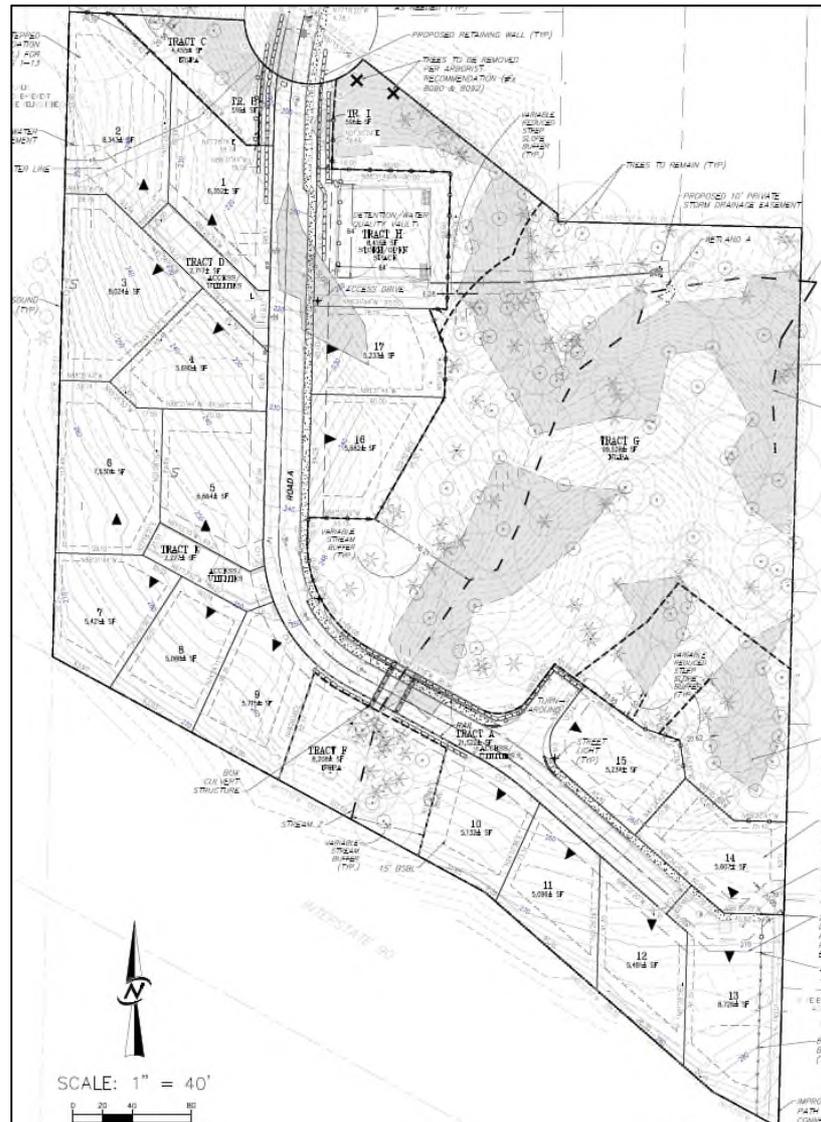
1. Project Plans – Enclosed
2. Geotechnical Report – Enclosed
3. Critical Areas Study, Mitigation and Monitoring Plan – Enclosed
4. Critical Areas Report Summary – Enclosed
5. Habitat Assessment – In File 14-124437-LO
6. Retained Tree Assessment – In File 14-124437-LO
7. Public Comments, Applicant Responses, City Responses to Public Comments – In File 14-124438-LL
8. All Critical Areas Studies, SEPA Checklist, Application Forms, Plans – In File 14-124437-LO
9. All Communication, Plans, Forms, and other Material – In File 14-124438-LL

I. REQUEST / REVIEW PROCESS

A. REQUEST

The applicant requests approvals of a Preliminary Conservation Subdivision (Preliminary Plat), and Critical Areas Land Use Permit (CALUP) with review under the State Environmental Policy Act (SEPA) to divide a 5.82 property in the R-5 land use district into seventeen (17) buildable lots, three native growth protection area (NGPA) tracts, three access tracts, and three tracts for storm water and road infrastructure. After the proposed modifications under the Critical Areas Land Use Permit 44 percent of the site or 2.58 acres of critical area and buffer will be protected from future development. Of the critical areas on site, 82 percent of critical area and associated buffer will be retained, including almost all of the stream corridor with the exception of a bridge crossing the stream. **See Attachment 1 for plans of the proposed subdivision and Figure 1 below.**

Figure 1: Proposed Subdivision



B. REVIEW PROCESS

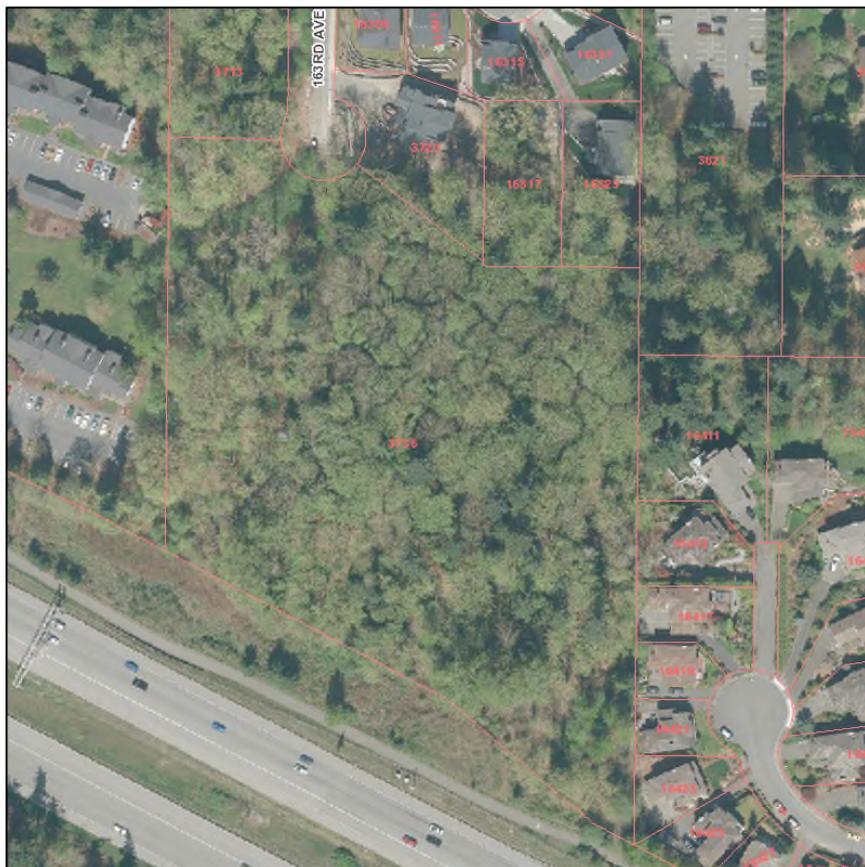
The Preliminary Plat is a Process I decision which requires a public hearing before a Hearing Examiner. The Critical Areas Land Use Permit (CALUP) and SEPA Determination are Process II decisions made administratively by the Director. As allowed under LUC 20.35.080 Process I and II decisions may be merged together into a consolidated staff report. As a result, this application combines a Preliminary Plat, CALUP, and SEPA review into a consolidated staff report that includes the Director decision on Process II applications and a recommendation on Process I applications for review by the Hearing Examiner.

II. SITE CONTEXT and DESIGN

A. SITE CONTEXT

The site consists of a single parcel zoned R-5 located in the Eastgate subarea of the Bellevue. The site is adjacent to Interstate 90 which is south of the site. The neighborhoods to the north and east of the project site are single-family residential and also zoned R-5. The property to west of the site is multifamily-zoned at R-15, and has an existing apartment complex. Access to the site is obtained from 163rd Avenue SE which connects to 164th PI SE and SE 34th Street. **See Figure 2 below for the existing site and vicinity.**

Figure 2



The project site is undeveloped and is covered primarily in a mixed coniferous and deciduous forest consisting with an understory of native shrubs and invasive species. The topography of the site generally slopes from south to north, away from I-90. A prominent ravine feature containing a Type-N stream which drains from I-90 and another small stream flow northeast and off-site where the channel dissipates into wetlands and enters a City drainage. Steep slopes of 40 percent or greater form the sides of the ravine and direct drainage down into the stream. The stream and slopes are in the northeastern portions of the site. A small wetland was also identified on the north portion of the site.

B. SITE DESIGN

The site is generally rectilinear in shape and is bounded by private development to the north, west, and east, and by I-90 to the south. Only one street frontage, 163rd Avenue SE, connects to the site through the existing neighborhood to the north. A private road, Tract A, is proposed to connect to the public street and provide access onto the site. A private road can be proposed on a plat per the City's Transportation code. Two smaller access tracts, Tracts D and E, are spurs that extend out from the primary road on the site and provide access to the lots clustered around them. Lots vary in size from 5,088 square feet to 8,726 square feet.

The steep slope critical areas and stream form a ravine across the middle of the site. In order to avoid the critical areas as much as possible, most of the proposed lots are located along the west and south property lines. Only four lots and the storm tract are located east of the road where the larger critical areas tract is proposed. Three tracts (C, F, and G) will be designated as Native Growth Protection Areas (NGPA). The private road tract will cross the stream using a box culvert to provide access to the proposed lots on the opposite side of the stream. This project proposes impacts to critical areas, buffers, and setbacks under two separate processes allowed in the Land Use Code. LUC 20.25H.055 establishes allowed uses in critical areas, one of which is private access. The proposed private access road is an allowed use and is reviewed under LUC 20.25H.055. The project also proposes modifications of critical areas and buffers through a critical areas report for uses that are not allowed outright in a critical area. These uses include some of the residential lots and the private storm drainage tract and system. The structure setback from the stream on site can be administratively modified on an undeveloped site and is proposed to remove the setback from lots near the stream buffer.

Type III perimeter landscaping is proposed on the west and south property lines. Street trees and landscaping are also proposed. The private storm drainage tract will also provide a private open space for the use of the future residents of the project and their guests. The project proposes to provide a public access easement across the site to allow a new connection to the existing I-90 trail which is adjacent to the south of the site. A new trail connection will be constructed on the southeast corner of the site to maintain the existing trail connection for the adjacent properties to the east and allow for future public access through an easement created by the proposed plat.

Storm water detention is proposed and provided within detention vaults located in Tract H which will handle all drainage from the site with the exception of a small area of the private

road which due to grades will direct flow to the storm system in the existing neighborhood to the north. A storm outfall is proposed to cross Tract G and drains to the stream on the site.

III. CONSISTENCY WITH LAND USE CODE REQUIREMENTS

A. USE

Residential uses are regulated by *LUC 20.10.400* (Use Charts). The proposed uses (single-family residences) are permitted in the R-5 zone.

B. STANDARD REQUIREMENTS AND DIMENSIONS

The project qualifies as a conservation subdivision which allows reduction of required lot area, setbacks, and provides alternative calculation of lot coverage and impervious surface in order to consolidate development away from critical areas.

Basic Information		
Zoning District	R-5	
Gross Site Area	253,310 Square Feet or 5.82 Acres	
Development Standard	Required by LUC 20.20.010 Or Allowed by LUC 20.45A.060 (Conservation Subdivision)	Proposed Standards
Dwelling Units/Acre	Density per LUC 20.25H.045	
	R-5	5 units per acre
	Gross Site Area	5.82 acres
	Total Critical Area and Buffer	3.16 acres
	Buildable Area	2.66 acres
	Development Factor	.46
	$(5 \times 2.66) + (5 \times 3.16 \times .46)$ $= 20.5$ or 20 units allowed	
Front Yard	10' Conservation Subdivision	10' Lot 13 front from edge of access easement
Rear Yard	15' Conservation Subdivision	15' Lot 14 rear from line adjacent to lot 15
Side Yard	5' Conservation Subdivision	5'

2 Side Yards	10' Conservation Subdivision	10'																																																						
Minimum Lot Area	4,680 SF Conservation Subdivision	Average: 6,184 SF Smallest: 5,088 SF																																																						
Maximum Lot Coverage by Structures (percent)	See LUC 20.45A.060.B.3.(5) for maximum lot coverage calculations Lot Coverage = .5 x Lot Coverage Factor Lot Coverage Factor = $1 + ((10,000 - \text{actual lot size})/10,000)$ Conservation Subdivision	Lot Coverage by Structures from 40% to 65% of lot area																																																						
		<table border="1"> <thead> <tr> <th>Lot</th> <th>Max Lot Coverage</th> <th>Max SF</th> </tr> </thead> <tbody> <tr><td>1</td><td>.56</td><td>3,557</td></tr> <tr><td>2</td><td>.42</td><td>3,504</td></tr> <tr><td>3</td><td>.45</td><td>3,611</td></tr> <tr><td>4</td><td>.61</td><td>3,471</td></tr> <tr><td>5</td><td>.54</td><td>3,599</td></tr> <tr><td>6</td><td>.47</td><td>3,586</td></tr> <tr><td>7</td><td>.63</td><td>3,415</td></tr> <tr><td>8</td><td>.65</td><td>3,307</td></tr> <tr><td>9</td><td>.61</td><td>3,486</td></tr> <tr><td>10</td><td>.65</td><td>3,336</td></tr> <tr><td>11</td><td>.65</td><td>3,312</td></tr> <tr><td>12</td><td>.62</td><td>3,398</td></tr> <tr><td>13</td><td>.40</td><td>3,490</td></tr> <tr><td>14</td><td>.61</td><td>3,420</td></tr> <tr><td>15</td><td>.64</td><td>3,350</td></tr> <tr><td>16</td><td>.61</td><td>3,466</td></tr> <tr><td>17</td><td>.64</td><td>3,349</td></tr> </tbody> </table>	Lot	Max Lot Coverage	Max SF	1	.56	3,557	2	.42	3,504	3	.45	3,611	4	.61	3,471	5	.54	3,599	6	.47	3,586	7	.63	3,415	8	.65	3,307	9	.61	3,486	10	.65	3,336	11	.65	3,312	12	.62	3,398	13	.40	3,490	14	.61	3,420	15	.64	3,350	16	.61	3,466	17	.64	3,349
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Impervious Surface (percent)	Maximum Impervious Surface coverage is 50% of total site per 20.45A.060.B.3.(6) Conservation Subdivision	Total Site Impervious Coverage: 81,660 SF or (32%)																																																						
Lot Width	60'	All lots at least 60'																																																						
Lot Depth	80'	All lots at least 80'																																																						
Tree Retention	30% of total diameter inches 9,430 diameter inches total 1,418 inches required for 30% retention	6,170 inches retained (65%)																																																						

1. Structural Lot Coverage

The maximum structural lot coverage is calculated by the equation found in LUC

20.45A.060. From the equation the maximum allowed lot coverage is noted in the table above.

2. Impervious Surface Coverage

Total site impervious surface coverage is limited to 50 percent of the gross site area and includes any private roads. The proposed total site coverage is 32 percent. Each lot is required to have the maximum impervious surface stated on the final plat per LUC 20.45A.060. **See conditions of approval in Section X of this report**

C. CRITICAL AREAS REQUIREMENTS LUC 20.25H

1. Critical Areas Functions and Values

The project has steep slopes and stream critical areas on-site which have habitat value. The Land Use Code protects critical areas and their important functions and values:

i. Streams and Riparian Areas

Most of the elements necessary for a healthy aquatic environment rely on processes sustained by dynamic interaction between the stream and the adjacent riparian area (Naiman et al., 1992). Riparian vegetation in floodplains and along stream banks provides a buffer to help mitigate the impacts of urbanization (Finkenbine et al., 2000 in Bolton and Shellberg, 2001). Riparian areas support healthy stream conditions.

Riparian vegetation, particularly forested riparian areas, affect water temperature by providing shade to reduce solar exposure and regulate high ambient air temperatures, slowing or preventing increases in water temperature (Brazier and Brown, 1973; Corbett and Lynch, 1985).

Upland and wetland riparian areas retain sediments, nutrients, pesticides, pathogens, and other pollutants that may be present in runoff, protecting water quality in streams (Ecology, 2001; City of Portland 2001). The roots of riparian plants also hold soil and prevent erosion and sedimentation that may affect spawning success or other behaviors, such as feeding.

Both upland and wetland riparian areas reduce the effects of flood flows. Riparian areas and wetlands reduce and desynchronize peak crests and flow rates of floods (Novitzki, 1979; Verry and Boelter, 1979 in Mitsch and Gosselink, 1993). Upland and wetland areas can infiltrate floodflows, which in turn, are released to the stream as baseflow

Stream riparian areas, or buffers, can be a significant factor in determining the quality of wildlife habitat. For example, buffers comprised of native vegetation with multi-canopy structure, snags, and down logs provide habitat for the greatest range of wildlife species (McMillan, 2000). Vegetated riparian areas also provide a source of large woody debris that helps create and maintain diverse in-stream habitat, as well

as create woody debris jams that store sediments and moderate flood velocities.

Sparsely vegetated or vegetated buffers with non-native species may not perform the needed functions of stream buffers. In cases where the buffer is not well vegetated, it is necessary to either increase the buffer width or require that the standard buffer width be restored or revegetated (May 2003). Until the newly planted buffer is established the near term goals for buffer functions may not be attained.

Riparian areas often have shallow groundwater tables, as well as areas where groundwater and surface waters interact. Groundwater flows out of riparian wetlands, seeps, and springs to support stream baseflows. Surface water that flows into riparian areas during floods or as direct precipitation infiltrates into groundwater in riparian areas and is stored for later discharge to the stream (Ecology, 2001; City of Portland, 2001).

ii. 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 provide 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.

iii. Habitat Associated with Species of Local Importance

Urbanization, the increase in human settlement density and associated intensification of land use, has a profound and lasting effect on the natural environment and wildlife habitat (McKinney 2002, Blair 2004, Marzluff 2005, Munns 2006), is a major cause of native species local extinctions (Czech et al 2000), and is likely to become the primary cause of extinctions in the coming century (Marzluff et al. 2001a). Cities are typically 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 (Knopf et al. 1988), 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 (Blair 1999, Marzluff 2005). 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 (Shaughnessy and O'Neil 2001). 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 (Rojas 2007). Urban habitat is a vital link in the process of wildlife conservation in the U.S.

2. Critical Areas Impacts

Steep slope critical areas and stream critical area and their buffers constitute 3.16 acres or 54 percent of the gross site area. The applicant is proposing modifications through a Critical Areas Land Use Permit. The majority of the modifications and disturbance of critical areas and buffer result from the proposed private road access and construction which is an allowed use reviewed under LUC 20.25H.055. The remainder of the modifications result from some of the proposed residential lots and the private drainage system. These modifications are proposed under a critical areas report process. Reduction of the structure setback from the slope buffer is administrative and not part of the modifications proposed under the critical areas report. The construction of the road will be the primary cause of all disturbance and modifications of critical areas. Much of the areas proposed for disturbance by the road will become future residential lots. This report discusses impacts under LUC 20.25H.055 and critical areas report, separately, in the following sections below.

Total Critical Areas Modifications proposed under LUC 20.25H.055 and by Critical Areas Report include:

- 28,115 square feet of steep slopes and slope buffer (majority slope buffer)
 - 6,006 square feet of stream buffer
- 34,121 total square feet proposed for modification**

After the proposed modifications above, the site will retain 82 percent of the critical areas and buffer existing prior to development. Much of the existing critical areas themselves are avoided and placed within the NGPA tract. The remaining critical areas will be placed into Native Growth Protection Area (NGPA) tracts that will protect 44 percent or 2.58 acres of the gross site area from future development.

3. Environmental Reports and Information

The applicant has prepared the following information related to critical areas on-site:

- i. Geotechnical Engineering Study by GeoResources dated revised August 20, 2014 (Attachment 2)
- ii. Critical Areas Study by Soundview Consultants revised November 2014 (Attachment 3)
- iii. Critical Areas Report Summary revised January 2015 (Attachment 4)

- iv. Habitat Assessment per City of Bellevue Habitat Model by Soundview Consultants dated June 12, 2014 (Attachment 5)
- v. Mitigation, Maintenance, and Monitoring Plan found in the Critical Areas Study by Soundview Consultants dated November 2014 (Attachment 3)
- vi. Retained Tree Assessment dated July 14, 2014 (Attachment 6)

4. Conformance with Critical Areas Performance Standards for allowed uses in LUC 20.25H.055

The City of Bellevue Land Use Code Critical Areas Overlay District (LUC 20.25H) establishes performance standards and procedures that apply to development on any site which contains in whole or in part any portion designated as steep slope critical area, stream, or buffer. LUC 20.25H.055 establishes certain uses which are allowed in critical areas. Uses which are not specifically allowed, require evaluation through a critical areas report. Construction of a private road is an allowed use and the project proposes to modify steep slopes, slope buffers, and stream buffer under the allowed use provisions. The project must meet the following code requirements.

i. Consistency with LUC 20.25H.055.C.2.a

New and Expanded Uses or Development. New or expanded facilities and systems are allowed within the critical area or critical area buffer only where no technically feasible alternative with less impact on the critical area or critical area buffer exists. A determination of technically feasible alternatives will consider:

a. The location of existing infrastructure;

No existing infrastructure exists on the site. There are some remnant logging roads on the western portion of the site. The only public road adjacent to the site is 163rd Avenue SE. This road provides the only means for vehicular access to the property. As a result, a culvert crossing of the stream on-site is proposed so that lots on the opposite side of the stream can access on the same road that connects to 163rd Avenue SE. The proposed access road was located in a manner to have the least impact on the stream and buffer by locating as far upstream as possible to avoid the steep ravines. **See project site plans as Attachment 1 for road locations.**

b. The function or objective of the proposed new or expanded facility or system;

The road is necessary to provide access for the development proposed.

c. Demonstration that no alternative location or configuration outside of the critical area or critical area buffer achieves the stated function or objective, including construction of new or expanded facilities or systems outside of the critical area;

The proposed road location avoids a majority of the steep slopes on the site and only impacts the stream at the stream crossing. The lots have been configured and reduced in size to the maximum extent possible that allows feasible access to each lot. Any road access onto the site will require modification of steep slopes.

d. Whether the cost of avoiding disturbance is substantially disproportionate as compared to the environmental impact of proposed disturbance; and

The only alternative available to further avoid impacts would be to reduce the number of lots proposed. The cost of reducing lots would be disproportionate to the gain achieved. Any project built on this property will require modification of critical areas and buffers. A spanned bridge across the stream versus the proposed culvert would result in much more substantial design and construction costs than the proposed culvert. A bridge would also require more maintenance than the proposed culvert. The proposed road only impacts a portion of the stream buffer near the outer edge of the site, closest to the adjacent freeway (I-90) where the area is already impacted more than the interior of the site which is preserved. Therefore, the proposed private road location results in a lesser environmental impact compared to the alternative placements available. The applicant consulted with biologists from the Department of Fish and Wildlife and the culvert meets the design requirements for fish passage. However, the stream begins on the site so there is no fish habitat upstream of the site and no fish use was observed downstream of the site as the stream disappears into wetlands and sediments.

e. The ability of both permanent and temporary disturbance to be mitigated.

Restoration planting and buffer creation is proposed to restore the retained NGPA tract as mitigation for all project impacts to critical areas and stream buffer which include impacts to critical areas caused by the private road.

ii. Consistency with LUC 20.25H.055.C.2.b

New and Expanded Uses or Development. If the applicant demonstrates that no technically feasible alternative with less impact on the critical area or critical area buffer exists, then the applicant shall comply with the following:

a. Location and design shall result in the least impacts on the critical area or critical area buffer;

The proposed private road was altered from the original proposal to place the road as far upstream to avoid the ravine. Given existing grades and the location of the existing public street the proposed private road location is in one of the only suitable locations on the site that has the least impact while maintaining access.

b. Disturbance of the critical area and critical area buffer, including disturbance of vegetation and soils, shall be minimized;

This has been done by purposeful placement and design of the improvements associated with this development. Temporarily disturbed areas will be restored with plantings as appropriate. Only the minimum necessary earth work will be conducted. The development is located on the site in the most buildable areas of the lot, outside of critical areas and buffers. Vegetation within critical areas is preserved.

- c. Disturbance shall not occur in habitat used for salmonid rearing or spawning or by any species of local importance unless no other technically feasible location exists;**

The stream has been examined several times by the project biologist and visited by staff over the course of the project review. No salmonid species or other fish were found and the box culvert design spans the stream. The size of the culvert has been specified by Washington Department of Fish and Wildlife biologists. Red-tailed hawks, which are a species of local importance, were seen to use the property based on staff sightings, public comment, and reported in the submitted environmental documentation. The largest trees on site used by the hawks and any nests are preserved in the NGPA tract and avoided by the road. The road is located as much as possible in areas outside of critical areas protection which are closer to the perimeter of the site and have been historically disturbed.

- d. Any crossing over of a wetland or stream shall be designed to minimize critical area and critical area buffer coverage and critical area and critical area buffer disturbance, for example by use of bridge, boring, or open cut and perpendicular crossings, and shall be the minimum width necessary to accommodate the intended function or objective; provided, that the Director may require that the facility be designed to accommodate additional facilities where the likelihood of additional facilities exists, and one consolidated corridor would result in fewer impacts to the critical area or critical area buffer than multiple intrusions into the critical area or critical area buffer**

The proposed private road crosses a stream identified on the site. The size of the culvert has been approved by WDFW and is the minimum necessary. The crossing is located as far upstream as possible to avoid crossing the steeper ravine area. The development in general is located and consolidated on the outer perimeter of the site to avoid impacting the habitat provided in the protected NGPA tract.

- e. All work shall be consistent with applicable City of Bellevue codes and standards;**

The proposed improvements are either allowed uses consistent with the code or have been demonstrated to cause the least impact to critical areas, consistent with

the code.

- f. The facility or system shall not have a significant adverse impact on overall aquatic area flow peaks, duration or volume or flood storage capacity, or hydroperiod;**

By restoring the temporarily impacted areas, providing enhancement to offset impacts from stream crossing and slope buffer reductions, and providing the proposed drainage system it is not anticipated that the proposed road will have an impact on the aquatic area flows, duration or volume, or flood storage capacity, or hydroperiod. The proposed storm drainage systems include storage vaults to hold and slow the release of storm water to the stream over time. A large portion of the site is being left undisturbed and the existing drainage characteristics are maintained by the project. The infrastructure and utility systems are designed to mimic the existing forested conditions.

- g. Associated parking and other support functions, including, for example, mechanical equipment and maintenance sheds, must be located outside critical area or critical area buffer except where no feasible alternative exists; and**

A majority of the road is outside of critical areas and buffer. The road crosses through steep slopes to initially access the site. The other impact is where the road crosses the stream. There are no support function located in critical areas or buffers proposed. The project drainage system proposes to drain to the stream on-site to maintain the existing drainage characteristics. The drainage outflow crosses the NGPA tract which is discussed later in this report.

- h. Areas of new permanent disturbance and all areas of temporary disturbance shall be mitigated and/or restored pursuant to a mitigation and restoration plan meeting the requirements of LUC 20.25H.210.**

All areas of buffer and critical areas impacted for the road construction will be mitigated as part of the overall project mitigation plan. The impacts to the stream and slope buffer from the road will be mitigated by enhancing the existing critical area buffer with native plantings. The critical area buffers to be enhanced are degraded with non-native invasive Himalayan blackberry and other species. A final mitigation plan is required to be submitted as part of plat clearing and grading to address the following:

- Ensure mitigation planting is based on the total amount of critical areas and buffer being modified.
- Specify planting details on species, quantity, spacing, and plant size which must be at least 9 to 12 feet on center for trees, 4 to 6 feet on center for shrubs, and 2 feet spacing for ground covers.
- Ensure plant quantity is sufficient to achieve the required density and area

coverage which for each 1,000 square feet should generally achieve 8 trees, 30 shrubs, and 285 ground covers.

- Separate any areas of temporary disturbance and show how these areas will be restored. Restoration of temporary disturbance is separate from mitigation.
- Provide a cost estimate to carry out the mitigation and required monitoring for five years.
- Final review of the project arborist is required to ensure there are no new construction impacts to retained trees from the development and provide mitigation for any impacts.

See conditions of approval in Section X of this report.

5. Conformance with performance standards and requirements for improvements proposed under Critical Areas Report Provisions in LUC 20.25H.250

The development has been located and clustered to avoid most of the critical areas on the site. Most impacts to critical area are a result of excavation and earthwork required for construction of the private road. However, the project proposes some permanent reductions to steep slope buffers for single family development. Permanent and temporary impacts to the stream buffer, steep slopes, and slope buffer are proposed for private storm drainage improvements. Single family development and private utility improvements are not allowed uses addressed under LUC 20.25H.055 and are only allowed through the critical areas report process in LUC 20.25H.250. Generally, a critical areas report can be used where a project site has demonstrated degraded critical areas and buffers and the critical area and buffers can be improved as a result of the project. The following code requirements are applicable to the single family development and private utility infrastructure proposed.

iii. Consistency with LUC 20.25H.140

Critical areas report – Additional provisions for landslide hazards and steep slopes. In addition to the general requirements of LUC 20.25H.230, the following areas shall be addressed in a critical areas report for geologically hazardous areas:

- a. Site and Construction Plans.** The report shall include a copy of the site plans for the proposal and a topographic survey;
- b. Assessment of Geological Characteristics.** The report shall include an assessment of the geologic characteristics of the soils, sediments, and/or rock of the project area and potentially affected adjacent properties, and a review of the site history regarding landslides, erosion, and prior grading. Soils analysis shall be accomplished in accordance with accepted classification systems in use in the region;
- c. Analysis of Proposal.** The report shall contain a hazards analysis including a detailed description of the project, its relationship to the geologic hazard(s), and its potential impact upon the hazard area, the subject property, and affected adjacent properties; and

Refer to the submitted project plans and survey and geotechnical report by GeoResources (attachment 2) for information that addresses the above report requirements. The geotech reviewed the site for soils and geology, slope stability, landslide hazards, geological hazards, seismic and earthquake issues, and provided recommendations for construction techniques and erosion prevention and control. The geotech states that if the construction is completed in accordance with their recommendations that risk of damage to the proposed development, adjacent properties, and City infrastructure will be minimal (Geotech Report, pg. 10).

- d. Minimum Critical Area Buffer and Building Setback. The report shall make a recommendation for a minimum geologic hazard critical area buffer, if any, and minimum building setback, if any, from any geologic hazard based upon the geotechnical analysis.**

The geotech found the site is stable and that the proposed slope buffer reduction to 20-feet from the top-of-slope will have “no impact on the overall slope stability when compared to the undeveloped condition” (Geotech Report, pg. 13). Based on their review and recommendations, the geotech found that the steep slope areas can be mitigated by the proposed development and that based on their observations of the site the buffers from the slopes can be reduced (Geotech Report, Pg.10). The recommendations of the geotech need to be followed as proposed or revised in the future. **See conditions of approval in section X in this report.**

iv. Consistency with LUC 20.25H.145

Critical areas report – Approval of modification. Modifications to geologic hazard critical areas and critical area buffers shall only be approved if the Director determines that the modification:

- a. Will not increase the threat of the geological hazard to adjacent properties over conditions that would exist if the provisions of this part were not modified;**

As stated previously, the project avoids most of the steep slopes on the property. The construction of the private road is the only impact to steep slope areas on the property. The associated residential development and private storm drainage utility impact steep slope buffers and temporarily disturb a steep slope. The geotech found that if the project were constructed per their recommendations that the risk to adjacent property would be minimal as compared to the existing conditions (Geotech Report, pg. 10).

- b. Will not adversely impact other critical areas;**

The other critical areas on the site, streams and small wetland, are contained in the large protected tract and the slopes around these are also preserved. The residential development is located on the outer edge of the critical areas and avoids the most important critical area on site which is the stream and riparian corridor. The only impact to the stream proposed under a critical areas report is resulting from the private storm drainage outfall which is proposed to be constructed with methods to avoid disturbance. Proposed mitigation will also enhance the riparian corridor and improve vegetation diversity. No unintended impacts to other critical areas are anticipated.

- c. Is designed so that the hazard to the project is eliminated or mitigated to a level equal to or less than would exist if the provisions of this part were not modified;**

The geotech has found that overall slope stability will not be impacted compared to the undeveloped condition (Geotech Report, pg. 13). The geotech reviewed the site for risks from earthquakes that includes liquefaction, slope instability, and ground fault rupture. The geotech found “the potential for earthquake-induced slope instability is low” and that the potential for liquefaction is not significant because of the dense nature of the on-site soils and the ground water depth (Geotech Report, pg. 16). The Seattle Fault Zone has been identified to be in the vicinity of the project site. The geotech “did not observe any evidence of faulting” as part of their site examination and they found the proposed structures to have “no greater risk for ground fault surface rupture as other structures” near the fault area (Geotech Report, Pg. 16).

- d. Is certified as safe as designed and under anticipated conditions by a qualified engineer or geologist, licensed in the state of Washington;**

The geotech has found, that provided construction proceeds in accordance with their recommendations that the project poses minimal risk (Geotech Report, Pg. 10). As required in LUC 20.30P.170, the applicant shall submit a hold harmless agreement in a form approved by the City Attorney which releases the City from liability for any damage arising from the location of improvements within a critical area buffer. The hold harmless agreement is required to be recorded with King County prior to plat infrastructure permit issuance. **See conditions of approval in Section X of this report.**

- e. The applicant provides a geotechnical report prepared by a qualified professional demonstrating that modification of the critical area or critical area buffer will have no adverse impacts on stability of any adjacent slopes, and will not impact stability of any existing structures. Geotechnical reporting standards shall comply with requirements developed by the Director in City of Bellevue Submittal Requirements Sheet 25, Geotechnical Report and Stability Analysis Requirements, now or as hereafter amended;**

The applicant submitted a geotechnical report by GeoResources revised August 20, 2013. The geotech has found, that provided their recommendations are followed, that the reduction of slope buffer and the minimal impact cause by the storm drainage outfall will not increase risk of soil movement and reduce slope stability. Most of the steep slopes are on the site are avoided by the project and protected in the NGPA tract.

- f. Any modification complies with recommendations of the geotechnical support with respect to best management practices, construction techniques or other recommendations; and**

The geotech has provided “preliminary geotechnical recommendations and design criteria” in the report (Geotech Report, pg. 10).

- g. The proposed modification to the critical area or critical area buffer with any associated mitigation does not significantly impact habitat associated with species of local importance, or such habitat that could reasonably be expected to exist during the anticipated life of the development proposal if the area were regulated under this part.**

The proposal will improve the quality of habitat within the critical areas through mitigation of the riparian corridor. The proposal will not inhibit the opportunity for any species of local importance to occupy the critical areas, and will improve vegetation quality by removing invasive species and vegetation diversity. The proposal will also place a majority of the site’s significant vegetation into protected tracts which are restricted from future development and vegetation alteration.

6. Conformance with code requirements applicable to the entire project

The following performance standards are applicable to the entire project. Per the submitted geotech report by GeoResources revised August 20, 2014 and the critical areas report summary revised January 2015 the project engineers and geotech have stated that the project has been designed to fit the topography of the site and the impacts can be mitigated by the proposed development. The development on the site has been located and clustered to avoid most of the critical areas on the site.

v. Consistency with LUC 20.25H.125

Performance standards – Landslide hazards and steep slopes. In addition to generally applicable performance standards set forth in LUC 20.25H.055, development within a landslide hazard or steep slope critical area or the critical area buffers of such hazards shall incorporate the following additional performance standards in design of the development, as applicable. The requirement for long-term slope stability shall exclude designs that require regular and periodic maintenance to maintain their level of function.

- a. Structures and improvements shall minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography;**

Construction of the private road will result in change of the existing grade on the western portion of the site where the proposed residences will be located. Steep topography is mostly avoided and located in the protected tracts. The geotech notes that the future structures will utilize daylight basements and stepped foundations to preserve topography on steeper sloped lots.

- b. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation;**

The development proposed on the site has been clustered to avoid most of the major critical areas on the property. Trees have been retained wherever possible and impacts to critical areas have been designed to achieve the least impact possible. A large area of the property area will be placed into protected tracts which will maintain the most significant topography, vegetation, and habitat features.

- c. The proposed development shall not result in greater risk or a need for increased buffers on neighboring properties;**

The proposal does not increase the need for increased buffers or increase the risk for neighboring properties, as no critical areas or buffer adjacent to neighboring properties are being impacted or modified. All proposed impacts to slopes are contained on the site. The geotech states that provided their recommendations are followed that “the post developed condition will have a reduced risk of failure and decreased need for buffers” and that the site will be stabilized (Geotech Report, pg. 14).

- d. The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes where graded slopes would result in increased disturbance as compared to use of retaining wall;**

Tiered retaining walls are proposed adjacent to the private road, box culvert, and hammerhead turn around to minimize impacts on the critical area buffer. Other smaller retaining walls may be needed around housing units to adjust topography. No significantly large retaining walls or rockeries are proposed on the plans to alter topography for the residential construction.

- e. Development shall be designed to minimize impervious surfaces within the critical area and critical area buffer;**

The project is designed to avoid placement of impervious surfaces within critical

areas and buffers as much as possible. The clustering of the residential units places most of the proposed lots outside of critical areas and buffers. The alignment choices of the private road are limited, but the road has been located to have the least impact on the stream and slopes as possible.

- f. Where change in grade outside the building footprint is necessary, the site retention system should be stepped and regrading should be designed to minimize topographic modification. On slopes in excess of 40 percent, grading for yard area may be disallowed where inconsistent with this criteria;**

This site layout and house designs have been modified to minimize the use of retaining walls and significant fill/excavation. The proposal will maintain existing grades where adjacent to neighboring properties. Grading and walls may be necessary for access road construction and driveway access as part of the plat infrastructure construction.

- g. Building foundation walls shall be utilized as retaining walls rather than rockeries or retaining structures built separately and away from the building wherever feasible. Freestanding retaining devices are only permitted when they cannot be designed as structural elements of the building foundation;**

The proposed house construction methods will utilize daylight basements, tuck under construction, and stepped or stair foundations with partial crawlspaces. No freestanding walls are shown on the plans for residential construction. The only large walls proposed are to support the private road.

- h. On slopes in excess of 40 percent, use of pole-type construction which conforms to the existing topography is required where feasible. If pole-type construction is not technically feasible, the structure must be tiered to conform to the existing topography and to minimize topographic modification;**

The proposed private road will remove some steep slope critical areas as a result of the excavation needed to meet the required road slopes. No residential construction is proposed on slopes in excess of 40 percent, as the slopes will have been previously modified by the road construction. Most construction proposed avoids steep slopes entirely.

- i. On slopes in excess of 40 percent, piled deck support structures are required where technically feasible for parking or garages over fill-based construction types; and**

No construction is being proposed on slopes in excess of 40 percent.

- j. Areas of new permanent disturbance and all areas of temporary disturbance**

shall be mitigated and/or restored pursuant to a mitigation and restoration plan meeting the requirements of LUC 20.25H.210.

A mitigation plan has been provided which restores temporary disturbance and mitigates for proposed buffer reductions.

IV. PUBLIC NOTICE AND COMMENT

Application Date:	February 12, 2014
Notice of Application:	March 13, 2014
Public Notice Sign:	March 13, 2014
Minimum Comment Period:	March 27, 2014

The project was publicly noticed in the City's weekly permit bulletin and the Seattle Times on March 13, 2014. A required public meeting was held on March 20, 2014. There were numerous comments received, mostly from property owners of the adjacent neighborhood to the north and east. Comments were also received from Karen Walter with the Muckleshoot Tribe. **See all public comments received, applicant responses, and City staff responses as Attachment 7.** The public notice period included both Plat and Critical Areas Land Use Permit and comments were received concerning both requested approvals. The comments are summarized and organized by topic below with responses following.

A. Traffic, Safety, Parking, and Trails

The Transportation Department has reviewed the project and has found that the project will generate 17 new pm peak hour trips which does not warrant mitigation, except for payment of traffic impact fees and installation of standard street improvements within the site and adjacent to the site as needed. The Transportation Department reviewed the existing neighborhood and found that adding speed humps on steeper road grades is not advisable as it could lead to loss of control in wet conditions. Parking on the narrow street of 163rd Avenue, north of the project site, is allowed only on one side. If parking in that area continues to be a concern in the future, the Transportation Department will consider installation of "No Parking" signs where warranted according to established procedures. The development is required to maintain the existing trail easement to the I-90 trail and will improve it as part of the project. A public easement for access to the trail across the site is also proposed to allow public access to the trail along the proposed private road.

B. Drainage

The proposed storm drainage system has been found to be feasible by the Utility department review to grant approval of a preliminary plat. The project will need to provide the engineering to show the storm system will function under the infrastructure permit phase. The current project is only required to demonstrate the proposed drainage plan is feasible at the current stage of the project which is the intended process per Land Use Code 20.45A.170. The project is required to hold and release storm water at a rate comparable to that prior to development and also maintain hydrology and ecological functions. The project keeps the streams and their steep sloped banks intact and will not change drainage patterns. The project is governed by the code requirements in

place and cannot be required to avoid problems or issues that only have potential to become an issue.

C. Environmental Impacts, Hazards, Vegetation Preservation

The majority of the steep slopes and the streams on the site are avoided by the project and placed into protected tracts that cannot be developed in the future. The significant vegetation and trees on the site are also within the protected areas. The project will also be required to provide significant erosion controls and follow best management practices throughout construction which will be verified by City inspectors to prevent any erosion hazards or slope stability issues.

D. Stream Typing, Box Culvert, Stormwater Management and Treatment

Comments were received from the Muckleshoot Indian Tribe concerning the typing of the stream, the proposed box culvert size, and stormwater management and treatment. Since the initial proposal the project was revised to include a stormwater vault and drainage system. The proposed system will be required to meet the City's management and water quality requirements. Due to the existing topography and soils the drainage alternatives for the site are limited. The City has required the applicant to type the stream as a Type-N given the water from the stream eventually reaches Lake Sammamish. The only impact to the stream and buffer is proposed by the stream crossing in a box culvert. The culvert was sized by the applicant in consultation with State biologists from the Department of Fish and Wildlife per communication in the file.

V. TECHNICAL REVIEW

A. CLEARING & GRADING

The Clearing and Grading Division of the Development Services Department has reviewed the proposed site development for compliance with Clearing and Grading codes and standards. The Clearing and Grading staff has approved the application. **See Conditions of Approval in Section X of this report.**

B. UTILITIES

The plans generally conform to the requirements applicable to this stage of the design process. It is the applicant's responsibility to verify the accuracy all field information and data gathered for the feasibility of this project. Future Utilities permit applications for this development must comply with Bellevue Codes 24.02, 24.04 and 24.06. **See Conditions of Approval in Section X of this report.**

C. TRANSPORTATION REVIEW

1. Site Access

Access to the proposed project will be provided via construction of a new private road extending south from the southern end of the public street known as 163rd Avenue SE. Due to uneven terrain and a stream, no other vehicular connection to the public street system appears to be feasible unless access could be obtained through fully developed adjacent private property owned by others. Street names and site addresses will be determined by the City's Parcel and Address Coordinator. A

pedestrian/bicycle easement and path will provide access to the I-90 bike trail at the southeast corner of the site. **See Conditions of Approval in Section X of this report.**

2. City Code Analysis of Site Access Road

During the preapplication phase for this development, discussion occurred between the developer and the Transportation Department, with input from the City Attorney's office, as to whether the new access road into the site should be public or private. Transportation Department staff were concerned that unique features of the site's layout, including steep grades, a stream crossing, and several proposed retaining walls, might lead to disproportionate maintenance responsibilities for the City. The developer was concerned about the amount of land that would be required for public street right of way. On that basis, the developer and the Transportation Department agreed to proceed with a private road rather than a city street within the site.

Design Standard 3.A in the Transportation Department Design Manual states the following: "Access for ten or more single family lots in new subdivisions must be provided by public streets within dedicated right of way." That indicates that a plat with 17 lots should be served by a public street, which appears to conflict with the conclusion of the paragraph above. However, City code is more authoritative than the Design Manual, and Bellevue City Code 14.60.130 states that private streets will be allowed if several conditions are met as follows:

- A. *A covenant which provides for maintenance and repair of the private street by property owners has been approved by the city and recorded with King County; and*
- B. *The covenant includes a condition that the private street will remain open at all times for emergency and public service vehicles; and*
- C. *The private street would not hinder public street circulation; and*
- D. *At least one of the following conditions exists:*
 - 1. *The street would ultimately serve four or fewer lots; or*
 - 2. *The street would ultimately serve more than four lots, and the review engineer and the fire marshal determine that no other access is available. In addition, the proposed private street would be adequate for transportation and fire access needs, and the private street would be compatible with the surrounding neighborhood character; or*
 - 3. *The private street would be part of a planned unit development; or*

4. The private street would serve commercial or industrial facilities where no circulation continuity is necessary.

BCC 14.60.130 A and B above can be easily met with conditions of approval stated elsewhere in this Staff Report. BCC 14.60.130 C is not a concern for the location in question. BCC 14.60.130 D is met if only one of the four conditions stated in part D is met. Condition 14.60.130 D.2 is met since the Transportation and Fire Departments have agreed that there is no other feasible access and that a private road meeting appropriate design standards would be adequate for transportation and fire needs. In addition, the private road would be compatible with the surrounding neighborhood character. The statement in BCC 14.60.130 D.2 applies to a situation where a private road “would ultimately serve four or more lots.” That statement indicates no upper limit on the number of lots that can be served by a private road. Therefore, City code allows the Goldenwood plat to be approved with a private road serving 17 lots. **See Conditions of Approval in Section X of this report.**

3. Access Tracts and Easements

The applicant shall provide private tracts or access easements to establish vehicular access to all proposed lots. The private road shall generally comply with Design Standard 4 – Private Roads in the Transportation Department Design Manual. City Code 14.60.190.B.4 and Design Standard 14.B (4) e. require a concrete sidewalk at least five feet wide on one side of the private road. When a sidewalk is required, the private road tract or easement should generally be 30 feet wide.

At the southeastern corner of the site, an existing 15-foot wide public pedestrian and bicycle easement provides access between the Kensington Woods plat lying just to the east and the I-90 bike trail lying just to the south of the site. The existing trail and fence within this easement must be protected for public use as feasible during the clearing and grading phase and during construction of plat infrastructure and houses within the plat. If any grading or construction within the Goldenwood site impacts said easement or its boundary fence, then the developer shall restore the easement or fence to the previous condition or better. If the developer chooses to pave this path, then standard drawing DEV-20 will apply, and storm runoff from the newly paved area must be treated appropriately. Residents of the Goldenwood plat will be able to use this existing public easement to access the I-90 bike trail.

In order to facilitate public access to the I-90 bike trail, the sidewalk adjacent to the private road within the development and the connection from the private road to the existing public pedestrian and bicycle easement described above shall be included in a continuous public non-motorized easement per BCC 14.60.100. This public non-motorized easement must be referenced in the final plat document and shown on the plat map. The final plat document must include a statement that the non-motorized route and related signage within said easement shall be maintained by the Goldenwood property owners at their expense. **See Conditions of Approval in Section X of this report.**

4. Transportation Infrastructure 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 and private road improvements is required as a condition of development approval. The design of the improvements must conform to the requirements of the Americans with Disabilities Act, the Transportation Development Code (BCC 14.60), the Transportation Department Design Manual, and any requirements stated elsewhere in this Staff Report.

Specific transportation-related engineering requirements include at least the following:

1. The private road into the site must be constructed with a minimum paved width of twenty feet, curb to curb. The developer is hereby informed that on-street parking will not be allowed with a curb to curb width less than 24 feet. Parking may be allowed on one side if the width is 24 to 28 feet.
2. The private road must be built per the City's Transportation Department Design Manual Standard Drawing DEV-8, except as this development's approved engineering plans may differ from Drawing DEV-8. The pavement structure for the private road must be the same or equivalent to the pavement structure in Drawing DEV-8. Any deviation in pavement structure must be approved by the Fire Department as well as the Transportation Department. The private road shall not exceed a grade of fifteen percent at any point.
3. A sidewalk at least five feet wide is required adjacent to the new private road from the existing end of the sidewalk on 163rd Avenue SE to the point where the primary private road tract ends. The sidewalk must be ADA compliant, including wheelchair ramps at all driveway crossings, at the crossing of the turnaround, and at the ends of the sidewalk. The sidewalk cross slope shall not exceed two percent.
4. A path must be provided between the southern end of the sidewalk mentioned above and the existing public pedestrian and bicycle easement at the southeast corner of the site. If the developer chooses to pave the path within the existing public easement, then the path connecting to that easement must also be paved. Any paved path shall be constructed per standard drawing DEV-20 or approved equivalent. Any unpaved path must be consistent with standard drawings DEV-17, 18, or 19. Root barriers per standard drawings DEV-15 and 16 may be required based on field conditions. Storm water runoff from any path must be managed appropriately.
5. The public pedestrian and bicycle route through the site must be signed as a public route with directional bollards per standard drawing DEV-21. Such bollards should be located at least at each end of the route, and wherever needed within the site.
6. The connection of the private road to the existing end of 163rd Avenue SE within existing public right of way shall be constructed to public street standards per Standard Drawing DEV-8 or approved equivalent. The connection to the existing end of 163rd Avenue SE shall be constructed with a smooth transition with no

- sudden grade changes.
7. The turnaround near the end of the private road shall be consistent with Standard Drawing DEV-1
 8. The cross slope of the paved surface of the private road shall be approximately two percent, and the cross slope of the turnaround shall not exceed eight percent.
 9. Stormwater runoff on the sidewalk and private road must be handled in compliance with Utility Department standards.
 10. Driveway grades must not exceed fifteen percent and must be designed to prevent vehicles from bottoming out due to abrupt grade changes. Where feasible, sloping driveway approaches should have a landing area that does not exceed a ten percent slope for 20 feet from the edge of the private road.
 11. One or more mail box locations approved by the local postmaster must be shown on the civil engineering plans. Such locations must not be hazardous for general traffic and must not interfere with the turnaround function on the private road. Lockable clustered mail boxes are recommended, and should be installed per standard drawing DEV-11.
 12. All new or existing private or franchise utility distribution and collection systems, including power, telephone, and TV cable, shall be installed underground.
 13. Survey monuments shall be established as required by the City Surveyor and per Standard Drawing DEV-12.
 14. All relevant transportation-related Standard Drawings mentioned in this report or needed to guide construction must be included in the final engineering plans for the plat infrastructure (GE) permit.

Because the road within the site will be private, the Transportation Department will not issue specific requirements for the box culvert and the railings along the road near the culvert. However, industry standards should be considered by the developer and complied with as feasible in order to reduce liability to the developer and to future homeowners. The span of the box culvert should not exceed 20 feet. If the span does exceed 20 feet, then the box culvert would meet the WSDOT and federal definitions of a bridge, and it must be designed to meet WSDOT standards for hydraulic analysis and seismic effects. The box culvert structure will require a City of Bellevue building permit and must meet fire truck loading standards, if not more. (The developer should check with the City's Building and Fire reviewers.) On the north side of the box culvert and the adjacent retaining walls, the developer should consider installing a combination guardrail and handrail per standard drawing TE-36 behind the sidewalk. On the south side of the box culvert and adjacent retaining walls, the developer should consider installing a standard WSDOT guardrail or bridge rail.

Installation of street lighting is recommended but not required for private roads. The City of Bellevue will not be responsible for future maintenance costs or electric power costs for any street light system serving a private road.

Retaining walls adjacent to the private road shall be maintained by the property owners within the site. Any retaining wall or other private road feature that extends into the

public right of way at the existing end of 163rd Avenue SE shall also be maintained by the site's property owners, even within the public right of way. An indemnification agreement protecting the City with respect to the private road, retaining walls, or any other private road features located within the public right of way shall be signed by the initial property owner/developer and recorded against the property. Responsibility for maintenance of all private road features, including retaining walls, whether on private property or within a public street right of way, shall be specified in the final plat document, with a reference to the recorded indemnification document mentioned above. Depending on wall height and other characteristics, a retaining wall may require a City of Bellevue building permit. If a wall to be constructed within the public right of way is determined to require a building permit, then structural review by an outside consulting firm may be required at the developer's expense.

Bellevue City Code 14.60.110 states that installation of all street frontage improvements (which includes installation of the private road improvements) is required at the developer's expense prior to final approval of subdivisions. Alternatively, prior to final plat approval, the developer may provide an acceptable financial assurance device equivalent to 150% of the cost of unfinished transportation improvements. Such a financial assurance device must be on forms acceptable to the City and must be guaranteed by a financial institution acceptable to the City. **See Conditions of Approval in Section X of this report.**

5. 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 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 the development site 163rd Avenue SE is presently classified as a no-cut street. Permission to cut the paved surface of a no-cut street can be granted by the City's right of way manager, if no feasible alternative exists. **See Conditions of Approval in Section X of this report.**

6. 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 applied

for prior to issuance of any construction permit including demolition permit. **See Conditions of Approval in Section X of this report.**

D. Fire

The Fire Department has reviewed and approved the application with conditions for parking restrictions, vehicle turnaround requirements, and sprinklers in the future homes. **See Conditions of Approval in Section X of this report.**

VI. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. The Environmental Checklist submitted with the application adequately discloses expected environmental impacts associated with the project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes are expected to mitigate potential environmental impacts. Therefore, issuance of an optional Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements with the incorporation by reference of the 2009-2020 Transportation Facilities Plan Final Environmental Impact Statement (TFP EIS), dated April 2009 (available in the Records Office at City Hall). This document analyzes the transportation and air quality impacts of the City's Traffic Task Force recommendations to meet the Comprehensive Plan, Transportation Element, and Mobility Management goals.

A. EARTH AND WATER

The submitted geotechnical report by GeoResources, revised August 20, 2014 found the site covered in a six to 23 inch thick layer of topsoil and forested duff and fill material overlaying loose to medium dense silty sand with gravel. Glacial till was found under the sand/gravel layers at a depth of one and a half to six feet. Some sandier lenses were encountered at deeper levels along with dense to very dense glacial till. Based on the findings from the test pits and soil mapping of the site and immediate vicinity, glacial till underlays most of the site with advance outwash in the northern portion of the site. Some nonglacial sand and gravel is mapped north of the project site. The area of proposed development is located over glacial till soils in the Alderwood variety. The geotech found no evidence of deep seated landslide or mass wasting deposits on the site or within 300 feet of the site. Ground water levels were found to fluctuate depending upon the season, amount of rainfall, runoff and is higher in the winter months and the report provides recommendations for home construction. Seeps were identified in vicinity to the streams and the western site has a shallow perched groundwater table.

The Seattle Fault Zone has been identified to be in the vicinity of the project site. As noted previously, the geotech found no evidence of the fault on the project site during their site examination and they found the proposed project to have no greater risk due to the fault as other structures or project in the same area. The future structures will be reviewed under applicable Building codes.

The project proposes to impact steep slopes for construction of the road and remove an isolated area of steep slope. In addition, slope buffers are proposed to be modified for home construction. The majority of the slopes on site which are critical areas are proposed to be placed within protected tracts which will prevent future modification.

The stream on-site has been identified and typed as a Type-O to Type-N stream which starts on the site from off-site drainage from I-90. The stream flows off-site to the northeast and dissipates into sediments and a wetland system. The drainage continues into the City's storm system and is carried to Lake Sammamish. Given the flows eventually lead to Lake Sammamish and the nature of the channel on the site, the City is regulating the stream as a Type-N stream. The stream was previously typed as a Type-N on the adjacent parcel, west of the project site which is a church. However in multiple instances the stream disappears into sediments and has limited or no visible evidence of a stream, sediments, or any recent movement of water. While fish can and do access intermittent seasonal streams, fish use of the stream on the site does not appear to be occurring or possible.

B. PLANTS AND ANIMALS

Construction will require removal of existing trees and vegetation to allow for the proposed homes and private road. However, 65 percent of the total diameter inches of trees on site are proposed to be retained. There is use by smaller mammals and birds which is consistent with forested areas in an urban setting. However the nature of this vegetation is isolated and significantly impacted as it is totally surrounded by existing development and I-I-90 with limited connection off-site. The majority of the steep slopes and the stream and wetland on site are proposed to be placed into protected tracts. These tracts will contain the significant trees which have the most habitat potential based on evidence of woodpeckers, hawks. As mitigation for the impacts to critical areas described previously from the proposed development, planting mitigation is proposed within the tract. Fencing and signage demarking the boundary of the native growth protection area tracts is required as a condition of approval. Clearing limits and construction fencing will need to be verified by City inspection to ensure tree preservation. **See Conditions of Approval in Section X of this report.**

C. NOISE

While construction noise and increased vehicle trips are expected during the construction period, the Bellevue Noise Control Ordinance, Bellevue City Code 9.18, regulates hours of construction-related noise emanating from the site. The Ordinance provides for an exemption from the noise restrictions for the hours of 7:00 a.m. to 6:00 p.m. weekdays and 9:00 a.m. to 6:00 p.m. on Saturdays which are not legal holidays. Therefore, no specific measures to reduce noise during this period are proposed. **See Conditions of Approval in Section X of this report.**

D. TRANSPORTATION

1. Long Term Impacts

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 projected to

occur within the City between 2012 and 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 Mobility Management Areas (MMAs) for analysis purposes. The Goldenwood site lies within MMA # 10, which has a 2024 total growth projection of only 7 new single family dwelling units. This development proposes 17 new single family dwelling units. It is recognized that TFP projections fall short in this MMA in terms of residential land use; however, the TFP is updated every two years at which time land use projections can be adjusted to meet current growth trends. With this considered, the long-term transportation impacts are fully mitigated by payment of traffic impact fees.

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

2. Mid-Range Impacts

Project impacts anticipated to occur in the next six years are assessed through a concurrency analysis. The Traffic Standards Code (BCC 14.10) requires that development proposals generating 30 or more new PM peak hour trips must undergo a traffic impact analysis to determine if the concurrency requirements of the State Growth Management Act are maintained. With 17 single-family lots, this development will generate approximately 17 new PM peak hour trips; therefore, a concurrency analysis is not required.

3. Short Term Operational Impacts

City staff analyzed the short term operational impacts of this proposal in order to recommend mitigation if necessary. These impacts include traffic operations conditions during the PM peak period. The development would generate 17 new PM peak hour trips, which would all travel on 163rd Avenue SE, a public street immediately north of the site.

The adjacent segment of 163rd Avenue SE presently serves 23 existing houses and a King County wastewater pump station. Based on observations by City staff, the wastewater pump station does not appear to be staffed daily and produces negligible traffic; therefore, the pump station is not included in this discussion of traffic impacts. The 23 existing houses would generate approximately 23 PM peak hour trips at the north end of this segment of 163rd Avenue SE.

With 17 new PM peak hour trips, the proposed development would increase peak traffic on 163rd Avenue SE from 23 to 40 PM peak hour trips. That is a very low volume for an urban residential street. Therefore, the addition of 17 new houses accessing 163rd Avenue SE is not considered to create a significant negative impact regarding traffic volume.

In addition to traffic volume, public comments indicated concerns about the relatively steep grade on 163rd Avenue SE within and immediately north of the development site, the effects

of parking on a narrow segment of the street immediately north of the site, and the intersection at 163rd Avenue SE and SE 37th Street. Each concern is addressed as follows:

- Within the development site, the plans for the new private road show a grade of 14.85% approaching the northern boundary of the site. That is within City standards, which require that a new road must not exceed a slope of fifteen percent. The existing segment of 163rd Avenue SE just north of the site presently has a grade of approximately eleven percent. The change from an existing grade of eleven percent to a grade of nearly fifteen percent can be handled with a smooth transition, and the grade of the new private road will not seem to be excessively steep in comparison to the existing City street. Some citizens asked if speed humps could be installed in this area; however, speed humps are not advisable with grades exceeding eight percent. With steeper grades, vehicles might skid when crossing a speed hump under slippery conditions.
- Some citizens expressed concerns about parking on the existing segments of 163rd Avenue SE just north of the site, where 163rd Avenue SE is relatively narrow. If parking in that area continues to be a concern in the future, the Transportation Department will consider installation of No Parking signs where warranted according to established procedures.
- A concern was expressed about the intersection of 163rd Avenue SE and SE 37th Street. That intersection has slightly unusual geometry and no stop sign(s). The City's traffic operations engineering group will examine the intersection and may recommend installation of one or more stop signs or other minor revisions prior to approval of the development's plat infrastructure plans.

VII. CHANGES TO PROPOSAL DUE TO CITY REVIEW

There were options for the positioning of the road the lot layout. Based on City review the project was required to meet the intent of the conservation subdivision requirements which are to have smaller lots clustered on the site to avoid critical areas. The private road was relocated so that the stream crossing was over the stream to avoid the segments where the stream is in a steeper ravine. The proposed crossing is at a location where the stream is less defined as compared to the ravine segments. The typing of the larger stream on the site was required to be a Type-N stream per the code and the project complies with the resulting buffers. To project was required to use the zoning modifications allowed by the conservation subdivision to avoid impacts to critical areas as much as possible by consolidating development on the site to the buildable areas.

VIII. DECISION CRITERIA

A. 20.25H.075.D.3 STRUCTURE SETBACK MODIFICATION

The Director may waive or modify the structure setback on an undeveloped site as part of the permit or approval for the underlying proposal if the applicant demonstrates that:

- a. Water quality, or slope stability as documented in a geotechnical report, will not be adversely affected;**

The proposed storm system will collect water and direct it to storm vault which then drains to the larger stream. Site drainage is discussed and recommended in the project geotechnical report. The drainage system will address water quality and flow control. The slopes which drain directly to the stream are being left undisturbed and fully vegetated.

b. Encroachment into the structure setback will not disturb habitat of a species of local importance within a critical area or critical area buffer;

The red tailed hawk identified uses the area of large significant trees which are being preserved in the largest critical areas tract. The proposed setback reduction concerns lots 9, 10, and 15-17 and the private road culvert and walls. No residential structures will be located in the setback but the reduction is removing the setback from the proposed lots. The required excavation to construct the road will have already disturbed the setback area. The most significant vegetation and critical areas on the site are being maintained and protected in tracts to keep existing habitat and protect critical areas. The proposed drainage to the stream could impact vegetation within the tract which is why the drainage is proposed to be laid on the slope rather than buried. All efforts to avoid removal of trees for the drainage are required. An arborist is required to provide recommendation on the future construction plans for avoidance of trees related to the drainage line. The arborist should also observe construction of the drainage to ensure tree damage is avoided. **See conditions of approval in Section X of this report.**

c. Vegetation in the critical area and critical area buffer will not be disturbed by construction, development or maintenance activities and will be maintained in a healthy condition for the anticipated life of the development; and

No structures are proposed within the structure setback from the stream. The reduction is removing the setback from the proposed lots. As discussed previously, the proposed road construction excavation will disturb the western portion of the project site and the structure setback area. Most all areas of steep slope and stream buffer are proposed to be placed into Native Growth Protection Area Tracts to restrict future development. Critical area signs are required to be posted at the boundary of the development on lots 1, 2, 9, 10, 14-17. Signs are also required next to the open space proposed over the storm vault and adjacent to the road to inform the public. One sign is required adjacent to any abutting residential properties or spaced at 100 feet when not adjacent to residential properties. Solid fencing or split rail fencing along NGPA tract boundaries is required in order to visually separate the restricted area and limit disturbances from residential properties. **See conditions of approval in Section X of this report.**

d. Enhancement planting on the boundary between the structure setback and the critical area buffer will reduce impacts of development within the structure setback.

Mitigation planting is proposed in the protected tract to restore the stream corridor and slopes and is along the perimeter of the developed area. The planting will create the needed separation to reduced impacts within the critical area buffer. Fencing and signage is also proposed around the NGPA tract to delineate the boundary.

B. 20.25H.255 CRITICAL AREAS REPORT DECISION CRITERIA

The Director may approve, or approve with modifications, the proposed modification to the stream structure setback, steep slope buffer, and steep slopes where the applicant demonstrates:

- 1. The proposal includes plans for restoration of degraded critical area or critical area buffer functions which demonstrate a net gain in overall critical area or critical area buffer functions;**

The critical area buffer is generally comprised of a forested canopy with a shrub under story comprised significant areas of invasive species. It is proposed that mitigation be provided for all permanent disturbance and any areas of temporary impact and the retained protected tract restored. The mitigation will provide enhancement of the stream buffer, remove non-native invasive species and debris by planting the buffer with native tree and shrub species. The stream and riparian corridor will gain species, density and greater structural diversity.

- 2. The proposal includes plans for restoration of degraded critical area or critical area buffer functions which demonstrate a net gain in the most important critical area or critical area buffer functions to the ecosystem in which they exist;**

Species within the area use the critical areas for refuge, food sources, and water. By increasing the plant species diversity within the shrub layer, better shelter and a more diverse food source will be provided. Plantings have been proposed in the stream corridor to provide better access to the water source by eliminating invasive species in these areas and by providing cover for animals.

- 3. The proposal includes a net gain in stormwater quality function by the critical area buffer or by elements of the development proposal outside of the reduced regulated critical area buffer;**

Installation of tree and shrub plantings on the banks and steep slopes will promote slope stability, which helps reduce the amount of bank sloughing and turbidity within the stream channel. The submitted planting mitigation plan proposes to improve the functions and values of the stream on-site which is the most important feature as well as provide understory planting to improve vegetation diversity.

- 4. Adequate resources to ensure completion of any required restoration,**

mitigation and monitoring efforts;

Mitigation planting is required to be maintained and monitored for five years. Installation of mitigation planting will be required to occur as part of the plat infrastructure construction. Sureties will be required to ensure installation and maintenance which will be based on the cost estimate of plants and materials for the mitigation planting. The installation performance surety will be released upon Land Use inspection which verifies plants were installed per plan. The maintenance surety will be released after five years assuming restoration has been successful per the submitted maintenance and monitoring provisions. The installation and maintenance sureties for the mitigation planting are separate from the requirements of the perimeter landscaping. **See Conditions of Approval in Section X of this report.**

- 5. The modifications and performance standards included in the proposal are not detrimental to the functions and values of critical area and critical area buffers off-site; and**

The modifications and performance measures in this proposal are not detrimental to the functions and values of the steep slopes and stream on-site. The geotechnical engineer has provided recommendations for construction and buffer reduction on the site and found that the proposal has a risk level at least similar or better than if the code required buffers were applied.

- 6. The resulting development is compatible with other uses and development in the same land use district.**

The proposal is compatible with the residential uses in this land use district.

C. 20.30P.140 CRITICAL AREAS LAND USE PERMIT DECISION CRITERIA

The Director may approve, or approve with critical area and critical area buffer modifications an application for a Critical Areas Land Use Permit if:

- 1. The proposal obtains all other permits required by the Land Use Code;**

The applicant must obtain development permits to construct all of the proposed infrastructure and houses which include clearing and grading, utility, building, and other permits. Plans submitted for the development permits must reflect the plans reviewed under this approval. **See Conditions of Approval in Section X of this report.**

- 2. The proposal utilizes to the maximum extent possible the best available construction, design and development techniques which result in the least impact on the critical area and critical area buffer;**

The proposal is consistent with required performance standards for projects in steep

slope critical areas and streams. The development has been located on the least sensitive area of the site to avoid critical areas.

- 3. The proposal incorporates the performance standards of Part 20.25H to the maximum extent applicable, and ;**

As discussed in Section IV of this report, the applicable performance standards of LUC Section 20.25H are being met.

- 4. The proposal will be served by adequate public facilities including street, fire protection, and utilities; and;**

The site will be adequately served by existing public facilities.

- 5. The proposal includes a mitigation or restoration plan consistent with the requirements of LUC Section 20.25H.210; and**

The submitted restoration plan proposes to enhance the NGPA tract. The plans submitted with the clearing and grading permit needs to provide specific planting information to ensure that sufficient density is provided as stated previously. Maintenance and monitoring will occur for a 5-year period per the schedule and goals stated in the plan. Mitigation planting installation and maintenance and monitoring will be guaranteed by an installation surety which will be released after plant installation and a maintenance surety will be held for a 5 year period. **See conditions of approval in Section X of this report.**

- 6. The proposal complies with other applicable requirements of this code.**

The proposal complies with all other applicable code requirements as approved or conditioned.

D. 20.45A.130 PRELIMINARY PLAT DECISION CRITERIA

The City may approve or approve with modifications a preliminary plat if:

- 1. The preliminary 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, parks, playgrounds, sites for schools and school grounds; and**

Finding: As discussed the project preserves open space and critical areas, provides for drainage, streets, pedestrian access, trail dedication, and utilities. The project also includes an open space area for recreation which is over the buried storm vault. The plat makes provision for the public health, safety, and general welfare.

- 2. The public use and interest is served by the platting of the subdivision; and**

Finding: The preliminary plat serves the public interest by increasing the supply of homes in accordance with the Comprehensive Plan, by ensuring that environmental impacts are mitigated, by ensuring compliance with Land Use Code requirements and conformance with Comprehensive Plan policies, and by meeting the intent of a conservation subdivision by clustering the development on the site to avoid the most significant critical areas.

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

Finding: The preliminary plat considers the physical characteristics of the site by avoiding steep slopes and the stream and placing these areas into Native Growth Protection Areas. In addition, significant vegetation is preserved and protected. The site is proposed for development on the locations which are the most buildable and the project has used the flexibility provided in the Land Use Code to limit impacts.

4. The proposal complies with all applicable provisions of the Land Use Code, BCC Title 20, the Utility Codes, BCC Title 24, the City of Bellevue Development Standards and Chapter 58.17 RCW; and

Finding: As conditioned by this decision, the proposal complies with all applicable codes and standards as discussed previously in this report.

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

Finding: The site is located in the Eastgate Subarea, and designated Single-Family High Density (SF-H) per the Comprehensive Plan. The overall density of the proposal complies with the site's SF-H designation. The proposal is supported by the following goals and policies of the Comprehensive Plan.

Subarea Goals and Policies

POLICY S-EG-4. Protect and improve the stormwater quality entering public drainage systems, streams, and Phantom Lake

POLICY S-EG-7. Maintain single-family housing as the predominant residential land use in the Subarea in land area and appearance.

POLICY S-EG-14. Improve safety for pedestrians and other nonmotorized users by providing and maintaining an integrated on-street and off-street system.

POLICY S-EG-26. Maintain the Subarea's predominantly treed skyline.

Environmental Policies

POLICY EN-14. Implement monitoring and adaptive management plans for critical areas mitigation projects to ensure that the intended functions are maintained or enhanced over time.

POLICY EN-39. Restrict the runoff rate, volume, and quality to predevelopment levels for all new development and redevelopment.

POLICY EN-41. Preserve and maintain fish and wildlife habitat conservation areas and wetlands in a natural state and restore similar areas that have become degraded.

POLICY EN-45. Protect geologically hazardous areas, especially forested steep slopes, recognizing that these areas provide multiple critical areas functions.

POLICY EN-54. Utilize specific criteria in decisions to exempt specific small, isolated, or artificially created steep slopes from critical areas designation.

POLICY EN-55. Minimize and control soil erosion during and after development through the use of the best available technology and other development restrictions.

Urban Design Policies

POLICY UD-3. Encourage a variety of site and building designs which are compatible and consistent with surrounding development and that implement the policies of this Plan.

POLICY UD-16. Exemplify the Pacific Northwest character through the retention of existing vegetation and through use of native plants in new landscaping. Encourage water conservation in landscape designs.

POLICY UD-17. Consider the maintenance of existing and added vegetation in site design and development.

POLICY UD-18. Preserve significant trees and mature vegetation, with special consideration given to the protection of groups of trees and associated undergrowth, specimen trees, and evergreen trees.

POLICY UD-19. Preserve trees as a component of the skyline to retain the image of a “City in a Park.”

POLICY UD-20. Preserve and encourage open space as a dominant element of the community’s character.

POLICY UD-61. Encourage the green and wooded character of existing neighborhoods.

Housing Policies

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.

Land Use Policies:

POLICY LU-2. Support the state Growth Management Act by developing and implementing a land use vision that is consistent with the GMA goals, the regional Vision 2020, and the King County Countywide Planning Policies.

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.

POLICY LU-4. Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage.

POLICY LU-15. Encourage dedication of open space and preservation and restoration of trees and vegetation to perpetuate Bellevue's park-like setting and enhance the city's natural environment.

POLICY LU-16. Promote a variety of techniques to preserve open space and key natural features, such as sensitive site planning, conservation easements, and open space taxation.

POLICY LU-24. Encourage adequate pedestrian connections with nearby neighborhood and transit facilities in all residential site development.

As previously discussed in this report the project avoids most of the steep slopes and the streams and wetland on the site and maintains the vegetation in these areas. Preservation of the most environmentally sensitive portions of the project area and significant preservation of trees complies with the Environmental Element Policies and Urban Design Policies which are intended to integrate the natural and built environments to create a sustainable urban habitat and livable community. The proposal will provide stormwater drainage and quality controls on the water entering the public system (S-EG-4). The proposed public trail easement and construction will improve the existing trail connection to the I-90 trail and allow for additional access opportunity (S-EG-14).

- 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 modifications to the requirements of Part 20.25H, where allowed under the provisions of that Part, may be considered together with an application for a plat so long as the resulting lots may each be developed without individually requiring a variance; and

Finding: Each lot can be developed in compliance with the site development plans, which do not require a variance. The property is subject to the Critical Areas Overlay (Part 20.25H), and critical areas on site are being placed into separate Native Growth Protection Area tracts. Some critical areas and buffer are being modified by the proposal in order for the development to occur as discussed in Section IV above. **See conditions in Section X for restrictions on future variances.**

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

Finding: All necessary utilities and access are available to the property. The applicant is installing storage vaults to retain storm water that will drain to the stream on-site. All other utilities are connecting to public services. All utility construction will be required to be permitted and engineered to meet the requirements of applicable codes.

IX. CONCLUSION AND DECISION/RECOMMENDATION

After conducting the various administrative reviews associated with this proposal, including Land Use consistency, SEPA and City Code and Standard compliance reviews, the Director of the Development Services Department does hereby **approve with conditions** the Critical Areas Land Use Permit with SEPA. This approval modifies steep slopes, slope buffers, and modifies a stream buffer for access, storm drainage, and residential development.

In addition, after conducting the various administrative reviews associated with this proposal, including Land Use consistency and City Code and Standard compliance reviews, the Director of the Development Services Department does hereby **recommend approval with conditions** of the Preliminary Conservation Subdivision.

Note - Expiration of Approval: The Critical Areas Land Use Permit is combined with and subordinate to the Preliminary Conservation Subdivision which if approved by the Hearing Examiner will expire 5 years from the date of approval if no final plat application is submitted. Therefore, the Critical Areas Land Use Permit approval expires and is void if the applicant fails to file for a clearing and grading permit or other necessary development permits within 5 years of the effective date of the approval of the subdivision.

X. CONDITIONS OF APPROVAL

Codes & Ordinances

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

Applicable Ordinances	Contact Person
Clearing and Grading Code- BCC 23.76	Savina Uzunow, 425-452-7860
Construction Codes- BCC Title 23	Bldg. Division, 425-452-6864
Fire Code- BCC 23.11	Adrian Jones, 425-452-6032
Land Use Code- BCC Title 20	Reilly Pittman, 425-452-4350
Noise Control- BCC 9.18	Reilly Pittman, 425-452-4350
Sign Code- BCC Title 22B	Reilly Pittman, 425-452-4350
Transportation Code- BCC 14.60	Carl Wilson, 425-452-4228
Right of Way Use Code- BCC 14.30	Tim Stever, 425-452-4294
Utility Code- BCC Title 24	Brad Ayers, 425-452-6054

A. GENERAL CONDITIONS

The following conditions apply to all phases of development.

1. Variance Restriction

Approval by the City of this plat is a determination that each lot can be reasonably developed in conformance with the Land Use Code in effect at the time of this approval without requiring a variance. No future variance application will be accepted.

PERMIT: 14-124438-LL
AUTHORITY: Land Use Code 20.45B.130.A.6
REVIEWER: Reilly Pittman, Development Services Department

2. Obtain Permits

The applicant shall obtain all other permits for infrastructure, utilities, building and other improvements. No construction may commence until the appropriate permit is issued.

PERMIT: 14-124438-LL and 14-124437-LO
AUTHORITY: Land Use Code 20.30P
REVIEWER: Reilly Pittman, Development Services Department

3. Construction Hours

Noise related to construction is allowed from 7:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 6:00 p.m. on Saturday. Exceptions to the construction noise hours limitation contained in the Noise Control Code MAY be granted pursuant to BCC 9.18.020C.1 when necessary to accommodate construction which cannot be undertaken during exempt hours. Prolonged exposure to noise created by extended hour construction activity is likely to have a significant impact on inhabitants of surrounding residential properties during the proposed timeline for construction. In order to minimize detriment on residential uses in the immediate vicinity of the project, the Contractor shall not rely on City issuance of a blanket exemption from the Noise Control Code during the construction period. Allowances for short term work outside of normal construction

hours shall be limited and will be reviewed on a case by case basis to verify necessity and ensure appropriate noise mitigation is utilized to protect surrounding uses and properties. Written requests for exemption from the Noise Control Code must be submitted two weeks prior to the scheduled onset of extended hour construction activity. Such request shall include a noise analysis prepared by a noise consultant, including recommendations for achieving the noise limitations of the Noise Ordinance for new residential construction.

PERMIT: 14-124438-LL and 14-124437-LO
AUTHORITY: Bellevue City Code 9.18.040
REVIEWER: Reilly Pittman, Development Services Department

4. Geotechnical Recommendations

The project shall be constructed per the recommendations of the geotechnical engineer as found in the submitted geotechnical report revised August 20, 2014 or as amended as needed in the future.

PERMIT: 14-124437-LO
AUTHORITY: Land Use Code 20.30P.140
REVIEWER: Reilly Pittman, Development Services Department

5. Tree Protection Requirements

To mitigate adverse impacts to nondisturbed areas and trees to be retained during construction, conformance with BMP T101 for tree protection is required which includes:

- Clearing limits shall be established at the limit of nondisturbed areas and for retained trees within the developed portion of the site, outside of drip lines. Six-foot chain link fencing with driven posts, or an alternative approved by the Clear and Grade Inspector, shall be installed at the clearing limits prior to initiation of clearing and grading.
- No excavation or clearing should be performed within drip lines of retained trees, except as specifically approved on plans. All such work shall be done by hand to avoid damage to roots and shall be done under the supervision of an arborist approved by the city.

PERMIT: 14-124438-LL and 14-124437-LO
AUTHORITY: Land Use Code 20.20.520, Bellevue City Code 23.76.060
REVIEWER: Reilly Pittman, Development Services Department

6. Utilities

Utility Department approval of the preliminary plat application is based on the conceptual design only. Changes to the site layout may be required to accommodate the utilities after utility engineering is approved. The water, sewer, and storm drainage

systems shall be designed per the current City of Bellevue Utility Codes and Utility Engineering Standards. Utilities Department design review, plan approval, and field inspection is performed under the Utility Developer Extension Agreement (UE) and Utilities Permit Processes. All connection charges will be due with the Developer Extension Agreement prior to issuance of the permit.

PERMIT: 14-124438-LL
Authority: Bellevue City Code 24.02, 24.04, 24.06
Reviewer: Arturo Chi, Utilities 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:

- Designated truck hauling routes.
- Truck loading and unloading activities.
- Hours of construction and hauling.
- Continuity of pedestrian facilities.
- Temporary traffic control and pedestrian detour routing for construction activities.
- Street sweeping and maintenance during excavation and construction.
- Location of construction fences.
- Parking for construction workers.
- Construction vehicles, equipment, and materials in the right of way.
- 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.

PERMIT: 14-124438-LL
AUTHORITY: Bellevue City Code 14.30
REVIEWER: Tim Stever, Transportation Department

2. Site (Civil Engineering) Plans

A site civil engineering plan produced, stamped, and signed by a qualified engineer

must be approved by the City prior to clear and grading permit approval. The design of all street frontage improvements, sidewalk, and private road improvements must be in conformance with the Americans with Disabilities Act, the Transportation Development Code, the Transportation Department Design Manual, and any other requirements stated in this Staff Report. The final civil engineering plans must include all details necessary for construction of all transportation-related features, including the private road, box culvert, safety rails, retaining walls, driveway connections, the sidewalk, the pedestrian / bicycle connection to the I-90 bike path, and traffic signs or other minor traffic revisions as needed, including off-site.

PERMIT: 14-124438-LL
AUTHORITY: Bellevue City Code 14.60; Transportation Department Design Manual
REVIEWER: Carl Wilson, Transportation Department

3. No Parking and Sprinklers

These conditions shall be noted on the Clear & Grade plans before permit issuance.

- All roadways that are 24 foot wide shall have parking on one side only. The other side shall be posted and marked "Fire Lane-No Parking" per Bellevue Standards.
- The 20 foot wide road for the turnaround shall be posted and marked on both sides "Fire Lane-No Parking" per Bellevue Standards.
- The access road exceeds 12% so all homes shall be sprinklered per NFPA 13D.

PERMIT: 14-124438-LL
AUTHORITY: International Fire Code 503.3, and 503.2.7
REVIEWER: Adrian Jones, Fire Department

4. Final Landscaping Plan

A final plat landscaping plan is required for all landscaping outside of the critical area planting to be submitted which includes specific plant quantities and species in the plant schedule.

PERMIT: 14-124438-LL
AUTHORITY: Land Use Code 20.45A.130
REVIEWER: Reilly Pittman, Development Services Department

5. NGPA Fencing and Signage

The site plan submitted as part of the plat infrastructure permits shall depict split rail or other fencing on the perimeter of all NGPA tracts. One sign denoting the area is protected is required to be placed adjacent to every residential lot or spaced every 100 feet where fencing does not abut a residential lot. Signage and fencing will be verified during Land Use inspection of the landscaping and mitigation planting under the clearing and grading permit.

PERMIT: 14-124437-LO
AUTHORITY: Land Use Code 20.25H.030
REVIEWER: Reilly Pittman, Development Services Department

6. Disturbance in NGPA from Storm Drainage Outfall

The storm drainage outfall is required to avoid causing removal of significant trees within the NGPA tract. The placement above ground should aid this but boring under the steep slope or other methods should be utilized to avoid disturbance. The arborist is required to review the construction plans for the outfall to provide any recommendations for tree avoidance on an alignment plan submitted with the permit plans. If trees are found to be damaged by the construction additional mitigation planting will be required.

PERMIT: 14-124437-LO
AUTHORITY: Land Use Code 20.30P.140
REVIEWER: Reilly Pittman, Development Services Department

7. Installation Performance Sureties for Mitigation Planting

An installation performance surety is required based on 150 percent of the installed cost of mitigation planting. The amount of the surety is determined by a cost estimate submitted as part of the clearing and grading permit for plat infrastructure. The installation surety will be released upon successful Land Use inspection of the planting.

PERMIT: 14-124437-LO
AUTHORITY: Land Use Code 20.30P.160
REVIEWER: Reilly Pittman, Development Services Department

8. Maintenance Surety and 5-Year Monitoring

A maintenance surety for the mitigation planting is required based on the cost estimate for mitigation planting which includes all costs associated with maintenance and monitoring for 5 years for monitoring, maintenance activity, plant replacement, contingencies. The amount of the surety is determined by a cost estimate submitted as part of the clearing and grading permit for plat infrastructure. The maintenance surety will be released upon successful completion of the 5-year maintenance and monitoring period and inspection by Land Use.

PERMIT: 14-124437-LO
AUTHORITY: Land Use Code 20.30P.160, 20.25H.240
REVIEWER: Reilly Pittman, Development Services Department

9. Final Mitigation Plan

The submitted mitigation plan is considered a conceptual mitigation plan. A final mitigation plan is required to be submitted as part of future clearing and grading permits which will document any changes since this plan was created, correct typos,

and address the following:

- Specify planting details on species, quantity, spacing, and plant size which must be at least 9 to 12 feet on center for trees, 4 to 6 feet on center for shrubs, and 2 feet spacing for ground covers.
- Ensure plant quantity is sufficient to achieve a minimum density and area coverage which should for each 1,000 square feet should generally achieve 8 trees, 30 shrubs, and 285 ground covers.
- The final plan shall show areas of restoration for temporary construction disturbance separately from project mitigation planting.
- Provisions for temporary irrigation of vegetation for first two years of establishment.
- Provide a cost estimate to carry out the mitigation and required monitoring for five years.

PERMIT: 14-124437-LO
AUTHORITY: Land Use Code 20.30P.140
REVIEWER: Reilly Pittman, Development Services Department

10. Hold Harmless Agreement

The applicant shall submit a hold harmless agreement in a form approved by the City Attorney which releases the City from liability for any damage arising from the location of improvements within a critical area buffer in accordance with LUC 20.30P.170. The hold harmless agreement is required to be recorded with King County prior infrastructure permit issuance.

PERMIT: 14-124437-LO
AUTHORITY: Land Use Code 20.30P.170
REVIEWER: Reilly Pittman, Development Services Department

C. PRIOR TO FINAL PLAT APPROVAL

1. Final Plat Document

The face of the final plat document must include a clear statement that the internal road, sidewalk, pedestrian / bicycle connection, and all associated retaining walls, drainage facilities, culverts or bridges, railings, and all related features are privately owned and must be maintained by the homeowners at the homeowners' expense, including the connection to the existing end of 163rd Avenue SE within City right of way.

The private road shall not be gated or obstructed and must remain open at all times for emergency and public service vehicles. A note to this effect shall be placed on the face of the final plat document.

The final plat document and plat map must show the access tracts and easements, including the public pedestrian / bicycle easement connecting to the I-90 bike path.

PERMIT: 14-124438-LL
AUTHORITY: Bellevue City Code 14.60.100, and 130
REVIEWER: Carl Wilson, Transportation Department

2. Transportation Infrastructure Improvements

All street frontage and infrastructure improvements shown in the final engineering plans or required by city codes and standards must be either completed prior to approval of the final plat or provided for with a financial assurance device. Completion of the top lift of asphalt and all other transportation infrastructure items prior to completion of the homes associated with the development is allowed. Improvements must be approved by the Transportation Department inspector before they are deemed complete.

Land Use Code Section 20.40.490 allows a developer to obtain final 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 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. Financial assurance devices must be written on forms approved by the Transportation Department and backed by a financial institution acceptable to the Transportation Department.

Items to be completed or provided for by a financial assurance device prior to final plat approval include at least the following:

- The new private road, including the sidewalk, turnaround, and connection to the existing end of 163rd Avenue SE shall be constructed to meet appropriate design standards.
- As feasible, driveway 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 cross slope of the street turnaround shall not exceed 8%.
- The sidewalk shall be ADA compliant.
- A public pedestrian / bicycle route shall be provided through the site providing access to the I-90 bike trail.

- A public pedestrian / bicycle route shall be installed through the site providing access to the I-90 bike trail, consistent with details described above under Transportation Infrastructure Improvements.
- The retaining walls, box culvert, railings, and related fixtures shall be completed per approved building and engineering plans.

PERMIT: 14-124438-LL
AUTHORITY: Bellevue City Code 14.60.100, 110, 130, 150, 170, 181, 190, 210, 230, 240, 241; Transportation Department Design Manual
REVIEWER: Carl Wilson Transportation Department

3. Pavement Restoration

Near the development site 163rd Avenue SE is presently classified as a no-cut street. Permission to cut the paved surface of a no-cut street can be granted by the City's right of way manager, if no feasible alternative exists. If the developer cannot avoid cutting into the existing paved surface of 163rd Avenue SE, then the developer must contact the right of way manager prior to final plat approval. The right of way manager will determine whether grant approval for street cutting and will determine what pavement restoration will be required.

PERMIT: 14-124438-LL
AUTHORITY: Bellevue City Code 14.60.250; Design Manual Design Standard #23
REVIEWER: Tim Stever, Transportation Department

4. Survey Pipe Monuments

Permanent pipe monuments shall be set along the street centerline at all intersections, curve tangent points, and cul-de-sac radius points. Said pipe monuments shall be a 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). Locations of such monuments must be shown on the final plat map.

PERMIT: 14-124438-LL
AUTHORITY: LUC 20.45A.030; RCW 58.17.240
REVIEWER: Carl Wilson, Transportation Department

5. Impervious Surface

The maximum impervious surface coverage for each lot is required to be shown on the final plat. The impervious surface coverage based on the gross site area is also required to be shown and must be less than 50 percent.

PERMIT: 14-124438-LL

AUTHORITY: Land Use Code 20.45A.060
REVIEWER: Reilly Pittman, Development Services Department

6. Native Growth Protection Areas

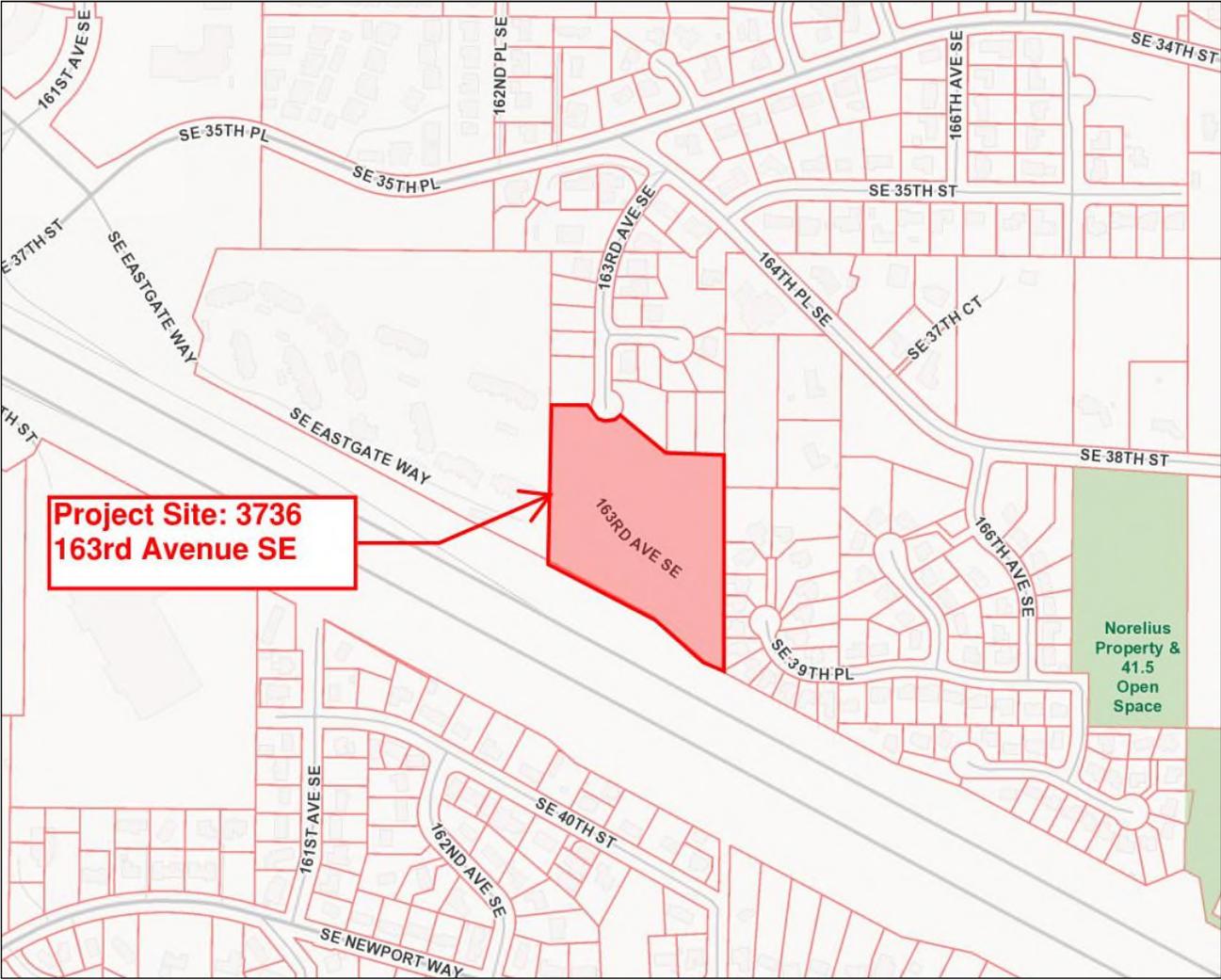
Tracts C, F, and G are to be labeled as Native Growth Protection Area tracts on the final plat. The following note is required to be placed on the final plat:

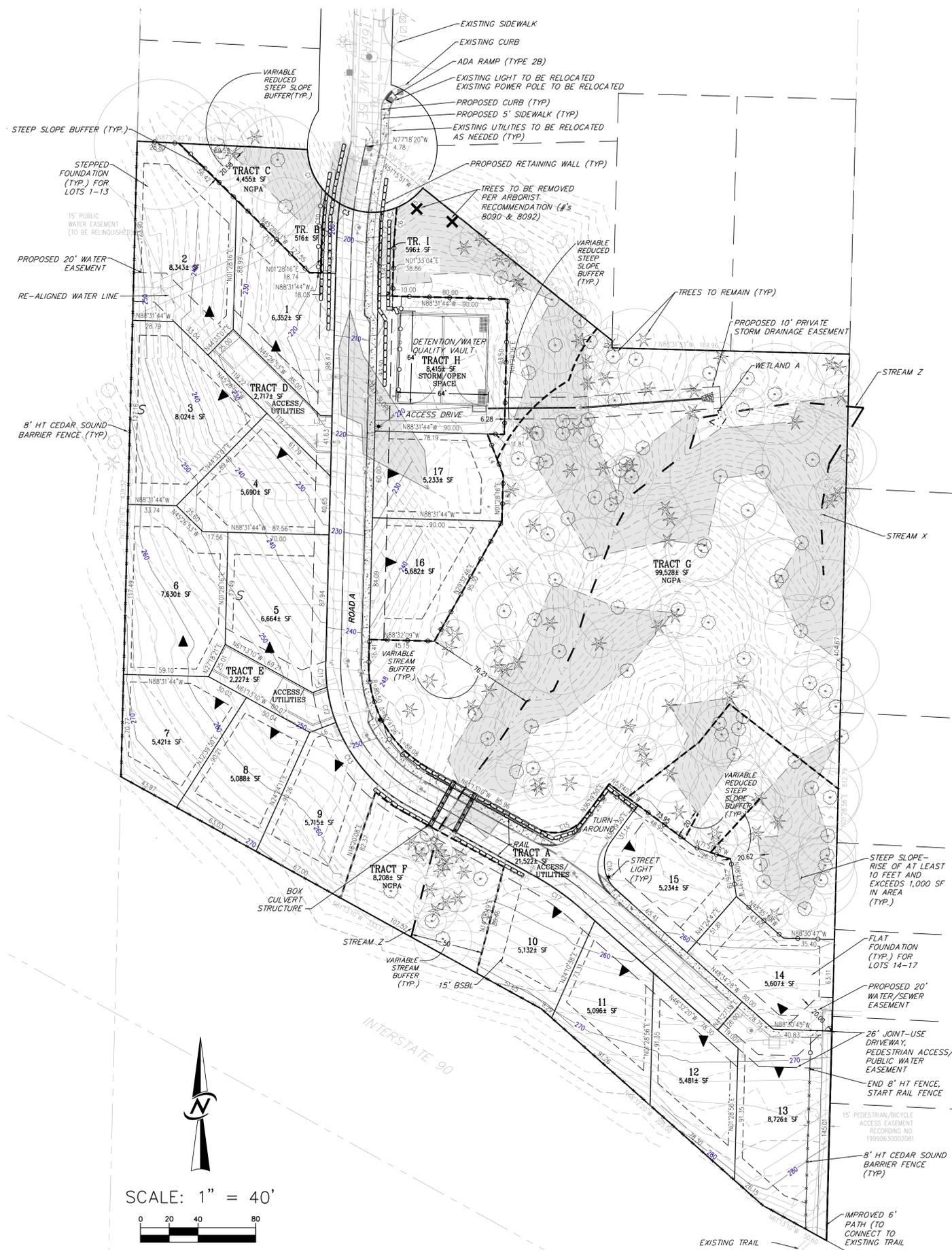
NATIVE GROWTH PROTECTION AREA (NGPA) TRACT

DEDICATION OF NATIVE GROWTH PROTECTION AREAS (NGPA) ESTABLISHES, ON ALL PRESENT AND FUTURE OWNERS AND USERS OF THE LAND, AN OBLIGATION TO LEAVE UNDISTURBED ALL TREES AND OTHER VEGETATION WITHIN THE AREA, FOR THE PURPOSE OF PREVENTING HARM TO, PROPERTY AND ENVIRONMENT, INCLUDING BUT NOT LIMITED TO CONTROLLING SURFACE WATER RUNOFF AND EROSION, MAINTAINING SLOPE STABILITY, BUFFERING AND PROTECTING PLANTS AND ANIMAL HABITAT, EXCEPT, FOR THE REMOVAL, OF DISEASED OR DYING VEGETATION WHICH PRESENTS A HAZARD OR IMPLEMENTATION OF AN ENHANCEMENT PLAN REQUIRED OR APPROVED BY THE CITY. ANY WORK, INCLUDING REMOVAL OF DEAD, DISEASED, OR DYING VEGETATION, IS SUBJECT TO PERMIT REQUIREMENTS OF THE CITY OF BELLEVUE CODES. THE OBLIGATION TO ENSURE THAT ALL TERMS OF THE NGPA ARE MET IS THE RESPONSIBILITY OF THE OWNERS OF LOTS 1 THROUGH 17. THE CITY OF BELLEVUE SHALL HAVE THE RIGHT, BUT NOT THE OBLIGATION, TO ENFORCE THE REQUIREMENTS, TERMS, AND CONDITIONS OF THIS RESTRICTION BY ANY, METHOD AVAILABLE UNDER LAW.

PERMIT: 14-124438-LL
AUTHORITY: Land Use Code 20.45A.060
REVIEWER: Reilly Pittman, Development Services Department

Goldenwood Vicinity Map





PROJECT NARRATIVE

IT IS PROPOSED THAT A 17 LOT PLAT BE DEVELOPED ON A 5.82 ACRE SITE LOCATED AT 3736 163RD AVENUE SOUTHEAST BELLEVUE. DUE TO THE PRESENCE OF CRITICAL AREAS ON SITE THE PROPOSED DEVELOPMENT WOULD GO THROUGH THE CONSERVATION SUBDIVISION PROCESS AND WOULD INCLUDE REQUESTED MODIFICATIONS TO SAID CRITICAL AREAS, AS ALLOWED UNDER LUC 20.25H.055 (PRIVATE ROADS, CULVERTS, STORMWATER FACILITIES), AND MODIFICATIONS TO CRITICAL AREA BUFFERS AND SETBACKS PER THE CRITICAL AREA REPORT PROCESS.

THROUGH THIS PROCESS THE PROJECT WILL RESULT IN AN EQUIVALENT OR BETTER PROTECTION OF ON-SITE CRITICAL AREA FUNCTIONS AND VALUES THAN WOULD RESULT FROM CONFORMANCE WITH THE CODE REQUIREMENTS, PER INCREASED PERFORMANCE STANDARDS BUILDING CONSTRUCTION AND MITIGATION. THE FINAL DELINEATED AND ADDITIONAL AREAS WILL BE DESIGNATED AS NGPA.

SITE STATISTICS (CONSERVATION SUBDIVISION)

PARCEL:	112405-9017
GROSS SITE AREA:	253,310 (5.82 AC)
ZONE:	R-5
MIN. LOT AREA:	4,680 S.F.
MIN. LOT WIDTH:	60' MIN.
MAX. LOT COVERAGE:	45%
- PROPOSED:	35%
MAX. IMPERVIOUS SURFACE:	50%
-PROPOSED:	81,660 +/- SF (APPROX 32%)
SETBACKS:	
FRONT:	10'
REAR:	15'
SIDE:	5' (10' COMBINED)
EST. CUT/FILL:	30,900 +/- CY/1,500 +/- CY

DENSITY CALCULATIONS

GROSS SITE AREA:	253,310 (5.82 AC)
ZONE:	R-5
AREAS IN CRITICAL AREAS & BUFFERS (EST.):	137,620 S.F. OR 3.16 AC
BUILDABLE AREA (EST.):	115,690 S.F. OR 2.66 AC
DEVELOPMENT FACTOR:	0.46
MAXIMUM DENSITY (5X2.66) + ((5X3.16)X0.46):	20.6 (20)
UNITS PROPOSED:	17
PROPOSED NGPE AREA:	112,191 S.F.

LEGEND

- PROPOSED EASEMENTS
- SETBACKS
- EXISTING & PROPOSED CONTOURS
- STREAMS & WETLAND
- PEDESTRIAN CIRCULATION
- VEHICULAR CIRCULATION
- STORM DRAINAGE MARKER
- SANITARY SEWER MARKER
- TELEVISION PEDESTAL
- TELEPHONE PEDESTAL
- STORM DRAINAGE CLEAN OUT
- POWER CONDUIT CLUSTER
- FOUND SURVEY MARKER AS NOTED
- TYPE 1 STORM CATCH BASIN
- TYPE 2 STORM CATCH BASIN
- SANITARY SEWER MANHOLE
- WATER VALVE
- FIRE HYDRANT
- WATER BLOW OFF
- TRAFFIC SIGN AS NOTED
- POWER MANHOLE
- POWER POLE WITH LIGHT
- FLAG XXX WETLAND FLAG LOCATION WITH FLAG NUMBER
- TEST PIT LOCATION
- DECIDUOUS TREE CW-COTTONWOOD M-MAPLE A-ALDER
- EVERGREEN TREE F-FIR C-CEDAR
- LOT DIRECTION (FRONT TOWARDS REAR)
- VBF VERTICAL BOARD FENCE
- CLF CHAIN LINK FENCE
- SS- UNDERGROUND SANITARY SEWER LINE
- S- UNDERGROUND STORM DRAINAGE LINE
- W- UNDERGROUND WATER LINE
- FENCE LINE
- SURVEY MONUMENT AS NOTED
- TREE DRIP LINE DIAMETER

PROPERTY OWNER/APPLICANT

GOLDENWOOD, LLC
105 S. MAIN STREET, #230
SEATTLE, WASHINGTON 98104
(206) 910-2728
CONTACT: BARRY MARGOLESE

CONTACT

CORE DESIGN, INC.
14711 NE 29th PL, SUITE 101
BELLEVUE, WASHINGTON 98007
(425) 885-7877

CONTACT: JOSH BEARD

LEGAL DESCRIPTION

PARCEL A OF PARKWOOD LAND BOUNDARY LINE ADJUSTMENT NO. 07-112237, AS RECORDED UNDER RECORDING NO. 20070809900012, RECORDS OF KING COUNTY, WASHINGTON.
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON

VERTICAL DATUM

NAVD 88

BENCHMARK

CITY OF BELLEVUE BENCHMARK 410- FOUND MONUMENT IN CASE AT THE INTERSECTION OF 163RD PLACE AND SE 34TH STREET
ELEVATION=132.22

NOTES

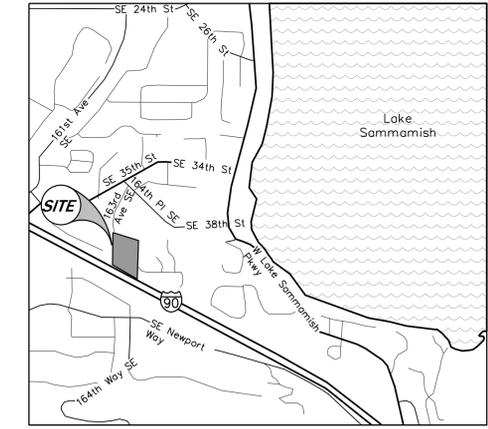
- THIS PROJECT PROPOSES MODIFICATIONS TO STEEP SLOPES AND REDUCTION OF STEEP SLOPE BUFFERS THROUGH A CRITICAL AREAS REPORT INCLUDING A PROPOSED REDUCED 20 FT BUFFER FOR ALL NON-ALLOWED USES.
- THE MINIMUM STREAM BUFFER WIDTH HAS BEEN MODIFIED TO BE MEASURED 50' FROM TOP OF BANK, WHICH HAS BEEN DETERMINED TO BE THOSE SECTIONS OF THE STREAM WITH 40% SLOPES OR GREATER.
- BOX CULVERT: CONTECH BRIDGECORE STRUCTURE TO BE SUPPORTED WITH PRECAST REINFORCED CONCRETE EXPRESS FOUNDATIONS. STRUCTURE DETAILS AND FOOTING SIZES TO BE FINALIZED DURING FINAL ENGINEERING.

SHEETS

- P01 - SITE PLAN B
- P02 - BOUNDARY & TOPOGRAPHIC SURVEY
- P03 - CRITICAL AREAS PLAN
- P04 - PRELIMINARY PLAT
- P05 - PRELIMINARY CLEARING & GRADING PLAN
- P06 - PRELIMINARY UTILITIES PLAN
- P07 - PRELIMINARY UTILITY DETAILS
- P08 - PRELIM ROAD PLAN
- P09 - PRELIMINARY LANDSCAPE PLAN

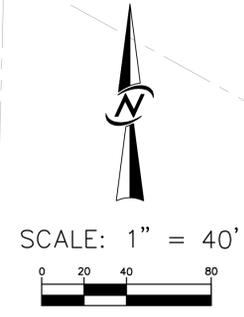
IMPERVIOUS SURFACE/LOT COVERAGE CALCS.

LOT	% IMPERV. SURFACE COVERAGE	% LOT COVERAGE	LOT AREA (SF)	MAX ALLOWED IMPERV. SURFACE AREA (SF)	MAX ALLOWED LOT COVERAGE AREA (SF)
1	50%	45%	6352	3176	2858
2	50%	45%	8343	4172	3614
3	50%	45%	8024	4012	3611
4	50%	45%	5690	2845	2561
5	50%	45%	6664	3332	2999
6	50%	45%	7631	3816	3434
7	50%	45%	5421	2711	2439
8	50%	45%	5088	2544	2290
9	50%	45%	5715	2858	2572
10	50%	45%	5132	2566	2309
11	50%	45%	5098	2548	2293
12	50%	45%	5481	2741	2466
13	50%	45%	8727	4364	3927
14	50%	45%	5607	2804	2523
15	50%	45%	5234	2617	2355
16	50%	45%	5682	2841	2557
17	50%	45%	5234	2617	2355
TOTAL AREA:			105121	52561	47304
AVG % PER LOT:				50.0%	45.0%

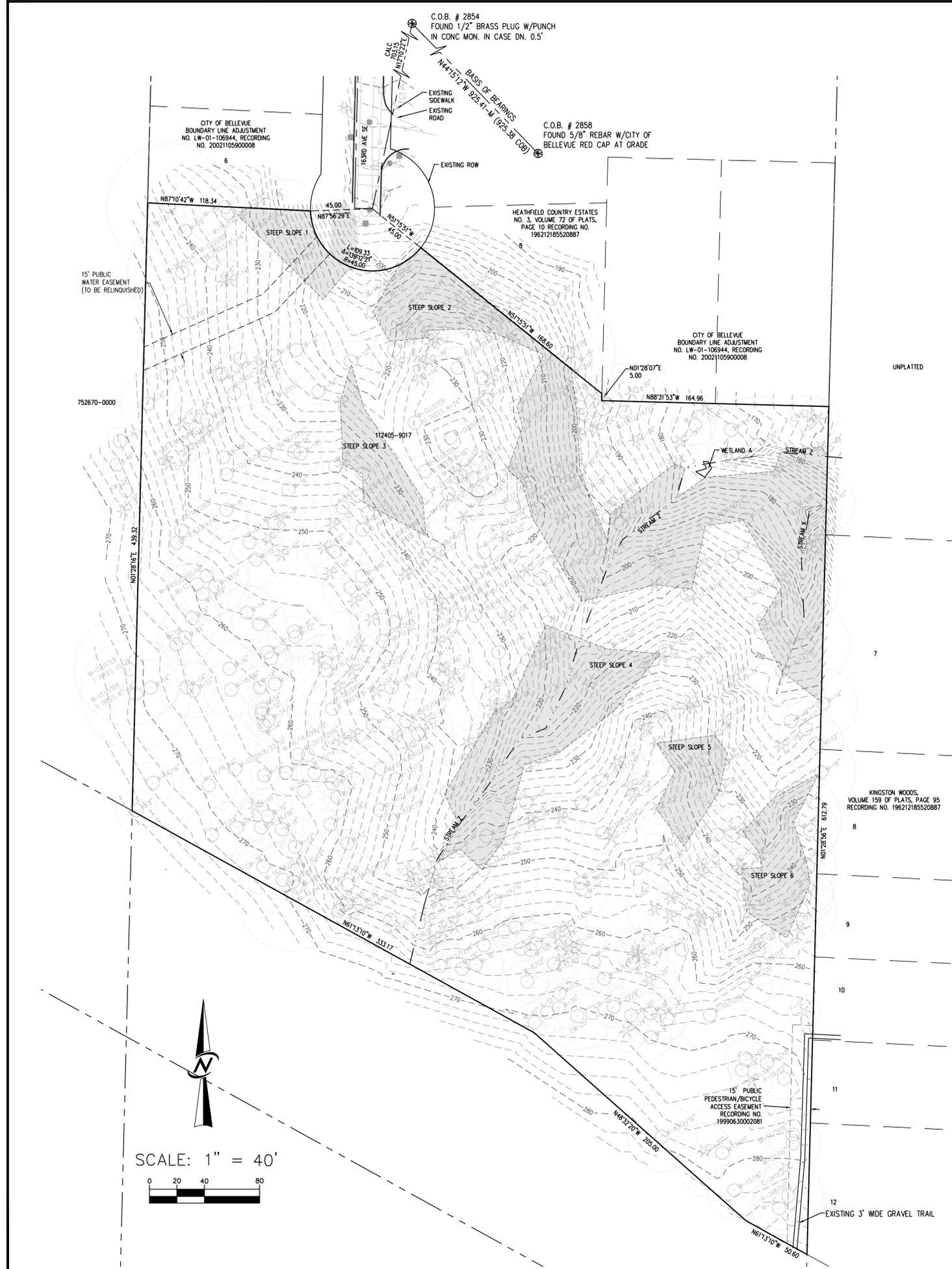


VICINITY MAP

GRID NO.: M-12
UTILITY NO.: M-12
SITE ADDRESS: 3736 163RD AVE SE



DATE: 9/20/14, 11/20/14, 1/14/15
 REVISIONS: 1 PER CITY REVIEW, 2 PER CITY REVIEW, 3 PER CITY REVIEW
 14711 NE 29th Place Suite 101, Bellevue, Washington 98007, 425.885.7877 Fax 425.885.7963
 CORE DESIGN ENGINEERING • PLANNING • SURVEYING
 SITE PLAN B, GOLDENWOOD, LLC, 105 S. MAIN STREET, #240, SEATTLE, WA 98104
 DATE: FEBRUARY 2014, DESIGNED: SHM, DRAWN: RHW/LGW, APPROVED: SHM, PROJECT MANAGER: JOSHUA P. BEARD, PLA
 SHEET: P01 OF 9, PROJECT NUMBER: 13050



VERTICAL DATUM
NAVD 88

BENCHMARK
CITY OF BELLEVUE BENCHMARK 410- FOUND MONUMENT IN CASE AT THE INTERSECTION OF 163RD PLACE AND SE 34TH STREET ELEVATION=132.22

- LEGEND**
- STORM DRAINAGE MARKER
 - SANITARY SEWER MARKER
 - TELEVISION PEDESTAL
 - TELEPHONE PEDESTAL
 - STORM DRAINAGE CLEAN OUT
 - POWER CONDUIT CLUSTER
 - FOUND SURVEY MARKER AS NOTED
 - TYPE 1 STORM CATCH BASIN
 - TYPE 2 STORM CATCH BASIN
 - SANITARY SEWER MANHOLE
 - ⊗ WATER VALVE
 - FIRE HYDRANT
 - WATER BLOW OFF
 - ⊕ TRAFFIC SIGN AS NOTED
 - WATER MANHOLE
 - POWER POLE WITH LIGHT
 - ⊗ FLAG XXX WETLAND FLAG LOCATION WITH FLAG NUMBER
 - ⊗ TEST PIT LOCATION
 - DECIDUOUS TREE
CW-COTTONWOOD
M-MAPLE
A-ALDER
 - ★ EVERGREEN TREE
F-FIR
C-CEDAR
 - ▬ VLF VERTICAL BOARD FENCE
 - ▬ CLF CHAIN LINK FENCE
 - SS- UNDERGROUND SANITARY SEWER LINE
 - S- UNDERGROUND STORM DRAINAGE LINE
 - W- UNDERGROUND WATER LINE
 - X- FENCE LINE
 - ⊕ SURVEY MONUMENT AS NOTED
 - TREE DRIP LINE DIAMETER
 - ▨ 40% SLOPES

BASIS OF BEARINGS
N44°15'12"W BETWEEN MONUMENTS FOUND IN PLACE ALONG 164TH PLACE SE DESCRIBED AS COB HORIZONTAL STATION #2854 BEING A 1/2" BRASS PLUG WITH PUNCH MARK SET IN CONCRETE DOWN ±0.5' IN A MONUMENT CASE AT THE INTERSECTION OF 164TH PLACE SE AND 163RD AVENUE SE, AND COB HORIZONTAL STATION #2858 BEING A 5/8" REBAR WITH CITY OF BELLEVUE RED CAP ON THE SOUTH SIDE OF 164TH PLACE SE ±325 FEET FROM THE INTERSECTION OF 166TH AVENUE SE AND 164TH PLACE SE/SE 38TH STREET, ±44.5' SOUTHWESTERLY OF POWER POLE NO. 3556.

REFERENCES
1. PARKWOOD LANE BOUNDARY LINE ADJUSTMENT NO. 07-112237, RECORDING NUMBER 20070809900012, KING COUNTY, WASHINGTON.

LEGAL DESCRIPTION
PARCEL A OF PARKWOOD LAND BOUNDARY LINE ADJUSTMENT NO. 07-112237, AS RECORDED UNDER RECORDING NO. 20070809900012, RECORDS OF KING COUNTY, WASHINGTON.

RESTRICTIONS

- THIS SITE IS SUBJECT TO THE TERMS AND PROVISIONS AS CONTAINED IN AN INSTRUMENT IN OFFICIAL RECORDS KING COUNTY SUPERIOR COURT CAUSE NO. 735382 WHICH, AMONG OTHER THINGS, PROVIDES: CONDEMNATION OF ACCESS TO STATE HIGHWAY NUMBER SR 90 AND OF LIGHT, VIEW AND AIR BY KING COUNTY DECREE TO THE STATE OF WASHINGTON, INSUFFICIENT INFORMATION TO LOCATE
- THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS IN AN EASEMENT GRANTED TO PUECT SOUND POWER AND LIGHT COMPANY AFFECTING A STRIP OF LAND 10 FEET IN WIDTH ACROSS AN UNDISCLOSED PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 24 NORTH, RANGE 5 EAST, W.M. FOR THE INSTALLMENT AND MAINTENANCE OF A TRANSMISSION LINE RECORDED UNDER RECORDING NUMBER 3534243, IN KING COUNTY, WASHINGTON, INSUFFICIENT INFORMATION TO LOCATE.
- THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS IN AN EASEMENT GRANTED TO THE CITY OF BELLEVUE FOR A PATHWAY FOR PEDESTRIAN AND BICYCLE ACCESS RECORDED UNDER RECORDING NUMBER 19990630002081, IN KING COUNTY, WASHINGTON, AND IS SHOWN HEREON.
- THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS CONTAINED IN THE PARKWOOD LANE BOUNDARY LINE ADJUSTMENT NO. 07112237 RECORDED UNDER RECORDING NUMBER 20070809900012, KING COUNTY, WASHINGTON.
- THIS SITE IS SUBJECT TO THE TERMS AND CONDITIONS OF A DEED EXECUTED BY MOUNTAIN DEVELOPMENT COMPANY UNDER RECORDING NUMBER 4437841, KING COUNTY, WASHINGTON, WHICH, AMONG OTHER THINGS, PROVIDES: WHEREBY THE FIRST PARTY EXPRESSLY SAVES, EXCEPTS AND RESERVES OUT OF THE GRANT HEREBY MADE, UNTO ITSELF, ITS SUCCESSORS AND ASSIGNS FOREVER, ALL ORES AND MINERALS OF ANY NATURE WHATSOEVER IN OR UPON SAID LANDS, INCLUDING COAL, OIL AND GAS, TOGETHER WITH THE RIGHT TO ENTER UPON SAID LANDS FOR THE PURPOSE OF EXPLORING THE SAME FOR SUCH ORES AND MINERALS AND FOR THE PURPOSE OF DRILLING, OPENING, DEVELOPING AND WORKING MINES AND WELLS THEREON, AND TAKING OUT AND REMOVING THEREFROM ALL SUCH ORES AND MINERALS, AND TO OCCUPY AND MAKE USE OF SO MUCH OF THE SURFACE OF SAID LAND AS MAY BE REASONABLY NECESSARY FOR SAID PURPOSE; PROVIDED THAT THE SECOND PARTY, THEIR HEIRS, REPRESENTATIVES, SUCCESSORS OR ASSIGNS SHALL BE PAID JUST AND REASONABLE COMPENSATION FOR ANY INJURY OR DAMAGE TO THE SURFACE OF SAID LAND, AND TO THE CROPS OR TO THE IMPROVEMENTS THEREON BY THE EXERCISE OF ANY RIGHTS HEREIN RESERVED; BUT PROVIDED FURTHER THAT THE EXERCISE OF SUCH RIGHTS BY THE FIRST PARTY SHALL NOT BE POSTPONED OR DELAYED PENDING REASONABLE EFFORTS TO AGREE UPON OR HAVE DETERMINED SUCH JUST AND REASONABLE COMPENSATION.

- NOTES**
- ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM OLD REPUBLIC TITLE, LTD. PLAT CERTIFICATE NO. 520713793. IN PREPARING THIS MAP, CORE DESIGN, INC. HAS CONDUCTED NO INDEPENDENT TITLE SEARCH NOR IS CORE DESIGN, INC. AWARE OF ANY TITLE ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP AND DISCLOSED BY THE REFERENCED OLD REPUBLIC TITLE, LTD. PLAT CERTIFICATE. CORE DESIGN, INC. HAS RELIED WHOLLY ON OLD REPUBLIC'S REPRESENTATIONS OF THE TITLE'S CONDITION TO PREPARE THIS SURVEY AND THEREFORE CORE DESIGN, INC. QUALIFIES THE MAP'S ACCURACY AND COMPLETENESS TO THAT EXTENT.
 - THIS SURVEY REPRESENTS VISIBLE PHYSICAL IMPROVEMENT CONDITIONS EXISTING ON MAY 21, 2013. ALL SURVEY CONTROL INDICATED AS "FOUND" WAS RECOVERED FOR THIS PROJECT IN MAY, 2013.
 - PROPERTY AREA = 253,310.71± SQUARE FEET (5.8152± ACRES).
 - ALL DISTANCES ARE IN FEET.
 - THIS IS A FIELD TRAVERSE SURVEY. A SOKKIA FIVE SECOND COMBINED ELECTRONIC TOTAL STATION WAS USED TO MEASURE THE ANGULAR AND DISTANCE RELATIONSHIPS BETWEEN THE CONTROLLING MONUMENTATION AS SHOWN. CLOSURE RATIOS OF THE TRAVERSE MET OR EXCEEDED THOSE SPECIFIED IN WAC 332-130-090. ALL MEASURING INSTRUMENTS AND EQUIPMENT ARE MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
 - UTILITIES OTHER THAN THOSE SHOWN MAY EXIST ON THIS SITE. ONLY THOSE UTILITIES WITH EVIDENCE OF THEIR INSTALLATION VISIBLE AT GROUND SURFACE ARE SHOWN HEREON. UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. UNDERGROUND CONNECTIONS ARE SHOWN AS STRAIGHT LINES BETWEEN SURFACE UTILITY LOCATIONS BUT MAY CONTAIN BENDS OR CURVES NOT SHOWN. SOME UNDERGROUND LOCATIONS SHOWN HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. CORE DESIGN ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS.

DATE	DESIGNED	DRAWN	APPROVED	PROJECT MANAGER
FEBRUARY 2014	JPB	RHW	KWS	JOSHUA P. BEARD, P.L.A.
PROJECT NUMBER 13050				

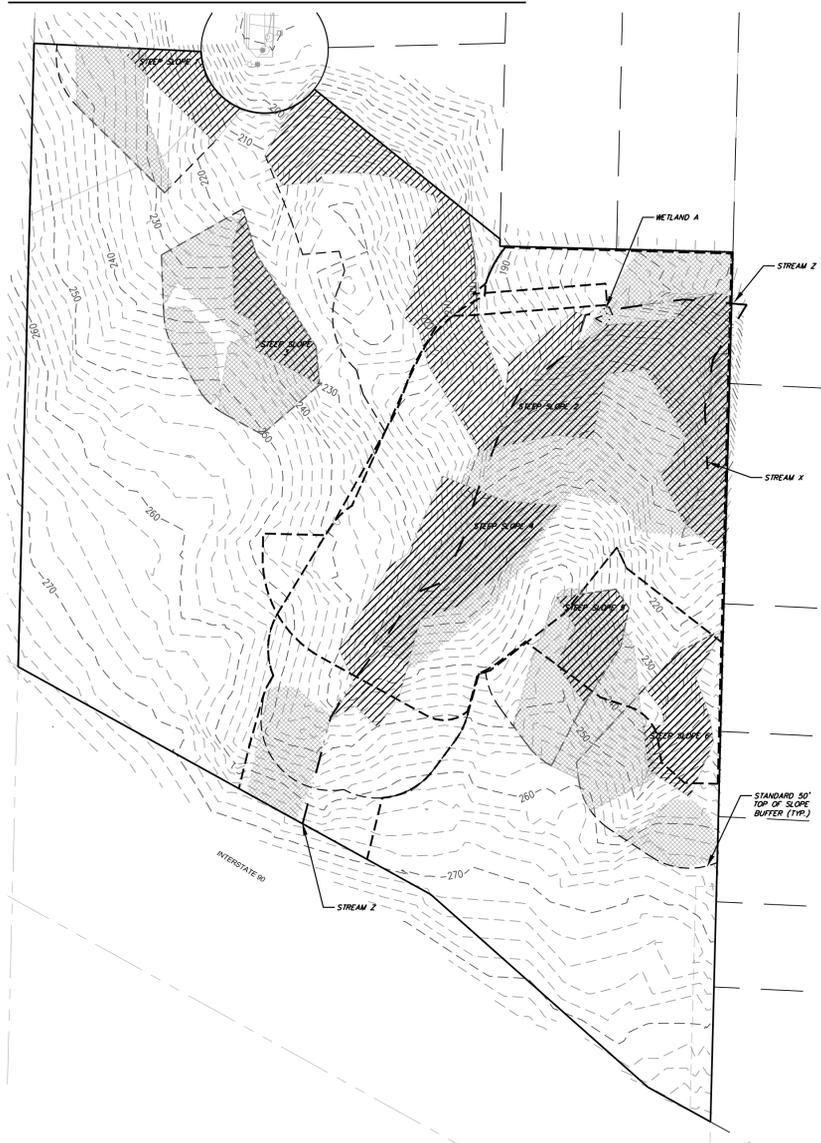
DATE	PER CITY REVIEW	PER CITY REVIEW	PER CITY REVIEW	
9/20/14	11/10/14			

14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963

CORE DESIGN
ENGINEERING • PLANNING • SURVEYING

BOUNDARY & TOPOPHOGRAPHY
GOLDENWOOD
GOLDENWOOD, LLC
105 S. MAIN STREET, #240
SEATTLE, WA 98104

EXISTING CONDITIONS



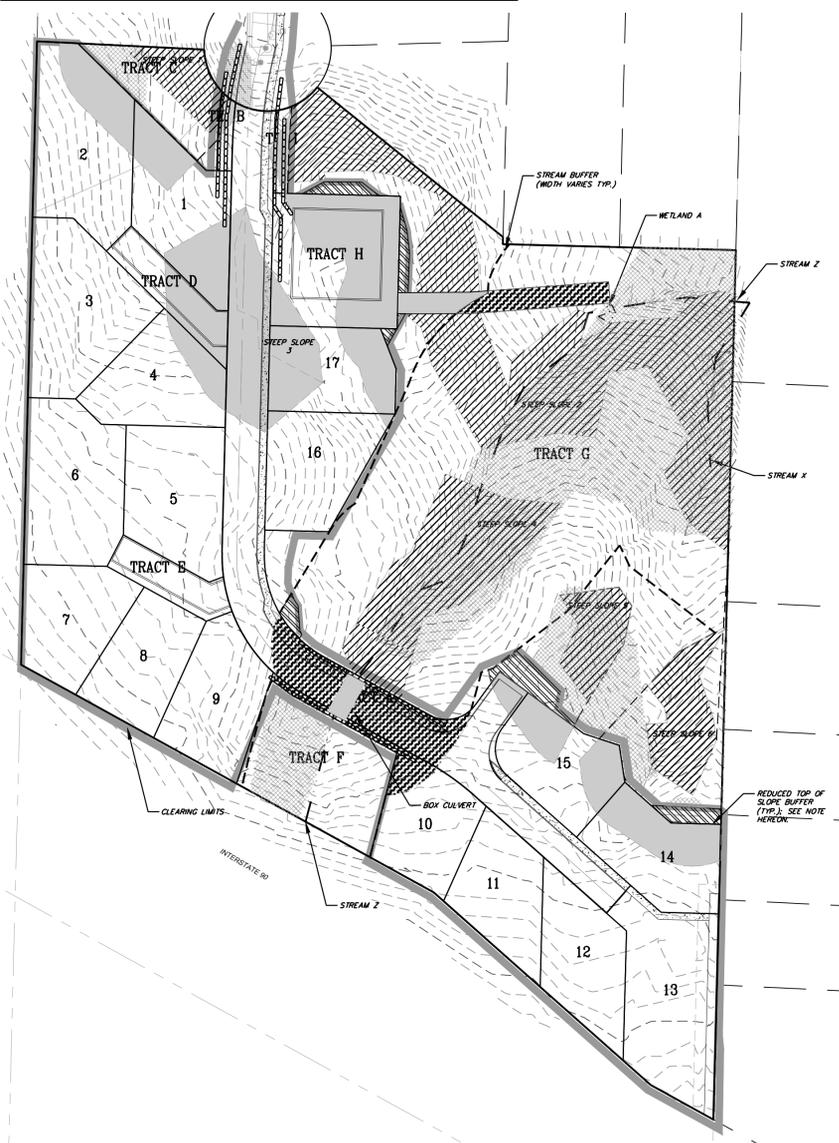
LEGEND

	STREAM
	STREAM BUFFER (VARIABLE)
	50' TOP OF SLOPE BUFFER
	40% SLOPES
	DEGRADED CRITICAL AREA/BUFFER CONDITION (PREVIOUS IMPACTS, INVASIVE SPECIES); SEE NOTE 1 HEREON.

CRITICAL AREA CALCULATIONS

GROSS SITE AREA	253,310 (5.82 AC)
AREAS IN CRITICAL AREAS & BUFFERS (EST.):	137,620 S.F. OR 3.16 AC
BUILDABLE AREA (EST.):	115,690 S.F. OR 2.66 AC
DEVELOPMENT FACTOR:	0.46
MAXIMUM DENSITY (5X2.66) + ((5X3.16)X0.46):	20.6 (20)
UNITS PROPOSED:	17

PROPOSED MODIFICATIONS/IMPACTS



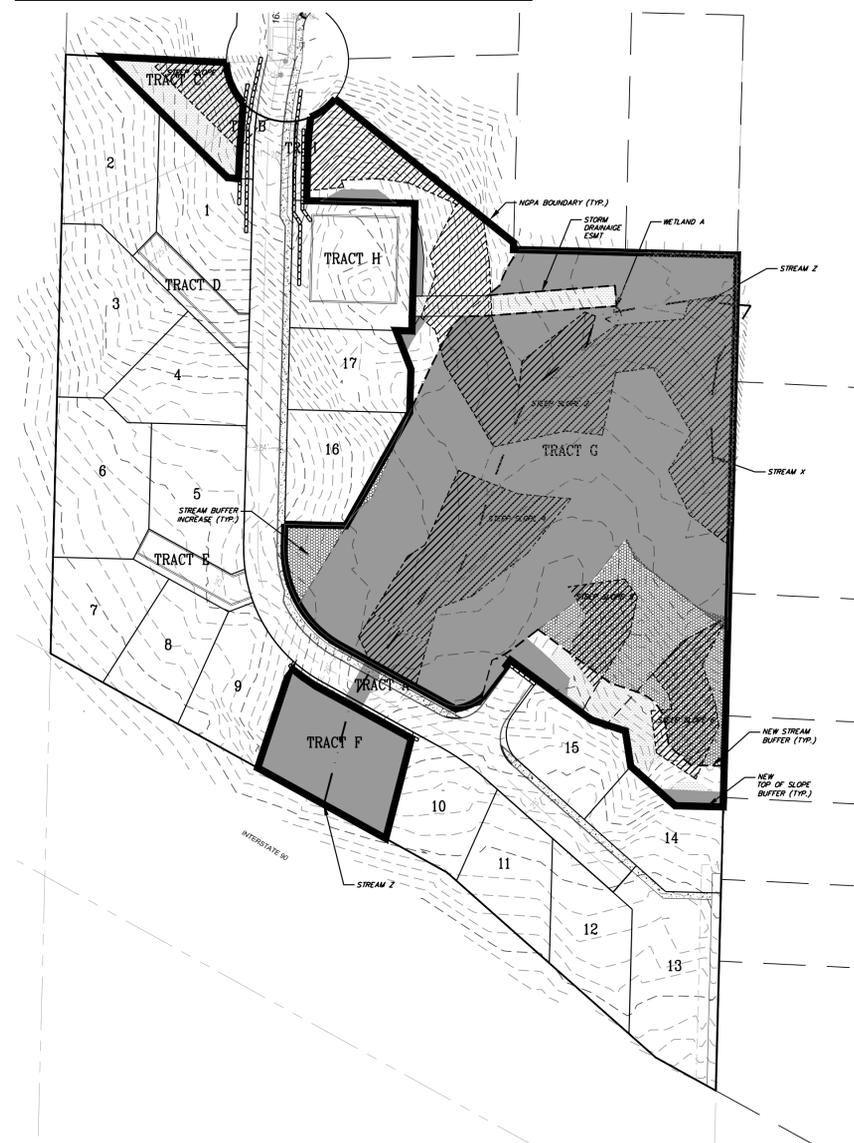
LEGEND

	ORIGINAL STREAM BUFFER TO BE REMOVED
	PERMANENT STREAM BUFFER IMPACTS
	ORIGINAL STEEP SLOPE & BUFFER TO BE REMOVED
	PERMANENT STEEP SLOPE & BUFFER IMPACTS/MODIFICATIONS
	TEMPORARY BUFFER IMPACTS
	MODIFIED STREAM & STEEP SLOPE BUFFER

MODIFICATIONS/IMPACT CALCULATIONS

PERMANENT STREAM BUFFER IMPACTED AREAS AREA:	34,774 S.F.
PERMANENT STEEP SLOPE & BUFFER IMPACTS/MODIFICATIONS:	28,115 S.F.
TOTAL PERMANENT IMPACTS:	32,528 S.F.
TEMPORARY BUFFER IMPACTS:	2,371 S.F.

PROPOSED RESTORATION/MITIGATION



LEGEND

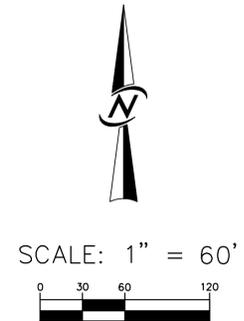
	STREAM BUFFER INCREASE/RESTORATION
	RESTORATION
	PARTIAL RESTORATION (SEE NOTE 5 HEREON)
	NEW STREAM BUFFER
	NEW STEEP SLOPE BUFFER
	NGPA BOUNDARY

RESTORATION/MITIGATION CALCULATIONS

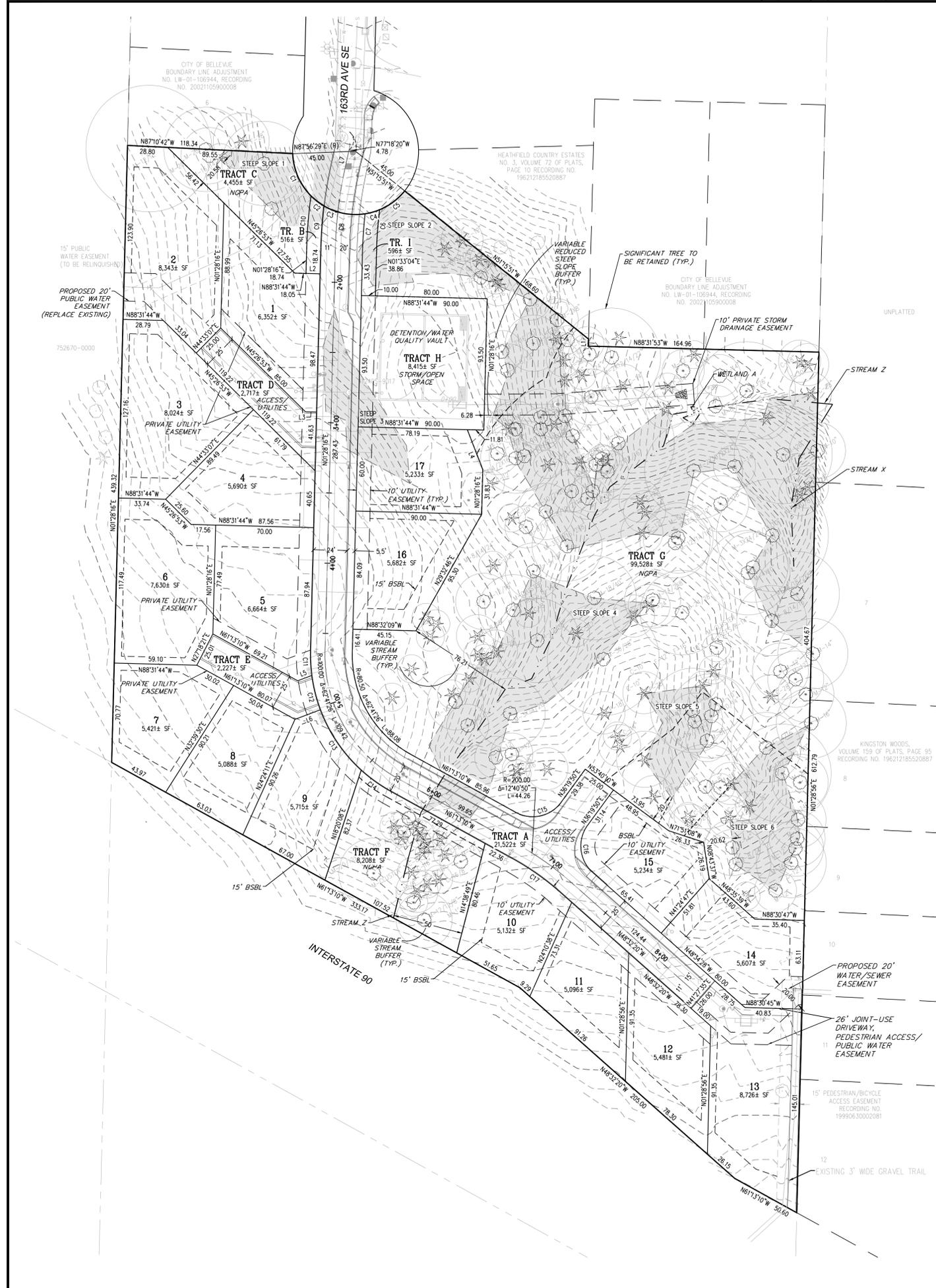
STREAM BUFFER INCREASE/RESTORATION	13,093 S.F.
RESTORATION AREA	91,330S.F.
PARTIAL RESTORATION AREA	9,615 S.F.
NGPA AREA	112,192 S.F.

NOTES

- LOCATIONS ARE BASED ON FIELD WALKS AND ARE ESTIMATES ONLY.
- DUE TO GRADING FOR ROAD AND DRAINAGE FACILITY STEEP SLOPE 3 WILL BE ELIMINATED INCLUDING ASSOCIATED BUFFER AND SETBACK.
- DUE TO GRADING FOR ROAD AND ROAD CROSSING A PORTION OF STEEP SLOPE 4 WILL BE ELIMINATED WITH THE NEW BOUNDARY TO BE ESTABLISHED ALONG THE SOUTHERN PERIMETER OF TRACT G. THE STEEP SLOPE BASED STREAM BUFFER WILL START AT THIS NEWLY ESTABLISHED BOUNDARY.
- FOR MITIGATION AND VEGETATION MANAGEMENT PLAN DETAILS SEE CRITICAL AREAS STUDY BY SOUNDVIEW CONSULTANTS.
- AREAS DISTURBED BY ACTIVITIES RELATED TO CONSTRUCTION OF STORM DRAINAGE COURSE WILL BE REPLANTED WITH NATIVE GROUND COVERS. INVASIVE SPECIES LOCATED OUTSIDE DISTURBED AREAS WILL BE REMOVED.



<p>DATE: 9/20/14 DESIGNED: CEM/JPB DRAWN: CEM APPROVED: JPB PROJECT MANAGER: JOSHUA P. BEARD, PLA</p>	<p>REVISIONS:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>1</td> <td>REMOVED PER CITY REVIEW</td> <td>11/10/14</td> </tr> <tr> <td>2</td> <td>REMOVED PER CITY REVIEW</td> <td>1/09/15</td> </tr> <tr> <td>3</td> <td>REMOVED PER CITY REVIEW</td> <td></td> </tr> </table>	NO.	DESCRIPTION	DATE	1	REMOVED PER CITY REVIEW	11/10/14	2	REMOVED PER CITY REVIEW	1/09/15	3	REMOVED PER CITY REVIEW		<p>14711 NE 29th Place Suite 101 Bellevue, Washington 98007 425.8852877 Fax: 425.8857963</p> <p>CORE DESIGN ENGINEERING • PLANNING • SURVEYING</p>	<p>CRITICAL AREAS PLAN GOLDENWOOD GOLDENWOOD, LLC 105 S. MAIN STREET, #240 SEATTLE, WA 98104</p>	<p>DATE: FEBRUARY 2014 DESIGNED: CEM/JPB DRAWN: CEM APPROVED: JPB PROJECT MANAGER: JOSHUA P. BEARD, PLA</p>	<p>SHEET OF P03 9 PROJECT NUMBER 13050</p>
NO.	DESCRIPTION	DATE															
1	REMOVED PER CITY REVIEW	11/10/14															
2	REMOVED PER CITY REVIEW	1/09/15															
3	REMOVED PER CITY REVIEW																



SITE STATISTICS (CONSERVATION SUBDIVISION)

PARCEL:	112405-9017
GROSS SITE AREA	253,310 (5.82 AC)
ZONE:	R-5
MIN. LOT AREA:	4,680 S.F.
- PROPOSED:	5,947 S.F. (AVERAGE)
MIN. LOT WIDTH:	60' MIN.
MAX. LOT COVERAGE:	45%
MAX. IMPERVIOUS SURFACE:	50%
-PROPOSED:	81,660 +/- SF (APPROX 32%)
SETBACKS:	
FRONT:	10'
REAR:	15'
SIDE:	5' MIN. (10' COMBINED)

DENSITY CALCULATIONS

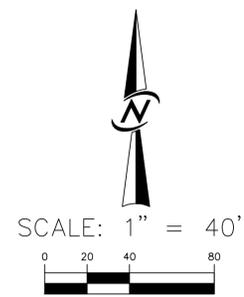
GROSS SITE AREA	253,310 (5.82 AC)
ZONE:	R-5
AREAS IN CRITICAL AREAS & BUFFERS (EST.):	137,620 S.F. OR 3.16 AC
BUILDABLE AREA (EST.):	115,690 S.F. OR 2.66 AC
DEVELOPMENT FACTOR:	0.46
MAXIMUM DENSITY (5x2.66) + ((5x3.16)x0.46):	20.6 (20)
UNITS PROPOSED:	17
PROPOSED NGPE AREA:	112,191 S.F.

NOTES

- THIS PROJECT PROPOSES MODIFICATIONS TO STEEP SLOPES AND REDUCTION OF STEEP SLOPE BUFFERS THROUGH A CRITICAL AREAS REPORT INCLUDING A PROPOSED REDUCED 20 FT BUFFER FOR ALL NON-ALLOWED USES.
- THE MINIMUM STREAM BUFFER WIDTH HAS BEEN MODIFIED TO BE MEASURED 50' FROM TOP OF BANK, WHICH HAS BEEN DETERMINED TO BE THOSE SECTIONS OF THE STREAM WITH 40% SLOPES OR GREATER.

LEGEND

- PROPOSED EASEMENTS
- SETBACKS
- EXISTING &
- PROPOSED CONTOURS
- CRITICAL AREAS
- 40% SLOPES
- STREAMS
- ☐ STORM DRAINAGE MARKER
- ☐ SANITARY SEWER MARKER
- ☐ TELEVISION PEDESTAL
- ☐ TELEPHONE PEDESTAL
- ☐ STORM DRAINAGE CLEAN OUT
- POWER CONDUIT CLUSTER
- FOUND SURVEY MARKER AS NOTED
- ☐ TYPE 1 STORM CATCH BASIN
- ☐ TYPE 2 STORM CATCH BASIN
- SANITARY SEWER MANHOLE
- ⊗ WATER VALVE
- FIRE HYDRANT
- WATER BLOW OFF
- TRAFFIC SIGN AS NOTED
- WATER MANHOLE
- POWER POLE WITH LIGHT
- FLAG XXX WETLAND FLAG LOCATION WITH FLAG NUMBER
- ☐ TEST PIT LOCATION
- DECIDUOUS TREE
CW-COTTONWOOD
M-MAPLE
A-ALDER
- ★ EVERGREEN TREE
F-FIR
C-CEDAR
- VBV VERTICAL BOARD FENCE
- CLF CHAIN LINK FENCE
- SS- UNDERGROUND SANITARY SEWER LINE
- S- UNDERGROUND STORM DRAINAGE LINE
- W- UNDERGROUND WATER LINE
- X- FENCE LINE
- ⊕ SURVEY MONUMENT AS NOTED
- TREE DRIP LINE DIAMETER



PROPERTY OWNER/APPLICANT

GOLDENWOOD, LLC
105 S. MAIN STREET, #230
SEATTLE, WASHINGTON 98104
(206) 910-2728
CONTACT: BARRY MARGOLESE

CONTACT

CORE DESIGN, INC.
14711 NE 29TH PL, SUITE 101
BELLEVUE, WASHINGTON 98007
(425) 885-7877
PROJECT MANAGER: JOSH BEARD
SURVEYOR: KENNETH WILLIAM SHIPLEY, PLS 38488

LEGAL DESCRIPTION

PARCEL A OF PARKWOOD LAND BOUNDARY LINE ADJUSTMENT NO. 07-112237, AS RECORDED UNDER RECORDING NO. 20070809900012, RECORDS OF KING COUNTY, WASHINGTON.
SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON

VERTICAL DATUM

NAVD 88

BENCHMARK

CITY OF BELLEVUE BENCHMARK 410- FOUND MONUMENT IN CASE AT THE INTERSECTION OF 163RD PLACE AND SE 34TH STREET ELEVATION=132.22

BASIS OF BEARINGS

N44°15'12"W BETWEEN MONUMENTS FOUND IN PLACE ALONG 164TH PLACE SE DESCRIBED AS COB HORIZONTAL STATION #2854 BEING A 1/2" BRASS PLUG WITH PUNCH MARK SET IN CONCRETE DOWN ±0.5' IN A MONUMENT CASE AT THE INTERSECTION OF 164TH PLACE SE AND 163RD AVENUE SE, AND COB HORIZONTAL STATION #2858 BEING A 5/8" REBAR WITH CITY OF BELLEVUE RED CAP ON THE SOUTH SIDE OF 164TH PLACE SE ±329 FEET FROM THE INTERSECTION OF 166TH AVENUE SE AND 164TH PLACE SE/SE 38TH STREET, ±44.5 SOUTHWESTERLY OF POWER POLE NO. 3656.

TREE TABLE

SPECIES	TOTAL WEIGHING DIAMETER
ALDER	143
CEDAR	1,860
COTTONWOOD	158
FIR	886
MAPLE	6,383
EXISTING INCHES TOTAL	9,430
REDD INCHES TO SAVE	1,418
PROPOSED INCHES SAVED	6,170

TRACT USE TABLE (ALL TRACTS ARE PRIVATE)

TRACT A	ACCESS & UTILITY
TRACT B	OPEN SPACE
TRACT C	NGPA
TRACT D	ACCESS & UTILITY
TRACT E	ACCESS & UTILITY
TRACT F	NGPA
TRACT G	NGPA
TRACT H	STORM & OPEN SPACE
TRACT I	OPEN SPACE

LINE & CURVE TABLE			
TAC #	RADIUS	BEARING/DELTA	LENGTH
C1	45.00	42°41'23"	33.53
C2	45.00	14°47'50"	11.62
C3	45.00	39°03'02"	30.67
C4	45.00	13°48'36"	10.85
C5	45.00	28°51'28"	22.66
C6	270.50	4°46'10"	22.52
C7	280.50	5°03'31"	24.76
C8	300.00	11°13'24"	58.77
C9	310.50	5°29'04"	29.72
C10	320.50	6°32'54"	36.63
C11	110.50	9°00'25"	17.37
C12	110.50	13°04'34"	25.22
C13	110.50	27°15'31"	52.57
C14	110.50	13°20'56"	25.74
C15	25.00	82°27'28"	35.98
C16	25.00	84°51'48"	37.03
C17	189.50	12°40'50"	41.94
L1	N01°28'07"E 5.00		
L2	N88°31'44"W 10.00		
L3	N88°31'44"W 7.92		
L4	N21°16'18"W 30.55		
L5	N69°23'17"E 10.64		
L6	N69°23'17"E 19.28		
L7	N12°41'40"E 11.81		

DATE: 5/22/14

DESIGNED: JPB

DRAWN: RMW

APPROVED: KWS

PROJECT MANAGER: JOSHUA P. BEARD, PLA

NO. 1 UPDATED MAP PER CITY COMMENTS

NO. 2 PER CITY REVIEW

NO. 3 PER CITY REVIEW

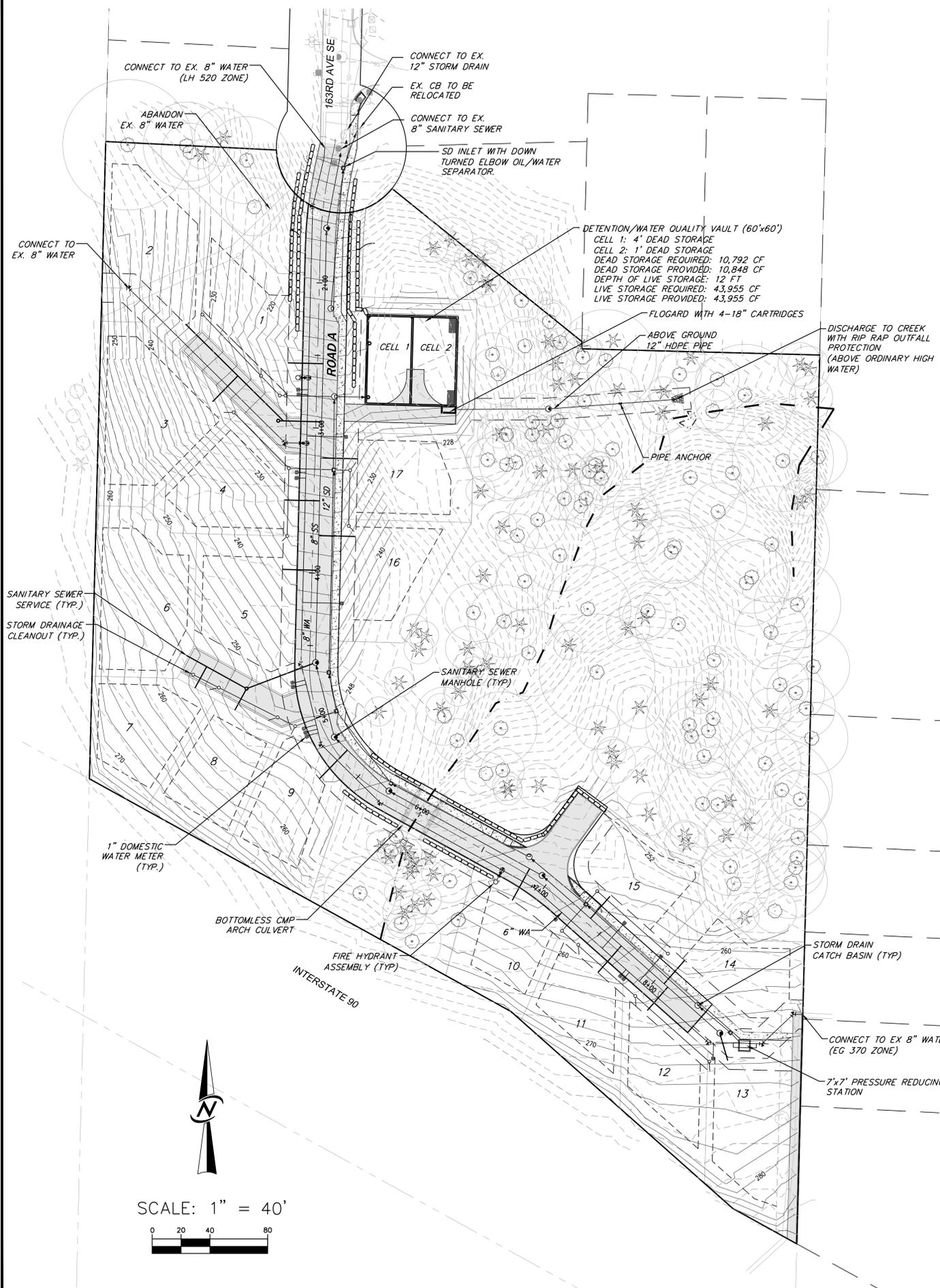
14711 NE 29th Place Suite 101
Bellevue, Washington 98007
425.885.7877 Fax 425.885.7963

PRELIMINARY PLAT
GOLDENWOOD
GOLDENWOOD, LLC
105 S. MAIN STREET #240
SEATTLE, WA 98104

DATE: FEBRUARY 2014

SHEET: P04 OF 9

PROJECT NUMBER: 13050



VERTICAL DATUM

NAVD 88

BENCHMARK

CITY OF BELLEVUE BENCHMARK 410- FOUND MONUMENT IN CASE AT THE INTERSECTION OF 163RD PLACE AND SE 34TH STREET ELEVATION=132.22

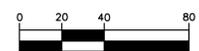
BASIS OF BEARINGS

N44°15'12"W BETWEEN MONUMENTS FOUND IN PLACE ALONG 164TH PLACE SE DESCRIBED AS COB HORIZONTAL STATION #2854 BEING A 1/2" BRASS PLUG WITH PUNCH MARK SET IN CONCRETE DOWN ±0.5" IN A MONUMENT CASE AT THE INTERSECTION OF 164TH PLACE SE AND 163RD AVENUE SE, AND COB HORIZONTAL STATION #2858 BEING A 5/8" REBAR WITH CITY OF BELLEVUE RED CAP ON THE SOUTH SIDE OF 164TH PLACE SE ±325 FEET FROM THE INTERSECTION OF 166TH AVENUE SE AND 164TH PLACE SE/SE 38TH STREET, ±44.5 SOUTHWESTERLY OF POWER POLE NO. 3656.

LEGEND

- STORM DRAIN PIPE - 12" LCPE*
 - TYPE I CATCH BASIN
 - TYPE I CATCH BASIN w/ SOLID LOCKING LID
 - ▣ TYPE I CATCH BASIN w/ THRU-CURB FRAME
 - TYPE II CATCH BASIN
 - TYPE II CATCH BASIN w/ SOLID LOCKING LID
 - ◻ TYPE II CATCH BASIN w/ THRU-CURB FRAME
 - STORM DRAIN SERVICE - 6" OR 8" LCPE*
 - STORM DRAIN CLEANOUT
 - LOT/ROOF DRAIN SHEET FLOW SPREADER
 - SANITARY SEWER - 8" PVC*
 - SANITARY SEWER SERVICE - 6" PVC*
 - SANITARY SEWER MANHOLE
 - SANITARY SEWER CLEANOUT
 - WATER MAIN
 - WATER METER & SERVICE - 2" PVC
 - FIRE HYDRANT
- *PIPE SIZE & MATERIAL ARE TYPICAL, UNLESS NOTED OTHERWISE.
- - - PROPOSED EASEMENTS
 - - - SETBACKS
 - - - EXISTING & PROPOSED CONTOURS
 - - - STREAMS
 - ▨ PEDESTRIAN CIRCULATION
 - ▩ VEHICULAR CIRCULATION
 - EXISTING TREE TO REMAIN

SCALE: 1" = 40'



NO.	REVISIONS	DATE
1	PER CITY REVIEW	9/20/14
2	PER CITY REVIEW	11/10/14
3	PER CITY REVIEW	1/14/15



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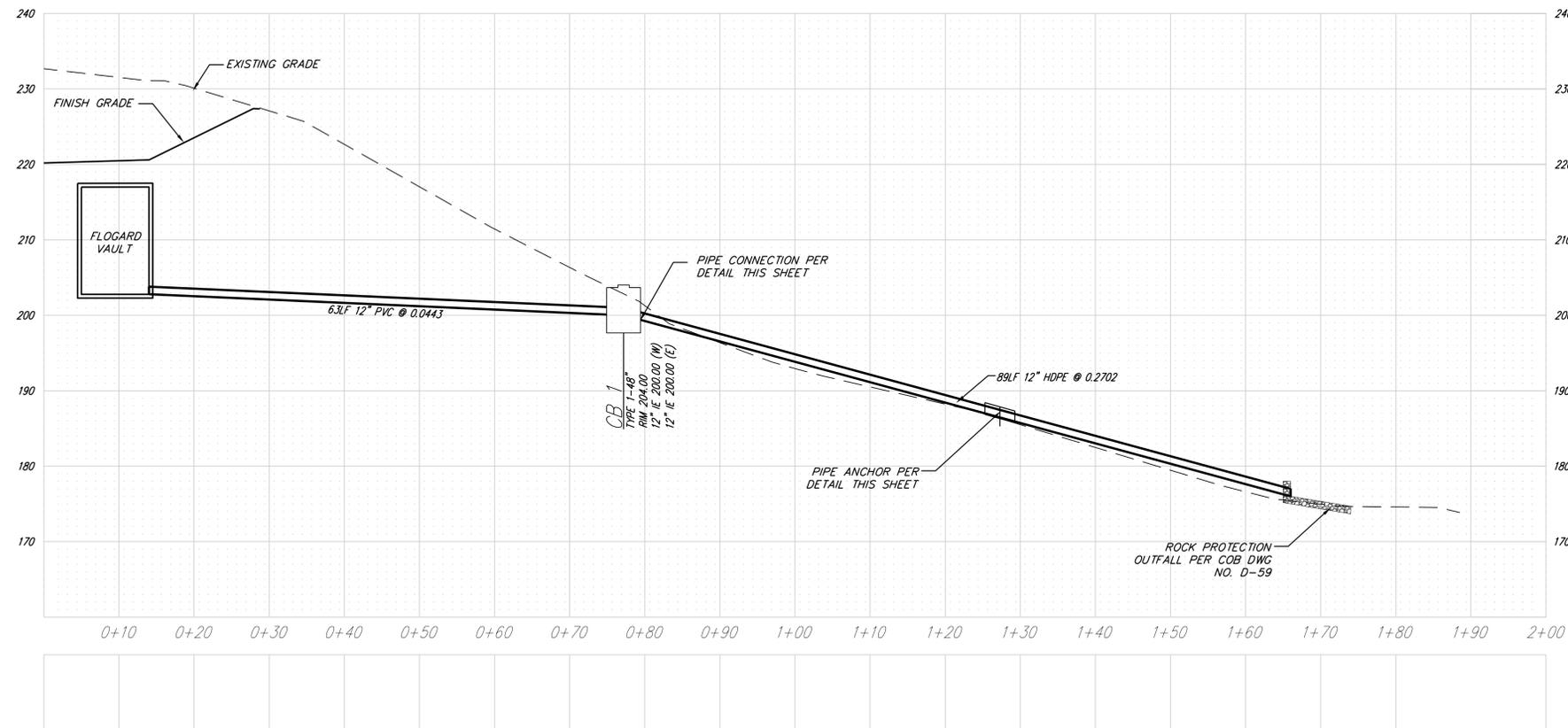


PRELIM UTILITY PLAN
GOLDENWOOD, LLC
105 S. MAIN STREET #240
SEATTLE, WA 98104

DATE	FEBRUARY 2014
DESIGNED	SHM
DRAWN	RHW/LGW
APPROVED	SHM
PROJECT MANAGER	JOSHUA P. BEARD, PLA

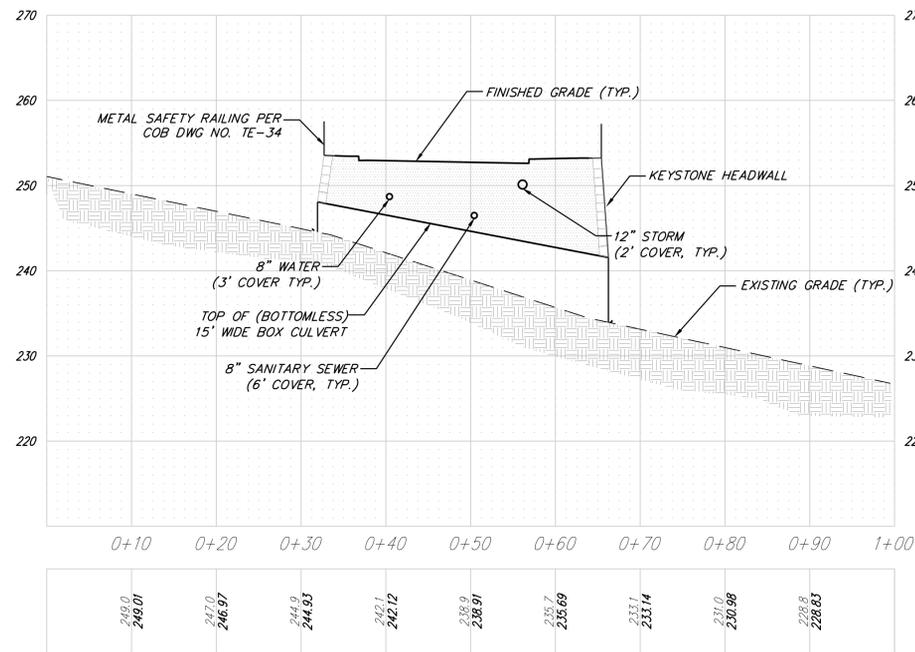
SHEET	OF
P06	9
PROJECT NUMBER	
13050	

01-14-15



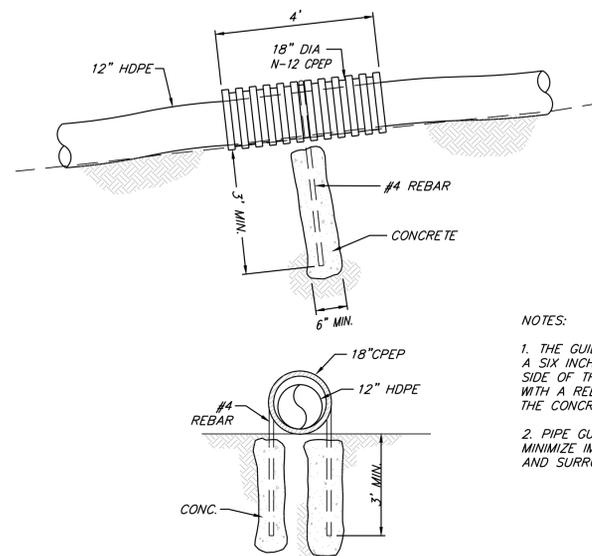
VAULT OUTLET

1"=10' (HORIZONTAL AND VERTICAL)



BOX CULVERT PROFILE

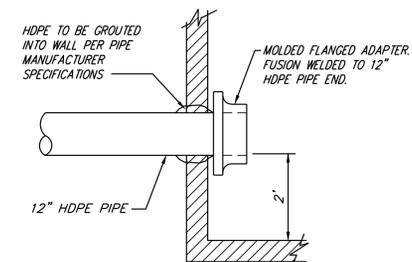
1"=10' (HORIZONTAL AND VERTICAL)



PIPE ANCHOR DETAIL

NO SCALE

- NOTES:
1. THE GUIDES WILL BE PLACED BY HAND EXCAVATING A SIX INCH WIDE, THREE FOOT DEEP HOLE ON EACH SIDE OF THE PIPE, PLACING CONCRETE IN THE HOLE WITH A REBAR STAPLE ACROSS THE PIPE AND INTO THE CONCRETE.
 2. PIPE GUIDES SHALL BE PLACED AT LOCATIONS THAT MINIMIZE IMPACTS TO THE EXISTING GROUND SURFACE AND SURROUNDING VEGETATION.



PIPE CONNECTION TO CB 1

NO SCALE

SWPE PIPE SHALL BE PE 340B. SWPE PIPE SHALL COMPLY WITH THE REQUIREMENTS OF TYPE III PE 340B AND HAVE AN ASTM D3350 CELL CLASSIFICATION OF 345434C OR 345534C, AS MANUFACTURED BY PHILLIPS DRISCOPE PIPE, INC. OR EQUAL.

NO.	REVISIONS	DATE
1	PER CITY REVIEW	9/20/14
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3	PER CITY REVIEW	1/14/15



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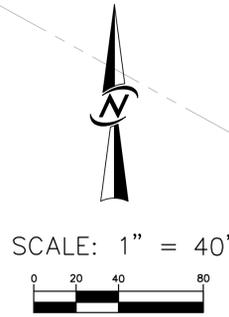


UTILITY DETAILS
GOLDENWOOD, LLC
 105 S. MAIN STREET #240
 SEATTLE, WA 98104

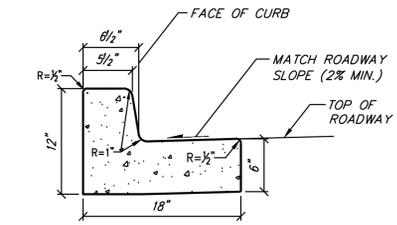
DATE	FEBRUARY 2014
DESIGNED	SHM
DRAWN	R/W/LGW
APPROVED	SHM
PROJECT MANAGER	JOSHUA P. BEARD, P.L.A.

SHEET	OF
P07	9
PROJECT NUMBER	13050

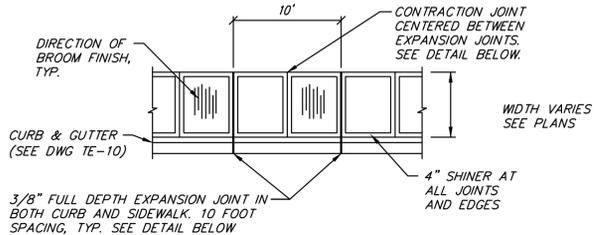
01-14-15



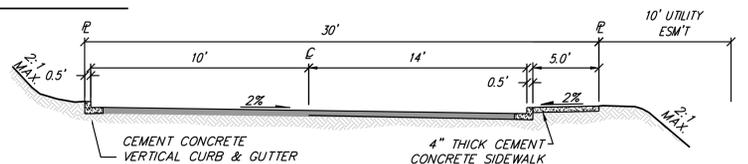
- LEGEND**
- PROPOSED EASEMENTS
 - - - - SETBACKS
 - - - - EXISTING & PROPOSED CONTOURS
 - CRITICAL AREAS
 - 40% SLOPES
 - STREAMS
 - PEDESTRIAN CIRCULATION
 - VEHICULAR CIRCULATION
 - ★ STREET LIGHT



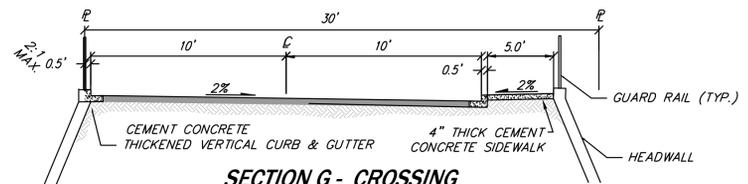
CEMENT CONCRETE TRAFFIC CURB AND GUTTER
NO SCALE



PLAN - CURBSIDE SIDEWALK
NO SCALE

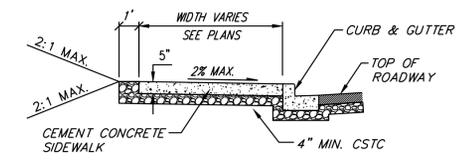


SECTION F - ROAD A
NO SCALE

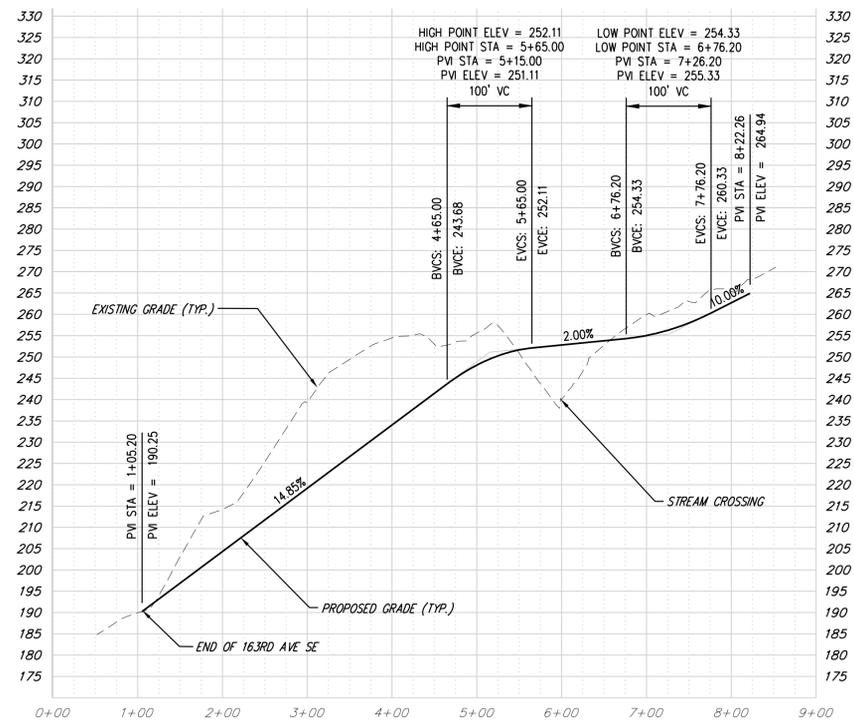


SECTION G - CROSSING
NO SCALE

- ONSITE PAVEMENT SECTION (PER COB DWG NO DEV-8)**
NO SCALE
- 2" MINIMUM COMPACTED DEPTH HOT MIX ASPHALT CLASS 1/2" PG 64-22
 - 4" MINIMUM COMPACTED DEPTH HOT MIX ASPHALT CLASS 1/2" PG 64-22
 - 4" MINIMUM COMPACTED DEPTH CRUSHED SURFACING TOP COURSE
 - 12" GRAVEL BASE CLASS "B" MAY BE REQUIRED DEPENDING ON SOILS CONDITION.
 - COMPACTED SUBGRADE, FREE OF FINE-GRAINED OR ORGANIC SOILS.



SECTION - CURBSIDE SIDEWALK
NO SCALE



ROAD A PROFILE
HORIZ SCALE 1"=100'
VERT. SCALE 1"=20'

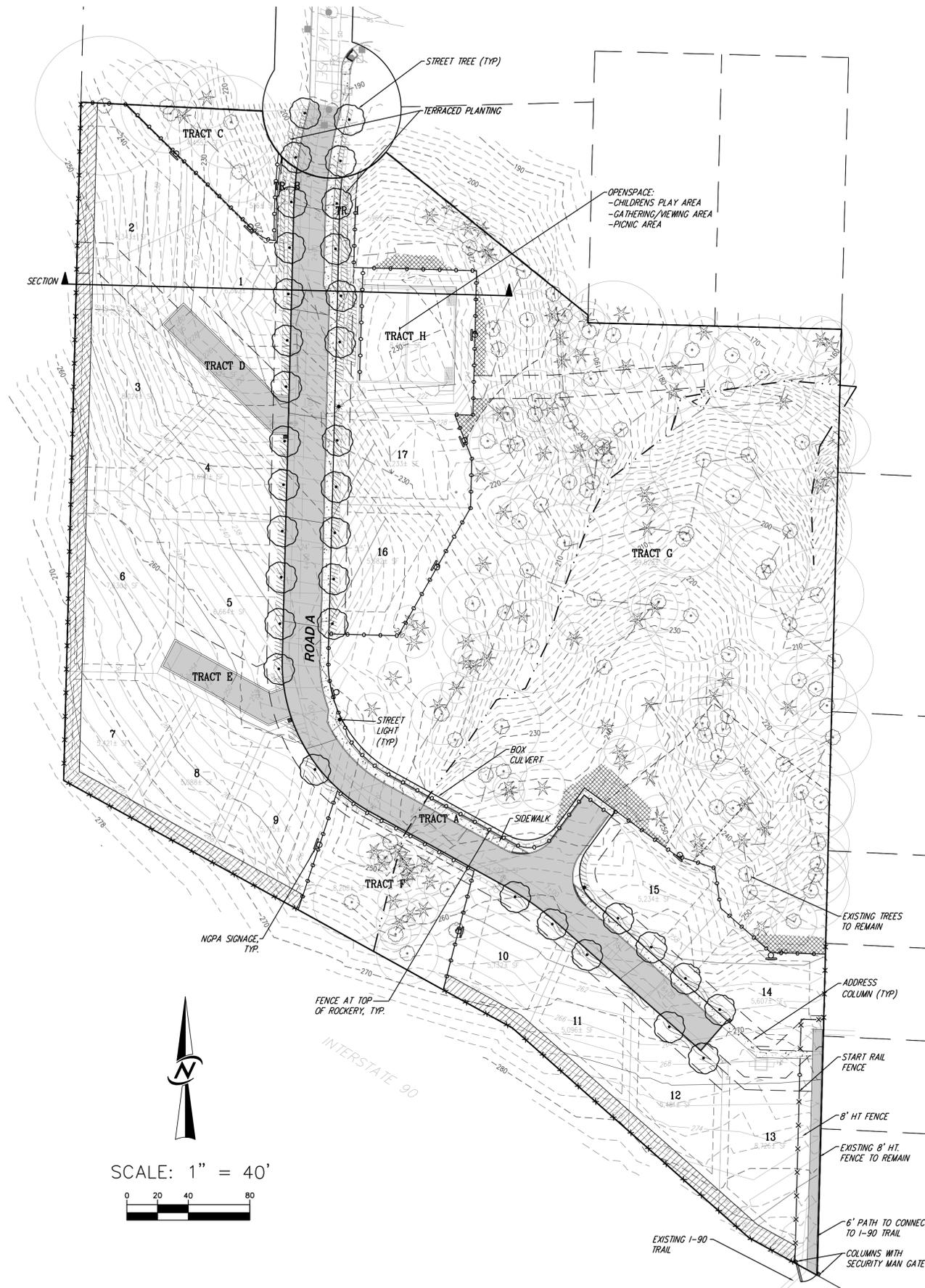
DATE	8/20/14	
DESIGNED	SHM	
DRAWN	RHW/LGW	
APPROVED	SHM	
PROJECT MANAGER	JOSHUA P. BEARD, P.L.A.	
REVISIONS		
NO.	1	PER CITY REVIEW
	2	PER CITY REVIEW
	3	PER CITY REVIEW
		1/14/15

14711 NE 29th Place Suite 101
Bellevue, Washington 98007
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CORE DESIGN
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ROAD PLAN
GOLDENWOOD
GOLDENWOOD, LLC
105 S. MAIN STREET #240
SEATTLE, WA 98104

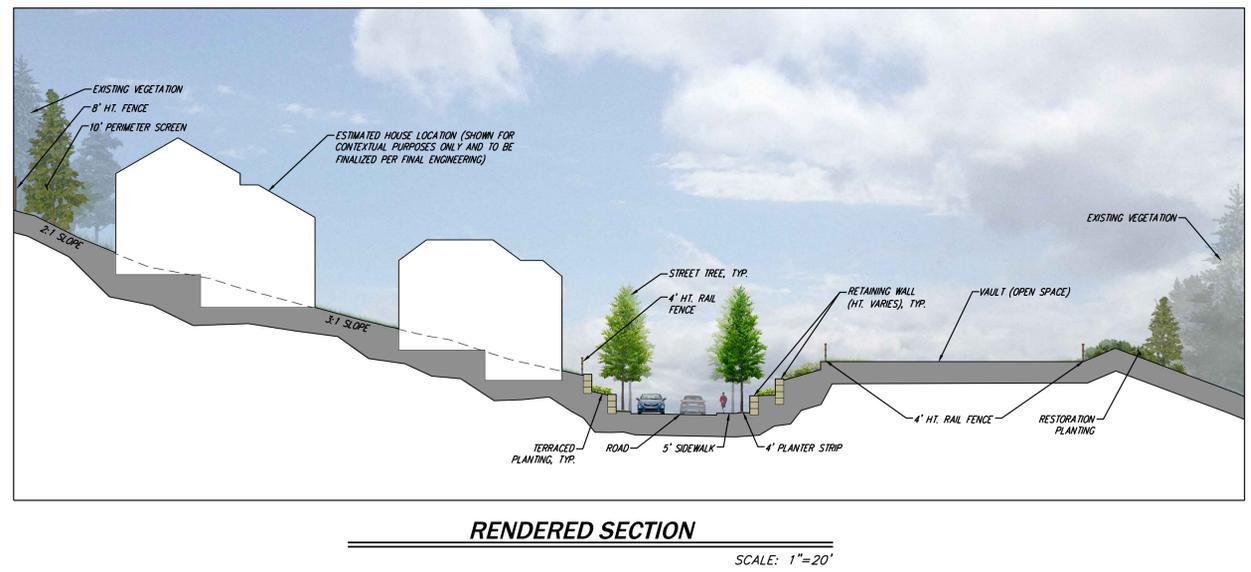
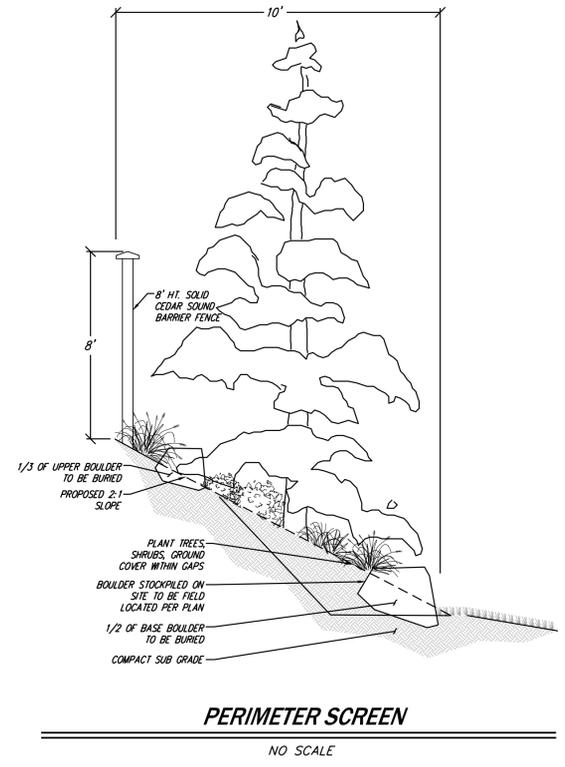
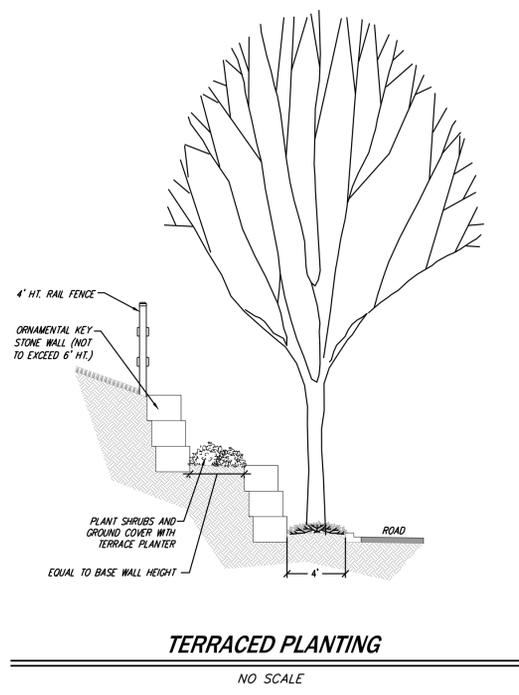
DATE	FEBRUARY 2014
DESIGNED	SHM
DRAWN	RHW/LGW
APPROVED	SHM
PROJECT MANAGER	JOSHUA P. BEARD, P.L.A.
SHEET	08
OF	9
PROJECT NUMBER	13050



LEGEND

- STREET TREE**
SUGGESTED TREE SPECIES (30' O.C.):
- TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN
- ZELKOVA SERRATA 'VILLAGE GREEN' / SAWLEAF ZELKOVA
- TYPE III PERIMETER SCREEN**
SUGGESTED TREE SPECIES (SPACED NO MORE THAN 30' O.C. WITH 80% CONIFEROUS AND 20% DECIDUOUS):
- ACER CIRCINATUM / YAM MAPLE
- PSEUDOTSUGA MENZIESII / DOUGLAS FIR
- THUJA PLICATA / WESTERN RED CEDAR
- TSUGA HETEROPHYLLA / WESTERN HEMLOCK
- SLOPE RESTORATION**
(SAME MIX AS STREAM BUFFER ENHANCEMENT - SEE CRITICAL AREAS STUDY - PLANTING PLAN)
- STREETSCAPE PLANTING**
- ARCTOSTAPHYLOS UVA-URSI / KINKKINICK
- BERBERIS THUNBERGII 'ATROPURPUREA NANA' / DWARF REDLEAF JAPANESE BARBERRY
- DAPHNE X BURWOODII 'CAROL WACKIE' / CAROL WACKIE DAPHNE
- HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS
- HEMEROCALLIS LILIOASPHODELUS / DAY LILY
- LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER
- PIERIS JAPONICA 'VALLEY ROSE' / VALLEY ROSE JAPANESE PIERIS

- 8' HT. CEDAR SOUND BARRIER FENCE
- KEYSTONE WALL (COLOR/FINISH T.B.D.)
- STREET LIGHT (MODEL/FINISH T.B.D.)
- ADDRESS ENTRY CMU COLUMN (FINISH TO MATCH WALL)
- 4' HT. SPLIT RAIL FENCE
- NCPA SIGNAGE (1 PLACED PER TRACT/LDT)
- DECIDUOUS SIGNIFICANT TREE TO REMAIN
- CONIFEROUS SIGNIFICANT TREE TO REMAIN



DATE	9/20/14	REVISIONS	
DESIGNED	CEM/JPB	NO.	
DRAWN	CEM	1	REVISD PER CITY REVIEW
APPROVED	JPB	2	REVISD PER CITY REVIEW
PROJECT MANAGER	JOSHUA P. BEARD, PLA	3	REVISD PER CITY REVIEW
			1/14/15

STATE OF WASHINGTON REGISTERED LANDSCAPE ARCHITECT
JOSHUA P. BEARD
 CERTIFICATE NO. 938

14711 NE 29th Place Suite 101
 Bellevue, Washington 98007
 425.885.7963
 425.885.7877 Fax 425.885.7963

CORE DESIGN
 ENGINEERING • PLANNING • SURVEYING

PRELIMINARY LANDSCAPE PLAN
GOLDENWOOD
GOLDENWOOD, LLC
 105 S. MAIN STREET #240
 SEATTLE, WA 98104

DATE	FEBRUARY 2014
DESIGNED	CEM/JPB
DRAWN	CEM
APPROVED	JPB
PROJECT MANAGER	JOSHUA P. BEARD, PLA

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