

RECEIVED
JAN 27 2010

CITY OF KENMORE



King County Department of Development and
Environmental Services
900 Oakesdale Avenue Southwest
Renton, WA 98055

Phone: (206) 296-6696 Fax: (206) 296-6698

Microfilm Data Input Form

Permit #:

B97A0214

Address:

10909 SE 176TH ST

Description:

DRAINAGE VARIANCE

Plan:

YES

NO

Date Finaled:

12/27/01



King County

Department of Development
and Environmental Services
900 Oakesdale Avenue Southwest
Renton, Washington 98055-1219

Permit Number: B97A0214

Date Issued: 08/14/1998

Expiration Date:

Permit Status: GRANTED

Construction Permit

Permit Type: CVARPWKS, CVARPWKS

Title: DRAINAGE VARIANCE

Description: LAKEPOINT B96CS005

Location:

List of Parcels: 322305-9058

Site Address: 10909 SE 178TH ST KC

Valuation: \$0.00

Applicant: PIONEER TOWING COMPANY

Comments and Conditions

1. This permit is subject to all corrections indication on the associated plans and attached conditions and must be posted on the job site at all times in a visible and readily accessible location.
2. Work may proceed only at the direction of the field inspector. Prior to starting any work you must schedule a pre construction conference. Major work may require TWO days notice to schedule the conference.
3. Inspections may be requested at any time by calling 296-6615. To schedule an appointment with the Building or Fire Inspector, call 296-6615 between 7:30 A.M. and 8:30 A.M. Requests received in the morning may not be processed in time for an inspection that day.
4. In addition, before any site development activity occurs, a pre-construction meeting must be held with the Divisions's Development Inspections Unit. To schedule a pre-construction conference with the Inspection Services unit call 296-6645.
5. Please note the expiration date on this permit located in the upper right corner. A permit may be extended or renewed only if a request to do so is received at least 30 days prior to the expiration date.

OFFICE COPY



King County

Department of Development and Environmental Services

Notice of Availability
Final Supplemental Environmental Impact Statement
for
Lakepointe Master Plan

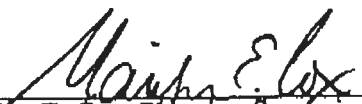
- Date of Issuance:** July 14, 1998
- Project:** A mixed-use development on the 50-acre, former Kenmore Pre-Mix site at the north end of Lake Washington. The proposal includes phased development of approximately 1,200 residential units, 205,600 sq ft of office space, 438,600 sq ft of retail and commercial space (including cinemas), a marina with 52 boat slips, 4,500 parking spaces, and construction of a new elevated roadway that would connect NE Bothell Way and 68th Ave NE.
- Location:** The Kenmore Pre-Mix site on the southwest corner of Bothell Way NE (SR 522) and 68th Ave NE, in the newly incorporated City of Kenmore
- King County Permits:** Master Plan (File No. A95P0105)
Commercial Site Development Permit (File No. B96CS005)
Shoreline Substantial Development Permit (File No. L96SH107)
- Proposal Contact:** Michael Gleason (425) 637-1012
Pacific Rim Equities
11 Crescent Key
Bellevue, WA 98006

Issuance of Permits: King County anticipates that the Master Plan, Commercial Site Development Permit, and Shoreline Substantial Development Permit will be issued on July 22, 1998.

Location and Cost of Documents: Copies of the Final Supplemental Environmental Impact Statement (EIS) are available for review at the following libraries: Bellevue, Bothell, Kenmore, King County Library System, Kingsgate, Kirkland, Lake Forest Park, Muckleshoot, Redmond, Richmond Beach, Seattle Downtown Library, Shoreline, and Woodinville. Copies are also available for review or purchase at King County DDES during the hours of 8:30 AM and 4:30 PM, Monday through Friday (except 10:30 AM on Wednesday). The purchase price for the document is \$14.00. If the document is mailed, an additional \$5.00 is charged. Please send your request to King County DDES, 900 Oakesdale Ave SW, Renton, WA 98055-1219, with a check made payable to "King County Office of Finance."

Comments or questions: Comments or questions should be addressed to the following persons at the King County Department of Development and Environmental Services, 900 Oakesdale Ave SW, Renton, WA 98055-1219: Final Supplemental EIS -- Barbara Questad, Environmental Planner, (206) 296-7149, or Marilyn E. Cox, Responsible Official, (206) 296-7154; Master Plan and Commercial Site Development Permit -- Priscilla Kaufmann, Planner, (206) 296-7284; Shoreline Substantial Development Permit -- Mark Mitchell, Shoreline Administrator, (206) 296-7119.

Responsible Official:


Marilyn E. Cox, Planning Supervisor
Current Planning Section
Land Use Services Division

Date 7/8/98



King County
Department of Development
and Environmental Services

800 Oakesdale Avenue Southwest
Renton, WA 98056-1219



July 14, 1998

RE: Lakepointe Master Plan Final Supplemental Environmental Impact Statement

Dear Interested Reader:

The Lakepointe Mixed Use Master Plan is a proposal to develop the 50-acre Kenmore Pre-Mix site at the north end of Lake Washington. Approval is being requested for a Master Plan, a Commercial Site Development Permit, and a Shoreline Substantial Development Permit. Approval would allow retail, commercial, office, and residential uses on the site as well as a marina and a new public street (Lakepointe Way NE) connecting SR 522 and 68th Ave NE when subsequent construction permits are reviewed and approved. The applicant is also exploring funding mechanisms for road improvements. A Draft Supplemental Environmental Impact Statement (EIS) evaluating the proposal was published on November 4, 1997, for public review and comment, and a public meeting was held on December 8, 1997, to receive oral comments on the Draft. This Final Supplemental EIS responds to comments received. The Draft and Final documents comprise a Supplemental EIS for the 1992 Executive Proposed Northshore Community Plan Update EIS and should be used together with that document to evaluate the Lakepointe proposal.

Updated transportation, fisheries, and air quality studies were prepared for the Final Supplemental EIS in response to comments on the Draft Supplemental EIS. In addition, the applicant has revised the Proposed Action to reduce the amount of in-water and over-water structures in the inner harbor, to reduce the overall amount of paved surface on the site, and to increase the amount of natural and landscaped area.

According to the analyses presented in the Supplemental EIS, key unavoidable significant adverse impacts are anticipated due to cumulative increases in traffic volumes and congestion at certain intersections in the area, an increase in the scale of building heights, and noise both during and after construction that would be perceived by on-site residents and businesses. The proposal would result in changes to the natural environment within and immediately adjacent to the site as well. Changes would include increased stormwater runoff, increased input of pollutants to site runoff, establishment of new in-water and over-water structures in the inner harbor, and an increase in human activity in proximity to

shorelines on the site. The Lakepointe site is located at a critical point in the route that salmonids must follow as they migrate to and from their spawning grounds in the Lake Washington Basin, and impacts to salmonids have become even more significant with the potential listing of Chinook under the Endangered Species Act next year. The Supplemental EIS identifies mitigation measures to address probable significant adverse environmental impacts of the development and notes which significant adverse impacts cannot be mitigated.

Key environmental issues and options facing the decision makers include:

- The impacts of additional traffic on area roadways not immediately adjacent to the Lakepointe site and the benefits of a new roadway that would bypass and draw traffic away from the intersection of NE Bothell Way and 68th Ave NE.
- The visual impacts of tall buildings on the Lakepointe site and the economic benefits of a business and residential center on the site.
- The impacts of shoreline development on fish and wildlife and the benefits of allowing the public more access to the shoreline area.
- Provision of safe pedestrian and bicycle connections between the Lakepointe site and adjacent properties, transit stops, and the Burke-Gilman Trail.
- Mitigation measures necessary to protect future residents of the site from noise during phased construction and from noise of vehicular and air traffic after construction.

Thank you for your interest and participation in the environmental review of the Lakepointe proposal.

Sincerely,



Marilyn E. Cox
Responsible Official

Handwritten initials

DEPARTMENT OF ECOLOGY
NORTHWEST REGIONAL OFFICE
FACSIMILE COVER SHEET



DATE: June 9, 1998

TIME: 3:45 pm

Number of Pages: 2 Plus Cover Sheet

TO: Priscilla Kaufmann
Building Services Division, DDES
Renton, WA

FAX # (206) 296-6729

FROM: Judy Aitken
PHONE: (425) 649-7135 SECTION: TCP

Department of Ecology
Northwest Regional Office
3190 - 160th Avenue S.E.
Bellevue, WA 98008-5452
Phone: (425) 649-7000
Fax: (425) 649-7098

COMMENTS: Hope this helps at the meeting. *Judy*



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Northwest Regional Office, 1190 • 160th Ave S.E. • Bellevue, Washington 98008-3432 • (425) 649-7000

June 9, 1998

Ms. Priolla Kaufmann
Building Services Division
Department of Development and Environmental Services
900 Oakesdale Avenue SW
Renton, WA 98055-1219

Dear Ms. Kaufmann:

I am writing in response to your questions about the status of the Department of Ecology's cleanup for Lakepoints. This remedial action for this site is scheduled to be completed under an Agreed Order. It will include a site Remedial Investigation/Feasibility Study (RI/FS) and a Cleanup Action Plan (CAP). There is a set protocol for the completion of the cleanup and its accompanying documents. The schedule for Lakepoints is as follows:

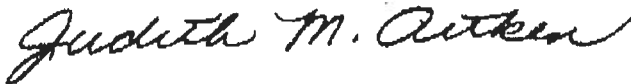
- A scope of work is provided by Lakepoints for the RI/FS
- Within fourteen days of the effective date of the agreed order, a schedule is to be provided that will indicate the timing for the completion of the RI/FS.
- A draft RI/FS shall be completed and submitted for a thirty day public comment period within 21 days after the effective date of this order. A final RI/FS shall be completed and submitted within ninety days after the effective date of this order.
- A draft Cleanup Action Plan (CAP) is to be submitted to Ecology for a thirty-day public review and comment period within three months after the effective date of this order.
- The final CAP is to be submitted within four months after the effective date of this order.

This is a fairly ambitious schedule that is contingent on there being no delays in delivery of the requested documentation. Where are we now? There has been no Agreed Order signed, so we are back at the beginning. If everything moves smoothly and we have no glitches, actual cleanup could begin mid- to late-October. Success of the timing is dependent upon Ecology and Lakepoints reaching agreement on the RI/FS and CAP. Negotiations are ongoing at the present time.

Ms. Priscilla Kaufmann
June 9, 1998
Page 2

If you have any additional questions, please let me know. My phone number is (425)
649-7135.

Sincerely,



Judith M. Aitken
Toxics Cleanup

JMA:ja:gm

interlocal agreement between the two. Either type of district would allow public funds to be used for roadway improvements and would make provision for assessing property owners who benefit from the roadways. The tax-exempt bonds would result in the least amount of financial liability for the County but is the least attractive for the applicant, who must secure interim financing for the road improvements.

The approval of the Commercial Site Development Permit is not contingent on the applicant securing financing for the road improvements. This section is included for informational purposes only.

e. Air Quality

3. Storm Water Design and Construction Standards

a. General Design

At full buildout of the site, approximately 27 acres, or 60 percent, would be developed with impervious surfaces. All runoff generated by the proposed impervious surfaces would be collected and treated (through oil/water separators, two-celled ponds, or sand filtration/biofiltration swales) by a storm drainage system. The two-celled pond is proposed to be located on the north side of the site just west of the existing sanitary sewer pump station. No on-site storm water detention will be required. After treatment in the two-celled pond and biofiltration systems, storm water would be discharged at three locations along the Sammamish River shoreline and one location at the eastern end of the inner harbor. All storm water outfalls will be protected from erosion through a combination of armoring and hydraulic energy dissipating devices.

While K.C.C. 21A.41.110 allows some modification to an approved Commercial Site Development Permit, a modification is allowed if it does not increase the total impervious surface area. Therefore any increase in impervious surface area will require a new Commercial Site Development Permit.

b. Draft Surface Water Drainage Manual

A variance request was submitted on January 16, 1997 to Section 1.2.3 - Biofiltration; Section 1.3.5 - Special Water Quality Controls; and Section 1.2.4.3 - Conveyance System of the February 1996 Draft Surface Water Design Manual. The variance request was later modified to request a variance to use Section 1.2.8 - Water Quality and Section 1.2.4.3 - Pump Systems, of the August 1997 Draft Surface Water Design Manual (DDES File No. B97A0214). The variance request is to utilize the proposed water quality design standards of the draft Manual, which will provide the water quality treatment equivalent of the standards in effect when the Commercial Site Development Permit application was submitted, but with more site specific flexibility. In addition,

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the variance request is to utilize pump stations in lieu of a gravity storm drainage system which would allow pipes to be at a shallow depth to avoid construction in contaminated soils.

c. Toxic Waste Provisions

In 1992 the Washington State Department of Ecology (DOE) issued a Site Hazard Assessment report for the Lakepointe site resulting in a ranking of 1 (highest) on the Site Hazard Assessment List as a result of contamination from the years of industrial activities on the site. A further discussion of this issue is contained in the Model Toxic Waste Act section of this report. The investigation and cleanup of contaminated sites is governed by the Washington State Model Toxics Control Act (MTCA) (RCW 70.1050) and overseen by DOE.

At this time, little is know about the proposed site cleanup plan. Therefore modifications to the Commercial Site Development Permit may be necessary when the details of the site cleanup are available.

4. Site Development Standards

a. Permitted Uses

The Lakepointe Mixed Use Development can include any allowable use in the Regional Business zone, with the exception of those uses prohibited under the Northshore P-Suffix condition Mixed-Use Pedestrian Oriented Areas (NSP-P14). The Commercial Site Development Permit is not proposing any uses that are not allowed in the Regional Business zone or prohibited by the Northshore P-Suffix conditions. Full compliance with the permitted used will be determined at the time of building permit review and approval when specific information is available on the proposed uses of each building.

b. Density and Dimensions

King County Code 21A.12.040 establishes a base height for structures in the Regional Business zone at 65 feet for mixed use developments. However structures may exceed the base height when portions of the structure building which exceed the base height limit provide one additional foot of street and interior setback for each foot above the base height limit.

All of the buildings proposed on the Lakepointe Site, which are located outside of the shoreline jurisdiction, exceed the base height of the Regional Business zone, but they have failed to meet the required additional street and/or interior setback. Therefore the buildings must either be reduced in height or redesigned to meet the required setback. The redesign may include stepping to setback only the portions of the buildings that exceed the building base height. In addition, the "10 foot maximum roof element" shown on The Commercial Site Development Permit Plan Sheet A2.8 Envelope Criteria Sections dated and received May 22, 1998 is not acceptable as it would allow an additional 10 feet of building height.

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AIR QUALITY

STORMWATER DESIGN AND CONSTRUCTION STANDARDS

The following assumptions are incorporated into this review:

- A. This drainage and site engineering review is of a CONCEPTUAL Master Plan (*this is the Commercial Site Development Permit*) only. No demolition, construction, grading or other site work will be undertaken using these plans. (*Do we need to say this since it is the very first condition of approval?*)
- B. The exact location of drainage facilities (i.e. pipes, catch basins, bioswales and wet ponds) will change (*why will they change? Should we say they may change?*) from those shown on the 1/16/98 plan submittal, (*why reference the 1/16/98 plans? We are approving the May 22, 1998 plans,*) but the hydraulics will not (*should this be "shall not"?*) change. Hydraulic design of a Conveyance System is possible (*Should we say that these plans demonstrate that it is possible?*)
- C. The Final SEIS may contain limitations or mitigation measures that may impact the exact location of the drainage facilities, thus requiring submittal of a revised TIR (*What does TIR stand for?*) and Drainage Plan.
- D. The SWM Variance (applied for by the applicant in December 1996) will be approved after the DOE Toxic cleanup is approved (*the DOE cleanup will not be approved before incorporation - I thought we were approving the variance now?*) and will require the storm drainage design to be based on the then current DRAFT SWM Manual. (*How can we do this? The project is vested under the 1990 Manual?*) Any such DRAFT Manual will include the several new DOE requirements. Three of these new DOE requirements are reflected in Conditions #1, #2 and #5 below. (*We can't apply those - the project is vested under the 1990 Manual*)
- E. The Lakepointe project is mapped according to the ~~most recent~~ DRAFT SWM Manual maps, (*how can we use those maps when the project is vested to the 1990 Manual?*) within the "Basic Water Quality Treatment Areas" and "Level 1 Flow Control Area", ~~and is not located within a Landslide Hazard Drainage.~~ (*Why state that? It's not located in a lot of areas. Why call that out?*) R/D is not required because the project drains directly to a major receiving water - Lake Washington.
- F. K.C.C. Title 21A.41.110 "Modification of an approved permit" provides that "A subsequent building permit application may contain minor modifications to an approved Commercial Site Development plan provided a modification: does not increase the total impervious surface area..." Additional impervious surface, above that identified in the current TIR, would require a new CSDP.

The following are conditions of approval: (*How do these differ from assumptions?*)

- A. The developer, property owner or their designee will be responsible for the maintenance of the on-site storm water conveyance systems, storm water detention system and the biofiltration facilities, in perpetuity, unless otherwise approved by King County or the City of Kenmore. (*I added this - is this OK?*)

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- B. The stormwater design shall be in conformance with the Surface Water Design Manual Variance (DDES File B97A0214). *(I added this - is this OK?)*
- C. Metal roofs without treatment to prevent leaching, added during the building design, must be considered as additional Pollution Generating Impervious Surfaces (PGIS) and added to those PGIS considered in the current _____ (TIR) and drainage design. This may increase the required Water Quality (WQ) Treatment capacity and require a redesign of these facilities.
- D. Pollution Generating Pervious Surfaces (PGPS) defined/identified on future Landscaping plans must be added to the current TIR and drainage design. This may increase the required Water Quality (WQ) Treatment capacity and require a redesign of these facilities.
- E. Existing storm drainage pipes, and other utilities, must be relocated out from under buildings and parking structures. Existing storm drainage pipes must be located within a drainage easement dedicated to the City of Kenmore, if maintenance is assumed by the City, or a private drainage easement if privately maintained. All such easements must be located outside the minimum five-foot setback from all structures.
- F. Any runoff from the underground and covered parking areas must not be discharged to the sanitary sewer, and must be treated for water quality.
- G. Final construction drawings of the Water Quality Treatment facilities must be designed to treat the "Water Quality Design Flow", defined to be 60% of the developed two-year peak flow rate, as determined using the _____ KCRFS model. *(What does KCRFS mean?)*
- H. Final construction drawings must include, in each splitter structure, a "Spill Control" which is designed to capture any flows up to, and including, the 10-year, 24-hour event. This design may consist of double Tee outlets (with a collar on the larger, open-top outlet to Lake Washington), or equal. An "Oil Control" facility must be installed upstream from each Water Quality Treatment Facility that receives runoff from a "High Use" area. The complete project is defined as a "High Use" site and, therefore, all paved areas subject to vehicular traffic are included as "High Use" pavement. This includes installation of coalescing plate oil/water separator upstream of each of the currently shown bioswales.
- I. The existing storm drains and sanitary sewers within the "footprint" of proposed structures must be removed, or properly abandoned in place, prior to construction of buildings and other structures. All existing storm drains and sanitary sewers, which may be located in areas of contaminated soils, as identified by the Department of Ecology, must be removed, or properly abandoned in place.
- J. All new storm water conveyance facilities must be located in private drainage easements that are located a minimum of 5 feet away from all structures. *(Why is it a "private" easement? Is it still a private easement if the City is going to maintain?)* Where conveyance facilities are proposed to be located under, or through structures, a specific design needs to be submitted along with a SWM Variance Request.
- K. All private drainage facilities must be located on private property and not within public right-of-way.
- L. Final construction plans for drainage must include conveyance facilities to accommodate the lower Burke-Gilman Trail under crossing of Lakepointe Way NE to the north of the project site.

- M. Final construction plans must clarify how the access road bioswale, with a bottom elevation of 33 feet and a top elevation of 35 feet, per Typical Section A2 on Sheet C1.3, and the 25 foot level underground structure shown on Sheets C1.1 and C1.2 will occupy the same area. The bioswale must be located within a private drainage easement with a minimum width of 10 feet and located a minimum of 5 feet back from the structure. NE 173rd Place may be considered as the 10 foot minimum width access road required if maintenance vehicles can access the bioswale directly.
- N. The fire land adjacent to the other (more western) bioswale may be used as the bioswale maintenance road if maintenance vehicles can access the bioswale directly. This bioswale must be placed in a private drainage easement and this private drainage easement must be a minimum of 5 feet from the structure.
- O. Any drainage pipes that penetrate the hazardous waste cap must be sealed and pressure tested systems to prevent leakage into or out of the contaminated soils.

PERMITTED USES

- A. Only those uses included in KCC 21A.08 for the Regional Business zone are allowed, except the uses prohibited by the P-Suffix Prohibited Uses condition.

DENSITY AND DIMENSIONS

- A. The "10 foot maximum roof element" shown on the Commercial Site Development Permit Plan Sheet A2.8 Envelope Criteria Sections dated and received May 22, 1998 is not approved.
- B.

Building heights - increased setbacks
Street setbacks

PARKING

PEDESTRIAN AND BICYCLE CIRCULATION

- A. Pedestrian walkways shall be required along the full length of NE Lakepointe Boulevard. A variance shall not be approved to eliminate sidewalks or walkways along NE Lakepointe Boulevard.

RECYCLABLES

- A. The applicant shall contract with Eastside Disposal, or its successor company, to arrange for recycling service to the site. Compliance with this conditions shall be demonstrated prior to occupancy of the first residential dwelling unit. (SEPA mitigation _____)
- B. Compliance with K.C.C. 21A.14.210 for storage space and collection points for recyclables shall be required at the time of development permit review and approval.

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A R C H I T E C T U R E

Transmittal

To: Anna Nelson
Project Manager
KC DDES
3600 136th Place Southeast
Bellevue, Washington 98006-1400

Date January 16, 1997
Project Lakepointe
Project No. 95255.00
Phone No.
Fax No.
Pages (including cover)

Re: Variance request and fee

We are sending you the following:

- Attached Under separate cover
 Prints Originals Samples
 Submittal Other

For your:

- Information and use
 Review and comment
 As requested

Action Required:

- As indicated
 For signature and return
 No action required

Please find enclosed the Surface Water Design Manual Requirements/Standards Variance Request along with the required fee of \$645.00 as requested by the intake clerk at the time of revised permit application submittal. If you have any questions, please do not hesitate to contact us.

Callison Architecture, Inc.

1420 5th Ave., #2400
Seattle, WA 98101-2343
USA
T 206.623.4646
F 206.623.4625



King County
 Department of Development and Environmental
 Services
 Land Use Services Division
 3600 136th Place Southeast
 Bellevue, Washington 98006-1400

#645 KC OFFICE
 OF FINANCE

SURFACE WATER DESIGN MANUAL REQUIREMENTS / STANDARDS VARIANCE REQUEST

Project Name: Lakepointe Development		DDES File No. B96CS005	DDES Engineer/Planner Name: Jeff O'Neill Anna Nelson
Project Address: (6675 NE 175TH WAY) Lakepointe Way NE		Design Engineer: John E. Eliason	Phone: 622-5822
Applicant: Robert J. Hutnik	Phone: 623-4646	Signature: <i>John E. Eliason</i>	Date: 12/20/96
Signature: Robert J. Hutnik		Engineering Firm Name: KPFF Consulting Engineers	
Address: Callison Architecture 1420 Fifth Avenue, #2400 Seattle, WA 98101		Address: 1201 Third Avenue, #900; Seattle, WA 98101	

INSTRUCTIONS TO APPLICANT/DESIGN ENGINEER:

Please be sure to include all plans, sketches, photos and maps which may assist in complete review and consideration of this variance request. Failure to provide all pertinent information may result in delayed processing or denial of your request. Please submit this request and applicable fee to the Intake Counter, at Eastpointe Plaza Building, 3600 - 136th Place Southeast, Bellevue, WA 98006-1400. For additional information, phone 296-8600.

REFER TO SECTION 1.4 IN CHAPTER 1 OF THE SURFACE WATER DESIGN MANUAL FOR VARIANCES

DESCRIPTION OF VARIANCE REQUEST: Standard Complex Experimental Blanket Pre-application

1.2.8 - Water Quality

APPLICABLE SECTION(S) OF STANDARDS:

~~Section 1.2.3 Biofiltration, Section 1.3.5 Special Water Quality Controls~~

*} per Aug. 1997
Draft SWDM*

~~Section 1.2.4 Conveyance System~~
1.2.4.3 - Pump systems

JUSTIFICATION (see attachments, pages 2 to 4):

AUTHORIZATION SIGNATURES:

DDES Director/Designee Determination:	
<input type="checkbox"/> Approval	<input type="checkbox"/> Conditional Approval (see below)
<input type="checkbox"/> Denial	
<input type="checkbox"/> SWM Approval Signed: _____	Date: _____ (Experimental & Blanket variances only)
CONDITIONS OF APPROVAL:	
<input type="checkbox"/> See attached Memo Dated: _____	
DDES, Land Use Services Division, Engineering Review Supervisor:	DDES, Bldg. Serv. Div., Site Engineering & Planning Supervisor:
Signed: _____ Date: _____	Signed: _____ Date: _____

ORIGINAL: DDES File [] COPIES TO: SWM Division [] DDES Inspection [] Applicant [] Design Engineer []

It does not appear that the storage volume would be required for the project site pump stations. The largest pump will be designed to convey the entire water quality storm. The pump stations will be protected in the following ways from failure resulting in an overflow condition.

- The pump stations will each have two pumps.
- The pumps will be controlled with a panel that includes a high water alarm light and bell.
- The stations will be visible.
- The pumps and control panels will have regular maintenance.

The pump stations will only lift the water quality storms to the water quality facilities. Splitters will divert the water quality storms to the pump stations. Overflow above the water quality storms will be conveyed by gravity to the harbor to provide flushing action for the marina. In the unlikely event of a failure of the pump station, the water quality storms would overflow into the harbor. On-site or offsite property damage from an overflow is not anticipated, since overflow will drain by gravity directly to Lake Washington.

Pump Station Operation

The smaller of the two pumps will be sized to approximately one third of the peak flow of the water quality storm. Level controls will turn the larger pump on when the smaller pump cannot keep up with the volume draining into the pump station. The larger pump combined with the smaller pump will be sized to the peak of the water quality storm.

The two pumps will be placed in an underground vault at a spacing to allow proper performance. The vaults will be sized to decrease the number of on and off cycles for the pumps to minimize maintenance vaults will be fitted with locked, but easy access doors for maintenance and safety. Pumps will be provided with quick disconnect couplings and guide rails allowing easy removal without entering the vault. Operation and maintenance manuals indicating periodic maintenance will be provided in the Technical Information Report.

The pump stations will be controlled by panels located in the new building areas. The panels will feature magnetic starters, circuit breakers, off switches, pump running lights, high water alarms and lights, push to silent buttons, and dead front covers. The control panels will function based on the water level, which will be sensed by bulbs placed in the pump vaults.

Conclusion

Variances to the King County Surface Water Design Manual are necessary for water quality facilities to use the Draft February 1996 Surface Water Design Manual and for using pump stations to convey the water quality storms to the treatment facilities. Use of the draft February, 1996 Surface Water Design Manual, Chapter 6 - Water Quality Treatment, will provide water quality treatment equivalent to current standards but with more site specific flexibility. The pump stations allow conveyance of the water quality storms with shallow trenched force mains to avoid contaminated soils, and solve site elevation constraints. The additional storage requirement for the pump station does not appear to be necessary. In the remote event of a pump station failure, the water quality storm would overflow into the harbor with no damage to on-site or adjacent property.

AGENDA

Lakepointe Mixed Use Development

March 30, 1998

Update on Project

Road Improvement District (RID)

Kenmore Incorporation

SEPA Review and Schedule

Permit Review and Approval

Revised Plans

P-Suffix Conditions

Process

Schedule

Questions or Concerns?

Variance?

LAKEPOINTE PERMITS - REVIEW AND APPROVAL SCHEDULE

Commercial Site Development Permit (B96CS005) Master Plan (A95P0105) Shoreline Substantial Development Permit (L96SH107)

Monday 4/27	Review team submits DRAFT permit conditions of approval and red line comments on plans to Project Manager
Friday 5/1	Project Manager provides red line comments to applicant.
Monday 5/18	Project Manager distributes DRAFT Report and Decision to review team, legal council and applicant.
Monday 6/1	Review team, legal council and applicant provide comments on DRAFT Report and Decision to Project Manager; Applicant submits revised drawings.
Friday 6/5	Transportation Agreement Completed?
Monday 6/22	Project Manager distributes REVISED DRAFT Report and Decision to review team, legal council and applicant.
Monday 7/6	Review team, legal council and applicant submit FINAL comments and permit conditions of approval.
Tuesday 7/28	Publication date for Final SEIS (Seven day waiting period before any "action" can occur).
Tuesday 8/4	Permits issued - Notice of decision mailed.
Tuesday 8/18	Appeal period ends.
Monday 8/31	Kenmore Incorporates

APRIL 1998						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27 DRAFT conditions & redlines due	28 Kenmore General Election	29	30		

MAY 1998						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1 Redlines to applicant	2
3	4	5	6	7	8	9
10	11 Kenmore Council Seated?	12	13	14	15	16
17	18 DRAFT Report and Decision distributed	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE 1998						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 Comments on DRAFT/ Revised Plans due	2	3	4	5 Transport. Agreement Completed	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22 REVISED DRAFT distributed	23	24	25	26	27
28	29	30				

JULY 1998						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6 FINAL comments & conditions due	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28 FINAL SEIS Published	29	30	31	

03/27/98

AUGUST 1998

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4 Permits issued and notice mailed	5	6	7	8
9	10	11	12	13	14	15
16	17	18 Appeal period ends	19	20	21	22
23	24	25	26	27	28	29
30	31 Kenmore Incorporation					

SEPTEMBER 1998

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

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IV. DECISION



January 16, 1998

Ms. Priscilla Kaufmann
Site Engineering and Planning Section
Building Services Division
Department of Development and Environmental Services
900 Oaksdale Avenue SW
Renton, Washington 98055-1219

Re: Lakepointe Mixed Use Development
CSDP Technical Screening team review comments/responses
King County Tracking Number B96CS005
Project Number 97066.00

Dear Priscilla:

The project design team has received and reviewed the comments noted by the Technical Screening Team dated November 21, 1997. The following responses accompany the revised permit application submittal drawings from Callison Architecture, KPFF Engineering, and Robert Shinbo Associates, Landscape Architect. Additional information and revisions where possible have been made to the submittal drawings for this fourth submittal.

General Comments:

1. Corrections have been made to the General information sheet A0.1 to correct the sheet index. Both the project description and the phasing descriptions have been revised, and supplemented to clarify the total square footage and specific uses proposed in each phase of the development. Changes in the project directory have been made to incorporate the changes requested.
2. A project narrative description has been added to all alternatives indicated on the statistical information sheet A2.2, including the Baseline Alternative A, Preferred Alternative B, and Northshore Plan Alternative C.
3. Zoning and Tax Lot identification numbers have been indicated on sheet A1.4 as requested.
4. Zoning of adjacent parcels has been indicated where information was available from County records.
5. Building parcels, A,B,C,D,E, and G, as well as Northshore P-suffix Subdistrict boundaries have been indicated as requested.
6. Sheet numbering has been revised as requested.
7. Density allowable calculations have been revised as requested.

Callison Architecture, Inc.

1420 5th Ave., #2400
Seattle, WA 98101-2343
T 206.623.4646
F 206.623.4625

14. In both the Baseline Alternative A and the Preferred Alternative B, it is anticipated that any deficit in parking necessary for an individual parcel, such as B, D, E-1 or G-1 and 2 will be satisfied by temporary surface parking lots provided adjacent to those parcels until such time that a future phase structured parking is constructed to supplement the needs. In all cases, parcel F, the marina parking requirements would be satisfied by stalls provided in adjacent parcel C-2 when it is constructed. Since the first part of the marina construction is not proposed until phase 3 along with parcel D, then it can be anticipated that the parking stalls serving the marina will be present when the prior phase 2, parcel C-2 is constructed.

15. Neighborhood Commercial District

Parcel	KCC-Min	P-suf Max	By Design	Comment
A	852	1572	1202	# Provided meets KCC min but does not exceed max allowed by P-suffix. Exceeds min by 350.
B	897	531	743	* Conflict between code & P-suffix—code min exceeds P-suf. max. # Provided is shy of code min by 154.
G1, 2	351	351	433	KCC min & P-suffix max equal, # provided exceeds max by 82.
District Total	2100	2454	2378	Total provided meets KCC min. required, but does not exceed P-suffix max; shy of max by 76.

Waterfront Retail District

C	725	836	874	# Provided meets KCC min. and exceeds P-suffix max. by 38.
D/E-11	1208	743	754	* Conflict between code & P-suffix—code min. exceeds P-suf. max. # Provided is shy of min. required by 454.
F	26	26	26	
District Total	1959	1605	1654	* Conflict between code & P-suffix—code min. exceeds P-suf. max. Total provided is shy of KCC min. required by 305.

Residential District

E-2	330	550	432	Meets min. but does not exceed max.
Grand Total	4389	4609	4464	Overall site is balanced by surplus provided in neighborhood commercial district. Overall site meets KCC min required while not exceeding P-suffix max.

16. Parking calculations by P-suffix subdistricts are now provided in response #15.

17. Prior information provided by Robert Shinbo and Associates regarding compliance with landscape requirements set forth by KCC 21A.16 and noted in a letter on December 23, 1996 to Anna Nelson have been included in this revised submittal, as well, a copy of that letter is attached to these responses for reference.

18. Prior information provided by Robert Shinbo and Associates regarding compliance with recreation area requirements set forth by KCC 21A.14.180 and noted in a letter on December 21, 1996 to Anna Nelson have been included in this revised submittal, as well, a copy of that letter is attached to these responses for reference.
19. The children's' play area indicated on the "On-Site Recreation Plan" is provided as requested by the Lakepointe Task Force team for use by members of the community at large who will utilize the shoreline park and waterfront access. This children's' play area is not intended to satisfy the requirement for recreation serving individual residential housing developments on the site. Therefore, its location on the site is not influenced by the location of on site residential units. Each residential development within its private boundaries of development will be required by KCC 21A.14.180 to provide recreation, which can be in a passive form, for both adults and children of the residential development.

Traffic

20. At this time, it is intended that only NE 175th St. and the elevated portion of Lakepointe Way NE will be constructed as public roadways. Other access routes, elevated boulevard, surface service corridor roadway, and emergency vehicle access lanes will be constructed as part of the private development. It is anticipated that a clear definition and agreement between the applicant and the County will be necessary prior to construction of the elevated Lakepointe Way NE in order to define the separation of public and private ownership, as well as maintenance agreements for that shared roadway.
21. Off site transit improvements are not a part of this applicant's proposal. Some discussion has transpired with Metro and the County about the opportunity and potential location of future transit and pedestrian connectors. This permit application only addresses those improvements which can be accomplished on the applicant's improved site area. Specifically, it is proposed that vertical transportation via elevator and staircase will be provided from the site circulation on grade at elevation 25' adjacent to the Burke Gilman Trail to the main arterial SR 522 at elevation 44' some nearly 20' above the primary pedestrian access to the development. Additionally, a grand stairway is provided for pedestrian access from the elevated Lakepointe Way NE at elevation 44' to the site and pedestrian boardwalk at elevation 25'.
22. Refer to the Traffic/Transportation Study provided by TPE regarding the anticipated volume of vehicles at this location.
23. The design team anticipated further comments from the Technical Screening Team once full engineering designs are submitted for roadway design.

Uniform Fire Code

24. The Northshore Plan, Alternative C is not meant to be a fully developed design solution for Lakepointe Mixed Used Development. Its intent as included in this submittal, at the prior request of the County, is for volume, density, building massing, and development design scenario comparison purposes only. To the extent it is documented in this submittal, it is not a viable proposal.

25. The connection from the site at elevation 25' to NE 175th St. has been redesigned in order to provide direct access to the surface service corridor roadway beneath Lakepointe Way NE before then turning onto NE 175th St. With this revised connection, a 20' inside turning radius is no longer required for fire department access.
26. The fire department access road in parcel G-1 will be designed within that parcel's building envelope but understood that the road will not be allowed to pass under the constructed and occupied building, and that envelope line will be relocated so as not to include the METRO property.
27. One half of the marina construction is proposed in phase 3 along with the construction of the hotel in the Preferred Alternative C. The phasing drawing sheets have been modified along with bar graphs which clarify the proposed development square footage and uses within each phase. Each phase is proposed and expected to stand on its own without the completion of subsequent phases. Specifics related to the design of fire protection systems, building construction types, utilities connections, power provisions, structural design, and mechanical systems will be identified in the building permit application submittals of each building within each phase.
28. Revised phasing drawings clarify that temporary surface access lanes are provided to allow emergency vehicle circulation around all sides of parcel A and B, prior to the completed construction of the elevated boulevard in later phases.
29. Revised phasing drawings clarify that temporary surface access lanes are provided to allow emergency vehicle circulation around all sides of parcel C-1, 2, and 3, prior to the completed construction of the elevated boulevard in later phases.
30. Revised phasing drawings clarify that temporary surface access lanes are provided to allow emergency vehicle circulation around all sides of parcel D, prior to the completed construction of the elevated boulevard in later phases.
31. Revised phasing drawings clarify that temporary surface access lanes are provided to allow emergency vehicle circulation around all sides of parcel E-1, prior to the completed construction of the elevated boulevard in later phases.
32. Revised phasing drawings clarify that temporary surface access lanes are provided to allow emergency vehicle circulation around all sides of parcel E-2, prior to the completed construction of the elevated boulevard in later phases.
33. Support for water mains, as well as provisions for freeze protection, and locations proposed for construction staging will be identified in the building permit application submittals for each building within each phase of the development.

Uniform Building Code

34. No additional information is required at this time. Building permit application submittals will be made for each building within each phase of the development. At that time, specifics to ADA accessible routes within each building including elevator service provision will be identified.

Site Engineering

35. No additional information is required at this time. Detailed engineering drawings will be included with each building permit application submittal of each phase.

Grading

36. The permit required for the placement of fill on the site in 1996 is being coordinated between the applicant, its agents, and regulatory agencies. No additional information is required at this time for the Commercial Site Development permit application submittal. It is understood that additional grading permits will be required at the time of building permit application for any development of any building within any phase of this project.

Design Guidelines

37. No additional information is needed at this time. This revised submittal of the Commercial Site Development Permit application is in response to the Technical Screening Team's review and comments. No significant modifications of the proposed site plan affect the existing third submittal of the Design Guidelines submitted on December 23, 1996.

Affordable Housing

38. It is the design team's understanding of the P-suffix requirement for affordable housing that this requirement is triggered at such a time when residential units developed on site exceed 400 in number. It is our further understanding that at that time, the applicant has the option of identifying units on site to satisfy the affordable housing requirement or to designate specific units of site within the Northshore planning area as those which will satisfy the affordable housing requirement. Specific residential units within each parcel identified on the proposed site plan can not at this time be "ear-marked" to satisfy the affordable housing requirement.

If you have any questions or comments please feel free to call.

Sincerely,



Lois Broadway

LB:s(tr)

c: Pioneer Towing Co.: Gary Sergeant
Pacific Rim Equities: Mike Gleason
Phillips McCullough Wilson & Fikso: Jack McCullough
Agra: Dee Gardner
TPE: Vic Bishop
Earth Consultant: Andy Kindig
KPFF: Dave Seman
Callison: Bob Hutnik, File #9



King County Department of Development
and Environmental Services
Building Services Division, Technical Screening Team
900 Oakesdale Avenue Southwest
Renton, WA 98055-1219

November 21, 1997

Robert J. Hutnik
Lois Broadway
Callison Architecture
1420 5th Avenue, Suite 2400
Seattle, WA 98101

RE: Tracking Number B96CS005
Project Name: Lakepointe - Commercial Site Development Permit

Dear Mr. Hutnik & Ms. Broadway:

The Technical Screening Team (TST) has screened your application received December 23, 1996 for conceptual design compliance with respect to King county Codes and Ordinances. At the present time the following additional information and/or changes are required before your application can be forwarded to the plan review sections for a detailed code and ordinance review.

General Comments

1. Please make corrections to sheet A0.1 to correct errors in the index (change "A1.0" to "A1.1" and "A1.1" to "A1.2").

Either correct the Project Description on sheet A0.1 or the Phasing sheets A4.3 through 4.8 to make them consistent with each other. The amount of square footage for the proposed uses do not match and are not consistent with what is identified in the Draft SEIS.

Change the Department of Development and Environmental Services information as follows:

**Department of Development and Environmental Services
(DDES)**

900 Oakesdale Avenue SW
Renton, WA 98055-1219

Priscilla Kaufmann, Project Manager
Tel: (206) 296-7284
Fax: (206) 296-7225

Robert J. Hutnik
Lois Broadway
November 21, 1997
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2. Sheet A2.2 Site Statistics shows three alternatives: Base Line Alternative "A"; Preferred Design Alternative "B" and SEPA/Northshore Design Alternative "C". Please provide a narrative description of the three alternatives.
3. On sheet A1.4 please correct the zoning as follows:

Tax Lot 112604-9001 RB-P
Tax Lot 112604-9020 I-P (POT RB-P)
Tax Lot 112604-9137 RB-P
4. Please show the zoning on adjacent parcels.
5. Please label the buildings on Sheet A2.1 (i.e. Building "A") and show the Northshore P-Suffix Subdistrict boundaries (P-suffix 14.a.).
6. Sheet A2.3b change "A2.3b" to A2.3c" on the note that says "See Detail ___/A2.3b."
7. Sheet A2.4 correct math for Residential Subdistrict from "240 - 667" to "240 - 672."
8. Revise the construction date information on all the phasing sheets. This can be construction duration rather than specific construction dates. Make any other needed corrections to the phasing plan. (See affordable housing section of this letter.) **Please be aware that each phase must stand on its own and not be dependent on future phases.**
9. Show the 24-foot wide goose nesting easement (AF# 8101230555) on all the site plan sheets.

Contact Priscilla Kaufmann at 296-7284 for questions relating to general comments.

Shoreline Enhancement

10. The Northshore Community Plan P-Suffix Conditions for the Kenmore Pre-Mix site for Shoreline Enhancement (P-Suffix 9.) requires that the shoreline edge of the Sammamish River and Lake Washington be improved "to enhance water quality and wildlife and marine habitat". Plan sheets L1.0, A2.0 and A2.1 show the proposed landscaping as consisting of "seasonal flowering plants along with grass and accented paving", which are incompatible with wildlife and marine habitat. The plan sheet must show diversified plant communities and habitat features (e.g. woody debris) appropriate for wildlife. A note must be placed on sheets L1.0, A2.0 and A2.1 A stating that the shoreline edge will be developed in compliance with a wetland and riparian enhancement plan, which will be required as a condition of approval.

If the proposal is buffer averaging and the "seasonal flowering plants along with grass and accented paving" are not part of the buffer, identify the area that is make-up area for the reduced

Robert J. Hutnik
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buffer, calculations showing the amount of buffer required and the amount proposed, and a justification to demonstrate that the buffer averaging proposal "will provide additional natural resource protection", which is required by KCC 21A.24.36(B).

In addition, the wetland deltas and small island shown along the property edge abutting the Sammamish River is not a suitable habitat enhancement feature because 1) they would require the removal of existing trees; 2) would result in a reduction of the sensitive areas buffer; and 3) may result in creating predator habitat. If these are not proposed as mitigation, they should be removed from the proposal.

Contact Don Finney at 296-6623 if you have questions regarding the shoreline enhancement plan.

Zoning and Landscaping

11. A note on sheet A2.1 states that "Additions to the existing bridge could allow a pedestrian connection to the Shoreline Park from the Rhododendron Park and to Inglewood Country Club and public boat launch..." How will these connections be accomplished? If these connections are not part of the proposal, delete these notes or clarify that it is a possibility rather than a proposal.
12. K.C.C. 21A.12.040.B.10 allows buildings to exceed the base height if one additional foot of street and interior setback is provided for every foot of increased building height. Building "G.1", which fronts on Lakepointe Way NE, does not meet the required setback and will have to be relocated or reduced in height. If you are interested in using the provisions of the Quality Urban Environment (QUE) program, as codified in Title 21A.55, the request must be received in writing no later than December 31, 1997.
13. The parking calculations on Sheet A2.2 show "industry standard." Where do these standards come from? Are they relevant to this proposal? On that same sheet, should the "parking as designed" drawings say dated 12/23/96? Update this date with the revised submittal.
14. It appears that some of the parking for individual buildings do not meet the parking standards for Title 21A.18. Specifically, buildings "B", "F" and "G.1/G.2" in the Baseline Design Alternative "A" and buildings "B", "D/E.1" and "F" in the Preferred Design Alternative "B". Please explain how the K.C.C. 21A.18 parking standards will be achieved, keeping in mind that each phase must work on its own as if other phases were not completed. Each phase must not be dependent on future phases to meet this requirement. You may, however, construct additional parking in an earlier phase that will serve future phases.
15. It appear that the parking proposed for the Waterfront Subdistrict exceeds the maximum parking allowance of 1 space per 400 square feet of building established under the P-Suffix conditions. Revise the parking layout to conform with the P-Suffix condition. If this is a modification of the P-suffix condition, provide a justification for the modification. Also note, if K.C.C. 21A.18 is

more restrictive than the P-suffix, the project must be designed to K.C.C. 21A.18 because a P-suffix cannot reduce standards contained in the code.

16. In revising the parking calculation sheet A.2.2, show the P-Suffix parking calculations for the Waterfront, Residential and Neighborhood Commercial subdistricts identified on plan sheet A2.4. If you group buildings together when calculating parking, group the buildings by subdistrict.
17. The plan sheets L1.0 to L1.3 are not detailed enough to assure compliance with the landscaping requirements of K.C.C. 21A.16. Include the information provided by Robert Shinbo and Associates in the December 23, 1996 letter to Anna Nelson from Lois Broadway on this plan sheet or an additional plan sheet.
18. Include the information provided by Robert Shinbo and Associates in the December 23, 1996 letter to Anna Nelson from Lois Broadway on plan sheet L1.2 or an additional plan sheet relating to recreation area and play area requirements of K.C.C. 21A.14.180 - 190 and the P-suffix conditions (Condition 14.c(1)(o)).
19. The play area shown is not "accessible and convenient to all residents within the development," as required by K.C.C. 21A.14.180. The current plan places the play area in the far southeast corner of the site, which makes it almost one third of a mile away from some of the proposed residential units. In a development of 1,200 residential units, multiple play areas must be established so that there are play areas close to each of the buildings containing residential units. Therefore at least one play area must be established for each building that contains residential units, unless all the units in that building will be exclusively for seniors.

Contact Priscilla Kaufmann at 296-7284 for questions relating to zoning and landscaping.

Traffic

20. The site plan illustrates that a private road structure will be within public right-of-way and beneath Lakepointe Boulevard. This may not be acceptable and will need acceptance by the Department of Transportation prior to final approval of the site plan. The plans must identify which roads will be public and which will be private.
21. A MAJOR component of allowing the Lakepointe development was availability of bus service. There is very little information in regard to walking patterns for the developed areas to and from available transit stops. The site plan needs additional amplification on walking patterns and/or routes on site as well as to transit off site.
22. Demonstrate that the intersection of NE 173rd Place and 68th AVE NE has adequate stacking space.

Robert J. Hutnik
Lois Broadway
November 21, 1997
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23. The above comments are additional to any other detailed engineering comments that will be made on the project once full engineering designs are submitted.

Contact Gary Samek at 296-6596 for questions relating to traffic engineering.

Uniform Fire Code

24. Alternate C is not an acceptable plan for fire department access. The plan sheets must clearly state that Alternate C is not a viable proposal and is included for comparison purposes only.
25. Provide 20 foot inside turning radius for fire department access road at the intersection with Northeast 175th or redesign to connect with Lakepointe Way.
26. The fire department access road can not be located under building "G-1." The building envelope line must be removed from the METRO property.
27. Phases 1-6
- Describe what portion of the marina is included in which phase.
 - Each phase must work on its own as if other phases were not completed. They must not be dependent on future phases:
 - fire department access roadways
 - fire hydrants/water mains
 - construction of underground parking
 - construction of buildings
 - utilities
 - sprinkler systems, standpipes, alarm system
 - ventilation/detection system in parking garage
 - exits
 - standby power, emergency systems
 - seismic provisions
 - smoke control systems
 - HVAC
 - Still unresolved is the issue of supporting the fire hydrants, water main, and fire department access roadways not on top of the building structure.
28. Phase 1 - The fire department access roadway from Northeast 175th must be a circulating roadway back to Lakepointe Way Northeast (shown as a dead-end), around the perimeter of building "B."

The fire department access roadway must extend around the perimeter of building "A" and be a circulating roadway back to Lakepointe Way Northeast.

Robert J. Hutnik
Lois Broadway
November 21, 1997
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any backfilling and clearing/grading outside the designated cleanup areas will require a grading permit. This permit must be coordinated with the Seattle-King County Department of Public Health, the Department of Ecology, and Puget Sound Air Pollution Control Agency (PSAPCA). No additional information is required at this time for the Commercial Site Development permit, but grading permits will be required with each phase of development.

Contact Bruce Engle at 296-6782 for questions on what items are to be included in the grading permit.

Design Guidelines

37. No additional information is needed at this time. If there are changes to the Commercial Site Development Permit site plan, the design guidelines will need to be updated to reflect the new site plan.

Contact Priscilla Kaufmann at 296-7284 for information on the Design Guidelines.

Affordable Housing

38. The December 23, 1997 revised commercial site development permit (CSDP) application has still not addressed the items noted in Betsy Czark's May 7, 1996 memo, the information identified during the October 17, 1996 meeting with Mike Gleason, or the November 9, 1997 letter from Betsy Czark related to affordable housing. The proposed phasing plan must reflect the affordable housing requirements. Therefore the phasing plan submitted must be revised to include affordable housing.

Contact Betsy Czark at 296-8628 if you have questions regarding the Affordable housing item.

Until this information is received your application is on hold. Questions about the required information should be directed to the appropriate discipline between the hours of 8:30 am to 4:30 p.m. The Permit Center will keep your application for 60 days. If all of the above information is not received within that time the Department will cancel your application. Continuation of the project after that time will require submission of a new application.

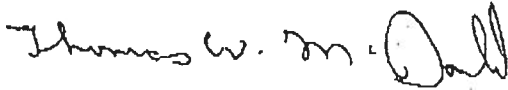
****** IMPORTANT NOTE: Please provide a written commentary as to how you addressed the above numbered items. Resubmittals without a commentary will delay the screening process.**

Please submit all of the requested information together with the enclosed form. You must submit the same number of copies as originally submitted of all new or revised replacement drawing sheets to make complete sets of building plans and complete sets of site development plans. [Note: A complete set of building plans includes: a site plan(s), landscape plan(s), architectural/structural plans, HVAC plan(s), and civil plans. A complete set of site development plans includes: a site plan(s), landscape plan(s), and civil plans]. The requested information must be submitted through

Robert J. Hutnik
Lois Broadway
November 21, 1997
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a Permit Technician at the Permit Counter in the BlackRiver Corporate Center, 900 Oakesdale Avenue Southwest, Renton, WA 98055-1219. Any information requested by the Technical Screening Team that is mailed to our office will be returned to you.

Sincerely,



Thomas W. McDonald
Supervisor, Technical Screening Team

Enclosure

TWM:pk

cc: Gary Sergeant, Pioneer Towing Company
Michael Gleason, Pacific Rim Equities
Lynn Baugh, Manager, Building Services Division
 ATTN: Chris Ricketts, Supervisor, Plans Examination
 John Rac, Senior Plans Examiner
 Steve Phelps, Fire Protection Engineer II
 Jeff O'Neill, Supervisor, Site Engineering and Planning
 Jeff Bunnell, Senior Engineer
 Priscilla Kaufmann, Planner III
Marilyn Cox, SEPA Chief, Environmental Division
 ATTN: Barbara Questad, Environmental Planner
 Don Finney, Senior Ecologist
 Bruce Engle, Grading Inspector
 Mark Mitchell, Shoreline Administrator
Gary Samek, Supervising Engineer, Traffic Engineering Section, Road Services Division
 ATTN: Fay Schaff, Traffic Engineer
Betsy Czark, Housing Planner, King County Housing and Community Development Program
Permit File A95P0105
Permit File B96CS005
Permit File L96SH107

P-Suffix

Lakepointe - background and status

Background/history

- Community meetings were held in mid-1992 to get input on general design concepts and development requirements.
- Through the Northshore Plan Update, the King County Council tentatively approved zoning for project in February 1993, subject to further review of traffic issues. At this time the initial development agreement, which outlined general site development conditions, was adopted.
- In mid-1993 the County Council asked the Department of Public Works and the landowner/developer to work together to further review transportation and transit issues related to the site. The traffic study commenced in mid-1993, continued through 1994, and was completed last December.
- Rather than take 4-5 months to complete the anticipated plan amendment study, the Council granted the zoning for the site through the Countywide rezone done to implement the Comprehensive Plan. The development agreement adopted in 1993 was revised to reflect the findings of the traffic study.

What do the development conditions say and how did they change through the last Council action?

- A 15 page condition package regulates permitted uses, building design, parking, transit and transportation conditions, pedestrian and bicycle circulation, landscaping, shoreline improvements, affordable housing, bulk and height of buildings and mitigations phasing. This package will be used in addition to regular building and zoning codes during permit review.
- The substantial bulk of conditions remained unchanged through December 1993 Council action. Changes include:
 - required provision of commuter parking
 - clarification that the bypass road will connect with SR 522 close to 65th Avenue
 - requirement that each phase of the development contain some housing
 - further specificity about alignment of 175th St. and Burke-Gilman trail with Lakepointe Drive
 - requirement that access be retained to off-site businesses to the northeast of the site
 - reduced level of responsibility by developer for completing pedestrian overpass over SR 522
 - refined process requirements

What's next? - status and process

- The Master Site Plan is likely to be submitted this year, together with plans for roadway and shoreline enhancement. These will be the first permits filed for the site.
- Public review will be available through shoreline permit and SEPA process. The County anticipates doing additional special public review at appropriate points.

E. Mixed-Use Pedestrian-Oriented Areas

To implement policies CI-4, K-2 and K-12, special conditions are attached to the property known as the Kenmore Pre-Mix site. The discussion and mitigation below applies specifically to the Pre-Mix site (shown on Map A).

The Mixed-Use District is intended to be a pedestrian-oriented place, where residents and visitors can enjoy an "urban village" extension of Kenmore. The design of the Mixed-Use District is intended to integrate different land uses and activities and minimize the conflicts between vehicles, pedestrians and cyclists. It includes a new "pedestrian street" that will connect the new 175th Street alignment Lakemonte Drive to the waterfront park. Shops and dining establishments will front the street, with residences above.

The Mixed-Use District will provide almost a mile of Lake Washington and Sammamish River channel shoreline public access. A waterfront promenade will be developed for pedestrian use along the existing barge basin, and will include trees, benches, public viewpoints, walking paths and sidewalk cafes. The promenade will lead to a new public waterfront park at the end of the peninsula with a special public gathering place for musical events and other occasions. The park will have unobstructed views down Lake Washington available to residents of the Kenmore community.

Pedestrian improvements will include a new public shoreline park along the Sammamish River channel, which will incorporate a shoreline/wildlife interpretive trail and bike path. Townhouse style homes will be set back from the shoreline to allow for enhancement of this new natural area. The shoreline/wildlife interpretive trail will lead to a new public community shoreline park with public restrooms and a trailhead interpretive center.

Mixed business-residential use is recognized as a viable use in the long term for the Kenmore Pre-Mix site. However, any development in this area requires mitigation of environmental impacts. Therefore, a site-specific mitigation program is incorporated in the P-suffix conditions for this area. The objective of this mitigation plan is to ensure that all impacts of the proposed development are mitigated.

SR-522 in Kenmore is recognized to be at "ultimate design." Roads that are at ultimate design cannot be widened without significant destruction of existing development and potential environmental damage because the land around the roadway is already developed and/or contains natural features. King County recognizes that while some improvement to adjacent roadways is possible, congestion below County thresholds is likely to continue on SR-522. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR-522 roadway described above.

The King County Department of Public Works has identified potential transportation improvements which will facilitate traffic flow in Kenmore. Preliminary transit Transit improvements have also been identified. The transportation P-suffix conditions in this package identify ways to mitigate transportation impacts as a

~~result of mixed use development on the Pre-Mix site. The level of acceptability cannot be based on current County standards due to the ultimate design characteristics of the SR 522 roadway described above. Completion of the Transportation/Circulation Master Plan is necessary to update and clarify mitigation measures when a more detailed development proposal is submitted.~~

The following ~~proposed~~ permitted conditions apply to the Kenmore Pre-Mix site:

1. Permitted Uses

Permitted uses shall include those uses permitted in the various zones within the overlay district, except the following:

- a. Gasoline service stations
- b. Drive-through restaurants ~~or banks~~
- c. Retail nurseries
- d. Car washes
- e. Stores with outdoor storage
- f. Single retail tenants with a gross floor area in excess of 65,000 square feet

For properties in the Neighborhood Commercial, Waterfront, and Waterfront Extension Subdistricts (described below), the location of residential dwelling units shall be prohibited on the ground floor, and retail and service uses are encouraged on the ground floor. Other ground floor uses (including parking) may be permitted when designed so as to be compatible with the pedestrian orientation of the development.

2. Building Development

Orientation to Pedestrian Street

For properties with frontage on the primary pedestrian street (shown on Map A), the following building setback requirements shall apply:

Street Setback: maximum of 5 feet; larger setbacks shall be allowed if arcades, street-side outdoor cafes, patios, parks, plazas, or other public spaces are provided along the street.

For properties with frontage on the primary pedestrian street, the primary ground floor building entrance should orient to either the street or public spaces such as plazas, arcades, and parks.

For development located on the primary pedestrian street, a minimum of 75% of the street shall be fronted by buildings at-grade. A minimum of 50% of the buildings on the street shall be fronted by retail or service uses.

Public pedestrian access to the waterfront located at the rear of buildings located on the primary pedestrian street shall be provided a minimum of every 300 feet of street frontage.

Street Facade Requirements

The building street facade of ground floor retail and service uses that front the primary pedestrian street shall include windows and overhead protection. The use of blank walls without facade ornamentation is not permitted along the primary pedestrian street.

Building materials such as concrete, brick, masonry, glass, tile, stone, metal, or wood are required on the building street facade. Sheer, uninterrupted glass curtain walls, all mirrored glass and cinderblocks are not permitted on the building street facade along the primary pedestrian street.

Height

Maximum heights shall be 92 feet in the northern and central portions of the mixed use development area. A 45-foot height limit shall apply to all development within 100 feet of the channelized edge of the Lake Washington shoreline. The boundary of the channelized edge shall extend to the inner harbor line. A 35-foot height limit shall apply to all development within the first 200 feet, and a 45-foot height limit to all development within the next 100 feet of the Sammamish River shoreline edge and the Lake Washington shoreline edge that is not channelized.

175th Street Frontage

The frontage of the new 175th bypass road Lakemont Drive shall be designed as to be attractive to passing road users and to screen surface parking adjacent to the roadway. For example, parking areas fronting on 175th Street NE Lakemont Drive should be screened with either by bermed landscaping or buildings. Street trees shall be provided along the realigned 175th Lakemont Drive.

3. Parking

Amount and Location

At full build-out, off-street parking shall be no greater than one space for every 400 square feet of floor area in the waterfront, waterfront extension, and residential subdistricts; provided that during initial phases of development, off-street parking standards may be exceeded in anticipation of future development.

In the Neighborhood Commercial subdistrict, minimum parking requirements for office, retail and commercial uses shall be reduced to one space for every 300 square feet of floor area.

Surface parking shall be located to the greatest degree possible in the rear of buildings that front the primary pedestrian street. Any parking which cannot be accommodated in the rear of the building may be provided on the side of the building.

At full build-out, on-site surface parking shall consume a maximum of 50% of the total site area in the Neighborhood Commercial subdistrict, and 25% of the total site area in the Waterfront, Waterfront Extension, and Residential subdistricts. The remaining off-street parking requirements shall be accommodated using one or a combination of the following:

- On-site parking structure
- On-street parking spaces
- Off-site common parking facility

At full build-out, 75% of the parking in the Waterfront, Waterfront Extension, and Residential subdistricts shall be provided in structures or on-street.

In the Neighborhood Commercial subdistrict of the Pre-Mix site, a maximum of 80 parking stalls are permitted in any one surface parking lot. At a minimum, parking lots must be separated by buildings, streets, or 12 feet of type two landscaping.

Design

All parking areas that front sidewalks (except along ~~175th Street~~ ~~Lakepointe Drive~~) shall be screened by a streetwall and landscaping.

Retail uses shall be provided on the first floor of the street side edges of parking structures.

4. Transit and Transportation Circulation

Mitigation for development of the Pre-Mix site should emphasize enhancement of transit and non-vehicular use and improvement of local access and circulation within the Kenmore area. Therefore, mitigating conditions (as specified in paragraph 14 below) include dedication and construction of a new ~~175th bypass road~~ ~~Lakepointe Drive~~, signalization of the intersection of this road with 68th Avenue and with SR 522, dedication and improvement of a transit hub ~~stop~~ on SR-522, ~~contribution to~~ development of a pedestrian bridge crossing SR-522, construction of a pedestrian street, ~~shared use with Metro of a parking area associated with the transit hub~~ ~~provision of commercial parking~~, the construction of ~~the new 175th bypass road~~ ~~Lakepointe Drive~~ and improvements to a new intersection at 65th Avenue NE, ~~participation in the cost of intersection improvements at the intersection of the new 175th bypass road and 61st Avenue~~ and development and enforcement of a transportation management plan on site.

Fair share participation in applicable projects listed in the current Mitigation Payment System ~~program~~ ~~Program~~ as well as ~~contribution towards other~~ transportation projects recommended in the ~~Northshore Plan is also a required mitigation condition~~ ~~identified through the Master Plan and development plan approval process~~.

Furthermore, the requirement that residential development occur throughout the various phases of development of the Pre-Mix site will ensure that transit and transportation linkages occur from the very beginning of development.

5. Pedestrian and Bicycle Circulation

Design of the Mixed-Use District shall emphasize public pedestrian access and linkages to the transit facilities and adjacent sites. This includes contribution to development of a pedestrian bridge across SR-522, as specified in Condition 14 below, if approved by King County and WSDOT. Required primary public pedestrian and bicycle routes are shown on Map B. Other, minor pedestrian routes shall be identified through the Master Planning and building permit review processes.

All pedestrian walkways and connections, including shoreline pedestrian routes, shall be accessible and open to the general public. While public vehicular access may be limited to the Residential area, ~~Public~~ pedestrian access within the Residential area shall be open to the general public, limited to two public access corridors across the subdistrict.

Bicycle and pedestrian linkages to the Burke-Gilman Trail, and to the transit hub required as part of Condition 14 below, shall be provided. See Map B. Location of these linkages is subject to the review and approval of King County.

Bicycle parking facilities shall be provided at all major public destination points.

6. Landscaping and Public Amenities

All properties that front the pedestrian street must provide sidewalk landscaping and other amenities (street furniture, street trees, and special lighting).

20% of the entire mixed use development shall be designated as public open space for the general public. Major public activity nodes are identified on Map B. A public gathering place which accommodates a minimum of 50 people shall be provided on the site. See Map F and G. These public open space areas shall be easily accessible to the pedestrian, and shall be considered in the pedestrian circulation plan.

Waterfront access areas, public parks and sensitive area buffers may be utilized to calculate the 20% requirement. Internal pedestrian walkways, public streets, and private open space areas shall not be utilized to calculate the 20% requirement. Public access shall be provided around the entire waterfront edge of the site. See Map B.

Street trees shall be provided in all roads constructed with the development. The normal landscaping requirements of the code, with the exception of parking area landscaping, are hereby waived.

7. Vehicular Access and Circulation

Driveways on the primary pedestrian street shall be limited to an average of one for every two hundred lineal feet.

The on-site vehicular circulation system shall contribute to pedestrian movement and safety by including all of the following items that are feasible, considering the overall design of the development:

- Pedestrian crosswalks at key crossing areas
- Signage that clearly communicate the location of vehicular and pedestrian zones.
- Designated passenger drop-off areas
- Parking on interior roads, to slow down vehicular traffic
- The primary pedestrian street shall be built in the Waterfront subdistrict. Location of this pedestrian route as shown in Map B is conceptual. Actual location may vary based on road and signalization design. The street shall be built to the general specifications of the illustrative street section in Map C and Map D.

8. Public Viewpoints

Public viewpoints, linked with the pedestrian routes, shall be provided. Public viewpoints shall provide views of the Sammamish River and Lake Washington. See Maps B, E, F and G. Public viewpoints shall be integrated into the pedestrian plan for the site and shall be easily accessible to the public. Development of the public viewpoint areas shall include pedestrian amenities such as seating and signage.

9. Shoreline Enhancement.

The shoreline edge of the Sammamish River and Lake Washington shall be improved to enhance water quality and wildlife and marine habitat. A wetland and riparian enhancement plan subject to the review and approval of King County, shall be performed by a qualified wetland biologist. Setbacks shall be subject to the King County Sensitive Areas Ordinance and the Shoreline Master Program with a minimum 100-foot setback for structures from the river's edge. Variations to adopted setbacks, may require off-site mitigation, to be determined in the Master Plan process. No disturbance of the Sensitive Areas Ordinance required buffers is permitted, except at minimum 300 foot intervals, wildlife viewing trails extending into the buffer may be allowed if no significant impact to the wildlife and marine habitat is anticipated to occur. The use of moorage developed in the barge channel shall be limited to private use. Public moorage shall be provided, if feasible, on the Lake Washington frontage of the site, subject to approval under the King County Sensitive Areas Ordinance, the Shoreline Master program and other agencies with jurisdiction. Approval of all water moorage is subject to mitigation of marine/air conflicts. A special study shall be performed to determine if boat moorage will have a negative impact on salmon runs entering the Sammamish River or feeding at the River mouth. If it is found that moorage and associated boat traffic may have an impact, boat moorage shall not be provided. At the time of the creation of this condition package, no setbacks are required along the inner harbor line. Regulations adopted subsequently may require setbacks within this area.

Additional transportation mitigation may be added to any phase as a result of completing the Transportation/Circulation Master Plan.

The intersection of SR-522 and 68th Avenue is near its ultimate design improvement, and currently operates at LOS F. Significant mitigation of this intersection is not possible, and therefore mitigation for the development of the Pre-Mix Site ~~site~~ must be directed to improving access and circulation in other ways. Satisfaction of the linkage requirements set forth below shall be construed as satisfying the County's road adequacy requirements for each respective phase or subdistrict of concurrency and interaction standards for the overall project.

- (1) ~~Startup Phase, Overall Project Mitigation:~~ The following phasing items shall be provided in connection with ~~initial~~ development of the ~~startup~~ phase. These mitigations are projected to ~~more than satisfy~~ mitigation requirements of the ~~start-up phase itself. Additional Pre-Mix site Certificates of occupancy shall not be issued for development on the Pre-Mix Site until the following mitigation requirements of individual subdistricts shall be triggered to the extent development occurs in individual subdistricts outside of the start-up phase boundaries have been satisfied or adequate security to ensure their satisfaction has been provided King County.~~
- (a) Full signalization of the intersection of 68th Avenue and the new ~~175th bypass road (Lakemonte Drive/Interchange CIP)~~, and intersection improvements to include a northbound left-turn and left-turn/pass-through ~~lane lines~~ on 68th Avenue but not including improvements to the 68th Avenue Bridge over the Sammamish River;
 - (b) Dedication of right-of-way adequate for a five lane principal arterial on-site for ~~the new 175th bypass road (Lakemonte Drive)~~, connecting 68th Avenue to SR 522 at the northwest corner of the Pre-Mix Site ~~site~~;
 - (c) Construction of the new ~~175th bypass road onsite (Lakemonte Drive) on site~~ in a five-lane cross-section with landscaped landscaped median within the dedicated right-of-way, connecting 68th Avenue to SR 522;
 - (d) Provide for signalization ~~and reconfiguration~~ of the intersection of SR 522 and the new ~~175th bypass road (Lakemonte Drive) listed in the CIP~~, once signal installation authority has been obtained from the State of Washington by King County;
 - (e) Provide for realignment of existing 175th Street to ~~coordinate with the new 175th bypass road, as set forth in the approved Transportation Master Plan, with a grade-separated crossing under Lakemonte Drive (listed in the CIP), as set forth in Map B.~~

(f) ~~The developer shall contribute the cost of construction for an Construction of two enhanced transit stop to serve the start-up phase stops (to be listed in the CIP), which shall be located on the north and south side of SR-522 and north of the Burke-Gilman Trail and shall include seating areas, weather protection, and specially-designed landscaping and walkway surfaces. The transit stop may be in-lane or pull-out and King County shall be responsible for land acquisition and for obtaining approvals for the transit stops;~~

~~(g) A surface parking area of up to 2 acres in size, in a location adjacent to the identified transit stop, shall be made available for use or development by Metro. Use of this parking area shall be shared by Metro and adjoining developments on site. Satisfaction of this condition shall qualify as TDM mitigation under the County's road adequacy standards;~~

~~(h) If a decision to use the surface parking area is not made by Metro by January 1, 1995, then the above conditions shall not apply, and the (g) the developer shall be responsible for a pro-rata share of achieving SOV trip reduction for the project by providing 50 commuter parking stalls in a location accessible to the southern enhanced transit stop or by contributing its fair share to the construction of any new park-and-ride facility in the Kenmore area. Satisfaction of this condition shall qualify as TDM mitigation under the County's road adequacy standards, as determined by the approved Transportation Management Plan;~~

~~(i)(b) Payment of fair share mitigation fees, including those for a fair share contribution to the transit lane improvements planned on SR 522 if applicable, with credit if applicable for the system improvements (e.g., Lakepointe Drive) constructed for the project;~~

~~(i)(c) Pedestrian access from the developed area to the transit hub stop and the 68th Avenue/SR 522 intersection;~~

~~(i)(d) Provision of other minor roadway improvements identified by the TAMP Master Plan, such as signal phasing, lane realignment, etc.;~~

~~(i)(e) Provide a touchdown location on-site for the proposed pedestrian bridge crossing SR-522;~~

~~(i)(f) Provide for a grade-separated connection for the Burke-Gilman Trail under the to-be constructed 65th Avenue Lakepointe Drive, that is compatible with the design of the Burke-Gilman Trail undercrossing at 68th Avenue. The Trail shall have a 12-foot clear height and project design shall seek to enhance linkages between the Trail and pedestrian routes in the project and reasonably minimize grade change along the Trail. A curbcut shall be provided on SR-522 east of 65th Avenue NE for access to a parking structure and the Trail level portion of the parking structure shall include retail or pedestrian services or open space oriented to the Trail (subject to WSDOT approval);~~

~~(h)(m)~~ The developer shall provide cash incentives, such as transit subsidies, parking fees, or rent abatement for transit use, in residential leases, if called for under the approved TMP transportation management plan;

~~(n)~~ The developer shall maintain access on the existing 175th Street for the off-site lots adjacent to the northeast corner of the project site, as long as the design and function of such access is acceptable to the owners of the off-site lots and will not result in adverse impacts to the use of these lots;

(o) Development of shoreline enhancement, including public recreation and access areas on the Sammamish River shoreline of the Mixed-Use District, in the area immediately adjacent to the start-up phase area and extending to Lake Washington. Development ~~Development in the initial phase~~ shall include parking, public restrooms, trailhead facilities, vehicle turnaround, public viewpoint, construction of shoreline interpretive trail, enhancement of the riparian edge of the Sammamish River, and provision of a public viewpoint; and

(p) Prior to any development, the applicant shall conduct additional environmental assessment as specified by King County and, if contamination is found, shall prepare a remediation plan and schedule acceptable to the King County Executive. Prior to development of any phase of the project, contamination (if any) on the portion of the site to be developed in that phase shall be remediated in accordance with the remediation plan and all legal requirements. The remainder of the site shall be cleaned up on accordance with the remediation schedule.

~~(q)~~ ~~(d)~~ The developer shall appoint an on-site transportation coordinator; and provide cash incentives, such as transit subsidies, parking fees, or rent abatement for transit use, in residential leases in the residential subdistrict, if called for under the approved TMP;

(2) Neighborhood Commercial Subdistrict ~~Mitigation~~. The phasing requirements for the Neighborhood Commercial Subdistrict are associated ~~satisfied~~ with the ~~startup~~ initial phase development and are ~~required to be provided at that time~~. Therefore, additional ~~phasing mitigation~~ requirements are not set forth for further development in the neighborhood commercial subdistrict. ~~Development in this subdistrict may proceed following the startup phase as demand warrants, consistent with the adopted master plan.~~ Although single-use commercial buildings are not prohibited in this subdistrict, residential and commercial uses in various structures should be integrated to the greatest degree possible, through the use of walkways and other functional connections between buildings. Further, the prohibition on ground floor residential units will encourage the inclusion of mixed uses in residential structures. A conceptual plan for a portion of the neighborhood commercial area is shown on Map J.

(3) Waterfront Subdistrict. ~~The phasing requirements for the Waterfront Subdistrict are dependent upon completion of the mitigation requirements~~

(4) e. Public and private facility improvements shall be identified for the entire mixed use development area. Appropriate size or capacity, location, operational characteristics and relationship should be estimated or defined in further detail as defined in other sections of the mixed use requirements.

(5) f. Open space shall be identified for all phases and broken down by the amount per phase and type of facility. Specific improvements should be identified for the phase or phases of the first of a final development application.

e. Transportation/Circulation Master Plan

(1) A Traffic and Circulation report shall be prepared by the applicant identifying all daily and peak hour transportation impact and required capital and transit improvements necessary to address the impact of development of the Pro-Mix site. The report shall include the appropriate cost of each project. Cumulative impacts of the mixed use development on the transportation system shall be evaluated as part of the Master Plan approval. The plan will address full build-out of the Pro-Mix site.

(2) A Financing report identifying public and private funding commitments for identified capital and transit improvements shall be prepared. King County shall ultimately determine the public/private financing commitments in coordination with the applicant, Metro and WSDOT.

(3) A Phasing report shall be prepared identifying the timing of funding commitments necessary to mitigate impacts for the phase or phases proposed in the development application. This plan shall be consistent with the P-suffix conditions.

(4) A Parking Study shall be prepared to identify the minimum number of stalls required for commercial and residential development to be economically viable in the Mixed Use District.
d. Pedestrian/Bicycle Circulation Plan g. Vehicular circulation and access shall be identified for all phases. Any phase included in a final development application shall include locations of driveways and parking and a plan for internal circulation.

h. A map and text identifying pedestrian and bicycle circulation through the entire Mixed Use Development Area is required. Major routes are identified on Map B. Major pedestrian and bicycle connections identified by King County through the staff report shall be binding for subsequent building permits, unless revised. Detailed design of facilities within the any phase or phases applying for final development approval shall be included for that phase.

e. Open Space Plan

Map and text identifying public and private open space for the entire Pro-Mix site is required. Policy K-11 shall be incorporated. The staff report prepared by King County shall identify acreage and location of open space necessary for the mixed use development area at build-out based on impacts of the proposal and the policies and criteria of the Northshore Community Plan. At least 25% of all the open space necessary for entire Mixed Use Development shall be constructed as part of the Phase I development approval.

f. Mitigation/Recapture Plan

- i. The application shall include a description of how proposed mitigation for the project conforms to the requirements of the P-suffix conditions or, if alternative mitigation is proposed, how such alternative mitigation meets the goals and intent of the P-suffix conditions and the Northshore Plan. ~~The mitigation plan should identify the project's actual cost of proposed mitigation and its fair share for mitigation.~~ The County may approve such alternative mitigation if it is warranted, based on changed conditions relating to, for example, transit plans, road alignments, pedestrian connections, or other planning or capital improvement changes, ~~or infeasibility of proposed mitigation or P-suffix conditions,~~ and if the goals and intent of the P-suffix conditions and the Plan are met.

~~j. An agreement identifying timing and funding of public and private funding commitments for identified capital and transit improvements shall be prepared by King County. This agreement shall also include funding commitments necessary to mitigate impacts for the phase or phases proposed in the development application. The plan shall be consistent with the p-suffix conditions. If the application proposes funding or construction of improvements in excess of the developer's fair share, the application shall also include a mitigation-recapture plan that describes how such excess contributions can be recaptured from public or private sources and/or credited against mitigation required for development of future phases, including the waterfront extension district.~~

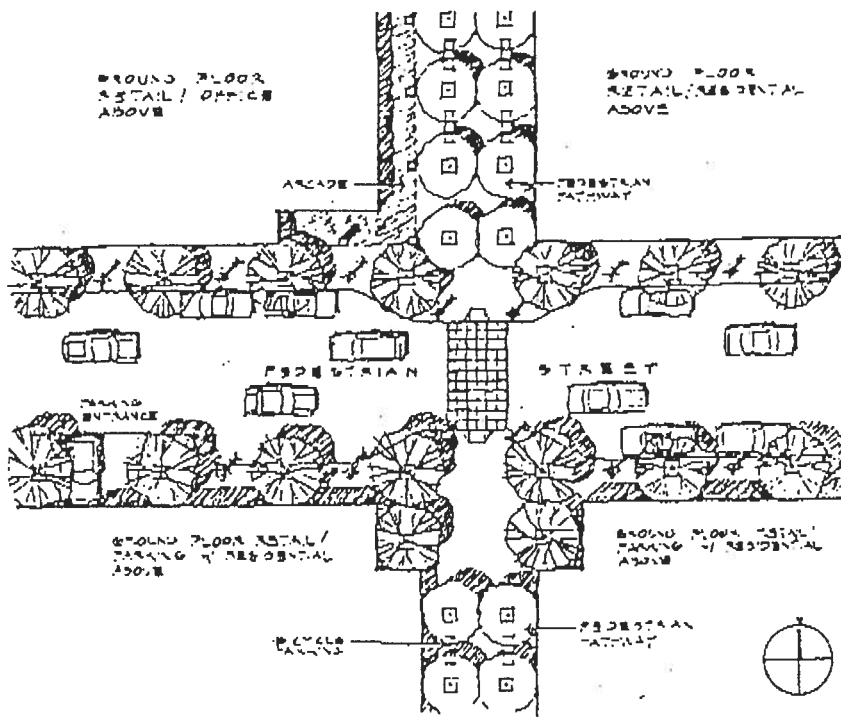
~~k. A transportation management plan shall be created for the entire site to reduce single occupancy vehicle trips related to the project. Strategies to be considered shall include transit subsidies, parking fees, and rent abatement. Mitigation should not be required in excess of the project's overall fair share.~~

~~l. King County shall be required to conduct SEPA review of the Master Plan. King County and the applicant have completed the transportation analysis for the project, and the transportation-related p-suffix conditions are based on this analysis and are intended to mitigate the impacts of the development. This transportation study will be incorporated in the SEPA review for this area zoning. Future SEPA review for the Master Plan and more specific elements of the project should rely on previously conducted analysis where appropriate and should be scoped so as to focus review on impact areas not previously reviewed.~~

17. Subsequent Applications

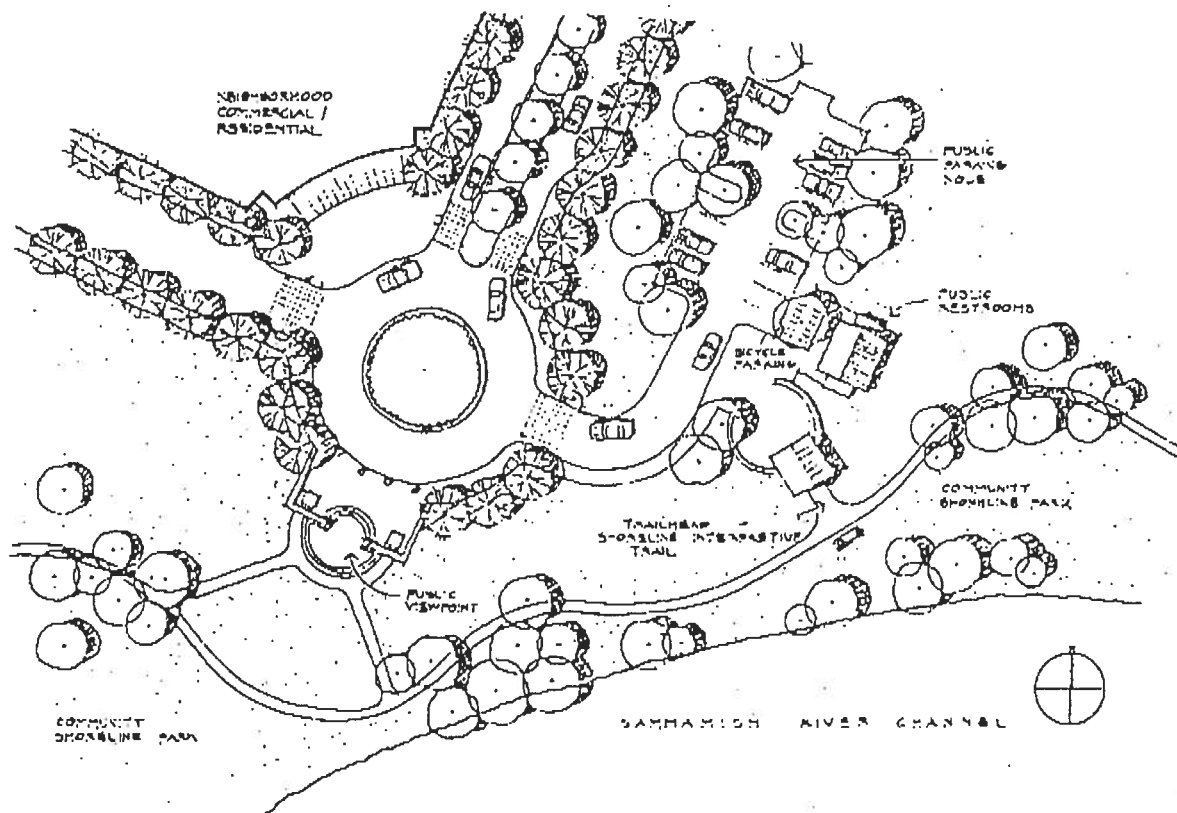
The following elements are required of subsequent development applications within the mixed use development area:

- a. ~~Environmental documents assessing project level impacts of the phase or phases of the Potential Mixed Use Development Area proposed in the potential zone application shall be prepared. Appropriate mitigation necessary for site specific impacts should be identified. Developer shall make application to ODES for final development approval of portions of the site prior to actual construction. The application shall include the information identified in Section 16 above for final development plans and shall also include building elevations for review of mixed use and pedestrian oriented requirements of these p-suffix conditions. The final development plan shall be approved if it is consistent with the Master Plan.~~



Map D Pedestrian Street Concept Plan View

This map is shown for purposes of illustrating the intent of the P-suffix conditions for the Mixed-Use District only, and shall not be used as a development plan for the site. Actual development plans may vary from this map, as long as the intent of the P-suffix conditions is met.



Map G Community Shoreline Park Concept Plan View

This map is shown for purposes of illustrating the intent of the P-suffix conditions for the Mixed-Use District only, and shall not be used as a development plan for the site. Actual development plans may vary from this map, as long as the intent of the P-suffix conditions is met.

Northshore Plan

Area-wide P-Suffix
Conditions

P2. Seasonal Clearing Restrictions

To implement policies NR-3 and NR-5, the following P-Suffix conditions apply:

- A. Seasonal restrictions. Clearing and grading shall not be permitted between October 1 and March 31. All bare ground must be fully covered or revegetated between these dates.
- B. Exemptions. The following activities are exempt from the clearing and grading seasonal restriction:
 - 1. Emergencies that threaten the public health, safety and welfare.
 - 2. Routine maintenance of public agency facilities
 - 3. Routine maintenance of existing utility structures as provided in the Sensitive Areas Ordinance, K.C.C. 21.54.030.D.
 - 4. Clearing or grading where there is 100 percent infiltration of the surface water runoff within the site in approved and installed construction-related drainage facilities.
 - 5. Clearing or grading where all state water quality standards are met including turbidity. SWM shall develop an administrative process before such exemptions are allowed.
 - 6. Landscaping of single-family residences.
 - 7. Class II and III forest practices.
 - 8. Quarrying or mining within sites with approved permits.
 - 9. Clearing or grading for utility hook-ups on approved residential and commercial building permits.
 - 10. Completion of any final clearing/grading work for construction activities that meet all applicable permit conditions and best management practices for a period of time, not to exceed two weeks in the month of October if dry weather conditions are present.

P3. Natural Resource Protection Area

To implement policies, R-7, NR-8, NR-12 and NR-16 the following P-suffix conditions apply to new developments in the areas shown or described on the Natural Resource Protection Area map.

A. Swamp Creek Floodplain

Commercial permits or permits for new residences shall require the 100-year floodplain of Swamp Creek to be placed in a Sensitive Areas Setback Area. New formal subdivisions in the Swamp Creek Floodplain areas shown on the Natural Resource Protection Area map, shall place the 100-year floodplain of Swamp Creek in a Sensitive Areas tract, to be dedicated to the homeowner's association. Determination of the floodplain shall be done for each permit application. Determination shall be based on an actual field survey, using floodplain elevations provided by the US Federal Emergency Management Agency (FEMA).

All developments in RM or RD zones shall provide an interpretive sign that provides information about Swamp Creek and its wildlife, biological, and hydrological functions. Said sign shall be adjacent to the fences at the floodplain edge and be subject to review and approval of Environmental Division ecologists.

The 100-year floodplain area may not be used in the computation of site densities.

B. Swamp Creek Heron Habitat

To provide habitat for herons, an additional 50 foot buffer on each side of the required sensitive area buffers is required in short and formal subdivisions along the tributary to Swamp Creek upstream of 192nd Street within the Swamp Creek Heron Habitat area as shown on the Natural Resource Protection Area map. This 50 foot buffer shall be planted with dense native plant materials to discourage human intrusion into feeding or nesting and roosting areas. Plantings shall be reviewed and approved by DDES. This additional 50 foot buffer may be used in density calculations. If conformance with this requirement would result in an unbuildable lot, then development siting shall be done in consultation with Environmental Division biologists and be reviewed and approved by DDES.

C. Sammamish River Corridor Habitat

Within the Sammamish River Corridor Habitat area as shown on the Natural Resource Protection Area map, short subdivisions, formal subdivisions, and commercial permits must conduct special wildlife studies to identify Great Blue Heron nesting, roosting, and feeding areas of the site. These studies shall be done by a wildlife biologist. Any feeding habitat identified on-site must be designated as a Sensitive Areas setback area and an additional 50 foot buffer on each side of the Sensitive Areas Setback Area shall be established. Use of the 100-year floodplain for computation of site densities shall be consistent with the Sensitive Areas Ordinance. The additional 50 foot buffer may be used to calculate site densities. The additional 50 foot buffer shall be planted with dense native plant material to discourage human intrusion into floodplain and feeding areas.

D. Lake Washington Shoreline Habitat

Along the shoreline of Lake Washington identified as Condition 4, Lake Washington Shoreline Habitat, on the Natural Resource Protection Area map, all short subdivisions, formal subdivisions, and PUDs shall provide a 50 foot buffer in addition to required shoreline setbacks. This additional 50 foot buffer may be used in density calculations. Dense plantings of native plant materials shall be provided and are subject to review and approval by DDES.

E. Wetlands Habitat

Short subdivisions, formal subdivisions, and commercial permits adjacent to wetlands identified as Condition 5 on the Natural Resource Protection Area map, shall provide an additional 50 foot buffer around the wetland. This additional 50 foot buffer may be used in density calculations. Dense plantings of native plant materials shall be provided and are subject to review and approval by DDES. If conformance with this requirement would result in an unbuildable lot, then development siting shall be done in consultation with Environmental Division biologists and be reviewed and approved by DDES.


F. Rookeries


There shall be a 660 foot radius buffer maintained around the periphery of Great Blue Heron rookeries in the Natural Resources Protection Area. A rookery and its buffer shall be designated as Sensitive Areas Setback Area, excepting existing structures and paving. Human access shall be restricted under nest trees from February 15th to July 31st. Access may be restricted with fencing and signage, or dense plantings with native plant materials and signage.


G. General


New docks, piers, bulkheads, and boat ramps constructed within the Natural Resource Protection Area must mitigate for loss of heron feeding habitat by providing enhanced native vegetation adjacent to the development or between the development and the shoreline. Bulkheads should be buffered from the water's edge by enhanced plantings of native vegetation.

2. Natural Resource Protection Area

 Condition 1 - Swamp Creek Floodplain

 Condition 2 - Swamp Creek Heron Habitat

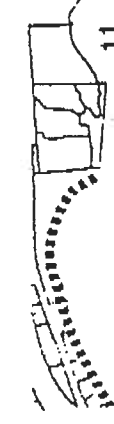
 Condition 3 - Sammamish River Corridor Habitat

 Condition 4 - Lake Washington Shoreline Habitat (includes shoreline from Logboom Park to south border of Denny Park)

Condition 5 - includes all parcels overlaid by Swamp Creek wetlands 3, 4, and 5; East Lake Washington wetlands 1, 2, and 32 and Sammamish River wetlands 20, 30, 51, 52 and 53

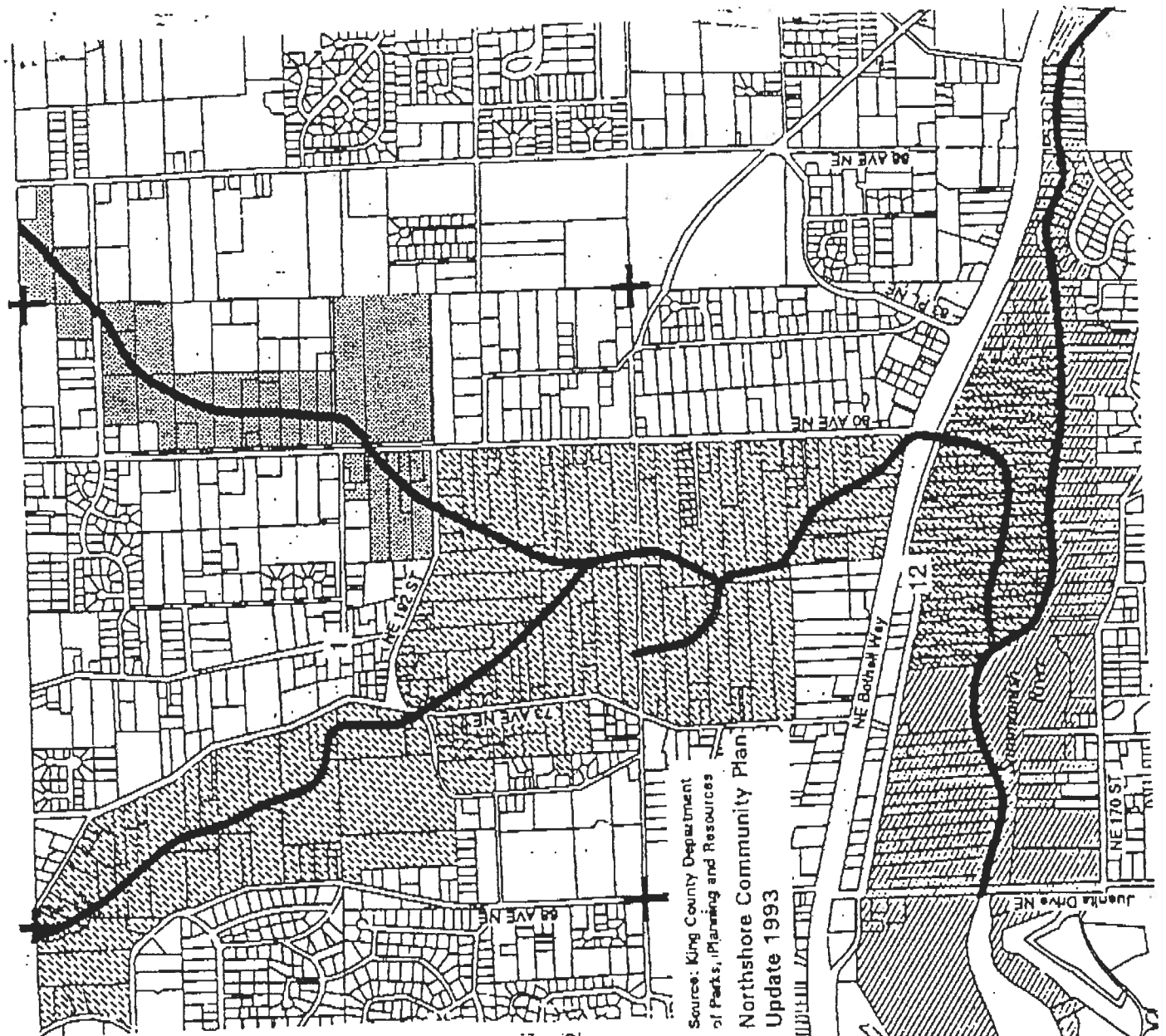
Conditions 6 and 7 - applies to all areas identified in Conditions 1-5

Natural Resources Protection Area - includes areas identified on this map, parcels abutting the shoreline from Logboom Park to the south border of Denny Park and parcels including wetlands specified in Condition 5



Lake Washington

See Northshore Area Zoning for detailed P-suffix conditions



B. Landscaping

P4. Significant Vegetation Retention

To implement policy R-17, the following P-suffix condition applies:

Significant trees shall be retained on grading permits, formal subdivisions and multifamily, commercial, industrial or institutional developments as follows until such time as equivalent or more stringent countywide regulations are adopted.

1. All significant trees located within required perimeter landscaping area;
 2. Five percent of the significant trees in the remaining site area including Sensitive Area Setback Areas, of a commercial or industrial development;
 3. Ten percent of the significant trees in the remaining site area including Sensitive Area Setback Areas, of a formal subdivision, or institutional development;
 4. Ten percent of the significant trees on individual lots for single detached dwelling, if any portions of such lot contains erosion hazard areas.
 5. Utility developments shall be exempt from the tree retention requirements of this chapter;
 6. Fifty percent of the significant trees within sensitive areas or surface water management bio-filtration system areas may be used to satisfy the tree retention requirement;
 7. Except as provided in subsection H, significant trees to be retained shall not include significant trees that are:
 - (a) Damaged or diseased;
 - (b) Safety hazards due to potential root, trunk or limb failure.
 8. At the discretion of King County, damaged or diseased or standing dead trees may be counted toward the significant tree requirement if the applicant demonstrates that such trees will provide important wildlife habitat.
- A. Significant tree retention plan. A tree retention plan shall be submitted concurrent with a grading or building permit or preliminary subdivision application, whichever is reviewed and approved first. The tree retention plan shall consist of:
1. A tree survey that identifies the location, size and species of all significant trees on a site. The tree survey:
 - (a) Shall not include significant trees that are:
 - (1) Damaged or diseased;
 - (2) Safety hazards due to potential root, trunk or limb failure.
 - (b) May be conducted using standard timber cruising methods to reflect general locations, numbers and grouping of significant trees.
 - (c) Shall show the location and species of each significant tree of 18 inches or greater in diameter, regardless of survey method used.
 2. A development plan identifying the significant trees that are proposed to be retained, transplanted or restored.

3. For subdivisions with individual lots containing erosion hazard areas, the face of the plat map shall further stipulate for such lots that development plans consistent with KCC 21.14.130, are to be submitted by each lot owner at the time of development, if lot clearing is to be deferred until individual lot development occurs.
- B. Incentive Criteria for retaining significant trees. Each significant tree that is retained and located outside of the area for perimeter landscaping, sensitive areas and Sensitive Area Setback Areas, and that meets one or more of the following criteria may be credited as two trees in complying with the retention requirement of this chapter:
1. Exceeds 60 feet in height or 24 inches in diameter;
 2. Located in groupings of at least five trees with canopies that touch or overlap;
 3. Provide energy savings through winter wind protection or summer shade due to their location relative to buildings;
 4. Belongs to a unique or unusual species of native or non-native tree not usually found locally; or
 5. Are located within 25 feet of any required Sensitive Area Setback Area.
- C. Protection of Significant Trees. To provide the best protection for significant trees:
1. No clearing shall be allowed on a site until approval of tree retention and landscape plans.
 2. A limit of disturbance generally corresponding to the drip line of the significant tree shall be identified during the construction stage with either a:
 - (a) Temporary five-foot high fence, or
 - (b) Line of five-foot high, orange colored two-by-four inch stakes placed no more than ten feet apart.
 3. No impervious surfaces, fill, excavation, or storage of construction materials shall be permitted within the area defined by such fencing or stakes.
 4. A rock well shall be constructed if the grade level around the tree is to be raised by more than one foot. The inside diameter of the well shall be equal to the diameter of the tree trunk plus five feet.
 5. The grade level shall not be lowered within the larger of the two areas defined as follows:
 - (a) The drip line of the tree(s), or
 - (b) An area around the tree equal to one foot diameter for each inch of tree trunk diameter measured four feet above the ground.
 6. Alternative protection methods may be used if determined by the manager to provide equal or greater tree protection.
 7. If significant trees as described in KCC 21.14.160.A and B were previously located in a closed, forested situation, an adequate buffer of smaller trees shall be retained or replaced on the fringe of such significant trees.
- D. Restoration of significant trees. When the required number of significant trees cannot be retained, significant trees that are removed shall be restored with:
1. Transplanted significant trees;
 2. New trees measuring three inch caliper or more at a replacement rate of one and one-half (1.5) square inches for every one square inch of basal area; or

3. New trees measuring less than three inch caliper at a replacement rate of two square inches for every one square inch of basal area.

E. Performance bonds or other appropriate security (Including letters of credit and set aside letters) shall be required for a period of one year after the planting or transplanting of vegetation.

F. Definition of significant tree:

Significant tree: an existing healthy tree which, when measured four feet above grade, has a minimum diameter of:

1. Eight inches for evergreen trees,
2. Twelve inches for deciduous trees, or
3. A grouping of 3 or more existing trees, each having a diameter of at least 3" measured at 4' above grade. may be substituted for each required significant tree.

KING COUNTY - DD'S

3680 - 136th Place Southeast
Bellevue, WA 98006-1400

For a Status on Permits,
Please call 296-6600.

Trans: 639996 Reg: 001 01/17/97 16:22
Cashier: YCHA Clerk: DTRE

TAX FEE 645.00 TO
Ref: 00740214

Subtotal 645.00

Total 645.00
CHECK 645.00

Thank You!



King County
Department of Development
and Environmental Services
 3600 - 136th Place Southeast
 Bellevue, Washington 98006-1400

Project No. : 98-0101
 Project No. : 98-0101
 Page : 1 of 1
 Status : PENDING
 Date : 01/25/98

* A P P L I C A T I O N *

Project Name : 22 - STANDARDS (MUNICIPAL RESERVE)
 Location : PERMANENT IMPROVEMENT
 Description : IMPROVEMENTS
 Property Type : Other

Address : 10709 SW 174TH ST
 Parcel : 922406-9056 SIC: NU,NE,32-23 08
 Zone: RB
 Block:

Applicant : BUNNEN (MUNICIPAL RESERVE)
 Applicant Address: PO BOX 82098
 Applicant City: SEASIDE, WA 98054 0998

PROJECT OBJECTIVE:

PROJECT OBJECTIVE: TO PROVIDE...





King County
 Department of Development
 and Environmental Services
 3600 - 136th Place Southeast
 Bellevue, Washington 98006-1400

Activity No. : 89200000
 Project No. : 89200000
 Page : 3 of 4
 Status : PENDING
 Date : 01/21/99

* FEE INVOICE SUMMARY *

Report Type : ALL STANDARDS VARIANCE REQUEST Type Code: 00000000
 Title : DRAINAGE VARIANCE Value: 0.00
 Description : PERMIT 89200000
 Location : 10719 SE 136TH ST RD Zone: 1 HP
 Parcel : 302205-0056 STR: 10719 SE 136TH ST RD Block:
 Plat :
 Applicant : PLUMBER JOINING COMPANY Phone:
 App Address : 911 SW 8TH ST
 : KENILWORTH, WA 98028-0298

LEAD NOTICE: This notice on this invoice at time of application are an estimate only. It is not possible to accurately estimate special fees, pre-approval fees, or fees collected for other agencies. These additional fees will be added during the permit process. At the time the permit is approved you will be notified of the total fees due.
 Fees for collection will be changed at the rate in effect at the time the permit is issued.

FEE DETAIL & SUMMARY

Fee Description	Units	Amount	Est. Fee	Date
Simple Review	1	0.00	686.00	Y
*** Fees Collected ***	***	***	***	***
Received	Check #	Receipt No.	Date	Payment
Fees	158.00		01/21/99	648.00
Payment	0.00			0.00
Total Fees	686.00			648.00
		Total Credits		0.00
		Total Payments		648.00
		Balance Due		11.00





King County
 Department of Development
 and Environmental Services
 3600 - 136th Place Southeast
 Bellevue, Washington 98006-1400

Activity No: B97A0214
 Project No : *9701049
 Page : 1 of 1
 Status : PENDING
 Date : 01/17/97

* APPLICATION *

 Permit Type : KC STANDARDS VARIANCE REQUEST Type Code: CUARPWKS
 Title : DRAINAGE VARIANCE Valuation: 0
 Description : LAKEPOINT B96CS005
 Occup'y Type: Class:

 Location : 10909 SE 176TH ST KC Zone: CBP
 Parcel : 322305-9056 STR: NW,NE,32-23-05 Block:
 Lot : Plat:

 Applicant : PIONEER TOWING COMPANY Phone:
 Appl.Address: PO BOX 82298
 : KENMORE, WA 98028-0298

 OTHER INFORMATION:

***** CERTIFICATION *****

I certify under penalty of perjury under the laws of the State of Washington that the information furnished by the owner or owner's agent in support of this application is true and correct. I further certify that all applicable King County requirements for the work authorized by this permit, if issued, will be met.

 Owner/Owner's Agent Signature Date Place



King County
 Department of Development
 and Environmental Services
 3600 - 136th Place Southeast
 Bellevue, Washington 98006-1400

Activity No: HY2A0214
 Project No: *9201049
 Page: 1 of 1
 Status: PENDING
 Date: 01/17/91

* APPLICATION *

 Permit Type : KC STANDARDS VARIANCE REQUEST Type Code: CUARPWKS
 Title : DRAINAGE VARIANCE Valuation: "
 Description : LAKEPOINT 894CS005
 Occup'y Type: Class:

 Location : 10909 SE 176TH ST KC Zone: CBP
 Parcel : 322305-9056 STR: NW,NE,32-23-05 Block:
 Lot : Plat:

 Applicant : PIONEER TOWING COMPANY Phone:
 Appl. Address: PO BOX 82298
 : KENMORE, WA 98028-0298

 OTHER INFORMATION:

***** CERTIFICATION *****

I certify under penalty of perjury under the laws of the State of Washington that the information furnished by the owner or owner's agent in support of this application is true and correct. I further certify that all applicable King County requirements for the work authorized by this permit, if issued, will be met.

 Owner/Owner's Agent Signature Date Place





King County
 Department of Development
 and Environmental Services
 3600 - 136th Place Southeast
 Bellevue, Washington 98006-1400

Activity No: B97A0214
 Project No : *9701049
 Page : 1 of 1
 Status : PENDING
 Date : 01/17/97

* FEE INVOICE ONLY *

 Permit Type : KC STANDARDS VARIANCE REQUEST Type Code: CUARPWKS
 Title : DRAINAGE VARIANCE Valuation: 0
 Description : LAKEPOINT B96CS005

Location : 10909 SE 176TH ST KC Zone: CBP
 Parcel : 322305-9056 STR: NW,NE,32-23-05 Block:
 Lot : Plat:

Applicant : PIONEER TOWING COMPANY Phone:
 Appl.Address: PO BOX 82298
 : KENMORE, WA 98028-0298

PLEASE NOTE: Fees shown on this invoice at time of application are an estimate only. It is not possible to accurately estimate special fees, per-occurrence fees, or fees collected for other agencies. These additional fees will be added during the permit process. At the time the permit is approved you will be notified of the final fees due.
 Fees for inspections will be charged at the rate in effect at the time the permit is issued.

FEE DETAIL & SUMMARY

Fee description	Units	Fee/Unit	Ext fee	Data
Simple Review (Y/N)>			656.00	Y
*** Fees Required ***				*** Fees Collected & Credits ***
Method	Check #	Receipt No.	Date	Payment
CK	2149		01/17/97	645.00
Fees:	656.00			
Adjustments:	.00		Total Credits:	.00
Total Fees:	656.00		Total Payments:	645.00
			Balance Due:	11.00



LEGEND

WATER QUALITY AREA BOUNDARY
 PHASE I BOUNDARY

INTERSECT PHASE I PARKING
 TO CONTRIBUTE TO
 WET POND
 (INCLUDED IN ISAD)

VEHICULAR TRAFFIC
 AREA CONTRIBUTING TO
 SWALE #2
 AREA \approx 2.1 AC

Lake Washington

2 CELL
 WET POND

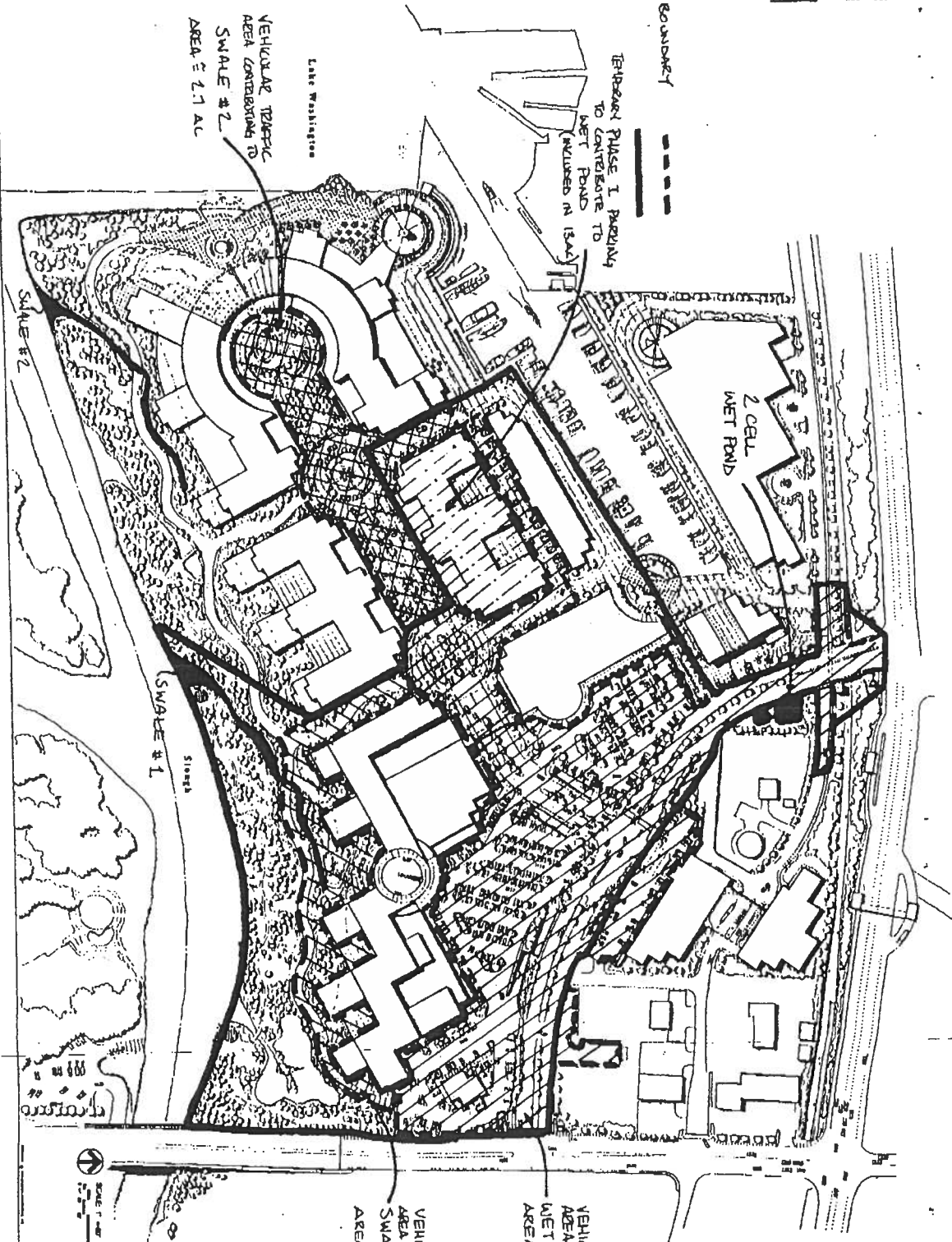
SWALE #1

Street

VEHICULAR TRAFFIC
 AREA CONTRIBUTING TO
 SWALE #1
 AREA \approx 1.4 AC

VEHICULAR TRAFFIC
 AREA CONTRIBUTING TO
 WET POND
 AREA \approx 1.5 AC

8/25/05
 REVISION
 7/15/06



LAKEPOINTE DEVELOPMENT
 PIONEER TOWING COMPANY

RENOVATE WASHINGTON

CONCEPT DESIGN
 12/2004
 PRELIMINARY
 12/2004



ARCHITECTURE

WATER QUALITY
 TREATMENT FACILITIES
 AND CONTRIBUTING TRAFFIC AREAS

LEGEND

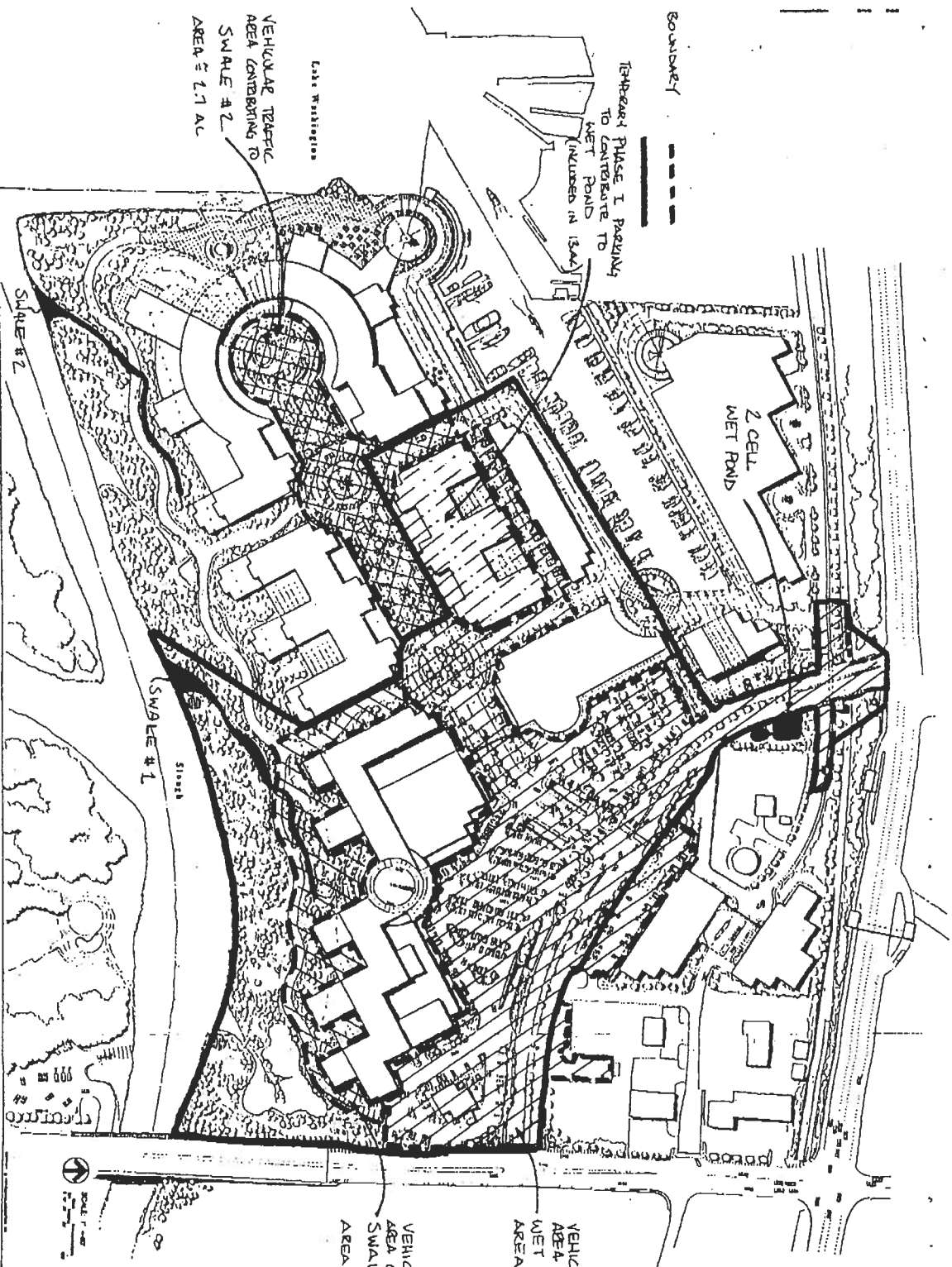
WATER QUALITY AREA BOUNDARY
 PHASE I BOUNDARY

TRAFFIC PHASE I PARKING
 TO CONTRIBUTE TO
 WET POND
 (INCLUDES IN ISAD)

VEHICULAR TRAFFIC
 AREA CONTRIBUTING TO
 SWALE #2
 AREA \approx 2.1 AC

VEHICULAR TRAFFIC
 AREA CONTRIBUTING TO
 SWALE #1
 AREA \approx 1.4 AC

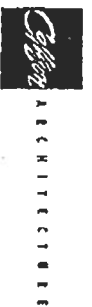
VEHICULAR TRAFFIC
 AREA CONTRIBUTING TO
 WET POND
 AREA \approx 1.5 AC



LAKEPONTE DEVELOPMENT
 PIONEER TOWING COMPANY

1234567890 WASHINGTON

City of Seattle
 Department of
 Planning and
 Development



WATER QUALITY
 TREATMENT FACILITIES
 AND CONTRIBUTING TRAFFIC AREAS

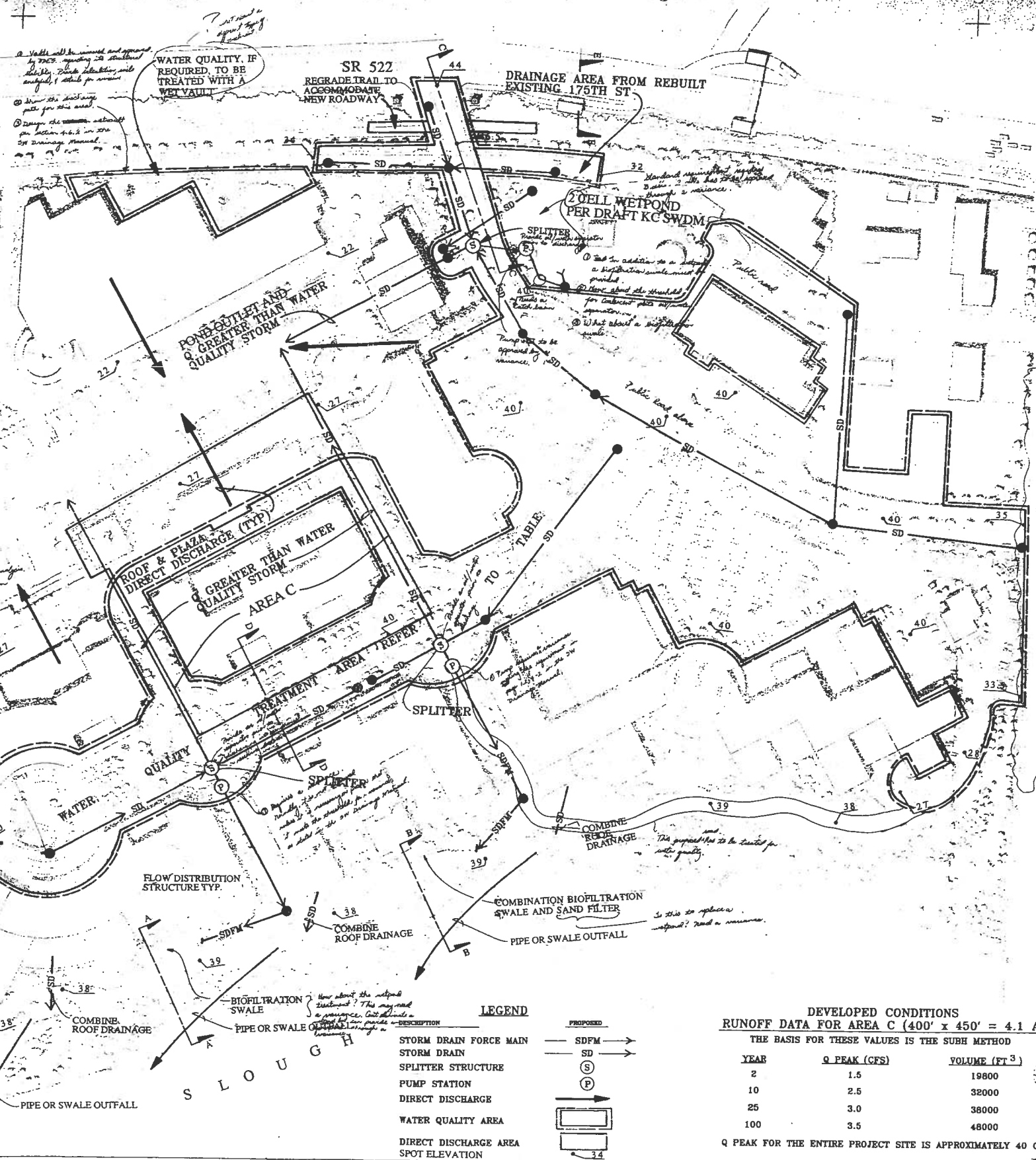
WATER QUALITY TREATMENT OVERVIEW

- 1.) SEPARATE DRAINAGE FROM TRAFFIC AREAS AND SPLIT THE WATER QUALITY STORM TO A TREATMENT FACILITY. DRAINAGE GREATER THAN THE WATER QUALITY STORM DISCHARGES DIRECTLY.
- 2.) ROOF AREA PLAZA AREA LANDSCAPE AREA AND MAINTENANCE FIRE ACCESS PATHS DISCHARGES DIRECTLY.

WATER QUALITY TREATMENT AREA DATA

THE BASIS FOR THESE VALUES IS THE SUBM METHOD
 TREATMENT AREA 11 AC
 6-MONTH STORM PEAK 2.5 CFS
 2-YEAR STORM PEAK 4 CFS

- 1) You may need additional connection of pipe and catch basins. The SW Drainage Manual has guidelines on maximum allowable surface runoff length prior to entering an inlet.
 - 2) See page 4.3.4-5 (Table 4.3.4B) in SW Drainage Manual for pipe size and length between structures.
 - 3) See page 1.2.6-1 in the SW Drainage Manual for threshold on the original requirement to a (Culvert Plate of water separator).
 - 4) Address the issues stipulated in special requirement #2 in the Technical Report Report.
 - 5) Per special requirement #2, the 100 year floodplain boundary shall be delineated on the site improvement plan.
 - 6) All public road improvements associated with this site development is considered as part of the site development. It must be included in water quality analysis.
 - 7) Outfall protection required unless the outfall is completely submerged, at least 2' below mean low water level, extend at least 20' into still receiving open drainage.
 - 8) See page 4.6.2-1 (Section 4.6.2) in the SW Drainage Manual for guidelines in designing the outfall.
 - 9) Provide a comparative analysis:
 - show a minimum flow velocity of 3.0 ft/s for the 25 year storm.
 - show a 0.5 ft/sec minimum velocity in all conveyance systems using the backwater analysis.
 - show in a backwater analysis show the impact of the 100 year storm. The 100 year storm should not exceed the 0.5 ft/sec.
 - describe in detail all pipes of catch basins.
 - 10) See page 4.3.4-5 in the SW Drainage Manual for minimum design of surface drainage courses between inlets or catch basins.
 - 11) Provide a Temporary Erosion Control plan consistent with the minimum standards specified in the SW Drainage Manual.
 - 12) Provide a plan showing the public road improvement showing the following in each right-of-way:
 - 1) all improvements shall be 24" x 36" in size.
 - 2) Provide the standard King County approved block in each right-of-way.
 - 3) Provide an independent numbering system for the right-of-way.
 - 4) Provide the King County project number in each sheet.
 - 5) Specify the grade of improvement using the sheet standard.
 - 13) Provide a plan showing existing site features.
 - 14) Show the property boundary of the site.
 - 15) If the spot rate of the soil exceeds 9 inch/hour, a liner per the SW Drainage Manual might be required.
 - 16) Provide a detail sheet.
- Normally a pump system is not allowed in storm drainage system in King County. If a pump system is required meeting the guidelines in page 12.4-2 in the SW Drainage Manual.
 The outlet for the drainage system must be connected into the sewer system (Wetland Machine, Dept. of Rehabilitation).



RETURN MARKED SETS WHEN RESUBMITTING

LEGEND

- STORM DRAIN FORCE MAIN → SDPM →
- STORM DRAIN → SD →
- SPLITTER STRUCTURE (S)
- PUMP STATION (P)
- DIRECT DISCHARGE (D)
- WATER QUALITY AREA (WQA)
- DIRECT DISCHARGE AREA (DDA)
- SPOT ELEVATION (E)

DEVELOPED CONDITIONS RUNOFF DATA FOR AREA C (400' x 450' = 4.1 AC)

THE BASIS FOR THESE VALUES IS THE SUBM METHOD

YEAR	Q PEAK (CFS)	VOLUME (FT ³)
2	1.5	19800
10	2.5	32000
25	3.0	38000
100	3.5	48000

Q PEAK FOR THE ENTIRE PROJECT SITE IS APPROXIMATELY 40 CFS

Engineering Services 296-8750
 Mark Bergquist responsible for reviewing this bridge.
 - He will review geometry, structure, material choices of pavement.
 DDES will be responsible for drainage.
 68TH Ave of 175TH St. will be under the responsibility of DDES for drainage of pavement surfacing.

LAKEPOINTE DEVELOPMENT
 PIONEER TOWING COMPANY

KENMORE, WASHINGTON

Callison Architecture, Inc.
 1420 5th Ave., #2400
 Seattle, WA 98101-2343
 T 206-623-4646
 F 206-623-4625



Revised Master Plan Working Model

GRADING AND DRAINAGE PLAN
 Project Number 95255.00
 February 9, 1996

Comments by Donato Ickelsohn Drainage

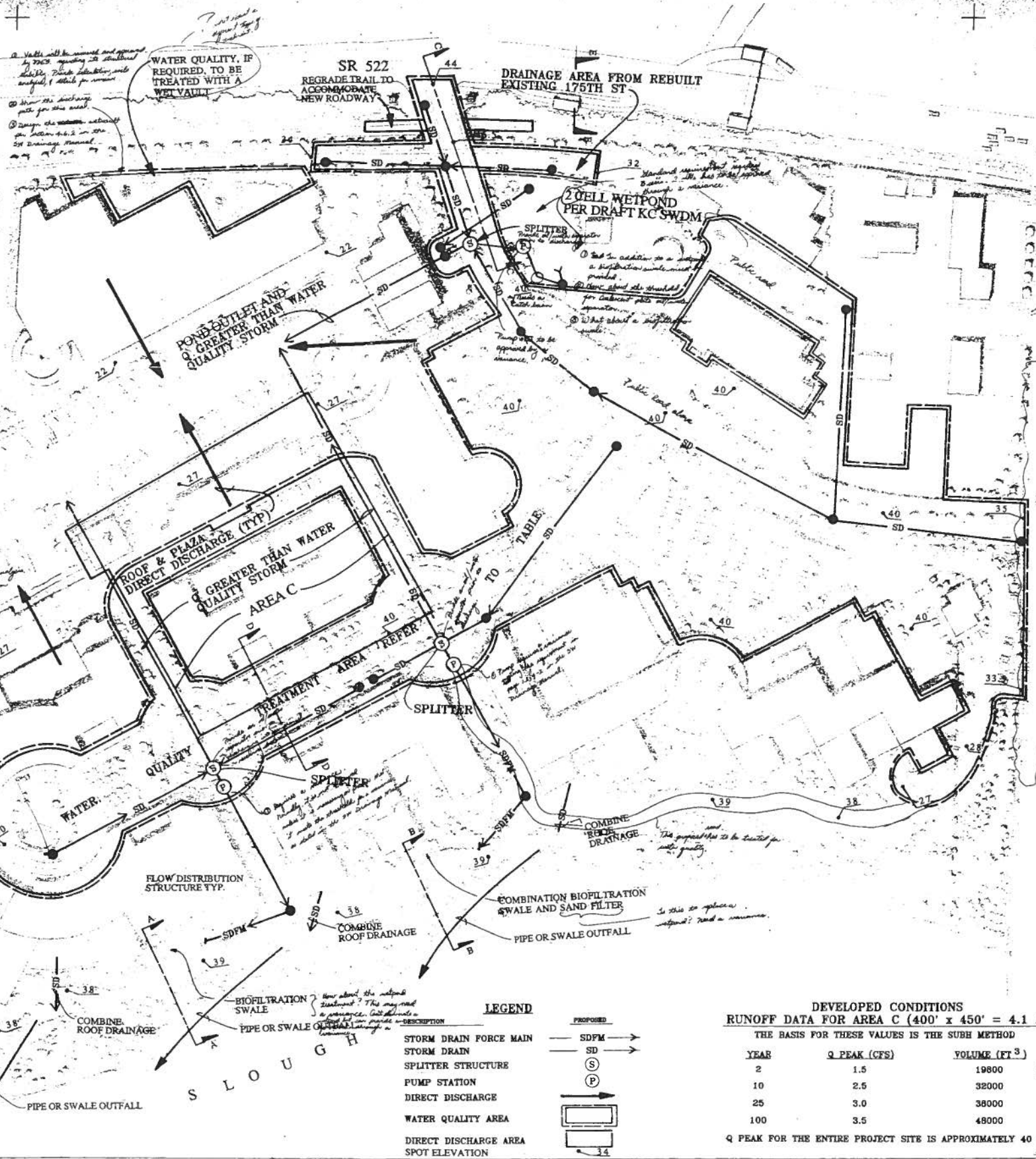
WATER QUALITY TREATMENT OVERVIEW

- 1) SEPERATE DRAINAGE FROM TRAFFIC AREAS AND SPLIT THE WATER QUALITY STORM TO A TREATMENT FACILITY. DRAINAGE GREATER THAN THE WATER QUALITY STORM DISCHARGES DIRECTLY.
- 2) ROOF AREA PLAZA AREA LANDSCAPE AREA AND MAINTENCE FIRE ACCESS PATHS DISCHARGES DIRECTLY.

WATER QUALITY TREATMENT AREA DATA

THE BASIS FOR THESE VALUES IS THE SUBM METHOD
 TREATMENT AREA 11 AC
 6-MONTH STORM PEAK 2.5 CFS
 2-YEAR STORM PEAK 4 CFS

- 1) You may need additional connection of pipe and catch basins. The SW drainage Manual has guidelines on minimum allowable surface runoff length prior to entering an inlet.
- 2) See page 4.2.4-3 (Table 4.2.4.3) in SW Drainage Manual for pipe size and length between structures.
- 3) See page 1.2.6-1 in the SW Drainage Manual for standards on the required equipment for a Culvert Note on water quality.
- 4) Address the issues stipulated in special Department or in the Technical Information Report.
- 5) Per Special Department 09, the 100 year floodplain boundary shall be delineated on the site improvement plan.
- 6) All public road improvements associated with this site development is considered as part of the site development. It must be included in water quality analysis.
- 7) Outfall protection required unless the outfall is completely submerged, at least 2' above mean low water and return at least 50' into still receiving open drainage.
- 8) See page 4.6.2-1 (Section 4.6.2) in the SW Drainage Manual for guidelines in designing the outfall.
- 9) Provide a complete analysis:
 - Show a minimum flow velocity of 3.0 ft/s for the 25 year storm.
 - Show a full pipe backflow for 25 year storm in all low areas using the backwater analysis.
 - Show in a backwater analysis show the impact of the 100 year storm. The 100 year storm should not exceed the inlet channel.
 - Describe in detail all pipes of catch basins.
- 10) See page 4.2.4-3 in the SW Drainage Manual for minimum design of drainage courses between inlets or catch basins.
- 11) Provide a Temporary Erosion Control plan consistent with the minimum standards specified in the SW Drainage Manual.
- 12) Provide a plan showing existing site features:
 - All easements must be 10' x 10' in size.
 - Provide the standard King County approval block on each easement.
 - Provide an independent numbering system for the easements.
 - Provide the King County project number in each sheet.
 - Specify the nature of improvement using the sheet standard.
- 13) Provide a plan showing existing site features:
 - Show the property boundary of the site.
 - If the site is not a lot, show the 1/4 section, 1/2 section, or 3/4 section as shown on the SW Drainage Manual, except required.
 - Provide a detailed sheet.
- 14) Normally a pump system is not allowed in storm drainage systems in King County. A variance would be required meeting the guidelines in page 1.2.4-2 in the SW Drainage Manual. The outlet for the drainage system must be consistent with the standard required by the storm water control (Wetland, Shoreline, Dept of Ecology...).



DEVELOPED CONDITIONS
RUNOFF DATA FOR AREA C (400' x 450' = 4.1 AC)
 THE BASIS FOR THESE VALUES IS THE SUBM METHOD

YEAR	Q PEAK (CFS)	VOLUME (FT ³)
2	1.5	19800
10	2.5	32000
25	3.0	38000
100	3.5	48000

Q PEAK FOR THE ENTIRE PROJECT SITE IS APPROXIMATELY 40 CFS

Improving services 230-8750
 Mark Dreyfus responsible for making the bridge.
 - He will review grading, structure, material choice of ground.
 DDES will be responsible for drainage.
 68th and 175th St. will be under the responsibility of DDES for drainage of pavement surfacing.

LAKEPOINTE DEVELOPMENT
 PIONEER TOWING COMPANY

KENMORE, WASHINGTON

Callison Architecture, Inc.
 1420 5th Ave., #2400
 Seattle, WA 98101-2343
 T 206-623-4646
 F 206-623-4625



kp11 Consulting Engineers
 601 Third Avenue, Suite 900
 Seattle, Washington 98101
 206-422-9527 Fax 206-422-6130
 Project Number 95376

Revised Master Plan Working Model

GRADING AND DRAINAGE PLAN
 Project Number 95355.00
 February 9, 1996

Consent by Pioneer Towing
 Drainage

MP 33