City of Kirkland
Planning and Building Department
123 Fifth Avenue, Kirkland, WA 98033
425-587-3600

City of Kirkland
Notice of Decision

March 1, 2023

Project Name:	Finn Hill 8 Short Plat
File No.:	SUB22-00036
Location:	8230 NE 117th St (see Attachment 1)
Applicant:	Moira Haughian with Legacy Group Capital
Project Description:	Subdivide a 30,591 square foot parcel into four single-family lots in the RSA 6 zone (see Attachment 2).
Decisions Included:	Short Plat (Process I)
Project Planner:	Martha Rubardt, Planner
SEPA Determination:	Exempt from State Environmental Policy Act (SEPA) pursuant to Washington Administrative Code (WAC) 197-11-800(6)(d)
Department Decision:	**Approval with Conditions**

Adam Weinstein, Director
Planning and Building Department

Decision Date:	February 23, 2023
Appeal Deadline:	March 15, 2023

Affected property owners may request a change in valuation for property tax purposes notwithstanding any program of revaluation.

How to Appeal: *Only the applicant or those persons who previously submitted written comments or information to the Planning & Building Director are entitled to appeal this decision.* A party who signed a petition may not appeal unless such a party also submitted independent written comments or information. An appeal must be in writing and delivered, along with fees set by ordinance, to the Planning & Building Department by 5:00 p.m., March 15, 2023. For information about how to appeal, contact the Planning & Building Department at (425) 587-3600. An appeal of this project decision would be heard by the Hearing Examiner.

Comment to City Council: If you do not file an appeal, but would like to express concerns about policies or regulations used in making this decision or about the decision making process,

you may submit comments to citycouncil@kirklandwa.gov. Expressing your concerns in this way will not affect the decision on this application, but will enable the City Council to consider changes to policies, regulations or procedures that could affect future applications.

I. Conditions of Approval

A. This application is subject to the applicable requirements contained in the Kirkland Municipal Code, Zoning Code, and Building and Fire Code. Attachment 3, Development Standards, is provided in this report to familiarize the applicant with some of these development regulations. This attachment references current regulations and does not include all of the additional regulations. It is the responsibility of the applicant to ensure compliance with the various provisions contained in these ordinances. When a condition of approval conflicts with a development regulation in Attachment 3, the condition of approval shall be followed.

B. Prior to recording the short plat, the applicant shall:

1) Obtain a demolition permit and remove the existing house and associated improvements on Lots 1, 2, and 3 (see Section II – Current Land Use) and

2) Dedicate an area of land along the frontage of the subject property to sufficiently encompass the right-of-way improvements (see Conclusion V.B.2.c))

C. As part of the applications for a Land Surface Modification (LSM) Permit and Building Permits, the applicant shall:

1) Install a new Type A curb and gutter (see Conclusion V.B.2.a),

2) Install a 5-foot-wide sidewalk at the back of curb (see Conclusion V.B.2.b),

3) Submit a Tree Retention Plan consistent with the Arborist Report in Attachment 7 and the Integrated Development Plans (IDP) in Attachment 8 and implement the recommendations of the City's Development Review Arborist found in Section V.D.1.d.iv (see Conclusion V.D.2).

D. Prior to issuance of a Building Permit on Lot 2, the applicant shall (see Section II – Current Land Use):

1) Abandon the drain field and eliminate the associated easement (King County recording #9309240776) located on Lot 2, as shown in Attachment 2; or

2) Redesign the building footprint and plans for Lot 2 so they do not conflict with the existing drain field easement (recording #9309240776).

II. Site and Neighborhood Context

Zoning District	RSA 6
Comprehensive Plan Designation	Low Density Residential (LDR)
Property Size	30,591 square feet
Current Land Use	Currently, a single-family residence and an accessory structure exist on the subject property (see Attachment 2). The applicant has proposed to remove all existing

	structures. There is an existing drain field easement (King County recording #9309240776) on Lot 2 that conflicts with the building footprint shown in the Integrated Development Plans in Attachment 8. The applicant has come to an agreement with the beneficiary of the easement to have it eliminated after parcel #3767300045 is connected to the sewer main and the drain field is abandoned. See keynote 11 on Sheet C05 in Attachment 8. Staff Analysis: Retention of the existing residence and accessory structure would not fully comply with the required setback yards relative to the proposed short plat lot line configuration. Therefore, the applicant should demolish the existing structures prior to recording the short plat. The location of the drain field easement on proposed Lot 2 conflicts with the proposed single-family structure footprint as shown on the Integrated Development Plan in Attachment 8. The drain field should be abandoned, and the easement eliminated prior to issuance of a building permit on Lot 2. Alternatively, the applicant may redesign the building on Lot 2 to avoid conflict with the drain field easement.
Proposed Lot Sizes (net)	Lot 1: 5,619 square feet Lot 2: 6,370 square feet Lot 3: 6,599 square feet Lot 4: 6,970 square feet
Lot Size Compliance	The RSA 6 zone requires a minimum lot size of 5,100 sq. ft. All lots meet the minimum lot size requirements for the zone. See Section V.A. below for a compliance analysis.
Density Compliance for RSA Zones	The RSA 6 zone allows six units per acre (not including Accessory Dwelling Units [ADUs] pursuant to KZC 115.07). Where the density calculation results in a fraction of 0.50 or greater, the result shall be rounded up to the next whole number. Road dedication and vehicular access easements or tracts may be included in the density calculation. The subject property contains 0.70 acre; therefore, a maximum of four units are allowed. The applicant is proposing four lots which complies with the density limitation. Under current Zoning Code provisions (KZC Chapter 15 and Chapter 115), each lot may contain one principal detached dwelling unit and

	up to two ADUs (and any detached ADUs may be independently owned or rented).
Terrain	The property slopes down from north to south at a slope of approximately 10 percent (see Attachment 2).
Geologically Hazardous Areas	The City of Kirkland Sensitive Areas Map identifies a moderate landslide hazard area on the northern portion of the subject property (see Attachment 5). See Section V.C. for further analysis.
Trees	There are 32 significant trees on the site and 1 significant tree located off site that may be affected by the proposed development. Attachment 7 shows the location, tree number, and general health of the trees, as assessed by the applicant's arborist. The applicant is proposing an Integrated Development Plan (IDP) pursuant to KZC Sections 95.30.4 & 95.30.5 of the City's former tree code, which was in effect at the time a complete application was submitted (i.e., prior to adoption of Ordinance 4786). See Attachment 8 for the IDP plans that show the locations of the building footprints, utility lines, and site improvements. See Section V.D. for an analysis of tree retention and protection measures to be implemented with the development. See Attachment 3, Development Standards, for information on the City's review of the arborist report as well as tree preservation requirements. See Section V.D. for an analysis of the IDP on the subject property.
Access	The subject property currently takes access from NE 117th Street via a driveway within the panhandle portion of the property. The applicant proposes access to all lots from the NE 117th Street right-of-way. A combined 30-foot-wide access easement is proposed off of NE 117th Street using a new 15-foot-wide access easement over the panhandle of Lot 1, along with an existing 15-foot-wide access and utility easement on the property directly to the east of the subject property's panhandle. The applicant proposes a 15-foot-wide access easement across the western portion of Lots 1 and 3 to access Lot 4 and a 15-foot-wide access easement across the southern portion of Lot 1 to access Lot 2 (see Attachment 2).

Neighboring Zoning and Development	
North	RSA 6, single-family residence
South	RSA 6, single-family residence
East	RSA 6, single-family residence
West	RSA 6, single-family residence

III. Public Notice and Comment

The public comment period for this application ran from April 14th, 2022, to May 2nd, 2022. Attachment 4 contains all of the public comment received during the public comment period. Below is a summary of public comments followed by a brief staff response.

A. Public Notice Signs: Commenters suggested that the noticing process was deceiving and lacked transparency. They also alleged that the proposal changed during the comment period as evidenced by a new sign being erected by the developer.

Staff Response: The City followed all noticing requirements established in KZC 145.22. The public notice sign included a site plan accurately showing the proposed subdivision of the property into four (4) lots. The additional sign that was installed was not a City public notice sign. It was a marketing sign installed by the applicant and was not intended, nor required, to convey the proposal submitted to the City. Staff would also note that the marketing sign depicts development that could conceptually be developed on this property based on the currently proposed short plat. The Zoning Code allows each lot to be developed with a principal single-family dwelling and up to two ADUs.

B. Public Hearing: Commenters expressed concerns about the City's review process and requested that a public hearing be held on the project proposal.

Staff Response: Short plat developments are required to go through the Process I approval which includes public noticing and a public comment period. In the event of an appeal of the decision, a public hearing would be held pursuant to KZC 145.85.

C. Application Materials: One commenter alleged that no discussion of surface water management or Kirkland's new tree code was submitted with the application.

Staff Response: All of the required reports and analysis (including those necessary to determine compliance with City codes and regulations) were submitted to the City. The applicant provided a Technical Information Report prepared by Davido Consulting Group, Inc. dated March 2022 that includes an analysis of surface water management for the proposed development of the site. An arborist report was also submitted, which was prepared by Layton Tree Consulting, LLC dated October 4, 2021 (see Attachment 7). These reports have been available to the public online at MyBuildingPermit.com since the Notice of Application was published on April 14, 2022. These reports have been reviewed by staff and analysis has been provided within this staff report. Additional review of these matters will occur with the subsequent LSM and Building Permits.

Note that the City's updated tree code (Ordinance 4786) went into effect on May 13, 2022. This application was deemed complete, pursuant to KZC 145.17, on April 5, 2022, prior to adoption of Ordinance 4786. Therefore, this short plat application is subject to the City's former tree code and has been reviewed under those regulations. See Section V.D. below.

D. Density: Several commenters expressed concern about the proposed density of the project and that the applicant is violating the density limitations of the RSA 6 zoning. Commenters suggested, specifically, that ADUs should be subject to the maximum density and minimum lot size per dwelling unit regulations for this zone.

Staff Response: The proposal is a 4-lot short plat with each lot allowed a detached dwelling unit (i.e., single-family dwelling) as a permitted use under KZC 15.20.060. Furthermore, pursuant to KZC 115.07, up to two ADUs, including either one attached ADU and one detached ADU, or two of either type, are permitted per single-family dwelling. KZC 115.07 also notes that ADUs shall not be considered "dwelling units" in the context of the Special Regulations in KZC Chapter 15 that limit the number of detached dwelling units on each lot to one (1). In particular, KZC 15.30 Special Regulation DD-17, which establishes the density for the RSA zones, limits the number of dwelling units on each lot to one:

KZC 15.30 (DD-17):

Maximum units per acre is as follows:

a. In RSA 1 zones, the maximum units per acre is one dwelling unit.

b. In RSA 4 zones, the maximum units per acre is four dwelling units.

c. In RSA 6 zones, the maximum units per acre is six dwelling units.

d. In RSA 8 zones, the maximum units per acre is eight dwelling units.

Where the maximum number of units results in a fraction, the number shall be rounded up if the fraction is 0.50 or greater. In RSA 1, 4, 6 and 8 zones, not more than one dwelling unit may be on each lot, regardless of the size of the lot.

Therefore, based on the language in KZC 115.07 noted above, ADUs are not "dwelling units" and are not considered in the density analysis of KZC 15.30 (DD-17) for this proposal. The proposed 4-lot short plat complies with the density limitations of the RSA 6 zone.

Additionally, the purpose of the application is to analyze the proposed short plat (i.e., subdivision of the subject property). While the applicant's intention to build a single-family dwelling and a detached ADU on each lot is known, the application and decision herein are solely for the purpose of subdividing the lot and does not include authorization to construct any improvements. Formal application for building permits is required subsequent to this short plat application. At that time, the single-family dwellings and ADUs will be reviewed for compliance with the applicable codes.

E. Affordability: Commenters expressed concern that ADUs can be sold separately from the primary residence and should be intended as mother-in-law and/or guest houses. Frustration was also expressed about the ADUs being unaffordable.

Staff Response: Recent code amendments (Ordinance 4715), which went through a full public process with Planning Commission input and City Council decision, allow detached ADUs to be owned separately but not subdivided from the principal dwelling unit. The price point of ADUs, whether rented or for-sale, is not regulated (although for-sale ADUs tend to be less expensive than newly built, conventional stand-alone housing units). The City's affordable housing regulations in KZC Chapter 112 are not applicable to low density zones.

F. Road Conditions: Several neighbors expressed concern about the road conditions in the vicinity, including narrow streets, sharp turns, blind spots, vehicle capacity, and lack of sidewalks.

Staff Response: The rights-of-way in the immediate vicinity of the subject property are neighborhood access type streets. The existing paved widths are at least 20 feet, which meets the minimum requirement pursuant to the R-20 designation in KZC 110.30. The development will be required to install sidewalks along the project frontage (see Section V.B. for analysis). The hedge to the east of the project driveway must comply with site distance standards established in Public Works Pre-Approved Plans Policy R-4 and R-13 (see Attachment 3). Other neighborhood-wide pedestrian and bicycle safety concerns are best addressed through the City's Neighborhood Safety Program. For more information, contact the city neighborhood traffic control coordinator (Victoria Kovacs vkovacs@kirklandwa.gov). Lastly, speeding and other driver behavior concerns are not a factor in the analysis of the short plat proposal. These concerns should be submitted through the *Our Kirkland portal* on the City's website for the Police and Public Works Transportation Departments to review. The incremental impact of the project on the road conditions noted above would not be considered significant in that the additional vehicle trips and pedestrians generated by the project would not substantially exacerbate existing hazards.

G. Street parking: Several comments stated that there is no available street parking in the vicinity of the subject property and that the additional units in the neighborhood will exacerbate the issue of people parking illegally on NE 117th St.

Staff Response: The development must comply with the parking requirements in KZC 15.40.060 for the detached dwelling units and KZC 115.07(6), which calls for two on-site parking spaces on each lot based on the single-family dwellings and ADUs shown on the plans in Attachment 8. The driveway configurations shown in the plans will provide more on-site (i.e., off-street) parking than required by code. Also, NE 117th Street currently has no parking signs posted on one side (northern) of the roadway, which is consistent with the R-20 neighborhood access street type designation. These signs will remain in place. Violations of these parking signs are not a factor in the analysis of the proposal as parking laws within City of Kirkland rights-of-way are enforced by the Kirkland Police Department.

H. Access width: Commenters suggested that the driveway for this subject lot is not sufficient to provide safe ingress and egress to the proposed development for the future residents, visitors, and emergency vehicles given its narrow width and the large hedge directly to the east. Commenters also requested that turnaround areas be provided on-site.

Staff Response: The paved access serving the four lots will be 16 feet wide, which meets the access requirements in KZC 105.10. See Section II – Access above for analysis. Furthermore, the entrance at the right-of-way must meet

sight distance requirements established in Public Works Pre-Approved Plans Policy R-4 and R-13 (see Attachment 3). Site circulation has also been reviewed and deemed sufficient given the width of the paved access and availability of private driveways for turnaround space. All buildings in the subject development will be required to be sprinklered due to inadequate fire access. See the Fire and Building Department Development Standards in Attachment 3.

I. Construction Impact: The neighbors to the west of the subject property expressed concern that their private access road would be used and damaged during construction.

Staff Response: Construction activity will be reviewed with the subsequent building permits. The applicant must work within their private property unless they have the right, through easements, to work on other private property. Certain components of construction will occur and/or be staged within the right-of-way as authorized by the City. Note that the IDP plans in Attachment 8 show utility connections to the water and sanitary sewer main located on private property to the west. These utility mains are located in existing easements granted to Northshore Utility District (recording #20070713000754 and #20070713000755). The property owners affected by these easements can contact Northshore Utility District. It is the applicant's responsibility to respect private property lines and abide by terms and conditions of any easements being used during construction.

J. Waste Receptacles: Commenters stated that the frontage of the subject property isn't wide enough to accommodate the number of waste receptacles that will be produced by this project.

Staff Response: The subject property may use the public right-of-way for placement of their waste receptacles. Pursuant to Title 16 of the Kirkland Municipal Code, garbage receptacles for single-family residences shall be placed in a convenient, accessible location that does not block vehicular or bicycle use or use of the sidewalk. The indicated location of the garbage receptacles shown in the plans in Attachment 8 meets the placement requirements in KMC 16.08.070 and has been approved by Waste Management (see Attachment 9).

K. Neighborhood Disruption: Neighbors expressed concern that the construction activity will cause disruption in the neighborhood, including noise disturbance.

Staff Response: The applicant will be required to follow the noise and work hours regulations in KZC 115.24, which limit construction activity to 7:00 a.m.-8:00 p.m. Monday-Friday, 9:00 a.m.-6:00 p.m. on Saturday, and no construction on Sundays. These limitations are applicable to all development activity Citywide.

Additionally, pursuant to KZC 115.95, the City has adopted the maximum environmental noise levels established by the State of Washington in the Noise Control Act of 1974, Chapter 70.107 RCW. These state regulations exempt temporary construction sites from the noise limitations between the hours of 7:00 am and 10:00 pm (see WAC 173-60-050).

After development activity is complete, the City's public nuisance noise regulations apply, which ensures neighbors of the subject property can safely enjoy their own properties and vice versa.

L. Air Quality: One neighbor expressed concern about the impact on air quality from additional cars.

Staff Response: Pursuant to KZC 115.15, air quality is regulated by the Washington Clean Air Act, Chapter 70.94 RCW, which includes vehicle emissions. The City's subdivision code and applicable development standards do not regulate vehicle emissions, and it therefore is not a factor in the review of the proposed short plat. It should also be noted that the relatively small number of vehicle trips generated by the project would not substantially increase long-term ambient air pollution in the area compared to existing conditions.

M. Open space and parks: The neighborhood and surrounding area does not have enough parks and open space for this type of development and population increase. One suggestion is for space to be provided within the subject property for the future residents to be able to recreate.

Staff Response: The development will be required to pay parks impact fees to contribute to the cost of needed new parks and public spaces. The impact fees are a proportionate share of the cost of parks needed with the residential growth. Title 27 in the Kirkland Municipal Code includes further information about how the park impact fees are calculated and used. The City does not have requirements for open space to be provided onsite for this type of development. It should also be noted that the Finn Hill neighborhood has significant open space resources that could be used by residents of the proposed project, including Juanita Heights Park, Juanita Woodlands Park, Big Finn Hill Park, and O.O. Denny Park.

N. Drain field easement: The owner of the property directly to the east of the subject property commented that they have a drain field easement on the subject property. The footprint of a structure is proposed to extend into the easement.

Staff Response: According to the applicant, an agreement has been reached to connect parcel #3767300045 to the sewer main in 84th Avenue NE and abandon the drain field, at which point the easement will be eliminated. The applicant will be required to either eliminate this easement or redesign the building footprint on Lot 2 prior to the issuance of a building permit. See Section II – Current Land Use for analysis.

O. Views: One neighbor expressed concern that their view of Lake Washington will be blocked by the proposed development.

Staff Response: The Kirkland Zoning Code does not protect views in the RSA zone. Building height is limited by KZC 15.30.060, which establishes a maximum building height of 30 feet, which is measured from the average building elevation as described in KZC 115.59.

IV. Criteria for Short Plat Approval

A. Facts: Municipal Code Section 22.20.140 states that the Planning Director may approve a short subdivision only if:

1) There are adequate provisions for open spaces, drainage ways, rights-of-way, easements, transit stops, water supplies, sanitary waste, power service, parks, playgrounds, and schools, including sidewalks and other planning features that assure safe walking routes to and from schools; and

2) It will serve the public use and interest and is consistent with the public health, safety, and welfare. The Planning Director shall be guided by the policy and standards and may exercise the powers and authority set forth in RCW 58.17.

Zoning Code Section 145.45 states that the Planning Director may approve a short subdivision only if:

1) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and

2) It is consistent with the public health, safety, and welfare.

B. Conclusions: The proposal complies with Municipal Code Section 22.20.140 and Zoning Code Section 145.45. With the recommended conditions of approval, it is consistent with the Zoning Code and Subdivision regulations and there are adequate provisions for open spaces, drainage ways, rights-of-way, easements, transit stops, water supplies, sanitary waste, power service, parks, playgrounds, and schools, including sidewalks and other planning features that assure safe walking routes to and from schools. The conditions of approval are intended to mitigate the incremental impacts of the project on the aforementioned City utilities and services that are not otherwise addressed by City codes and regulations. It will serve the public use and interest and is consistent with the public health, safety, and welfare because it will add housing stock to the City of Kirkland in a manner that is consistent with applicable development regulations.

V. Development Regulations

A. Lot Size and Dimension Compliance

The following is a review, in a checklist format, of compliance with the design requirements for subdivisions found in KMC 22.28. All lots comply with the minimum lot size requirements for the zone as proposed or conditioned below.

Complies as proposed	Complies as conditioned	Code Section
KMC 22.28.050 – Lots - Dimensions		
☒	☐	Lots are shaped for reasonable use and development
☒	☐	Minimum lot width is 15' where abutting right-of-way, access easement, or tract

B. Right-of-Way Improvements and Dedication

1) Facts:

a. Municipal Code Sections 22.28.090 require the applicant to comply with the requirements of Chapter 110 of the Zoning Code with respect to dedication and improvement of rights-of-way.

b. KZC Sections 110.10 and 110.25 require the applicant to make half street improvements in rights-of-way abutting the subject property.

c. The subject property abuts NE 117th Street which is shown on the City Rights-of-Way Designation Map as a neighborhood access street and is developed with an existing street width of approximately 21-22 feet.

d. KZC Section 110.30 establishes that a neighborhood access street must be improved with:

   i. A Type-A concrete curb and gutter,

   ii. A 4.5-foot-wide landscape strip behind the curb, with street trees 30-feet on-center, and

   iii. A 5-foot-wide concrete sidewalk behind the landscape strip.

   KZC Section 110.30(f)(2) allows the landscape strip to be omitted if the frontage of the subject property is too short to provide a useful landscape strip.

e. NE 117th Street is currently partially improved (limited to approximately 155 lineal feet directly west of the subject property) with:

   i. A curb and gutter, and

   ii. A 5-foot-wide sidewalk directly behind the curb.

f. The applicant has proposed the following on NE 117th Street along the frontage of the proposed development (see Attachment 8):

   i. New Type A concrete curb and gutter, and

   ii. 5-foot-wide sidewalk.

   The proposed improvements will match the existing conditions to the west of the subject property and omits the landscape strip, pursuant to KZC Section 110.30(f)(2).

g. Zoning Code Section 110.60 states that if a right-of-way abutting the subject property is not wide enough to contain the required improvements, the applicant shall dedicate as right-of-way a strip of land adjacent to the existing right-of-way wide enough to encompass the required half-street improvements.

h. Matching the proposed sidewalk with the existing sidewalk to the west would locate the new sidewalk partially on the subject property. Therefore, a right-of-way dedication is needed to sufficiently encompass the required sidewalk.

i. The Public Works Department is recommending that the applicant dedicate the necessary area so that the sidewalk is located in the right-of-way. (see Attachment 3)

2) <u>Conclusions</u>: The application meets the requirements of KZC Chapter 110, provided that the applicant:

   a. Installs a new Type A curb and gutter to match alignment to the west,

   b. Installs a new 5-foot-wide sidewalk to match alignment to the west, and

c. Dedicates a strip of land adjacent to the right-of-way that is wide enough to encompass the required improvements.

C. Geologically Hazardous Areas

1) Facts:

a. Municipal Code Section 22.28.180 states that the applicant has the responsibility in proposing a plat to be sensitive with respect to the natural features, including topography, streams, lakes, wetlands, habitat, geologic features, and vegetation, of the property. The plat must be designed to preserve and enhance as many of these valuable features as possible.

b. Zoning Code regulations regarding geologically hazardous areas address slope stability, run-off, structural concerns, and liability issues. The Planning & Building Department evaluates proposals located on hazardous slopes based on the criteria in KZC Chapter 85. The evaluation is based on a geotechnical report prepared by a qualified geotechnical engineer.

c. The City of Kirkland Geologically Hazardous Areas Map identifies a moderate landslide hazard area on the subject property (see Attachment 5).

d. The applicant has submitted a geotechnical report prepared by PanGeo Incorporated dated December 27, 2021 (see Attachment 6), which includes recommendations on the design and construction of the future homes.

e. Zoning Code 85.25(2) states that the City may require written acknowledgement from the geotechnical engineer who prepared the geotechnical report that they have reviewed the final development plans and that the plans conform to their recommendations.

f. Attachment 3 contains the standards that are applicable to geologically hazardous areas.

2) Conclusions: The proposal complies with the City's geologically hazardous areas regulations, provided the applicant:

a. Incorporates the recommendations of the geotechnical report prepared by PanGeo Incorporated dated December 27, 2021 (see Attachment 6) into the LSM and Building Permits.

b. Provides written acknowledgment from PanGeo Incorporated that they have reviewed the final design for the LSM and Building Permits and that they conform with their recommendations prior to issuance of the LSM and Building Permits.

c. Follows the standard conditions regarding geologically hazardous areas as described in Attachment 3.

D. Tree Retention

1) Facts:

a. Municipal Code Section 22.28.180 states that the applicant has the responsibility in proposing a plat to be sensitive with respect to the natural features, including topography, streams, lakes, wetlands,

habitat, geologic features, and vegetation, of the property. The plat must be designed to preserve and enhance as many of these valuable features as possible.

b. KMC 22.28.210 states that the applicant shall design the plat so as to comply with the tree management requirements set forth in KZC Chapters 90 and 95 to maximize the chances of survival of trees and associated vegetation designated for retention and minimize potential hazards to life or property.

c. KZC 95.30.5 requires that with a short plat application, high retention value trees (includes groves) should be retained and protected to the maximum extent possible. Moderate retention value trees should be retained and protected if feasible.

d. Integrated Development Plan

i. An Integrated Development Plan (IDP) allows the City to consider all tree retention and removals at the time of plat approval, rather than at the subsequent grading and building permit stages.

ii. The applicant has submitted an arborist report prepared by Layton Tree Consulting, LLC, dated October 4, 2021 and an updated memo from Layton Tree Consulting, LLC dated October 21, 2022 with tree protection recommendations (see Attachment 7). The project arborist's tree protection recommendations include:

(a) Project arborist should be on site during excavation within the limits of disturbance to document and mitigate root impacts to trees #2, #3, #13, and offsite tree #101.

(b) Excavation limits should be laid out in paint on the ground to avoid over-excavation.

(c) Tree protective fencing shall be erected prior to moving any heavy equipment on site. Heavy equipment should be kept outside of the fenced areas.

(d) When establishing sub grade near the trees, the soil should be removed parallel to the roots. Any damaged roots should be exposed to sound tissue and cut cleanly with a sterilized saw by the project arborist.

(e) To protect trees #2 and #3, a root barrier should be installed along the edge of the proposed driveway directly to the north of those trees. The roots should be severed and pruned cleanly by the project arborist prior to placing the root barrier.

(f) To protect tree #13, the applicant should incorporate the following:

1. A six-inch layer of coarse woodchip mulch or hog fuel should be installed to cover the area

within 14 feet of the trunk, but not up against the trunk.

2. The top sod layer is all that should be removed to prepare a subbase for the paved areas.
3. The driveways and walkways within the limits of disturbance of the tree should be constructed of pavers.
4. Utility trenches should be air-excavated or hand dug to preserve surface roots greater than 2 inches in diameter.
5. A phased tree protection fencing plan should be followed and the fencing should only be reduced when the work is ready to start, and the project arborist is onsite.

(g) To protect tree #32, the existing grade must be maintained within at least 6 feet from the trunk face. The water and storm drain lines in that area should be shifted further south to provide enough space for that tree.

iii. KZC 95.34(5) allows the City to require additional tree protection measures that are consistent with accepted urban forestry practices.

iv. The City's Development Review Arborist has reviewed the applicant's arborist report and IDP plans and recommends additional tree protection measures and plan requirements as follows:

(a) To protect tree #13:

1. Excavation for the proposed utility lines within the tree protection area shall be performed with air excavation. This includes the utilities running along the west side of Lot 1 and Lot 3, as well as utilities proposed under the walkways.
2. Excavation under the roots shall be filled as soon as possible to avoid them drying out. If roots must remain exposed, they shall be wetted regularly and covered in burlap or jute to prevent desiccation.

(b) To protect tree #32 the proposed retaining wall and water line within proximity of that tree should be removed, relocated, or shifted further south to accommodate the 6 feet of space recommended by the project arborist in Attachment 7.

2) <u>Conclusion</u>: The proposed Tree Retention Plan complies with the applicable City tree retention requirements. As part of the LSM and building permit applications, the applicant should submit a Tree Retention Plan consistent with the IDP plans in Attachment 8 and which incorporates the

recommendations in the arborist report (Attachment 7), except as conditioned by the Development Review Arborist as follows:

a. Excavation for the proposed utility lines within the tree protection area of tree #13 shall be performed with air excavation. This includes the utilities running along the west side of Lot 1 and Lot 3, as well as utilities proposed under the walkways.

b. Excavation under the roots of tree #13 shall be filled as soon as possible to avoid them drying out. If roots must remain exposed, they shall be wetted regularly and covered in burlap or jute to prevent desiccation.

c. To protect tree #32 the proposed retaining wall and water line within proximity of that tree should be removed, relocated, or shifted further south to accommodate the 6 feet of space recommended by the project arborist in Attachment 7.

VI. Subsequent Modifications

Modifications to the approval may be requested and reviewed pursuant to the applicable modification procedures and criteria in effect at the time of the requested modification.

VII. Short Plat Documents – Recordation – Time Limit (KMC 22.20.370)

The short plat must be recorded with King County within five (5) years of the date of approval or the decision becomes void; provided, however, that in the event judicial review is initiated, the running of the five (5) years is tolled for any period of time during which a court order in said judicial review proceeding prohibits the recording of the short plat.

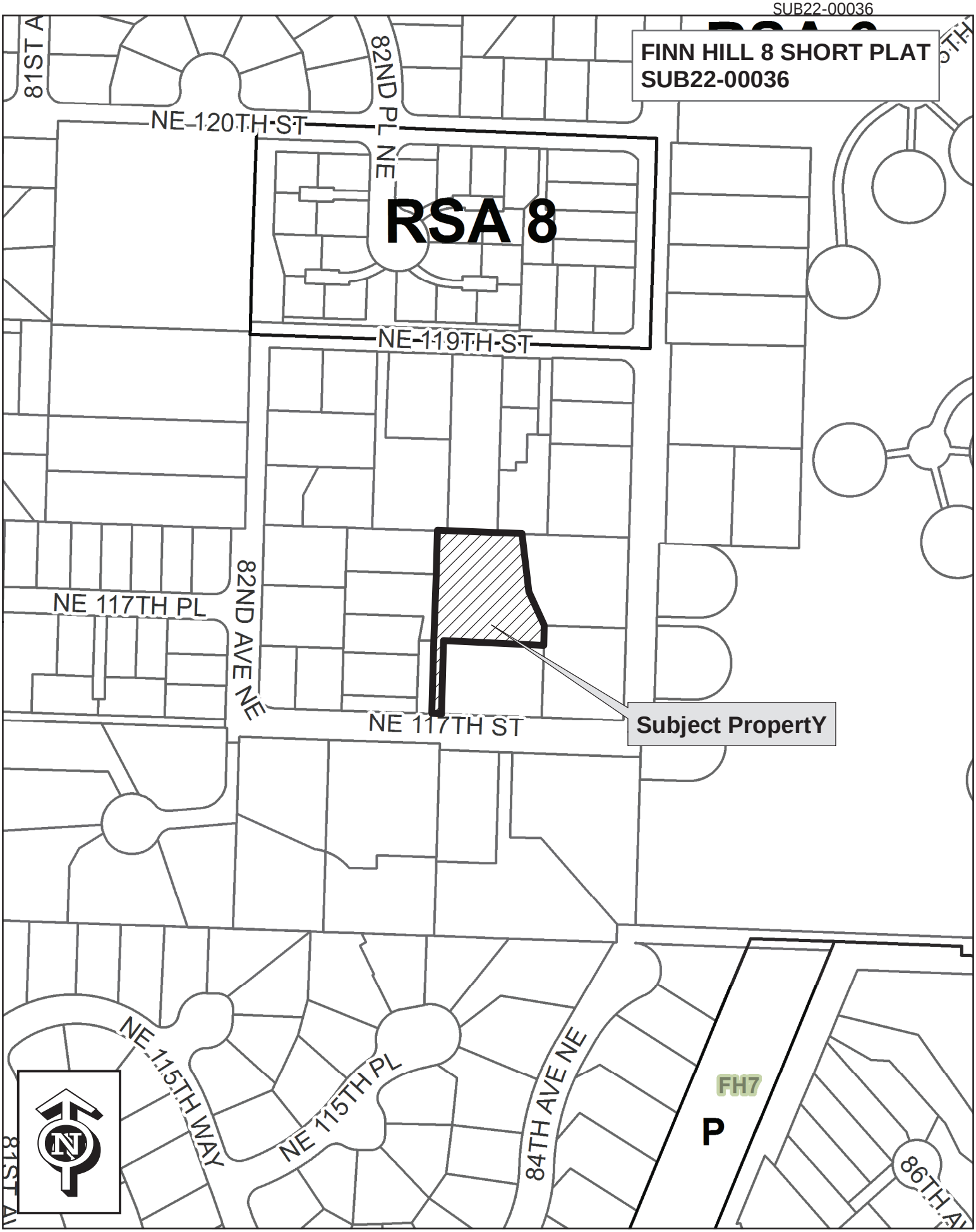
VIII. Appendices

Attachments 1 through 9 are attached.

1. Vicinity Map
2. Short Plat Map
3. Development Standards
4. Public Comments
5. City Landslide Hazard Area Map
6. PanGeo Incorporated Geotechnical Report dated December 27th, 2021
7. Layton Tree Consulting Arborist Report dated October 4th, 2021 and Tree Protection Memo dated October 21st, 2022
8. Integrated Development Plan
9. Waste Management Approval dated July 20th, 2022

IX. Parties of Record

Applicant: Moira Haughian, Legacy Group Capital
400 112th Ave NE, Suite 300
Bellevue, WA 98004
Parties of Record
Planning and Building Department
Department of Public Works
Fire Department


FINN HILL 8 SHORT PLAT
SUB22-00036
81ST A
82ND PL NE
NE 120TH ST
RSA 8
NE 119TH ST
82ND AVE NE
NE 117TH PL
NE 117TH ST
Subject PropertY
NE 115TH WAY
NE 115TH PL
84TH AVE NE
FH7
P
86TH A
N

FINN HILL 8 SHORT PLAT

ASSESSOR'S PROPERTY TAX PARCEL/ACCOUNT NO. 3767300055

SE 1/4, SE 1/4	25	26	04E
(FRACTION)	(SECTION)	(TOWNSHIP)	(RANGE)

Short Plat
City of Kirkland
File No. SUB22-00036

ORIGINAL LEGAL DESCRIPTION:

LOT X OF BOUNDARY LINE ADJUSTMENT NO. L05L0057, RECORDED OCTOBER 11, 2005, UNDER RECORDING NUMBER 20051011900023, IN THE OFFICIAL RECORDS OF KING COUNTY, WASHINGTON.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

APPROVAL NOTES:

1) ADDRESS SHALL BE IN ACCORDANCE WITH KIRKLAND BUILDING DIVISION POLICY MANUAL NUMBER 9.001– ASSIGNMENT OF STREET NUMBERS AND ROAD SIGNAGE.

2) UTILITY MAINTENANCE: EACH PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE SANITARY SEWER OR STORM WATER STUB FROM THE POINT OF USE ON THEIR OWN PROPERTY TO THE POINT OF CONNECTION IN THE CITY SANITARY SEWER MAIN OR STORM WATER MAIN. ANY PORTION OF A SANITARY OR SURFACE WATER STUB, WHICH JOINTLY SERVES MORE THAN ONE PROPERTY, SHALL BE JOINTLY MAINTAINED AND REPAIRED BY THE PROPERTY OWNERS SHARING SUCH STUB. THE JOINT USE AND MAINTENANCE SHALL "RUN WITH THE LAND" AND WILL BE BINDING ON ALL PROPERTY OWNERS WITHIN THIS SUBDIVISION, INCLUDING THEIR HEIRS, SUCCESSORS AND ASSIGNS.

3) PUBLIC RIGHT–OF–WAY SIDEWALK AND VEGETATION MAINTENANCE: THE PROPERTY OWNER SHALL ALSO BE RESPONSIBLE FOR THE MAINTENANCE OF THE VEGETATION WITHIN THE ABUTTING LANDSCAPE STRIP. THE MAINTENANCE SHALL "RUN WITH THE LAND" AND WILL BE BINDING ON ALL PROPERTY OWNERS WITHIN THIS SUBDIVISION, INCLUDING THEIR HEIRS, SUCCESSORS AND ASSIGNS.

4) EACH LOT SHALL TAKE ACCESS FROM THE 15 FOOT WIDE ACCESS EASEMENT, AND SHALL HAVE AN ON–SITE TURN AROUND (VEHICLES MAY NOT BACK OUT INTO THE RIGHT–OF–WAY).

5) THE UNDERSIGNED, BEING ALL OF THE OWNERS OF THE HEREINAFTER DESCRIBED REAL PROPERTY, HEREBY AGREE TO INDEMNIFY, DEFEND, AND SAVE HARMLESS THE CITY OF KIRKLAND, ITS OFFICERS AND EMPLOYEES FROM ANY CLAIM, REAL OR IMAGINARY, FILED AGAINST THE CITY OF KIRKLAND, ITS OFFICERS, OR EMPLOYEES, ALLEGING DAMAGE OR INJURY CAUSED BY FAULT ON THE PART OF THE UNDERSIGNED, THEIR EMPLOYEES OR AGENTS, AND/OR THE CITY OF KIRKLAND, ITS OFFICERS, OR EMPLOYEES AND ARISING OUT OF MAINTENANCE, FLOODING, DAMMING, OR ENLARGEMENT OF THE STREAM EXISTING ON THE HEREINAFTER DESCRIBED REAL PROPERTY; PROVIDED, HOWEVER, THIS AGREEMENT SHALL NOT INCLUDE DAMAGE RESULTING FROM THE SOLE FAULT OF THE CITY OF KIRKLAND, ITS OFFICERS, OR EMPLOYEES. FAULT AS HEREIN USED SHALL HAVE THE SAME MEANING AS SET FORTH IN RCW 4.22.01. THIS AGREEMENT SHALL ALSO INCLUDE ALL REASONABLE COST AND EXPENSE, INCLUDING ATTORNEY'S FEES, INCURRED BY THE CITY OF KIRKLAND IN INVESTIGATION AND/OR DEFENSE OF ANY SUCH CLAIM.

THIS AGREEMENT SHALL BE BINDING UPON THE HEIRS, SUCCESSORS, AND ASSIGNS OF THE PARTIES HERETO AND SHALL RUN WITH THE LAND.

THE REAL PROPERTY SUBJECT TO THIS AGREEMENT IS SITUATED IN THE CITY OF KIRKLAND, KING COUNTY, WASHINGTON, AND DESCRIBED ON PAGE 1 OF THIS SHORT PLAT.

ACKNOWLEDGMENTS

STATE OF _____ }
} SS
COUNTY OF _____ }

THIS IS TO CERTIFY THAT ON THIS ___ DAY OF _____, 20__, BEFORE ME PERSONALLY APPEARED _____, THE _____ OF DKWOZNIAK DESIGN BUILD, LLC TO ME KNOWN TO BE THE INDIVIDUALS DESCRIBED IN AND WHO EXECUTED THE WITHIN AND FORGOING INSTRUMENT AND ACKNOWLEDGED SAID INSTRUMENT TO BE THEIR FREE AND VOLUNTARY ACT AND DEED FOR THE USES AND PURPOSES THEREIN MENTIONED. IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND SEAL THE DAY AND YEAR MENTIONED ABOVE.

DATE: _____

SIGNATURE OF
NOTARY PUBLIC _____
PRINTED NAME OF
NOTARY PUBLIC _____

RESIDING AT _____

MY APPOINTMENT EXPIRES: _____

STATE OF _____ }
} SS
COUNTY OF _____ }

THIS IS TO CERTIFY THAT ON THIS ___ DAY OF _____, 20__, BEFORE ME PERSONALLY APPEARED _____, THE _____ OF FINNEIGHT, LLC TO ME KNOWN TO BE THE INDIVIDUALS DESCRIBED IN AND WHO EXECUTED THE WITHIN AND FORGOING INSTRUMENT AND ACKNOWLEDGED SAID INSTRUMENT TO BE THEIR FREE AND VOLUNTARY ACT AND DEED FOR THE USES AND PURPOSES THEREIN MENTIONED. IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HAND AND SEAL THE DAY AND YEAR MENTIONED ABOVE.

DATE: _____

SIGNATURE OF
NOTARY PUBLIC _____
PRINTED NAME OF
NOTARY PUBLIC _____

RESIDING AT _____

MY APPOINTMENT EXPIRES: _____

PROVISIONS:

1. A PRIVATE ACCESS AND UTILITY EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO LOTS 1–4, OVER, UNDER, ACROSS AND UPON THAT PORTION OF LOTS 1 AND 2 GRAPHICALLY DEPICTED AND LABELED AS 15.00' PRIVATE ACCESS, UTILITY AND LANDSCAPE EASEMENT ON SHEET 4 HEREON FOR THE PURPOSE OF CONSTRUCTING, RECONSTRUCTING, OPERATING AND MAINTAINING PRIVATE UTILITIES, INGRESS AND EGRESS TO LOTS 1 – 4, AND LANDSCAPING, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS FOR SUCH PURPOSES. THE MAINTENANCE AND THE COSTS THEREOF OF THE UTILITIES, DRIVEWAY AND LANDSCAPING SHALL BE BORNE IN EQUAL PARTS BY THE OWNERS OF LOTS 1 – 4, EXCEPT THAT NO OWNERS SHALL BE RESPONSIBLE FOR UTILITY MAINTENANCE ABOVE THEIR POINT OF CONNECTION.

CITY OF KIRKLAND
DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

EXAMINED, REVIEWED, AND APPROVED BY THE CITY OF KIRKLAND PURSUANT TO THE SHORT SUBDIVISION PROVISIONS OF TITLE 22 (LAND SUBDIVISION), KIRKLAND MUNICIPAL CODE, THIS ___ DAY OF _____, 20__.

_____
DIRECTOR, DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

DEPARTMENT OF ASSESSMENT
EXAMINED AND APPROVED THIS ___ DAY OF _____, 20__

_____
KING COUNTY ASSESSOR

RECORDER'S CERTIFICATE

FILED FOR RECORD THIS ___ DAY OF _____, 20__ AT _____ IN BOOK OF _____ AT PAGE ___ AT THE REQUEST OF _____

_____
MANAGER SUPT. OF RECORDS

ACKNOWLEDGEMENTS, DECLARATION, DEDICATION
AND RESTRICTIONS (R.C.W. 58.17.165)

KNOWN ALL PEOPLE BY THESE PRESENTS that we, the undersigned being all of the owners of the land hereby short subdivided, hereby declare this short plat to be the graphic representation of the short subdivision made hereby, and do hereby dedicate to the use of the public forever all streets and avenues not shown as private hereon and dedicate the use thereof for all public purposes not inconsistent with the use thereof for public highway purposes, and also the right to make all necessary slopes for cuts and fills upon the lots shown hereon in the original reasonable grading of said streets and avenues, and further dedicated tot he use of the public all the easements and tracts shown on this short plat for all public purposes as indicated hereon, including but not limited to parks, open space, utilities and drainage unless such easements or tracts are specifically identified on this short plat as being dedicated or conveyed to a person or entity other than the public.

Further, the undersigned owners of the land hereby short subdivided waive for themselves, their heirs, and assigns and any person or entity deriving title form the undersigned, any and all claims for damages against the City of Kirkland, its successors and assigns which may be occasioned by the establishment, construction, or maintenance or roads and/or drainage systems within this short subdivision other than claims resulting from inadequate maintenance by the City of Kirkland.

Further the undersigned owners of the land hereby short subdivided agree for themselves, their successors and assigns to indemnify and hold the City of Kirkland, its successors and assigns, harmless from any damage, including any costs of defense, claimed by persons within or without this short subdivision to have been caused by alterations of the ground surface, vegetation, drainage, or surface water flows within this short subdivision or by establishment, construction or maintenance of the roads within this short subdivision. Provided, this waiver and indemnification shall not be construed as releasing the City of Kirkland, its successors or assigns, from liability for damages, including the cost of defense, resulting in whole or in part from the negligence of the City of Kirkland, its successors, or assigns.

This subdivision dedication, waver of claims and agreement to hold harmless is made with the free consent and in accordance with the desires of said owner.

IN WITNESS WHEREOF we set our hands and seals.

DKWOZNIAK DESIGN BUILD, LLC ITS: DATE

FINNEIGHT, LLC ITS: DATE

INDEXING INFORMATION

NW 4	NE 4
SW 4	SE 4

SE 1/4 SE 1/4
SECTION: 25
TOWNSHIP: 26N
RANGE: 04E, W.M.
COUNTY: KING

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF DKWOZNIAK DESIGN BUILD, LLC.

NOT FOR RECORDING

EDWIN J. GREEN, JR PLS# 15025 DATE

CITY OF KIRKLAND WASHINGTON

TERRANE
10801 Main Street, Suite 102
Bellevue, WA 98004
p: 425-458-4488 | e: info@terrane.net

EDWIN J. GREEN JR. STATE OF WASHINGTON REGISTERED PROFESSIONAL LAND SURVEYOR

CITY OF KIRKLAND SHORT PLAT
FINN HILL 8
8230 NE 117th St
PARCEL NO. 376730-0055
KIKRLAND WA

JOB NO.:	211496
DATE:	9/22/22
DRAFTED BY:	TLR
CHECKED BY:	SRM
SCALE:	N. T. S.

FINN HILL 8 SHORT PLAT

Short Plat
City of Kirkland
File No. SUB22-00036

SCHEDULE B ITEMS

1. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON THE PLAT OF LAMBERT & CARR'S JUANITACREST, AN ADDITION TO KING COUNTY, WASHINGTON:
RECORDING NO: 3689502
CURRENT CONDITIONS SHOWN

2. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, SOURCE OF INCOME, GENDER, GENDER IDENTITY, GENDER EXPRESSION, MEDICAL CONDITION OR GENETIC INFORMATION, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH IN THE DOCUMENT
RECORDING DATE: DECEMBER 18, 1984
RECORDING NO.: 8412180671
PLOTTED

3. REIMBURSEMENT AGREEMENT FOR WATER FACILITIES AND THE TERMS AND CONDITIONS THEREOF:
RECORDING DATE: MARCH 22, 1988
RECORDING NO.: 8803220285
NOT SURVEY RELATED

4. NOTICE OF ADOPTION OF SEWER AND WATER FACILITIES CHARGES AND THE TERMS AND CONDITIONS THEREOF:
RECORDING DATE: JULY 30, 1992
RECO RDING NO.: 9207300895
NOT SURVEY RELATED

5. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON BOUNDARY LINE ADJUSTMENT :
RECORDING NO: 9307190818
CURRENT CONDITIONS SHOWN

6. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
PURPOSE: SEWAGE DRAIN FIELD EASEMENT
RECORDING DATE: SEPTEMBER 24, 1993
RECORDING NO.: 9309240776
AFFECTS: INCLUDES OTHER PROPERTY
PLOTTED PER R1

7. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: PUGET SOUND POWER & LIGHT COMPANY
PURPOSE: UNDERGROUND ELECTRIC SYSTEM
RECORDING DATE: DECEMBER 14, 1993
RECORDING NO.: 9312142193
AFFECTS: PORTION OF SAID PREMISES
PLOTTED

8. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY:
RECORDING NO: 9708189008
CURRENT CONDITIONS SHOWN

9. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY:
RECORDING NO: 9709029006
CURRENT CONDITIONS SHOWN

10. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON SURVEY:
RECORDING NO: 20040426900019
SURVEY OF PARCELS +/– 5 MILES NORTH OF SUBJECT PARCEL

11. COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH ON BOUNDARY LINE ADJUSTMENT NO. L05L0057:
RECORDING NO: 200510190023
CURRENT CONDITIONS SHOWN

BASIS OF BEARINGS:

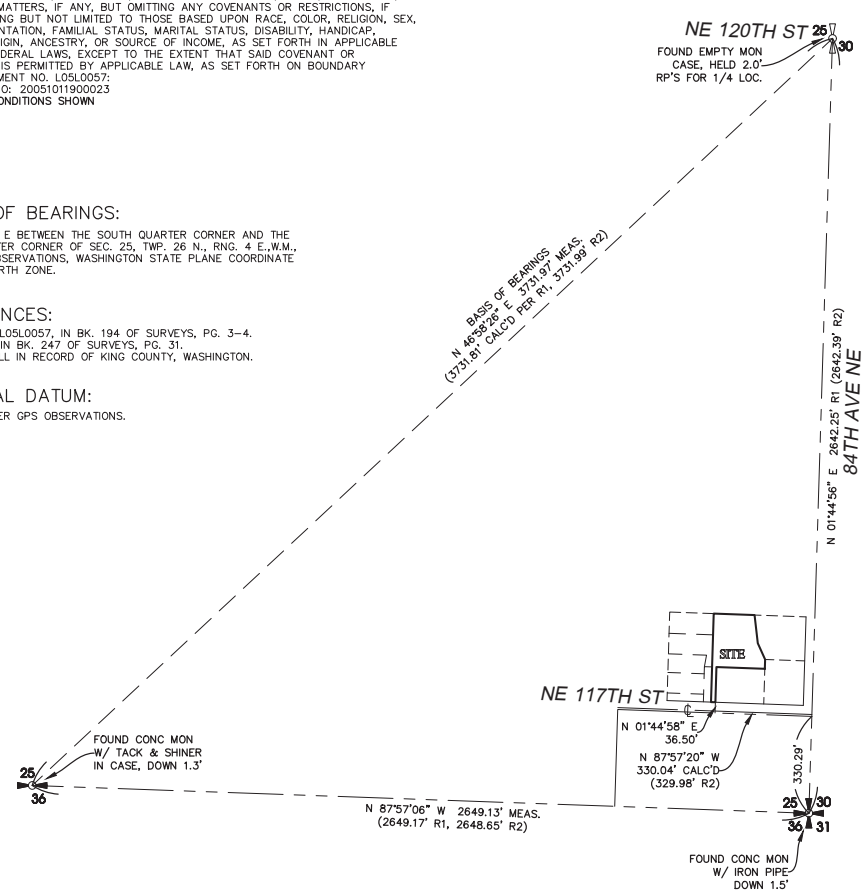
N 46°58'26" E BETWEEN THE SOUTH QUARTER CORNER AND THE EAST QUARTER CORNER OF SEC. 25, TWP. 26 N., RNG. 4 E.,W.M., PER GPS OBSERVATIONS, WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE.

REFERENCES:

R1 B.L.A. L05L0057, IN BK. 194 OF SURVEYS, PG. 3–4.
R2 R.O.S. IN BK. 247 OF SURVEYS, PG. 31.
ALL IN RECORD OF KING COUNTY, WASHINGTON.

VERTICAL DATUM:

NAVD(88) PER GPS OBSERVATIONS.



CONTROL MAP
N.T.S.

INDEXING INFORMATION

NW 4 / NE 4	SE 1/4 SE 1/4
SW 4 / SE 4	SECTION: 25
	TOWNSHIP: 26N
	RANGE: 04E, W.M.
	COUNTY: KING

CITY OF KIRKLAND WASHINGTON

TERRANE
10801 Main Street, Suite 102
Bellevue, WA 98004
p: 425-458-4488 | e: info@terrane.net

STATE OF WASHINGTON
JAMES J. GREENE JR.
CERTIFICATE NUMBER
LAND SURVEYOR
PROFESSIONAL

CITY OF KIRKLAND SHORT PLAT
FINN HILL 8
8230 NE 117th St
PARCEL NO. 376730-0055
KIRKLAND WA

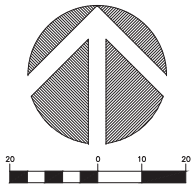
JOB NO.:	211496
DATE:	9/22/22
DRAFTED BY:	TLR
CHECKED BY:	SRM
SCALE:	N.T.S.

FINN HILL 8 SHORT PLAT

Short Plat
City of Kirkland
File No. SUB22-00036

SURVEY NOTES:

1. THE TOPOGRAPHIC SURVEY SHOWN HEREON WAS PERFORMED IN JULY OF 2020. THE FIELD DATA WAS COLLECTED AND RECORDED ON MAGNETIC MEDIA THROUGH AN ELECTRONIC THEODOLITE. THE DATA FILE IS ARCHIVED ON DISC OR CD. WRITTEN FIELD NOTES MAY NOT EXIST. CONTOURS ARE SHOWN FOR CONVENIENCE ONLY. DESIGN SHOULD RELY ON SPOT ELEVATIONS.
2. ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM CHICAGO TITLE COMPANY OF WASHINGTON "SUBDIVISION GUARANTEE", ORDER NO. 0229241-TK, DATED DECEMBER 27, 2021. IN PREPARING THIS MAP, TERRANE, INC. HAS CONDUCTED NO INDEPENDENT TITLE SEARCH NOR IS TERRANE, INC. AWARE OF ANY TITLE ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP AND DISCLOSED BY THE REFERENCED "SUBDIVISION GUARANTEE". TERRANE, INC. HAS RELIED WHOLLY ON CHICAGO TITLE COMPANY OF WASHINGTON REPRESENTATIONS OF THE TITLE'S CONDITION TO PREPARE THIS SURVEY AND TERRANE, INC. QUALIFIES THE MAP'S ACCURACY AND COMPLETENESS TO THAT EXTENT.
3. FIELD DATA FOR THIS SURVEY WAS OBTAINED BY DIRECT FIELD MEASUREMENTS WITH A CALIBRATED ELECTRONIC 5-SECOND TOTAL STATION AND/OR SURVEY GRADE GPS OBSERVATIONS. ALL ANGULAR AND LINEAR RELATIONSHIPS ARE ACCURATE AND MEET THE STANDARDS SET BY WAC 332-130-090.
4. ALL MONUMENTS SHOWN HEREON WERE LOCATED DURING THE COURSE OF THIS SURVEY UNLESS OTHERWISE NOTED.



(IN FEET)
1 INCH = 20 FT.

LEGEND

- BUILDING
- CENTERLINE ROW
- RETAINING WALL
- DECK
- FENCE LINE (WOOD)
- NAIL AS NOTED
- MONUMENT IN CASE (FOUND)
- REBAR AS NOTED (FOUND)
- REBAR & CAP (SET)
- T-1 TREE (ARBORIST #)

CALC'D	CALCULATED
COK	CITY OF KIRKLAND
CONC	CONCRETE
COR	CORNER
LS#	LAND SURVEYOR NUMBER
MEAS	MEASURED
MON	MONUMENT
PROP	PROPERTY
(R)	RECORD DATA

SCHEDULE B LEGEND

- INGRESS, EGRESS & UTILITY EASEMENT PER REC. NO. 84121806071.
- ELECTRICAL EASEMENT PER REC. NO. 9312142193.
- DRAINFIELD EASEMENT, REC. NO. 9309240776.

INDEXING INFORMATION

NW 4	NE 4
SW 4	SE 4

SE 1/4 SE 1/4
SECTION: 25
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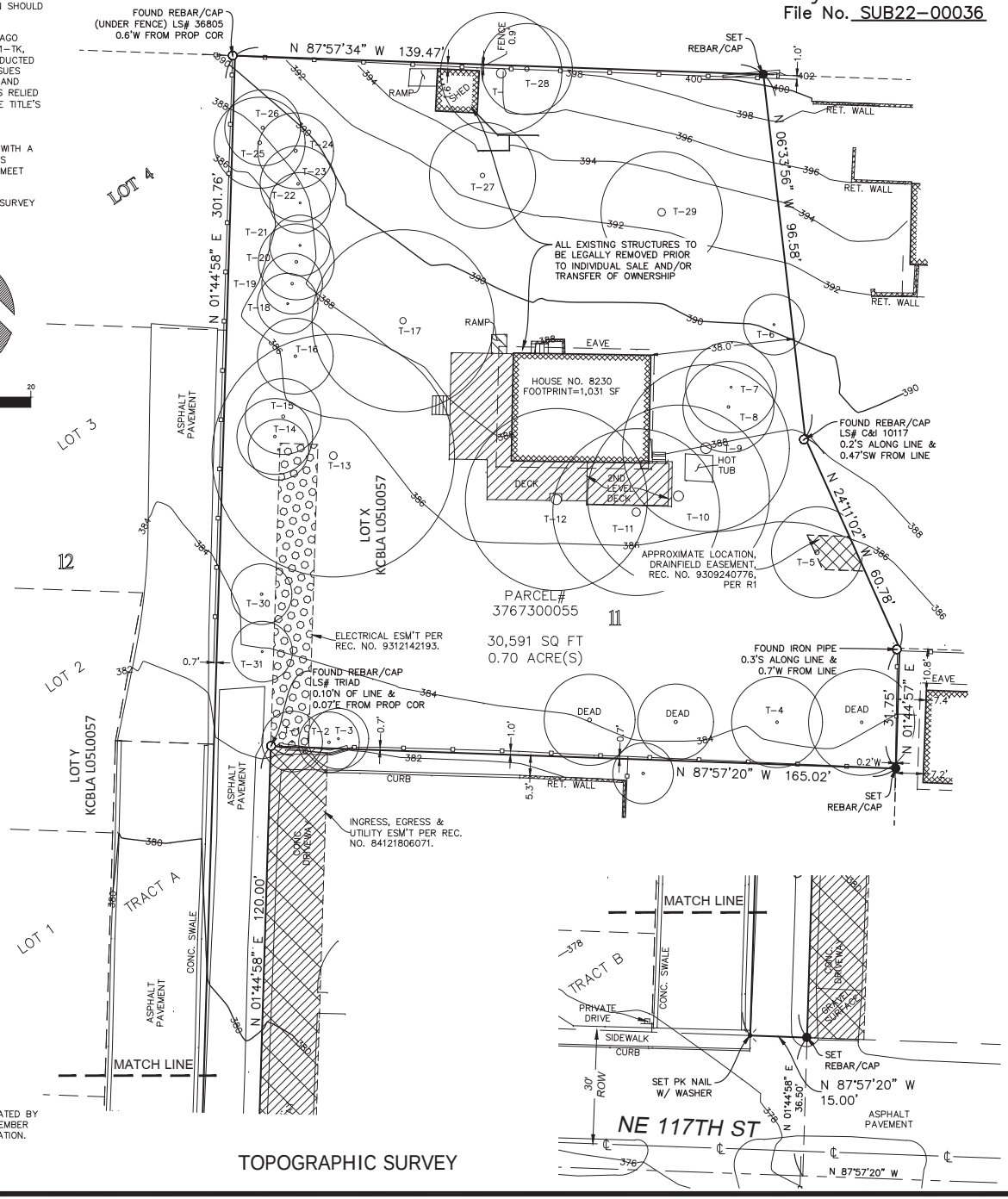
RANGE: 04E, W.M.
COUNTY: KING

TREE INVENTORY NOTE:
SEE ARBORIST MAP AND TABLE CREATED BY LAYTON TREE CONSULTING LLC SEPTEMBER 13TH, 2021 FOR ADDITIONAL INFORMATION.



TOPOGRAPHIC SURVEY

TERRANE
10801 Main Street, Suite 102
Bellevue, WA 98004
p: 425-458-4488 | e: info@terrane.net

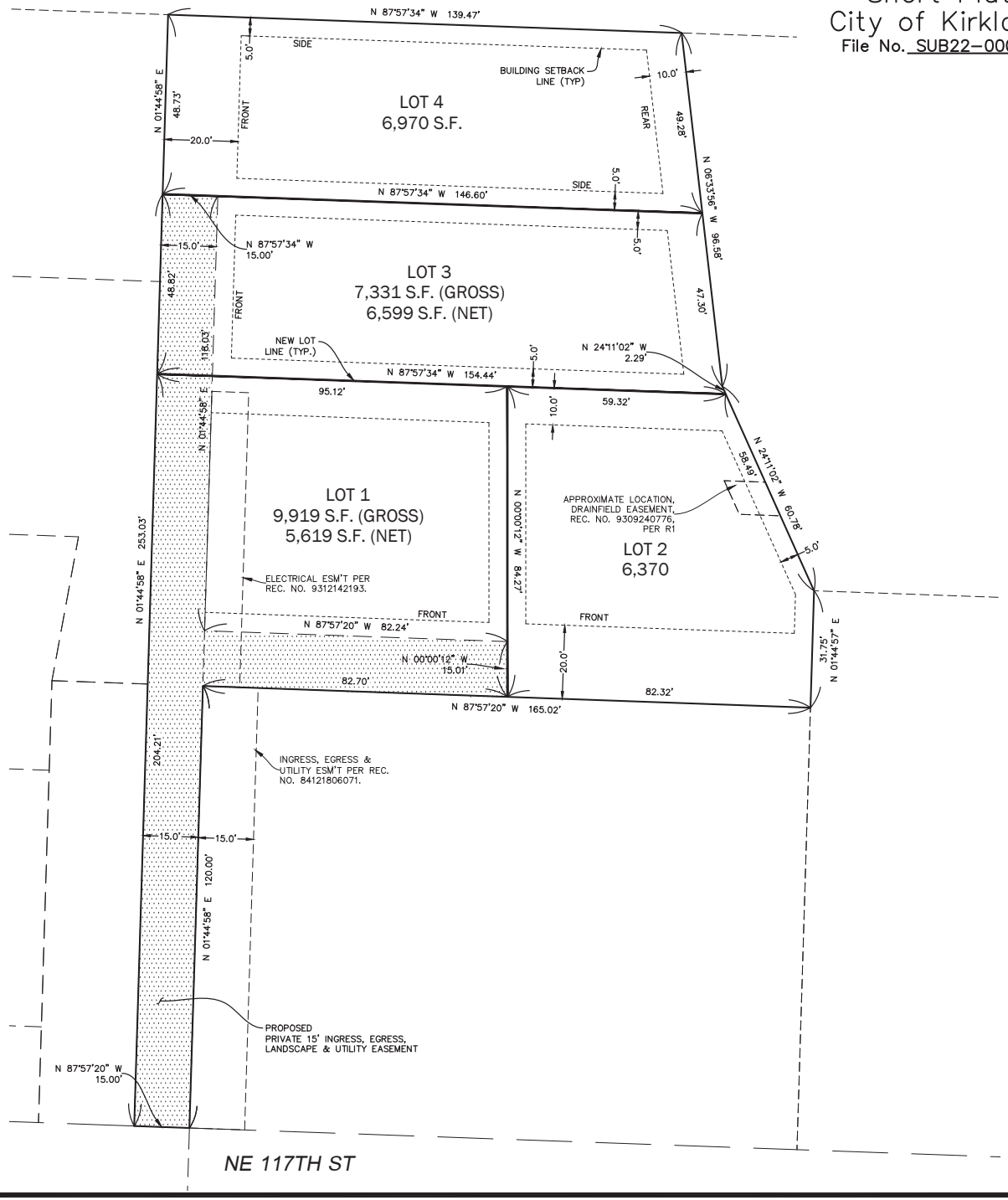
CITY OF KIRKLAND SHORT PLAT
FINN HILL 8
8230 NE 117th St
PARCEL NO. 376730-0055
KIKRLAND WA

JOB NO.:	211496
DATE:	9/22/22
DRAFTED BY:	TLR
CHECKED BY:	SRM
SCALE:	1" = 20'

PROPOSED LAYOUT

FINN HILL 8 SHORT PLAT

Short Plat
City of Kirkland
File No. SUB22-00036



20 0 10 20
(IN FEET)
1 INCH = 20 FT.

INDEXING INFORMATION

NW 4 / NE 4	SE 1/4 SE 1/4
SW 4 / SE 4	SECTION: 25
	TOWNSHIP: 26N
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CITY OF KIRKLAND WASHINGTON

TERRANE
10801 Main Street, Suite 102
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p: 425-458-4488 | e: info@terrane.net

STATE OF WASHINGTON
JAMES J. GREENE JR.
REGISTERED PROFESSIONAL LAND SURVEYOR

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JOB NO.: 211496
DATE: 9/22/22
DRAFTED BY: TLR
CHECKED BY: SRM
SCALE: 1" = 20'

City of Kirkland
Planning and Building Department
123 5th Avenue, Kirkland, WA 98033
425-587-3600 - www.kirklandwa.gov

SHORT PLAT DEVELOPMENT STANDARDS LIST

File: SUB22-00036 Finn Hill 8 Short Plat

This application must comply with all applicable standards. The listing below outlines those standards in a typical development sequence.
KMC refers to Kirkland Municipal Code, KZC refers to Kirkland Zoning Code

TREE PLAN SUMMARY

KMC 22.28.210 & KZC 95.30 Significant Trees.

A Tree Retention Plan was submitted with the short plat. There are 32 significant trees on the site, of which 4 will be retained. These trees have been assessed by staff and the City's Arborist. They are identified by number in the following chart.

Tree #	DBH	High Retention Value	Moderate Retention Value	Low Retention Value	Proposed for Retention
1*	7	X – Required Yard Setback			No
2*	7	X – Required Yard Setback			Yes
3*	7	X – Required Yard Setback			Yes
4	10			X - Nonviable	No
5*	12			X - Nonviable	No
6	6			X - Nonviable	No
7	8			X - Nonviable	No
8	6			X - Nonviable	No
9*	34			X - Nonviable	No
10*	35			X - Nonviable	No
11*	26			X - Nonviable	No
12*	31			X - Nonviable	No
13	27	X – Required Yard Setback			Yes
14	10, 8 (13)			X - Nonviable	No
15	10, 7 (12)			X - Nonviable	No

16	7, 4, 4 (9)			X - Nonviable	No
17	23		X		No
18	6, 5 (8)			X - Nonviable	No
19	6			X - Nonviable	No
20	7, 6 (9)			X - Nonviable	No
21	7, 7, 6 (12)			X - Nonviable	No
22	6, 5, 4, 3 (9)			X - Nonviable	No
23	6, 6, 4 (9)			X - Nonviable	No
24	8, 8, 8 (14)			X - Nonviable	No
25*	11			X - Nonviable	No
26*	9			X - Nonviable	No
27	15			X - Nonviable	No
28	26			X - Nonviable	No
29	22			X - Nonviable	No
30	8, 7 (11)			X - Nonviable	No
31	7, 5 (9)			X - Nonviable	No
32	14	X – Required Yard Setback			Yes

* denotes conifer trees which meet 1.5 times tree density credit per 95.33(1)(b)

No trees are to be removed with an approved short plat or subdivision permit. Based on the approved Tree Retention Plan, the applicant shall retain and protect all trees proposed for retention throughout the development of each single-family lot.

PRIOR TO RECORDING

KMC 22.20.362 Short Plat - Title Report. The applicant shall submit a title company certification which is not more than 30 calendar days old verifying ownership of the subject property on the date that the property owner(s) (as indicated in the report) sign(s) the short plat documents; containing a legal description of the entire parcel to be subdivided; describing any easements or restrictions affecting the property with a description, purpose and reference by auditor's file number and/or recording number; any encumbrances on the property; and any delinquent taxes or assessments on the property.

KMC 22.20.366 Short Plat - Lot Corners. The exterior short plat boundary and all interior lot corners shall be set by a registered land surveyor. If the applicant submits a bond for construction of short plat improvements and installation of permanent interior lot corners, the City may allow installation of temporary interior lot corners until the short plat improvements are completed.

KMC 22.20.390 Short Plat - Improvements. The owner shall complete or bond all required right-of-way, easement, utility and other similar improvements.

KMC 22.28.110-130 Vehicular Access Easements. Municipal Code sections 22.28.110

and 22.28.130 establish that if vehicular access within the plat is provided by means other than rights-of-way, the plat must establish easements or tracts, compliant with Zoning Code Section 105.10, which will provide the legal right of access to each of the lots served.

KMC 22.32.010 Utility System Improvements. All utility system improvements must be designed and installed in accordance with all standards of the applicable serving utility.

KMC 22.32.020 Water System. The applicant shall install a system to provide potable water, adequate fire flow and all required fire-fighting infrastructure and appurtenances to each lot created.

KMC 22.32.030 Stormwater Control System. The applicant shall comply with the construction phase and permanent stormwater control requirements of the Municipal Code.

KMC 22.32.040 Sanitary Sewer System. The developer shall install a sanitary sewer system to serve each lot created.

KMC 22.32.050 Transmission Line Undergrounding. The applicant shall comply with the utility lines and appurtenances requirements of the Zoning Code.

KMC 22.32.080 Performance Bonds. In lieu of installing all required improvements and components as part of a plat or short plat, the applicant may propose to post a bond, or submit evidence that an adequate security device has been submitted and accepted by the service provider (City of Kirkland and/or Northshore Utility District), for a period of one year to ensure completion of these requirements within one year of plat/short plat approval.

LAND SURFACE MODIFICATION AND/OR BUILDING PERMIT REQUIREMENTS

KZC 85.25.1 Geotechnical Report Recommendations. The geotechnical recommendations contained in the report by PanGeo Incorporated dated December 27th, 2021 shall be implemented.

KZC 85.25.2 Geotechnical Acknowledgement. Written acknowledgment from the licensed in Washington State geotechnical engineer or licensed in Washington State engineering geologist who prepared the report required by KZC 85.15 that they have reviewed the project plans and that they conform to their recommendations.

KZC 85.25.3 Geotechnical Professional On-Site. A qualified geotechnical professional shall be present on-site during land surface modification and foundation installation activities.

KZC 85.45 Liability. Prior to issuance of any development permit, the applicant shall enter into an agreement with the City, which runs with the property, in a form acceptable to the City Attorney, indemnifying the City for any damage resulting from development activity on the subject property which is related to the physical condition of the property. The applicant shall record this agreement with the King County Recorder's Office and provide evidence to the City that the agreement has been recorded.

KZC 95.35.2.b.(3)(b)i Tree Protection Techniques. A description and location of tree protection measures during construction for trees to be retained must be shown on demolition and grading plans.

KZC 95.34 Tree Protection. Prior to development activity or initiating tree removal on the site, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities. Protection measures for trees to be retained shall include (1) placing no construction material or equipment within the protected area of any tree to be retained; (2) providing a visible temporary protective chain link fence at least 4 feet in height around the protected area of retained trees or groups of trees until the Planning Official authorizes their removal; (3) installing visible signs spaced no further apart than 15 feet along the protective fence stating "Tree Protection Area, Entrance Prohibited" with the City code enforcement phone number; (4) prohibiting excavation or compaction of earth or other damaging activities within the barriers unless approved by the Planning Official and supervised by a qualified professional; and (5) ensuring that approved landscaping in a protected zone shall be done with light machinery or by hand.

KZC 95.45 Tree Installation Standards. Installation of supplemental trees to be planted shall conform to Kirkland Zoning Code Section 95.45.

KZC 110.60.5 Street Trees. All trees planted in the right-of-way must be approved as to species by the City. All trees must be two inches in diameter at the time of planting as measured using the standards of the American Association of Nurserymen with a canopy that starts at least six feet above finished grade and does not obstruct any adjoining sidewalks or driving lanes.

KZC 95.52 Prohibited Vegetation. Plants listed as prohibited in the Kirkland Plant List shall not be planted in the City. These plants include Himalayan and Evergreen Blackberry, English Holly, Fragrant water lily; Bindweed or Morning Glory, Bird Cherry, English and Atlantic Ivy; Herb Robert; Bohemian, Giant, Himalayan, and Japanese Knotweed; Old man's beard, Poison hemlock, Reed canary grass, Scotch broom, Spurge laurel, Yellow archangel, and Yellow flag iris. Other plants, while not prohibited, are discouraged, including Butterfly bush, Black Locust, European Mountain Ash, Tree-of-Heaven, Common Hawthorn, and English laurel.

KZC 105.10 Vehicular Access Easements or Tracts. The portion of the access easement or tract that serves all four lots shall be 21 feet wide and contain a paved surface 16 feet in width. The portions of the access easement that serves only 1 or 2 lots shall be 15 feet wide and contain a paved surface of 10 feet. The access easement or tract shall be screened from the adjacent property to the west with a minimum five-foot high sight-obscuring fence; or vegetation that will provide comparable screening to a five-foot fence within two years of planting; along the entire easement or tract outside the required front yard.

KZC 105.10.2 Pavement Setbacks. The paved surface in an access easement or tract shall be set back at least 5 feet from any adjacent property which does not receive access from that easement or tract. An access easement or tract that has a paved area greater than 10 feet in width must be screened from any adjacent property that does not receive access from it. Screening standards are outlined in this section.

KZC 105.47 Required Parking Pad. Except for garages accessed from an alley, garages serving detached dwelling units in low density zones shall provide a minimum 20-foot by 20-foot parking pad between the garage and the access easement, tract, or right-of-way providing access to the garage.

KZC 115.25 Work Hours. It is a violation of this Code to engage in any development activity or to operate any heavy equipment before 7:00 am. or after 8:00 pm Monday through Friday, or before 9:00 am or after 6:00 pm Saturday. No development activity or use of heavy equipment may occur on Sundays or on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. The applicant will be required to comply with these regulations and any violation of this section will result in enforcement action, unless written permission is obtained from the Planning Official.

KZC 115.40 Fence Location. Fences over 6 feet in height may not be located in a required setback yard. A detached dwelling unit abutting a neighborhood access or collector street may not have a fence over 3.5 feet in height within the required front yard. No fence may be placed within a high waterline setback yard or within any portion of a north or south property line yard, which is coincident with the high waterline setback yard.

KZC 115.42 Floor Area Ratio (F.A.R.) Limits. Floor area for detached dwelling units is limited to a maximum floor area ratio in low density residential zones. See Use Zone charts for the maximum percentages allowed. This regulation does not apply within the disapproval jurisdiction of the Houghton Community Council.

KZC 115.43 Garage Requirements for Detached Dwelling Units in Low Density Zones. Detached dwelling units served by an open public alley, or an easement or tract serving as an alley, shall enter all garages from that alley. Whenever practicable, garage doors shall not be placed on the front façade of the house. Side-entry garages shall minimize blank walls. For garages with garage doors on the front façade, increased setbacks apply, and the garage width shall not exceed 50% of the total width of the front façade. These regulations do

not apply within the disapproval jurisdiction of the Houghton Community Council. Section 115.43 lists other exceptions to these requirements.

KZC 115.75.2 Fill Material. All materials used as fill must be non-dissolving and non-decomposing. Fill material must not contain organic or inorganic material that would be detrimental to the water quality, or existing habitat, or create any other significant adverse impacts to the environment.

KZC 115.90 Calculating Lot Coverage. The total area of all structures and pavement and any other impervious surface on the subject property is limited to a maximum percentage of total lot area. See the Use Zone charts for maximum lot coverage percentages allowed. Section 115.90 lists exceptions to total lot coverage calculations See Section 115.90 for a more detailed explanation of these exceptions.

KZC 115.95 Noise Standards. The City of Kirkland adopts by reference the Maximum Environmental Noise Levels established pursuant to the Noise Control Act of 1974, RCW 70.107. See Chapter 173-60 WAC. Any noise, which injures, endangers the comfort, repose, health or safety of persons, or in any way renders persons insecure in life, or in the use of property is a violation of this Code.

KZC 115.115 Required Setback Yards. This section establishes what structures, improvements and activities may be within required setback yards as established for each use in each zone.

KZC 115.115.3.g Rockeries and Retaining Walls. Rockeries and retaining walls are limited to a maximum height of four feet in a required yard unless certain modification criteria in this section are met. The combined height of fences and retaining walls within five feet of each other in a required yard is limited to a maximum height of 6 feet, unless certain modification criteria in this section are met.

KZC 115.115.3.n Covered Entry Porches. In residential zones, covered entry porches on dwelling units may be located within 13 feet of the front property line if certain criteria in this section are met. This incentive is not effective within the disapproval jurisdiction of the Houghton Community Council.

KZC 115.115.3.o Garage Setbacks. In low density residential zones, garages meeting certain criteria in this section can be placed closer to the rear property line than is normally allowed in those zones.

KZC 115.115.3.p HVAC and Similar Equipment: These may be placed no closer than five feet to a front, side, or rear property line, and may only be located in a required front yard for single-family residential uses pursuant to subsection (3)(p)(2) of this section; provided, that HVAC equipment may be located in a storage shed approved pursuant to subsection (3)(m) of this section or a garage approved pursuant to subsection (3)(o)(2) of this section. All HVAC equipment shall be baffled, shielded, enclosed, or placed on the property in a manner that will ensure compliance with the noise provisions of KZC 115.95.

KZC 115.115.5.a Driveway Width and Setbacks. For a detached dwelling unit, a driveway and/or parking area shall not exceed 20 feet in width in any required front yard, and shall be separated from other hard surfaced areas located in the front yard by a 18-inch wide landscape strip. Driveways shall not be closer than 5 feet to any side property line unless certain standards are met.

KZC 115.135 Sight Distance at Intersection. Areas around all intersections, including the entrance of driveways onto streets, must be kept clear of sight obstruction as described in this section.

KZC 145.22.2 Public Notice Signs. Within seven (7) calendar days after the end of the 21-day period following the City's final decision on the permit, the applicant shall remove all public notice signs.

PRIOR TO FINAL INSPECTION OR OCCUPANCY

KZC 85.25.3 Geotechnical Professional On-Site. The geotechnical engineer shall submit a final report certifying substantial compliance with the geotechnical recommendations and geotechnical related permit requirements.

KZC 85.50 Notice of Geologic Hazard. Prior to final inspection of any development permit, the applicant shall record (unless legally prohibited from doing so), on the title of the property, a notice stating that the property is potentially located in a geologically hazardous area. This notice will inform future owners that, at the time of the permit's issuance, the property was potentially located in a geologically hazardous area.

KZC 95.51.2. Tree Maintenance. For detached dwelling units, the applicant shall submit a 5-year tree maintenance agreement to the Planning Department to maintain all pre-existing trees designated for preservation and any supplemental trees require

d to be planted.

KZC 110.60.6 Mailboxes. Mailboxes shall be installed in the development in a location approved by the Postal Service and the Planning Official. The applicant shall, to the maximum extent possible, group mailboxes for units or uses in the development.

KZC 110.75 Bonds. The City may require or permit a bond to ensure compliance with any of the requirements of the Required Public Improvements chapter.

DEVELOPMENT STANDARDS
SUB22-00036

BUILDING DEPARTMENT

Contact: Tom Jensen – tjensen@kirklandwa.gov

1. Prior to issuance of Building, Demolition or Land Surface Modification permit applicant must submit a proposed rat baiting program for review and approval. Kirkland Municipal Ordinance 21.41.302.
2. A separate demolition permit is required for removal of the existing structures prior to recording.
3. Plumbing meter and service line shall be sized in accordance with the current UPC.
4. Any vault or retaining walls to be constructed with the LSM will require separate building permits.
5. Permit applications shall comply with the 2018 editions of the International Building, Residential and Mechanical Codes and the Uniform Plumbing Code as adopted and amended by the State of Washington and the City of Kirkland.
6. Permit applications shall comply with the 2018 edition of the International Energy Conservation Code as adopted and amended by the State of Washington.
7. The City of Kirkland reviews, issues and inspects all electrical permits in the city. Electrical permit applications shall comply with the 2020 Washington Cities Electrical Code chapters 1 and 3 as published by WABO.
8. Structures must be designed for seismic design category D, wind speed of 110 miles per hour and exposure B.
9. A pedestrian access pathway will be required to the ADUs on Lots #3 and Lot #4. An address sign for the ADUs will be required at the end of this pathway.

DEVELOPMENT STANDARDS
SUB22-00036

FIRE DEPARTMENT

Fire Prevention Bureau

Todd Anderson 425-587-3639; tanderson@kirklandwa.gov

Sprinklers required for all homes due to inadequate access and distance to the nearest hydrant

FIRE FLOW
4000+ gpm (NUD), Adequate for any sized structure. A certificate of water availability shall be obtained from NUI

Per Kirkland Operating Policy 4a (Fire Flow Requirements for Single Family Homes) table B105.1(2) type V (wood frame) construction homes with a gross floor area of under 3,600 sq ft require a minimum fire flow of 1000 gpm. Homes from 3,601-4800 sq. ft require a minimum fire flow of 1,750 gpm and homes from 4,801-6,200 require a minimum of 2000 gpm fire flow.

HYDRANTS
Adequate for this project because all homes will have Fire Sprinklers. The closest hydrant already has a 5" Storz connection.

ACCESS
Inadequate, no turnaround, no portion of an existing wall may be greater than 150' from a FD Access road. Sprinklers required in all homes.

SPRINKLER THRESHOLD
Per Kirkland Municipal Code, all new buildings which are 5,000 gross square feet or larger require fire sprinklers. Included are single family homes, duplexes, and zero lot line townhouses where the aggregate area of all connect townhouses is greater than 5,000 square feet; garages, porches, covered decks, etc, are included in the gross square footage.
(This comment is included in these conditions for informational purposes only.)

PUBLIC WORKS CONDITIONS
Permit #: SUB22-00036
Project Name: NE 117th Short Plat
Project Address: 8230 NE 117th Street
Date: February 14, 2022

Public Works Staff Contacts

Ryan Schauble, Senior Development Engineer
Phone: 425-587-3842 / E-mail: rschauble@kirklandwa.gov

General Conditions:

1. All public improvements associated with this project including street and utility improvements, must meet the City of Kirkland Public Works Pre-Approved Plans and Policies Manual. A Public Works Pre-Approved Plans and Policies manual can be purchased from the Public Works Department, or it may be retrieved from the Public Works Department's page at the City of Kirkland's web site.

2. This project will be subject to Public Works Permit and Connection Fees. It is the applicant's responsibility to contact the Public Works Department by phone or in person to determine the fees. The applicant should anticipate the following fees:
   - Surface Water Connection Fees *
   - Water and Sewer fees per NUD
   - Right-of-way Fee
   - Review and Inspection Fee
   - Building Permits associated with this proposed project will be subject to the traffic, park, and school impact fees per Chapter 27 of the Kirkland Municipal Code. The impact fees shall be paid prior to issuance of the Building Permit(s). Any existing buildings within this project which are demolished will receive a Traffic Impact Fee credit, Park Impact Fee Credit and School Impact Fee Credit. This credit will be applied to the first Building Permits that are applied for within the project. The credit amount for each demolished building will be equal to the most currently adopted Fee schedule.

   * *Fee to be paid with the issuance of a Building Permit.*

3. All street and utility improvements shall be permitted by obtaining a Land Surface Modification (LSM) Permit, including the required LSM Checklist.

4. Submittal of Building Permits within a subdivision prior to recording:

   - Submittal and Issuance of a Building Permit with an existing legal building site prior to subdivision recording.

A. Submittal - A Building Permit can be submitted prior to recording of the subdivision for each existing legal building site in the subject subdivision if one the following is met:
   I. A complete Building Permit shall include all the required utility and street improvement engineering for the legal building site; or,
   II. A separate complete LSM Permit has been applied for prior to or at the same time that Building Permit is applied for that includes all of the required utility and street improvement engineering.
   III. The Building Permit shall comply with applicable codes for that legal building site.

B. Issuance – The Building Permit will be reviewed and approved for issuance (the Building Department determines when the permit can be issued) by the Public Works Department if the following conditions are met:
   I. The utility and street improvement engineering was reviewed with the Building Permit; or,
   II. The LSM is approved before the Building Permit is issued; or,
   III. The Development Engineer determines that the LSM review is substantially complete to allow the Building Permit issuance. In this case the Development Engineer may opt to add special conditions to the new Building Permit related to utility and street improvement engineering that must be completed prior to final inspection of the Building.

- Submittal of Building Permits within an Integrated Development Plan (IDP): If the subdivision is using the IDP process, the Building Permits for the new homes can only be submitted after the LSM Permit has been submitted, reviewed, and approved.

- Submittal of a Building Permit within a standard subdivision (non IDP): If the subdivision is not using the IDP process, the Building Permits for the new houses can be applied for after the subdivision is recorded and the LSM permit has been submitted, reviewed, and approved.

5. Subdivision Performance and Maintenance Securities:
   - The subdivision can be recorded in advance of installing all the required street and utility improvements by posting a performance security equal to 130% of the value of work. This security amount will be determined by using the City of Kirkland's Improvement Evaluation Packet (available in either Excel or PDF). Contact the Development Engineer assigned to this project to assist with this process.

   - If a recording Performance Security has not yet been posted, then prior to issuance of the LSM Permit a standard right of way restoration security ranging from $10,000.00 to 30,000.00 (value determined based on amount of ROW disruption)

shall be posted with Public Works Department. This security will be held until the project has been completed.

- Prior to Final Inspection of the Land Surface Modification improvements, there will be a condition of the permit to establish a two year Maintenance security.

6. This project is exempt from concurrency review.

7. All civil engineering plans which are submitted in conjunction with a building, grading, or right-of-way permit must conform to the Public Works Policy G-7, Engineering Plan Requirements. This policy is contained in the Public Works Pre-Approved Plans and Policies manual.

8. All street improvements and underground utility improvements (storm, sewer, and water) must be designed by a Washington State Licensed Engineer; all drawings shall bear the engineers stamp.

9. All plans submitted in conjunction with a building, grading or right-of-way permit must have elevations which are based on the King County datum only (NAVD 88).

10. A completeness check meeting is required prior to submittal of any Building Permit applications.

11. The required tree plan shall include any significant tree in the public right-of-way along the property frontage.

12. All subdivision recording documents shall include the following language:

Utility Maintenance: Each property owner shall be responsible for maintenance of the sanitary sewer, storm water stub, rain garden, permeable pavement, or any infiltration facilities (known as Low Impact Development) from the point of use on their own property to the point of connection in the City sanitary sewer main or storm water main. Any portion of a sanitary sewer, surface water stub, rain garden, permeable pavement, or any infiltration facilities, which jointly serves more than one property, shall be jointly maintained and repaired by the property owners sharing such stub. The joint use and maintenance shall "run with the land" and will be binding on all property owners within this subdivision, including their heirs, successors and assigns.

Public Right-of-way Sidewalk and Vegetation Maintenance: Each property owner shall be responsible for keeping the sidewalk abutting the subject property clean and litter free. The property owner shall also be responsible for the maintenance of the vegetation within the abutting landscape strip. The maintenance shall "run with the land" and will be binding on all property owners within this subdivision, including their heirs, successors and assigns.

If the lots have on-site private storm water facilities, include this language on the subdivision recording document:

<u>Maintenance of On-site Private Stormwater Facilities</u>: Each Lot within the Subdivision has a stormwater facility (infiltration trench, dry wells, dispersion systems, rain garden, and permeable pavement) which is designed to aid storm water flow control for the development. The stormwater facility within the property shall be owned, operated and maintained by the Owner. The City of Kirkland shall have the right to ingress and egress the Property for inspection of and to reasonable monitoring of the performance, operational flows, or defects of the stormwater/flow control facility. If the City of Kirkland determines related maintenance or repair work of the stormwater facility is required, the City of Kirkland shall give notice to the Owner of the specific maintenance and/or repair work required. If the above required maintenance or repair is not completed within the time set by the City of Kirkland, the City of Kirkland may perform the required maintenance or repair, or contract with a private company capable of performing the stormwater facility maintenance or repair and the Owner will be required to reimburse the City for any such work performed. The Owner is required to obtain written approval from the City of Kirkland prior to replacing, altering, modifying or maintaining the storm water facility.

If the project contains LID storm improvements that will be installed as a condition of the new home Building Permit, then include this condition on the Short Plat recording documents:

Installation of Low Impact Development (LID) storm drainage improvements with Building Permits: All LID storm drainage features depicted on Sheet ____ of ____ of issued permit LSM1X-0XXXX shall be installed in conjunction with the construction of each new home on lots X to X. The LID improvements include, but are not limited to the rain gardens and the pervious driveways. The Building Permit for the new single family home on lots X to X will not receive a final inspection until said LID improvements are installed. The pervious access road/Tract serving lots X and X shall be constructed or secured by a performance bond prior to recording of the short plat

Water and Sanitary Sewer Conditions:

1. Northshore Utility District (NUD) approval required for sanitary sewer and water service. A letter of sewer/water availability is required. Contact NUD at 425-398-4400.

2. See Fire Department conditions for fire flow requirements.

Surface Water Conditions:

1. Provide temporary and permanent storm water control in accordance with the 2016 King County Surface Water Design Manual (KCSWDM) and the City of Kirkland Addendum (Policy D-10).

2. To determine the drainage review level required, the target impervious surface area is the maximum allowable lot coverage area for the project, plus any offsite improved impervious areas. See Policies D-2 and D-3 in the Public Works Pre-Approved Plans for drainage review information, or contact Kirkland Surface Water staff at (425) 587-3800 for assistance. The Kirkland Drainage Review Flow Chart is a helpful tool to determine a project's drainage review level. Drainage review levels are summarized below:

   - Full Drainage Review
     - Any non-single-family residential project that creates more than 2,000 sf of new and/or replaced impervious surface, or greater than 7,000 sf of land disturbing activity will trigger a Full Drainage Review.
     - Single family residential projects that propose improvements greater than the Simplified thresholds explained above will be subject to a Full Drainage Review.

3. **Attention to Civil Plan Designers: Kirkland Zoning Code Update and Surface Water Design Policy Update --** Public Works Policy D-10 (City's Addendum to the 2016 KC-SWDM) was updated in July 2019. Follow the new guidelines in D-10 regarding flow control analysis. Effective on July 12, 2019, the City updated KZC Chapter 115.90 – Calculating Lot Coverage. Background: The regulation update allowed conventional (sand set) pavers to be counted as a "Partially Exempt Material", allowed to received 50 percent exemption for the area they cover, and up to 10 percent of the total lot size. Conventional pavers do not have to meet surface water mitigation specifications (e.g. not designed as LID BMP pervious pavers per Public Works Pre-Approved Plan CK-L-09). As a result, lots are allowed 10 percent more runoff generating surface area, and thus have to provide flow control accordingly.

   For calculating impervious coverage for proposed residential and commercial development must be estimated for each specific proposal. Impervious coverage for frontage layouts – streets, sidewalks, trails, etc – shall be taken from the layouts of the proposal. House/driveway or building coverage shall be as follows:

- For residential development, the assumed impervious coverage shall be the maximum impervious coverage permitting by the Kirkland Zoning Code (KZC) plus an additional 10%.

4. This project is in a Level 2 Flow Control Area and is required to comply with core drainage requirements in the KCSWDM. Historic (forested) conditions shall be used as the pre-developed modeling condition for design of the stormwater detention system.

5. Evaluate the feasibility and applicability of dispersion, infiltration, and other stormwater Low Impact Development (LID) Best Management Practices (BMPs) per the KCSWDM. If feasible, stormwater LID BMPs are required to the maximum extent feasible. If LID BMPs are infeasible, pervious pavement cannot be used to reduce overall impervious lot coverage. The Private Maintenance Agreement will be recorded on all projects that construct a stormwater LID BMP or facility, per Policy D-7.

6. Soil information may be necessary for designing LID BMPs per the KCSWDM, and there are other reasons a soil report is necessary for a project (e.g., steep slopes, sensitive areas, etc.). Refer to Policy D-8 for details.

7. Special inspections may be required for LID BMPs on this project. Provide documentation of inspections by a licensed geotechnical professional that the BMP will function as designed.

8. If the project will create or replace more than 5,000 square feet of pollution generating impervious surface (PGIS), provide water quality treatment in accordance with the KCSWDM. The enhanced treatment level is required for multi-family residential, commercial, industrial projects, and single family residential projects with eight or more dwelling units per acre density.

9. Soil Amendment per Pre-Approved Plan E.12 is required for all landscaped areas.

10. Provide a separate storm drain connection to each lot for conveyance. All roof and driveway drainage must be tight-lined to the storm drain system or utilize low impact development techniques on-site.

11. Provide collection and conveyance of right-of-way storm drainage. Extend the storm main along NE 117th Street to and through the limits of the property. Provide a plan and profile design for the storm sewer system. Size and material of construction shall be in accordance with the City Kirkland Pre-Approved Plans and Notes. Refer to Policy D-5 for details.

12. Provide a 15' wide access easement to the storm detention control manhole; easement must be improved with 10' of asphalt and drainage control to protect against erosion.

Refer to Policy G-1 for standard public storm easement widths (10' required from edge of tanks/vaults to property line.)

13. A storm sewer "Joint Maintenance Agreement" must be recorded with the property for the jointly used storm sewer lines.

14. Construction Stormwater Pollution Prevention Plan (CSWPPP):
    - All proposed projects that will conduct construction activities onsite, or offsite must provide stormwater pollution prevention and spill controls to prevent, reduce, or eliminate the discharge of pollutants (including sediment) to onsite or adjacent stormwater systems or watercourses.
    - Refer to Core Requirement No. 5 in the KCSWDM and Policy D-12.
    - Provide an erosion control report and plan with the Building or Land Surface Modification Permit application. The plan shall be in accordance with the KCSWDM.
    - Construction drainage control shall be maintained by the developer and will be subject to periodic inspections. During the period from May 1 and September 30, all denuded soils must be covered within 7 days; between October 1 and April 30, all denuded soils must be covered within 12 hours. Additional erosion control measures may be required based on site and weather conditions. Exposed soils shall be stabilized at the end of the workday prior to a weekend, holiday, or predicted rain event.

Street and Pedestrian Improvement Conditions:

1. The subject property abuts NE 117th Street, a neighborhood access type street. Zoning Code sections 110.10 and 110.25 require the applicant to make half-street improvements in rights-of-way abutting the subject property. Section 110.30 establishes that this street must be improved with the following:

    A. Dedicate sufficient right-of-way (ROW) abutting the property to install half-street improvements.
    B. Install Type-A concrete curb and gutter, match alignment to the west.
    C. Install a 5-ft wide concrete sidewalk.
    D. Remove and replace existing half-street improvements in substandard condition.

2. Access Requirements (KZC Chapter 105.10):
    4 Lot Short Plat
    A. The access road shall be 16 ft wide in a 21 ft easement parallel to the adjacent westerly property.
    B. Once the access reaches a location where only 2-3 lots will be served the access may be reduced to 10 ft wide in a 10 ft access easement. Fire sprinklers may be required; verify with Fire Department.

C. Each single-family residence shall have a 20x20 parking pad in front of the garage; located outside of the access easement area. ADU parking, if desired, shall be located outside of the access easement area.

3. Meet the requirements of the Kirkland Driveway Policy R-4. Spacing Table from R-4.

4. Meet the requirements of the Kirkland Intersection Sight Distance Policy R.13. All street and driveway intersections shall not have any visual obstructions within the sight distance triangle.

5. When three or more utility trench crossings occur within 150 lineal ft. of street length or where utility trenches parallel the street centerline, the street shall be overlaid with new asphalt or the existing asphalt shall be removed and replaced per the City of Kirkland Street Asphalt Overlay Policy R-7.
   - Existing streets with 4-inches or more of existing asphalt shall receive a 2-inch (minimum thickness) asphalt overlay. Grinding of the existing asphalt to blend in the overlay will be required along all match lines.
   - Existing streets with 3-inches or less of existing asphalt shall have the existing asphalt removed and replaced with an asphalt thickness equal or greater than the existing asphalt provided however that no asphalt shall be less than 2-inches thick and the subgrade shall be compacted to 95% density.

6. It shall be the responsibility of the applicant to relocate any above-ground or below-ground utilities which conflict with the project, associated street, or utility improvements.

7. Underground all new and existing on-site utility lines and overhead transmission lines. Underground any new off-site transmission lines.

8. New LED street lights may be required per Puget Sound Energy (PSE) design and Public Works approval. Contact PSE to perform lighting analysis. If new lighting or upgrades are necessary, design plans must be submitted for review prior to issuance of an LSM or building permit. Contact:

   Kayla Neckorcuk – Territory Engineer for King County, Intolight, PUGET SOUND ENERGY
   Tel 425-577-2392 I Fax 425-462-3149
   Email Kayla.Neckorcuk@pse.com | Website: www.intolight.com

9. A striping plan for the street must be submitted with the building or grading permit.

BRICKLIN & NEWMAN LLP
lawyers working for the environment

Reply to: Seattle Office

April 29, 2022

VIA E-MAIL TO
mrubardt@kirklandwa.gov

City of Kirkland
Planning and Building Department
Attn: Martha Rubardt
123 5th Avenue
Kirkland, WA 98033

Re: Comment by Overlook at Finn Hill Homeowners Association On Proposed Finn Hill 8 Short Plat—Case No. SUB22-00036

Dear Ms. Rubardt:

I represent the Overlook at Finn Hill Homeowners Association, a four-house HOA consisting of homes at 8210, 8216, 8220, and 8226 NE 117th Street in Kirkland, Washington. These homes are located to the immediate west of the proposed Finn Hill 8 short plat, a four-lot short plat planned for King County Tax Parcel No. 3767300055 at 8230 NE 117th Street, across a private access road owned by my client. On behalf of the Overlook at Finn Hill HOA, and pursuant to the city's notice of application dated April 14, 2022, please consider the following comments on the proposed short plat.

A. The Proposed Short Plat Should Be Denied or Conditioned to Ensure that No More than Four Detached Dwelling Units Are Constructed.

First and foremost, the Overlook at Finn Hill HOA objects to the applicant's proposal to (a) subdivide the project site into four lots, and (b) construct one single family residence plus one detached accessory dwelling unit on each lot—for a grand total of two dwelling units per lot and eight dwelling units on the project site. Online marketing materials by the developer and owner of the project site (DK Wozniak Design Build LLC) describe the proposal as consisting of "8 individual homes, *sold separately*."[1] In other words, the developer is proposing to construct eight individual homes on the site of the proposed short plat, all of which may be sold to different

[1] *See* DK Wozniak Design Build LLC Website at https://dkwozniak.com/portfolio-item/coming-soon (last accessed April 25, 2022).

owners.[2] This proposal to construct eight dwelling units on the project site violates plain language of the Kirkland Zoning Code ("KZC"). Accordingly, the project should be denied or, alternatively, conditioned so that no more than four detached dwelling units may be constructed on the project site.

First, the site of the proposed short plat is located in the City of Kirkland's RSA 6 zone. For parcels in this zone, the Kirkland Zoning Code provides that while detached dwelling units are allowed, (a) only one detached dwelling unit is allowed per lot (*see* KZC 15.20.060, Special Regulation PU-8[3]), and (b) no more than six detached dwelling units are allowed per acre (*see* KZC 15.30.060, Special Regulation DD-17[4]). As the name implies, an "accessory dwelling unit" is a "dwelling unit," and are therefore limited to the terms of these regulations unless an exception applies.

Second, the city has carved out a limited exception for accessory dwelling units, exempting them from the "one dwelling unit per lot" rule at Special Regulation PU-8. *See* KZC 115.07 (providing, in relevant part, that "an accessory dwelling unit shall not be considered a 'dwelling unit' in the context of Special Regulations in Chapters 15 through 56 KZC which limit the number of detached dwelling units on each lot to one (1)"). In contrast, the Kirkland Zoning Code does not contain any similar exception that would exempt accessory dwelling units from other Special Regulations codified in Chapter 15 KZC, such as Special Regulation DD-17 which limits the number of dwelling units to six per acre.[5] Therefore, under the plain language of the Kirkland Zoning Code,

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[2] Similar information is currently posted at the project site, on a large sign stating that the proposed accessory dwelling units (ranging in size from 1,023 to 1,262 square feet in size) will be "sold separately." The applicant's plan to construct a total of eight individual homes is also evident from the Preliminary Short Plat Permit Plans, Sheet C03 (March 25, 2022); the Arborist Report by Layton Tree Consulting, LLC, pdf page 22 (Oct. 4, 2021); and the Technical Information Report by Davido Consulting Group, Inc., pdf page 11 (March 2022). We note, however, that the applicant's plan to construct a total of eight dwelling units contradicts what the applicant proposed during the city's pre-submittal review process. *See* https://permitsearch.mybuildingpermit.com/PermitDetails/PRE21-00633/Kirkland ("Our proposal is to plat this property and construct SF homes with one dwelling unit per new plat.") (last accessed April 26, 2022).

[3] Special Regulation PU-8 provides: "For this use, only one dwelling unit may be on each lot regardless of the size of the lot, unless the lot is being developed pursuant to the cottage, carriage, or two/three-unit homes regulations in Chapter 113 KZC." There is no indication in the application materials that the short plat is being proposed pursuant to these provisions of Chapter 113 KZC. Nor are Accessory Dwelling Units permitted as part of cottage, carriage, or two/three-unit home developments. *See* KZC 113.25.

[4] Special Regulation DD-17 provides: "Maximum unites per acre is as follows: . . . c. In RSA 6 zones, the maximum units per acre is six dwelling units."

[5] Obviously, KZC 115.07 provides that up to two accessory dwelling units "are permitted" for each single-family dwelling unit *See* KZC 115.07 (first paragraph). But if this language alone were sufficient to exempt accessory dwelling units from the Special Regulations in Chapter 15 KZC, then there would be no need for the second clause of that paragraph—quoted above, beginning with the word "provided." Nor does the word "permitted" connote that the identified use is exempt from Special Regulations in Chapter 15

accessory dwelling units are subject to this limitation just like all other detached dwelling units. Whether characterized as primary or accessory, only six detached dwelling units are allowed per acre under the plain language of the Kirkland Zoning Code.

Third, according to King County records, the project site consists of a 0.71-acre parcel.[6] Applying the "six dwelling units per acre" rule at Special Regulation at DD-17, this means that no more than 4 dwelling units may be constructed on the project site (0.71 x 6 = 4.26). The applicant is proposing to exceed this threshold by double, violating the plain language of the Kirkland Zoning Code with its plans to construct a total of eight detached dwelling units, all sold separately.

In order for the proposed short plat to be approved, it must be "consistent with all applicable development regulations," including those contained in Special Regulation DD-17 at KZC 15.30.060. *See* KZC 145.45(2)(a). The proposed short plat clearly does not satisfy this criterion, given that the applicant is proposing to construct eight detached dwelling units—twice the allowable number under Special Regulation DD-17. Accordingly, if the short plat is approved, the city should impose a condition on the face of the plat making clear that only four detached dwelling units may be constructed on the project site unless and until the code is amended. In no event should the applicant be allowed to exceed the allowable number of detached dwelling units as currently proposed.

B. The Proposed Short Plat Fails to Comply with the Decision Criteria at Section 22.20.140 of the Kirkland Municipal Code.

In addition to the "six dwelling units per acre" rule at Special Regulation DD-17, and the requirement of KCZ 145.45(2)(a) that the plat must be consistent with all applicable development regulations, Section 22.20.140 of the Kirkland Municipal Code ("KMC") provides the following decision criteria:

> In addition to the decisional criteria identified in KZC 145.45(2), the planning director may approve the short subdivision only if:
>
> (a) There are adequate provisions for open spaces, drainageways, rights-of-way, easements, transit stops, water supplies, sanitary waste, power service, parks, playgrounds and schools, including sidewalks and other planning features that assure safe walking routes to and from schools; and

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KZC. There are obviously many "permitted" uses identified in the "permitted use tables" at KZC 15.20 and KZC 15.30, but those uses are also subject to the Special Regulations following those tables under the plain language of the code.

[6] *See* King County Parcel Viewer, Property Detail for Tax Parcel No. 3767300055, *available at* https://blue.kingcounty.com/Assessor/eRealProperty/Detail.aspx?ParcelNbr=3767300055 (last accessed April 25, 2022).

> (b) It will serve the public use and interest and is consistent with the public health, safety and welfare. The planning director shall be guided by the policy and standards and may exercise the powers and authority set forth in Chapter 58.17 RCW.

Applying these criteria, the Overlook at Finn Hill HOA has several concerns that need to be addressed prior to preliminary plat approval. These concerns are particularly germane should the city ignore the plain language of the Kirkland Zoning Code and allow construction of eight individual dwelling units. But these concerns would still need to be addressed even if the project were scaled back to four dwelling units—a reduction for which the applicant does not appear to have any plans.

***Open Spaces, Parks, and Playgrounds*:** According to the applicant's proposal, there will be a total of eight individual homes constructed on 0.71 acres of land—double the density of the surrounding neighborhood. These homes could easily house up to 24 people, with four residents in each primary dwelling unit and two residents in each accessory dwelling unit. Even this is a conservative number, as the units could easily house more. Yet, there is no provision for common open space, parks, or playgrounds. Community open space should be provided so that these residents have an area to recreate and to reduce impacts on the surrounding neighborhood.

For comparison, if this proposal were being reviewed under the provisions of Chapter 113 KZC for cottage, carriage, and two/three-unit housing developments, 3,200 square feet of common open space would be required. *See* KZC 113.25. Given that housing developments under Chapter 113 KZC are allowed twice the standard density, this suggests that at least 1,600 square feet of common open space should be required for the proposed short plat.

***Waste and Recycling Storage*:** With 24 or more people living within the planned dwelling units, there is clearly a need for designated waste storage areas. Each home will need to have three large waste receptacles for garbage, recycling, and compost/yard debris—for a total of 24 large receptacles. Yet, the proposed site plans do not specify where these will be stored. A clearly identified storage area (or areas) should be identified and made a condition of plat approval so that waste storage does not become a neighborhood nuisance.

Relatedly, where will the waste receptacles be stored on the day of pick-up? It is exceedingly unlikely that full-sized garbage trucks will be able to access each home, thus an area on NE 117th will need to be dedicated. Again, the plat should be conditioned on the applicant's showing that it owns enough street frontage along NE 117th Street to accommodate this.

***Rights-of Ways and Easements*:** The project site is located immediately adjacent to a private access road owned by the Overlook at Finn HOA. This road runs the entire length of the western side of the project site and there is very little separation between this road and the proposed short plat. Members of the Overlook at Finn Hill HOA have not given permission to the applicant to use this road or to perform any construction activities on property owned by the HOA. Yet, the HOA is nevertheless concerned that this road will be used and damaged by the applicant during the construction process since there does not appear to be adequate access within the short plat itself

for large construction vehicles (such as cement mixers, cement cranes, lumber delivery trucks). The city should impose specific measures to ensure that the HOA's private access road is not used in any way by the applicant during construction. The city should also require the applicant to fully document the condition of the HOA's access road prior to construction (photographically and in writing), so that any damage done by the applicant can be clearly identified and documented.

There is also a risk of continuing trespass onto the HOA's access road after the short plat and new home construction is complete. For example, with no place for guests to park within the short plat itself, it is likely that any guests visiting the short plat will try to park on the HOA's private access road as there is no legal parking anywhere along the length of NE 117th Street. Trespass is also likely by delivery services attempting to reach homes within the plat. To remedy this, the city should add a condition to the short plat requiring a six-foot wood fence along the western border of the short plat to prevent future residents, guests, and delivery services from using the access road owned by the Overlook at Finn Hill HOA.

Finally, even putting aside access and parking by large construction vehicles, delivery services, and guests, there does not appear to be sufficient parking even for the new residents of the short plat. With eight new homes and 24 or more new residents, it is entirely possible that there could be 20 or more cars on the project site at any given point in time (three cars for each of the larger single family homes, and two or more cars for each of the smaller accessory dwelling units). Yet, the applicant's site plan depicts only 10 cars on the project site; assumes that all cars associated with the larger single family homes will be parked in attached garages (instead of those garages being used for storage); and assumes that owners of two of the accessory dwelling units will have no cars.[7] These assumptions are not realistic. In order to reduce the likelihood of trespass onto property owned by the Overlook at Finn Hill HOA, and to reduce illegal parking on NE 117th, the city should ensure that there is sufficient parking available onsite for all reasonably foreseeable cars owned by the new residents. This would likely require reducing the number of dwelling units significantly.

***Utilities*:** The applicant's Preliminary Short Plat Permit Plans indicate that they may plan to dig up portions of the private access road owned and maintained by the Overlook at Finn Hill HOA in order to access utilities. *See, e.g.,* Preliminary Short Plat Permit Plans, Sheet C05 (March 25, 2022). The applicant has no authority to damage property owned by the HOA, or to dig up, modify, or otherwise physically alter any part of the HOA's private access road. The short plat should be conditioned to deny any such work.

***Health, Safety, and Welfare*:** Finally, there are significant concerns relating to health, safety, and welfare. First, NE 117th Street is used extensively by pedestrians, many with dogs, strollers, and small children, especially on sunny days when people come to enjoy the views and circular exercising route. The road is narrow and has no sidewalks, forcing pedestrians to walk on the street surface itself. The street is also cramped, with two-way traffic potentially impeded by illegally parked vehicles. Yet, there is very little visibility to the east along NE 117th Street from the entry

[7] *See* Arborist Report by Layton Tree Consulting, LLC, pdf page 22 (Oct. 4, 2021).

point to and from the proposed short plat, putting these pedestrians in danger. The short plat should be conditioned on improving visibility along NE 117th Street at the plat entrance.

Second, the high density of the proposed short plat (over an exceedingly small space) poses substantial questions about site access by emergency vehicles and deliveries. The city should request comments by local emergency response agencies to determine if the site presents adequate emergency access without forcing emergency response vehicles to trespass on property owned by adjacent properties (including the private access road owned by the Overlook at Finn Hill HOA). The applicant should also be required to provide an analysis of similar issues posed by access for delivery services such as UPS, FedEx, DHL, and USPS.

C. Conclusion

For the reasons above, the short plat should be denied or conditioned to make clear that only four detached dwelling units may be constructed. The proposed accessory dwelling units violate the plain language of the Kirkland Zoning Code and should be denied. Moreover, the city should impose conditions to address and remedy the myriad problems discussed above arising under the city's short plat approval criteria for open space, waste storage, site access (during construction and after full build-out), utilities, and health, safety, and general welfare. The city should ensure that all appropriate measures are taken to ameliorate these impacts, to guarantee that property owned by the Overlook at Finn Hill HOA is not damaged, and that such property does not become the site of repeated trespass in the future.

Thank you for your consideration of these comments. If you have any questions, please do not hesitate to contact me at telegin@bnd-law.com, or by phone at (206) 264-8600.

Very truly yours,

BRICKLIN & NEWMAN, LLP

Bryan Telegin
Counsel for Overlook at Finn Hill Homeowners Association

cc: Client

From: D Winkler <highlander@msn.com>
Sent: Wednesday, April 27, 2022 9:21 PM
To: Martha Rubardt
Cc: D Winkler; Jennifer Winkler; Mike.Hurley@ConMet.com
Subject: Case No: SUB22-00036 the proposed plan violates my easement rights.

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I have to comments about Case No: SUB22-00036.
DKWOZNIAK DESIGN BUILD LLC
Parcel Number 376730-0055
8230 NE 117TH ST 98034
JUANITACREST ADD LOT X KC BLA #L05L0057 REC# 20051011900023 SD BLA BEING ALL LOT 12 & POR LOT 11 SD PLAT

The first concern and legal issue, I have an active drainfield easement to the listed property. Just a few months ago, I had the septic filed, drains, tank and lines from the house checked by a certified plumbing company and it's in perfect working order. That drainfield, just like all other drainfields, is nothing more than plastic pipe lines in a gravel bed just below the surface which is vulnerable to damage. As I'm sure you are aware, drainfileds are vulnerable to any soil disturbances. The site plan shows an ADU right on top of the active drain field?

Drainfield Easement Rec. No. 9309240776 per R1. This is displayed throughout the paperwork submitted to Kirkland from the builder. The easement is on file with the County and approved, signed and valid.

- How are they allowed to build an ADU on top of my sewer lines?
- What guarantee will be provided that the lines will not be damaged during construction?
- How is the developer going to protect the lines?
- Is there going to be a fence to block the new owners from digging up those lines, planting trees or disturbing the soil?
- The previous owners of my lot owned the builder's lot and specifically made the drainfield easement for 11725 84th Ave NE use. Allowing a builder to place a home right on top of the line seems reckless to me.
- Will the health dept. approve this?
- Will Kirkland permit me to repair any damage during construction or in the future if they disturb the easement location? From what I understand Kirkland wants homeowners to transition to sewer when their septic fields fail. As noted earlier my system is working great and damaging through construction may force this issue. If the tank fails that is understandable but if reckless behavior from a builder through permit to build or future property owner who ignores the easement causes it to fail then that a whole different story. Liability for this should be establish prior to permitting.

- As owner of parcel 3767300045, I have a right to my easement and maintain it. Easements are legal rights to the area and I do not authorize a building to be placed on it.
- Will I have access to the easement to maintain it such as lawn mowing and trees removal?

My second comment is the ADU issue. They are obviously skirting the rules and giving them the permit to build the 8 homes will set a precedent.

- Where are these people going to park?
- There currently is no sidewalks and people walk on the streets.
- The area with the no parking signs is listed as an express towaway zone with many no parking signs marking the boundries.
- There is no park or play area close by.
- What will happen with fire truck navigating through that narrow path to the yards. They maybe forced to use my yard which places an undue burden on me.
- Is the builder going to put up a fence to not only protect my easement but my yard as it's the only location where someone can get grass under their feet.
- The homes are so close to mine that if they catch fire, I don't have a sprinkler system to save my family and property?

Please review and provide feedback to my request to block the ADU and protect my easement from harm.
Thank you,
David Winkler
11725 84th Ave NE
Kirkland, WA 98034
Parcel 3767300045

From: Ken Williams <kenwilliamsfromseattle@gmail.com>
Sent: Saturday, April 30, 2022 8:45 AM
To: Martha Rubardt
Subject: Case No: SUB22-00036

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Hi Martha: I live on NE 117th. My great grandparents were the first to build up here and they were from Finland so other Finns moved in and that's why it is called Finn Hill. I grew up here and live on property hand cleared by my grandparents and still live here.

I am commenting on the proposed development SUB22-00036 off of NE 117th street on Finn Hill. My understanding is that four homes are going in with four accessory dwelling units so eight total. There is no room for this kind of thing, NE 117th is a substandard road with no sidewalks. There are tons of kids riding their bikes, families pushing strollers, people walking their dogs.I can only imagine the heavy traffic increase from eight new houses jammed into a super small space. Its already too crowded with lots of cars coming and going. Where would people park? There isn't any room in the development for guests. They can't park on NE 117th because that is a no parking street and marked as such.

This hasn't been properly thought through. The development should not be allowed to happen. Finn Hill is still a rural area with insufficient roads and sidewalks and we cannot fit in any more homes. Allowing this to go ahead will totally ruin the already overpacked Finn Hill area at the end of 84th Ave NE.

Ken Williams

From: Jeehye Lee <jeehlee77@gmail.com>
Sent: Thursday, April 28, 2022 11:33 PM
To: Martha Rubardt
Subject: Case no SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,
My name is Jee Lee and I currently live at address 8156 NE 117th Pl, Kirkland, WA 98034.
I'm emailing you because I just found out that there are going to be 8 homes built instead of 4 homes in this lot. When I saw the sign, I didn't realize that these 8 homes are going to be sold separately. I thought detached units were part of the big home meaning like a mother in law house or guest house. If this is not the case, I don't think this kind of homes should be built in this neighborhood. It it going to totally ruin the atmosphere. Why is this allowed in the first place? I really don't understand. Have you been to this area before? This lot has a beautiful view of the lake Washington and it's on a prime location. 8 homes crammed in here will ruin this area especially if they are all sold separately. Please, don't let this happen. I didn't want to use this word but if this really does happen, it is going to look ghetto. Please come and visit this area if you haven't already and you will understand what I mean.
Thank you so much for listening.
Jee

From: Ilona F <drilonafurman@gmail.com>
Sent: Thursday, April 28, 2022 7:23 PM
To: Martha Rubardt
Subject: Case No. SUB22-00036 - Oppose

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening,

I am a resident of Chatham Ridge at 117th PL Ne and my family opposes the 8-plot (modified from 4-plot) development next to my neighborhood; Case No. SUB22-00036.

What had been portrayed as a "4-Lot Short Plat" has become 8 individual homes, creating density problems and safety concerns.

Ne 117th Street is supposed to be a no parking zone, but we all know that overflow parking is going to spill all over NE 117th Street and around the corner on to 82nd Ave NE, making an already tight and potentially dangerous situation much worse. Given that there is zero street frontage for the lot in question, where are 24 garbage cans going to go on Tuesdays? The list of potential issues goes on and on.

I look forward to hearing from you.

Sincerely,

Ilona Furman

8165 NE 117th Pl

Kirkland, WA 98034

Drilonafurman@gmail.com

From: Joe Hauck <joseph.hauck@gmail.com>
Sent: Sunday, May 1, 2022 7:54 AM
To: Martha Rubardt
Cc: City Council
Subject: Case No. SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Miz Rubardt,

Let's cut to the chase. The land use proposal referenced in the case number above is criminal.

First off, they originally posted the sign in January saying there would be 4 homes on 4 lots in the subdivision. Totally legal according to the Kirkland City codes. But in the 11th hour, they posted a difficult to read addendum that shows 8 living units all of which will be sold separately, in hopes that no one would notice. None of this was done in good faith and if there are no consequences from the City to this developer for their shady sleight of hand- then shame on you and every other elected and hired City official that has ANY culpability for the further development of Kirkland.

Secondly, I don't see how their proposal meets the guidelines of "low impact" in the Kirkland City Code. Selling 8 homes on 30K sq/ft is illegal. If you and the City let this pass, as citizens, we will need to start wondering what kickbacks are being distributed within City Hall.

Thirdly, Attached Dwelling Units are exactly that- separate buildings attached to the main property to be used by the family that owns the main house. Selling those ADU's as bona fide single family homes is a violation of your own City Codes. Are you going to allow me to build a small studio shed in my backyard and sell it off for $1M? Rhetorical question. We all know that the City would not.

The current proposal would allow 7 additional homes on that access road with a potential total of 24 additional cars with ZERO additional street parking planned for. There is technically ZERO street parking on 117th and it's already a problem when folks in the neighborhood hold BBQ's and parties. If the City approves this, you are actively and knowingly exacerbating that issue. Make no mistake, if this goes through, the neighbors in this community will be calling the police daily to come out and ticket street parking offenders.

The current proposal would increase the currently 3 disposal bins servicing that lot to 24. Since the disposal trucks can not navigate that access street those 24 bins will join the current 12 bins from the four remaining homes and there will be a wall of garbage cans lining 117th from the access road West to the next house.

And since the garbage trucks can't navigate the access street, how is the Fire Department going to handle this- on a night where folks are parking on the streets illegally as they already do? In fact, my understanding from several long-time neighbors is that the entire "square" lacks the proper street dimensions according to the City's code to handle the number of homes and residences from a fire

department standpoint. How is overloading this subdivision with illegal homes going to alleviate that code violation?

This proposal puts people's lives at risk and diminishes the quality of life not only for those who already live in the neighborhood but for the suckers who buy those ADU's and find out what the real laws and access allows.

I get the fact that Kirkland needs to increase density and that Finn Hill is one of the areas where enough land remains to increase that density. I understand that all of the single homes on 1/2 an acre will be redeveloped at some point. But this subdivision is both insane and illegal.

Is this truly the type of development that the City of Kirkland is driving towards?

If it is, then you and everyone at City Hall- mayor, council members, city workers, should be ashamed of yourselves. And you should expect lots of litigation too as several neighbors in the area that are directly impacted by this proposal are practicing lawyers who would gladly fight the City on this...

Hopefully any developer kickbacks will offset the City's legal costs.

Sincerely,

Joe Hauck
11705 82nd Ave NE
Kirkland, WA 98034
joseph.hauck@gmail.com

From: Brendan Curran <brendan.curran1027@gmail.com>
Sent: Monday, May 2, 2022 10:30 AM
To: Brendan Curran; Tricia Curran; Martha Rubardt
Subject: Case No. SUB22-00036; Objection to ADU's

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Rubardt,

Thank you for the opportunity to comment on the subject, proposed development. We are writing to you to express my deep concerns related to the subject, proposed development project. Specifically, while we support responsible development of the Finn Hill neighborhood, we take objection to the proposal that the development of the 30,000 SF subdivision is now being positioned to incorporate four-4 Accessory Dwelling Units. These ADU's, are in addition to the single family homes originally anticipated, and were only made public less than two weeks ago.

Basis for *objection to the inclusion of ADU's* is primarily based on an unacceptable population density as follows:

1. Currently, due to the increasing density of the neighborhood, associated traffic has risen creating safety concerns. The area in question has a "blind" road that crests the hill at 84th Ave NE as well as a sharp corner on NE 177th St. Adding an estimated 15-24 cars to the roadways compounds an already stressed situation. Access to the current roads from the parcel are currently provided with the assistance of mirrors, privately hung, given the precarious nature of access to main roads
2. There isn't any road frontage for the property in question. The proposed development is tucked back in the middle of other

homes. Where will trash, recycling, yard waste and mail services be provided?

3. One property on NE 119th St., abuttting the subject RSA, has recently been subdivided and now encompasses three-3 large single family homes.... 2 currently under construction.
4. Another single family property on the corner of NE 119th St and 84th Ave NE was recently subdivided and now contains nine-9 single family homes.

Imagine the surprise a couple of weeks ago when the additional information now posted on the Notice of Proposal sign was added. Again, all of this information had previously indicated "a proposed 4-Lot Short Plat". A day later the developer put up their sign indicating that the development will contain "4 Single Family Residences" and "4 Accessory Dwelling Units", for "a total of 8 individual homes, sold separately". **4 homes just became 8.**

Clearly the developer is trying to work around density restrictions by calling the 4 smaller homes "Accessory Dwelling Units" - each of which are fully detached, contain 2 bedrooms and 1.5 baths, range from 1023 to 1262 SF in size, and will be sold individually for $1M+. It is assumed, with trust, that Kirkland originally put in place density restrictions to prohibit this exact type of behavior and prevent overdevelopment. Please reference "lean on" these principles and reject and prohibit the proposed addition of the ADU's to SUB22-00036.

Thank you for your consideration,

Tricia & Brendan Curran

8221 NE 117th St.

Kirkland, WA 98034

(425) 403 5084

email: brendan.curran1027@gmail.com

From: Trish White <trish_white@hotmail.com>
Sent: Sunday, May 1, 2022 10:50 PM
To: Martha Rubardt
Subject: Case No. SUB22-00036

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Hi Martha,

I am writing to you in regards to a new development that has just been posted with new information regarding the number of houses. I am in shock to learn that what the city proposed as a "4 Lot Subdivision in the RSA 6 Zone" is now going to be 8 homes. Are you allowing developers to take a 4 Lot Subdivision and make them 8 homes instead? Your original posted sign is very deceiving then to all of us.

Before you approve this development, I wish you would come to the neighborhood. These new homes are being built on a lot that is between other homes. These existing homes (around the lot) border a street with no sidewalks, smaller lanes, with tight bends/corners. If you have been to this neighborhood, everyone walks around here. It is a quiet neighborhood that is away from the main road of 84th where a huge number of people like to walk (even without sidewalks). Can you ensure the safety of our neighbors with added so many houses that will need to use the smaller roads with tight and dangerous corners/bends?

Besides the dangers of adding 8-16 more cars to this area which will add more traffic, where will they all park? Is the developer assuming the "smaller" homes will not have cars? Can you confirm that the new developments resident's cars cannot park on the roads which will make a smaller road even smaller and therefore dangerous to other cars and pedestrians?

Please don't let developers take advantage of the system you have in place when requiring permits to build homes. Please drive to the neighborhood before you approve developments like these. Don't make Kirkland the new Bellevue with home after home with no regards to what makes Kirkland a beautiful "green city". Please take into serious consideration the voice of all of us who live in this neighborhood.

Thank you for taking the time to read this,
Trish White
8148 NE 117th Place
Kirkland, WA 98034
trish_white@hotmail.com

From: Hurley, Mike <Mike.Hurley@ConMet.com>
Sent: Monday, May 2, 2022 12:40 PM
To: Martha Rubardt
Cc: Caroline
Subject: Case Number SUB22-00036
Attachments: Notice of Proposal SUB22-00036.jpg; Cottage Lodge Developer Sign.jpg; Layton Tree Site Map To Scale Parking.pdf; 8 Home Proposal.png

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VIA EMAIL

City of Kirkland Planning Department
Attn: Martha Rubardt
123 5th Avenue
Kirkland, WA 98033

RE: Case Number SUB22-00036

Dear Ms. Rubardt:

We are writing you with our comments regarding case number SUB22-00036. We are the homeowners residing at 8226 NE 117th Street in Kirkland, andmembers of the Overlook at Finn Hill Homeowners Association. Our HOA has retained legal counsel (Bricklin & Newman, LLP) to provide comments, but we wanted to go on record as individuals as well.

Sometime in late January, a "Notice of Proposal" sign (photo attached) was erected on the property indicating a 4 lot subdivision in the RSA 6 zone on this 0.7 acre (approximately 30,000 SF) lot. At the time the sign was erected, none of the additional information pictured on the sign was either posted on the sign or available online. Nothing else was posted on the sign until mid-April. Again, the sign very clearly states a 4 lot subdivision.

The proposal to the City of Kirkland dated April 14, 2022 posted on the sign a couple of weeks ago states "Moira Haughian of Legacy Group Capital, the applicant, is requesting a Process I Short Plat Permit for a proposed 4-Lot Short Plat in the RSA 6 Zone. The application was received by the City on January 24, 2022 and deemed complete on April 5, 2022."

The same applicant (Legacy Group Capital) had a Zoom conference with someone on City of Kirkland staff on October 28, 2021. The purpose of this Zoom conference was to discuss a Land Use Pre-Submittal (PRE21-00633). Directly from the notes from this meeting: "This parcel is a vacant lot. Our proposal is to plat this property and construct SF homes with one dwelling unit per new plat." Please note that this lot is not actually vacant. There is a house on the property that is occupied by a renter. That's not the issue – just pointing out an obvious and unnecessary, therefore making it a very curious, inaccuracy. The issue is that one dwelling unit per new plat times four new plats equals four dwelling units.

Within a day of information being added to the City of Kirkland Notice of Proposal sign, none of which indicates anything other than a 4 lot subdivision, the developer put up their own sign (photo attached) stating this development will contain "4 Single Family Residences" and "4 Accessory Dwelling Units", for a "total of 8 individual homes, sold separately." I'm sure you can imagine our surprise that 4 new homes just became 8.

Now that the City has posted documentation for the proposed development online, we can see that regardless of all indications of this being a 4 home development, including a statement of EXACTLY THAT during a meeting with the City on October 28, 2021, the developer has been planning to build 8 homes. We know this because the arborist's report from Layton Tree Consulting dated October 4, 2021 includes a site plan of the property as it exists today (including the existing rental home – not actually a vacant lot, regardless of what was stated in October 28, 2021 Zoom meeting), as well as a site plan of the proposed new development. It is very discouraging and disturbing that a plan was in place for eight homes on this site during the October 28, 2021 Zoom meeting with City officials, and it raises a lot of questions.

We are also attaching a copy of the proposed site plan from the arborist's report. A very quick glance leads to the obvious question of where 8 families, because that is exactly to whom who these eight homes would be marketed and sold, are going to park the associated vehicles. A reasonable estimate for total cars on this site if eight homes were to be allowed is easily twenty or more. NE 117th Street, upon which the access road for the proposed development empties, is a no parking zone given the narrowness of the street. The street bordering the west side of the proposed development is a private road owned and maintained by the Overlook HOA to serve the homes of Overlook at Finn Hill, and parking on this road will not be an option. The City and the developer already acknowledge there will be inadequate access for emergency vehicles, as the documentation now available online shows that they would be required to install fire suppression sprinkler systems.

We are also attaching a screen shot of the plat map for the proposed project. There is no parking available or allowed on either 84th Ave NE, which is the north-south roadway shown, nor on NE 117th Street, which is the east-west roadway shown. Both of these roads are narrow and hilly, with numerous blind spots. These roads are also frequented very regularly by neighbors walking with small children, dogs, etc. as is a circular loop that affords nice vistas. Having cars parked along these streets would certainly be a public health issue, as the roads are too narrow to allow cars to pass one another if cars are parked along the road. Again, all of the cars associated with the proposal, not just the estimated 20 that would be the residents, but also visitors, service providers, etc. have to be parked somewhere. Where exactly they are parked would be a constant battle for all current and future residents of the neighborhood. The plat map also clearly illustrates the total lack of street frontage for a proposed eight home development. The only street frontage is the actual narrow access road. Where would 24 cans go on waste collection Tuesdays?

We are fully aware that many municipalities, Kirkland included, have modified zoning regulations to allow for accessory dwelling units and we understand the sentiment. However, the proposed location seems to be very out of place considering the surrounding neighborhood, and instead it seems like an attempt to manipulate zoning codes in order to maximize developer profits. Any attempt to portray the proposal in question as serving the public good is disingenuous. Affordable accessory dwelling units seem to have merit in an urban environment where services, shopping, ready access to public transportation, etc. are available in close proximity. However, the proposed development is neither

affordable (developer's marketing materials clear that $1M+ is the starting point) nor in an urban environment. In fact, we would offer it is not really in an a suburban environment. It isn't that long ago that this area was unincorporated King County, and the immediate area is as close to rural as Kirkland has to offer.

The City has the ability and quite frankly, the obligation to evaluate a proposal of this sort and consider the impact on the surrounding community at large. There are many potential issues beyond the obvious parking and garbage issues, and I'm sure all of these issues will be detailed as this proposal moves through the process for potential approval. Approval of this proposal will absolutely be setting up continuous neighborhood conflict due to all of the issues associated with cramming 8 homes in to an area that simply can't support them effectively, and we strongly urge that this development not be approved as currently proposed.

Respectfully,
Michael and Caroline Hurley
8226 NE 117th Street
Kirkland, WA 98034
mhurley@conmet.com; carolinemartinhurley@gmail.com
425-765-7428

MIKE HURLEY
VICE PRESIDENT
GLOBAL BUSINESS DEVELOPMENT

1715 MARKET STREET, SUITE 102 | KIRKLAND, WA 98033 | www.conmet.com
W 425.889.5010 | C 425.765.7428 | F 425.889.1016 | mike.hurley@conmet.com

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From: Leah Connachan <shlopey@gmail.com>
Sent: Sunday, May 1, 2022 4:21 PM
To: Martha Rubardt
Subject: Concern on Case SUB22-00036
Attachments: Layton Tree Site Map To Scale Parking.pdf

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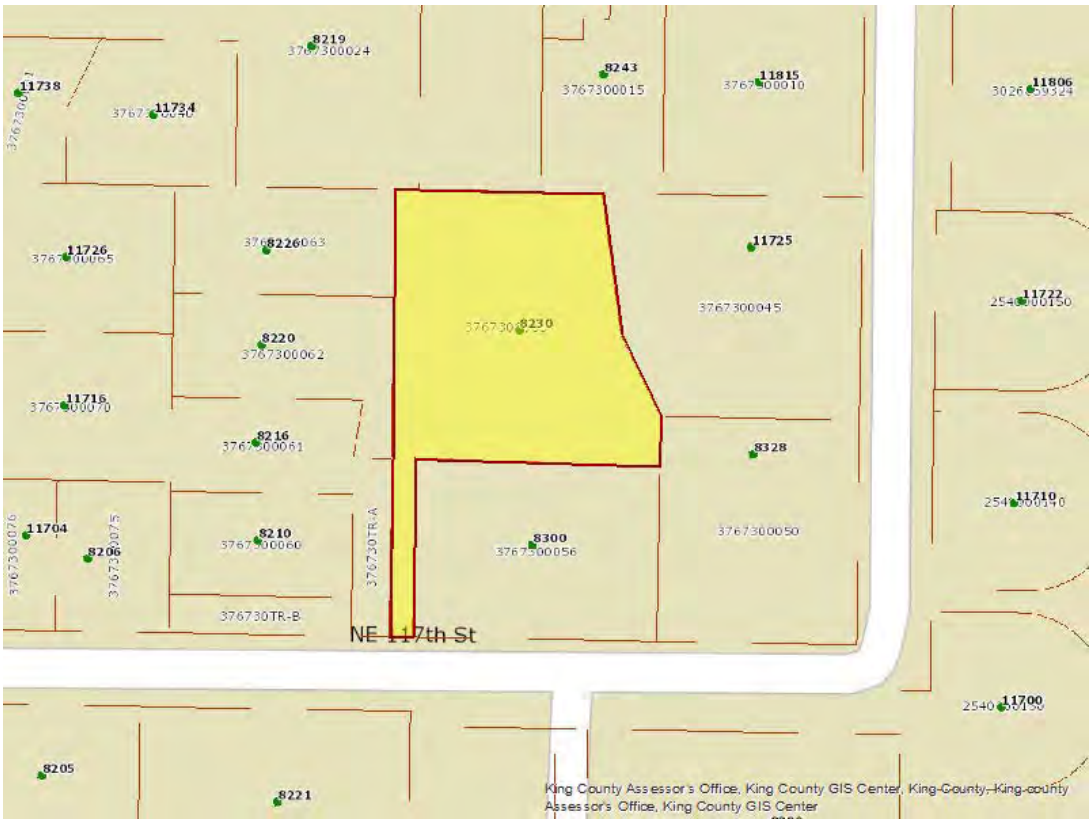
CITY OF KIRKLAND
WASHINGTON
Notice of Propo
4-LOT SUBDIVISION
IN THE RSA 6 ZONE
File No. SUB22-00036
www.kirklandpermits.net
425.587.3600
Planning & Building Departme
SET REBAR

COMING SOON
PNW Refreshed
Modern Homes
• 4 Single Family Residences
• 4 ADUs (Accessory Dwelling Units)
• SFRs Approx. 2015 - 2832 sq. ft.
• ADUs Approx. 1023 - 1262 sq. ft.
• Designer finishes
• Multiple floorplans
• 4 color schemes
• Sustainable efforts
• Scan for project info
COTTAGE & LODGE
ON FINN HILL
4 SFRs, 4 ADUs with Built Green efforts
Total of 8 individual homes, sold separately
Potential peek-a-boo views
Completion 2023 Price $1M+ TBD
PNW NATURAL MODERN HOMES
ADU
SFR
dkwozniak
www.dkwozniak.com
Project Funded by
LEGACY GROUP CAPITAL
WE BUY LAND
206-495-3635
www.legacyg.com
GILLIS
425-364-5245
www.gillisrealestate.com



To Martha Rubart:

I am writing to voice my concerns on the project Case SUB22-00036.

The lot in question is approximately 30,000 SF. We all expected that a Notice of Development sign was coming at some point, and in late January, the sign (photo attached) was indeed erected. At the time it was installed, it didn't have any of the additional information on it, rather, it just said "4-Lot Subdivision in the RSA 6 Zone". Not an ideal situation given the complete lack of any road frontage for the property that is tucked back in the middle of other homes, but given the size of the lot and the RSA 6 zoning, it wasn't surprising that someone would attempt to get approval for such a development.

A couple of weeks ago, the additional information now posted on the Notice of Proposal sign was added. Again, all of this information indicates "a proposed 4-Lot Short Plat". Imagine my surprise when the developer put up their sign a day later (photo attached) indicating that the development will contain "4 Single Family Residences" and "4 Accessory Dwelling Units", for "a total of 8 individual homes, sold separately". **<u>4 homes just became 8.</u>**

Clearly the developer is trying to work around density restrictions by calling the 4 smaller homes "Accessory Dwelling Units" - each of which are fully detached, contain 2 bedrooms and 1.5 baths, range from 1023 to 1262 SF in size, and will be sold individually for $1M+.

To reiterate, what had been portrayed as a "4-Lot Short Plat" has become 8 individual homes. I have also attached a site map (Layton Tree Site Map) pulled directly from the information the City finally posted 2 weeks ago (even though the tree report was done in October of 2021). Take a close look and think about the logistics of cramming 8 houses in this space. We all know that these homes will be purchased by families like all of ours. Families with kids that will ultimately be teenagers with cars of their own. A conservative estimate of 24 people, most likely each with a car eventually. Look at the site map and ask yourself where in the world are 24 cars going to go? And where will their guests park? NE 117th Street is supposed to be a no parking zone, but we all know that overflow parking is going to spill all over NE 117th Street and around the corner on to 82nd Ave NE, making an already tight and potentially dangerous situation much worse. Given that there is zero street frontage for the lot in question, where are 24 garbage cans going to go on Tuesdays? The list of potential issues goes on and on.

Allowing a precedent to be set that developers can try to game the system by calling a house something other than a house will have far-reaching effects. Think about all of the signs you see saying "2-Lot Short Plat", "3-Lot Short Plat", "4-Lot Short Plat", etc. They are all over the place. Now think about the actual number of homes on those new lots being twice what is purported on the sign.

I believe the RSA6 zoning was put in place for a reason and give the size of the lot, believe the plans as laid out today are not in accordance with the zoning of the lot.

I ask you to please consider this and the safety concerns this poses for the neighborhood prior to approving the developers plans.

Thank you for your consideration,

Leah Connachan

8149 NE 117th Pl

Kirkland, WA 98034

916-990-5007

From: Tim Brewer <tugboattimbo@hotmail.com>
Sent: Friday, April 29, 2022 4:30 PM
To: Martha Rubardt
Subject: Development Permit # SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Rubardt, City Planner..

I am writing to express my concern about the development of property under Permit SUB22-00036 on NE 117th Street, Kirkland, WA 98034.
The proposal information posted at the site, shows 4 homes of 3-4 bedrooms AND 4 "Additional Dwelling Units" of 2 bedrooms each.
It appears that the developer is trying to circumvent existing density zoning to maximize their profit. How can 8 homes be approved for building on 0.7 acres
in an existing neighborhood that was developed in zoning for larger pieces of property?!
In addition, the proposal information shows very little parking for cars for 8 housing units of that size. Where are cars for those homes going to park?
There is no street parking!
This dense housing development does not seem to fit the existing neighborhood, nor any interests other than for the benefit of the developer.
This development is too dense for the existing neighborhood. If it is approved, it only encourages developers to buy up existing properties and develop
dense housing so they can make profits at the expense of our living environment.
Please do not allow this project to go forward.

Thank you for your consideration.

Sincerely,

Tim Brewer
11710 84th Ave. NE, Kirkand, WA 98034
425-691-0434
email.... tugboattimbo@hotmail.com

From: John Champion <dwrchamp@icloud.com>
Sent: Monday, May 2, 2022 2:52 PM
To: Martha Rubardt
Cc: Adam Weinstein
Subject: File SUB22-00036 Cottage Lodge Proposal

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Good afternoon Martha and Adam,

I'm writing this afternoon in opposition to a proposal for Cottage Lodge development file SUB22-00036.
This HIGH density development is not consistent with the surrounding residences in the Finn Hill neighborhood.
Our area has grown significantly over the years and homes have been purchased to be bulldozed down only to have 4 - 10 new residences constructed.
This area still has no sidewalks in most parts and the roads are narrow with no parking signs on 84th, 82nd, 117th and 119th. No bike lanes existing anywhere.
The development due west of the proposed site was a short plat to create **four** homes with a larger acreage footprint.
They were required to construct a massive underground storm water retention pond for those homes.

This site is only .7 acre and currently zoned RSA 6 (6 houses per acre) which would only allow approximately 4 homes on the site.
The Proposal sign is **very deceiving** showing only four lots with no mention of additional dwelling units.

Last week, in anticipation of Kirkland's rubber stamp approval for developers Cottage Lodge erected a marketing sign 90 degrees and back from the proposal sign. (pictures available)
Their marketing sign clearly states that the ADU's will be sold separately which would mean that a Kirkland's approval would be granting the construction of 8 NOT 4 new homes.
This is a very dangerous precedent to have established.
No discussion of surface water management or Kirklands new Tree retention plan is included in any of the information I could find.
Kirkland seems to allow a developer to clear cut trees without any restrictions while the home owner must jump through many hoops to do any trimming.

If granted as proposed the area would have 15 - 20 new cars to deal with daily on the roads, not to mention parking for visitors or guests.

I would hope that Kirkland Planning and Development would open this proposal to a public hearing prior to taking any action.
I would also like to have information on how we as a group could proceed to be heard by the city.
What legal recourse do we have against the city or zoning department in order to have a say in our neighborhoods development?

We look forward to your response.

John and Connie Champion
11700 84th Ave NE
Kirkland, Washington 98034
425 269-6500

dwrchamp@icloud.com

From: Mikey Connachan <mikey.connachan@gmail.com>
Sent: Sunday, May 1, 2022 4:33 PM
To: Martha Rubardt
Subject: Case No. SUB22-00036
Attachments: Layton Tree Site Map To Scale Parking.pdf; Notice of Proposal SUB22-00036.jpg; Cottage Lodge Developer Sign.jpg; 8 Home Proposal.png

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Good Afternoon Martha-

I am writing today to strongly oppose a development in my neighborhood. The case reference is Case No. SUB22-00036.

For the last several months we have seen properties in our neighborhood sell, then be repurposed for the build out of more houses. While I understand that there is a process which builders must go through, it seems that his builder is taking advantage of the system and sneakily cramming additional ADUs in to facilitate 8 homes in a 4 lot short plat.

Clearly the developer is trying to work around density restrictions by calling the 4 smaller homes "Accessory Dwelling Units" - each of which are fully detached, contain 2 bedrooms and 1.5 baths, range from 1023 to 1262 SF in size, and will be sold individually for $1M+.

To reiterate, what had been portrayed as a "4-Lot Short Plat" has become 8 individual homes!!!! There is no way a builder should be able to cheat the system like this. It makes a mockery of your systems while negatively impacting our community....and so many others that I'm sure have been affected by this kind of unethical practice.

I implore you to stop this project in its tracks. The traffic alone from this project cannot be supported in this area, and creates a safety concern for all of the kids and families who utilize these roads for recreation and walking.

We all know that these homes will be purchased by families like all of ours. Families with kids that will ultimately be teenagers with cars of their own. A conservative estimate of 24 people, most likely each

with a car eventually. Look at the site map and ask yourself where in the world are 24 cars going to go? And where will their guests park? NE 117th Street is supposed to be a no parking zone, but we all know that overflow parking is going to spill all over NE 117th Street and around the corner on to 82nd Ave NE, making an already tight and potentially dangerous situation much worse. Given that there is zero street frontage for the lot in question, where are 24 garbage cans going to go on Tuesdays? The list of potential issues goes on and on.

Mike Connachan

8149 NE 117th PL

Kirkland, WA 98034

206-979-2121

From: Irene Giustina <i.giustina100@gmail.com>
Sent: Monday, May 2, 2022 5:18 PM
To: Martha Rubardt; Irene Giustina
Subject: Fwd: Permit # SUB22-00036

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Please note my typo in typing your email address, and accept my letter.
Irene Giustina

---------- Forwarded message ---------
From: **Irene Giustina** <i.giustina100@gmail.com>
Date: Fri, Apr 29, 2022 at 4:48 PM
Subject: Permit # SUB22-00036
To: <mrubardt@kirklabdwa.gov>, Irene Giustina <i.giustina100@gmail.com>

Dear Ms. Rubardt,

I am writing in regards to:
permit # SUB22-00036
Located at 8230 NE 117th Street, Kirkland

I am the owner occupant of 8300 NE 117th Street in Kirkland. I am writing to voice my concerns about the proposed development and to express my strong opposition to it.

My first concern is the duplicitous nature of the Notice. It calls for the building of four homes but in fact there will be four homes and four ADUs. It would have been more transparent for you to acknowledge that.

The second concern is for the impact on our neighborhood. At the least this development will add an additional eight cars to our mostly sidewalk-less narrow streets. In reality there will probably be more than 16 additional cars added. In addition to the limited guest parking the development offers, if one were to investigate the accessibility of street parking, one would discover that there is very little street parking available.

It is unclear on the map as to how the ingress and egress of 8-16+ cars will navigate the single lane private road that accesses the property.

A third concern is also focused on the neighborhood at large. This development will have a negative impact on our air quality with increased car traffic, and increased noise (which is a negative impact).

A fourth concern is the impact of 8 to 24 additional garbage/recycle bins on NE 117th Street. (between 82nd and 84th Ave NE) As of now, there can be up to 36 garbage/recycle bins along this section of NE 117th Street on garbage day. The added garbage/recycle bins will have to be placed in front of neighbor's homes since none of these houses and ADUs front a public street. This would not be appreciated.

For the above reasons I strongly urge the city to NOT approve of this project.

Irene Giustina
PO Box 2661
Kirkland, WA 98083
i.giustina100@gmail.com

From: Molly Malouf <mollymalouf@hotmail.com>
Sent: Sunday, May 1, 2022 2:28 PM
To: Martha Rubardt
Cc: Dan Hurley
Subject: Objection to SUB22-00036

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Planning Department
City of Kirkland
123 5th Ave
Kirkland, Washington 98033-6189
RE: SUB22-00036

Attention: Martha Rubardt
We write to strenuously voice our objection to Finn Hill 8 Short Plat SUB22-00036.
We are the homeowners of 8220 NE 117th Street in Kirkland. Our home is directly across a private road from the property subject to Moira Haughian of Legacy Group Capital's application for the Finn Hill 8 Short Plat SUB22-00036 permit. We belong to a 4-house HOA (Overlook at Finn Hill) which has retained legal counsel to assist us in submitting a formal objection to this permit application. In addition, we want to express our personal concerns with this proposal.

Our homes are part of a closed, circular block that many families and active residents utilize for walking and other activities all year round, day and night, even though the streets are narrow, have minimal sidewalks, and lack parking. Additionally, this neighborhood is fully vehicle dependent; there is no easily available alternative transportation or other infrastructure to reside here without owning one or more cars. The combination of foot traffic, car traffic, delivery vehicles, service vehicles, and guest parking has already created a congested environment (as well as frequent trespassing of delivery, service, and guest vehicles on our HOA's private road). It is also important to note that there are currently two other short plat proposals posted and one under development on the same closed loop in which we reside. This specific proposal seeks to build a shocking EIGHT single-family homes on a small lot with currently only one house that borders ten existing homes. The lot is enclosed within the block and is only accessible via a single narrow easement that immediately parallels our private drive. It is impossible to imagine the construction of EIGHT homes being achieved without constant disruption to existing residents, danger to school-aged children and others who ride bikes, walk, and run in the area, and damage to our private road which we must pay out of pocket to maintain. Even after the construction phase, approval of this permit will not only drastically impact the safety of the entire neighborhood, but substantially alter the lives of the people in all ten of these homes as well as surrounding neighborhoods.
Instead of seeking to subdivide the existing lot into four lots with TWO HOMES PER LOT, it would be far more reasonable to divide the lot into two lots. Further, the developer and city must cooperate with our HOA to ensure there will be no trespassing on our property or other

unsafe conditions, must ensure there is adequate space for resident and guest parking, ensure there is adequate space for delivery vehicles, and ensure adequate space for garbage/recycling/compost cans. We fervently believe the current proposal is poorly planned and does not account for the safety and welfare of the current community.

We truly hope the project planner and the City of Kirkland will take these concerns and the wellbeing of the current residents into consideration and deny this proposal.
Sincerely,
Molly Malouf (206-228-1877 & mollymalouf@hotmail.com)
Dan Hurley (206-753-9921 & danphurley@hotmail.com)
Owners of 8220 NE 117th St. Kirkland, WA 98034

From: Janice Orr <orrjan88@gmail.com>
Sent: Sunday, May 1, 2022 10:22 AM
To: Martha Rubardt
Subject: Comment on SUB22-00036

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Attention Martha Rubardt, City of Kirkland Project Planner:

This public comment is in regards to Permit Number SUB22-00036 and the proposed 4-Lot Short Plat in the RSA 6 Zone.

We are opposed to this application. The main concern I would like to focus on is the very long and narrow access (ingress and egress) to this property plus the lack of road frontage especially for the number of lots requested in the application, which will cause strain on the immediate access road of NE 117th ST.

NE 117th Street is narrow as it was originally built to access acreages. There are no sidewalks, the road is not flat (there is a hill at both ends) with mature hedges bordering, which makes sight distances challenging. There are no parking signs along the whole north side of the street and there are many driveways on the south side, which makes parking options limited and not ideal. When a car is parked on the street, only one other can pass by. There is little public transportation opportunities, with the closest bus stop being over a mile away. One cannot live in this area without a vehicle.

There is no parking all along the whole of this end of 84th Ave NE which is the main access route to NE 117th ST.

NE 117th Street is used extensively by vehicles accessing all of the houses at this end of the hill. We are at the southern tip of a dead-end portion of the broad Finn Hill neighborhood, at the far southern end of the main route of 84th Ave NE which traverses Finn Hill. It offers lovely views of Lake Washington, the Cascade and Olympic Mountains and downtown Seattle and are enjoyed by pedestrians and cyclists from dusk to dawn due to the “circular” nature of this dead-end route. This includes families with small children and strollers, dog-walkers, and children use this route for walking to Sandburg Elementary and Finn Hill Middle School. Once again, there are no sidewalks on this route; not on NE 117th ST, nor on this southern end of 84th ST NE.

If this lot is subdivided, there needs to be adequate space remaining for parking for residents and guests, turn-around space for delivery vehicles, and space for recreation opportunities for families living there WITHIN the property. The closest public area for recreation is Sandburg Elementary at 1 mile (which is not usable by the public during school hours) or Finn Hill Park at 1.7 miles.

There is only enough room for one car to traverse the distance into and out of the main section of the property. And the immediate entrance to the property has very limited sight distance due to the neighbor’s 20”+ hedge. I have lived here for almost 10 years and I have witnesses several close calls with vehicles almost t-boning each other. It will be difficult for construction vehicles to access the main portion of the property too.

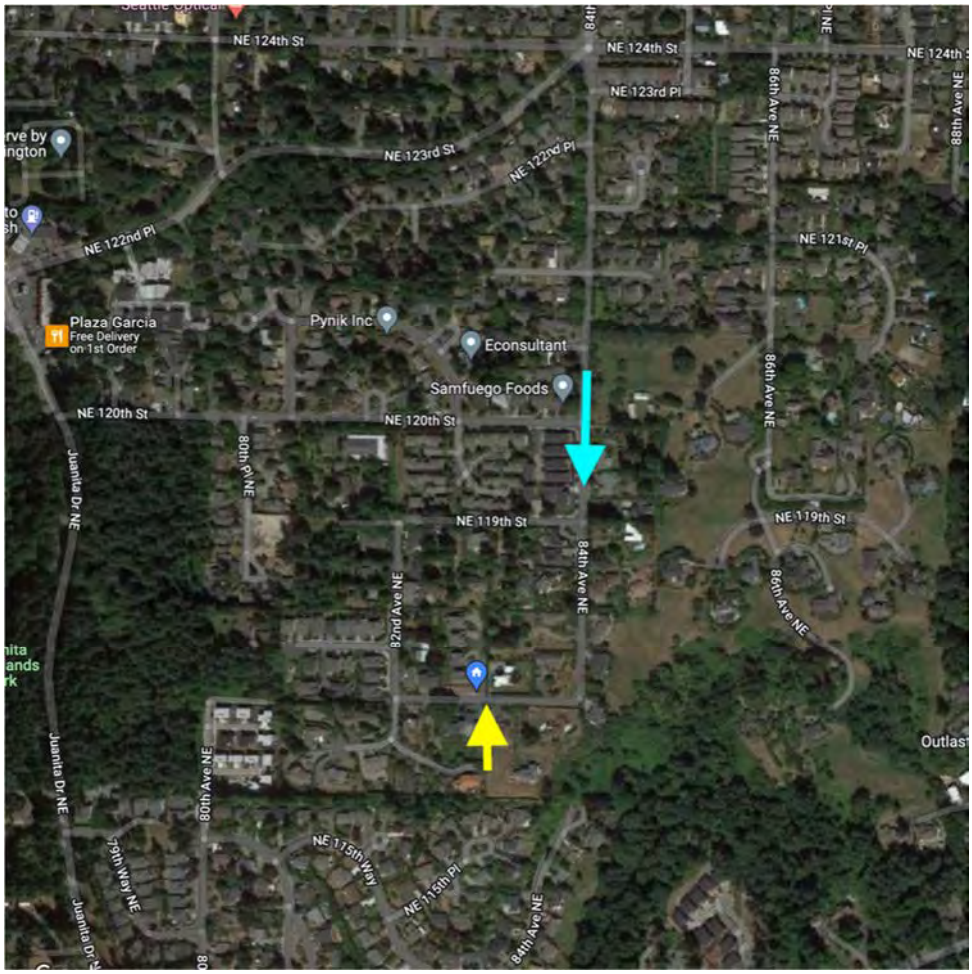
Lastly, consideration needs to be given to the fact that garbage/recycling/compost cans will need to be walked to the main road and lined up along the neighboring properties. Currently all neighbors have enough frontage to be able to place their receptacles along their own properties. We already have difficulty on trash days because we live on the crest of the hill and the wind is always stronger in this area, causing the lids of the bins to fly open and either the wind or the crows spread the trash on the ground. Four homes will mean 12 more bins. And if the developer who has applied for this permit is allowed to construct the 8 individual homes (on 4 lots) that they are planning for, that will be 24 bins to line up along the neighbor's properties.

We understand that there is a need for more housing in the area, but 4 lots is excessive. This property would be better suited for 2 lots given its physical location and accessibility. I live in the Overlook at Finn Hill subdivision bordering on the west side of the property in question. You can see in the aerial photo below that the property in question is about half the size compared to our 4-lot development immediately to the west. The developer of our 4-lot deveopment had enough room to provide 3 car garages and driveways along with a 20' wide private access road which allows for guest parking and two-way traffic, easy access for tradesmen and delivery vehicles, plus safe recreation opportunities for our kids - cycling, basketball, street-hockey, etc. I cannot stress enough how invaluable these assets have been.

We have attached photos to help with what I have described in writing. The yellow arrows represents the access to the property in question. The blue arrows show the main access route to our area. The pink arrows shows where neighboring properties have driveways.

Thank you for considering our concerns,

Richard and Janice Orr
8210 NE 117th ST,
Kirkland, 98034
orrjan88@gmail.com


NE 124th St
NE 124th St
NE 123rd Pl
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Pynik Inc
Econsultant
Samfuego Foods
NE 120th St
NE 120th St
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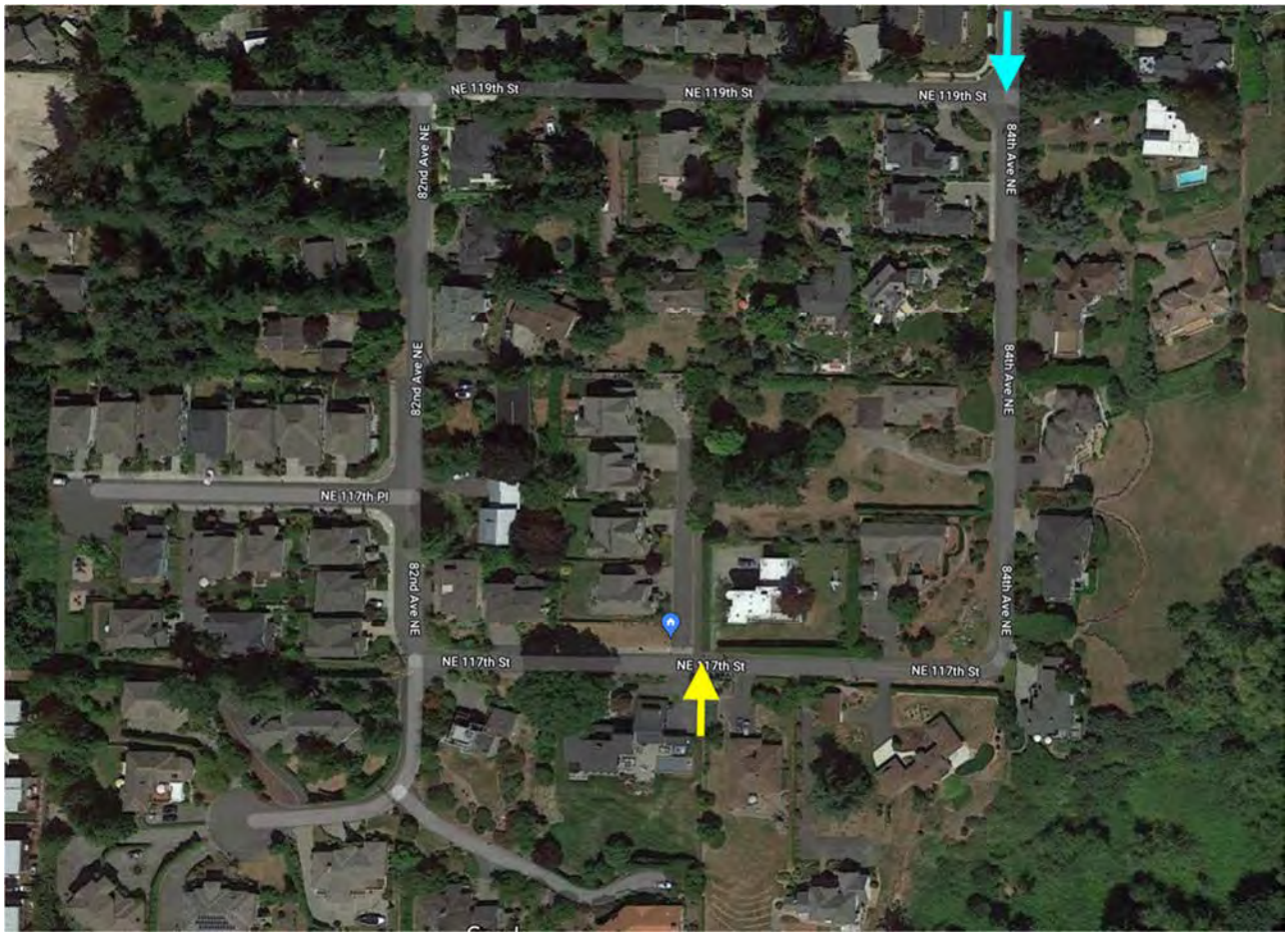
NE 119th St
Juanita Dr NE
80th Pl NE
82nd Ave NE
84th Ave NE
86th Ave NE
86th Ave NE
88th Ave NE
Juanita Dr NE
80th Ave NE
79th Way NE
NE 115th Way
NE 115th Pl
84th Ave NE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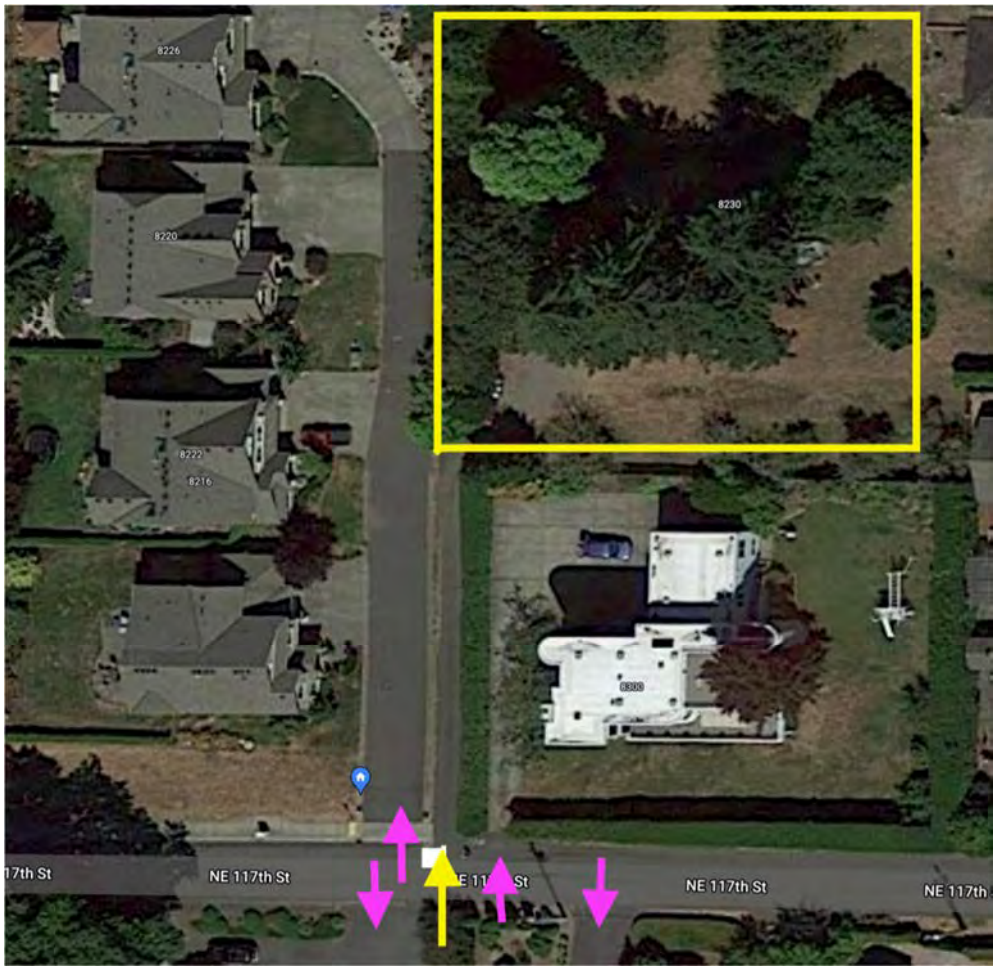
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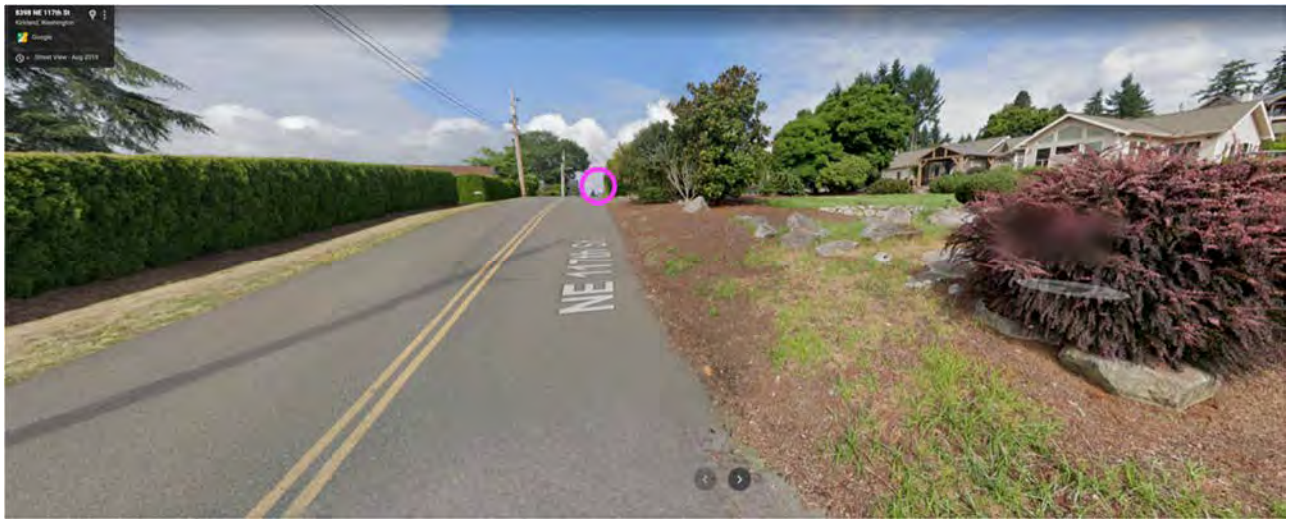
NO PARKING
ANY
TIME


NE 117th St

From: chipbayley@comcast.net
Sent: Monday, May 2, 2022 2:27 PM
To: Martha Rubardt
Subject: permit number SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Rubardt:

I am writing you in reference to the subject permit SUB22-00036, as a resident up on Finn Hill. My wife and I reside at 11912 84th Ave NE. While I recognize and support that individuals have the right, pursuant to allowable zoning laws, to develop their properties, the development that has occurred over the past 8 to 10 years has added what I estimate must be at least 100 new homes to our immediate area. With all this development comes vehicles and thus vehicle traffic in the same time period has also increased dramatically. With the coming addition of more traffic that would be associated with the subject permit, along with projects that are either already approved or in process of approval, I would like to request that Kirkland seriously reconsider active methods to slow down the traffic that transits 84th Ave. In many locations throughout Kirkland, the city has installed speed bumps with the result being slowing of the traffic and increased safety for said neighborhood. This seems like such a logical and inexpensive approach and as such, I would like to request that Kirkland, as part of the continuing development that is occurring up here on Finn Hill, please consider proactively adding similar speed control devices before a tragedy that could have been avoided occurs.

Thank you for your attention and consideration of my input.

Chip Bayley
206-419-4406

From: Vincent Johnson <randy.johnson8@outlook.com>
Sent: Wednesday, April 27, 2022 5:58 PM
To: Martha Rubardt
Subject: Permit number SUB22-00036

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Martha, I am writing to express my displeasure with the proposed 8 unit short plat. Not only will this increase traffic in the neighborhood but it will also change the residential feel of our current neighborhood.
More importantly it will block our view of Lake Washington thereby decreasing the value of our property.

I want to protest this shortplat because it will change the nature of our current neighborhood. It feels like you are allowing an apartment complex within our neighborhood.

Respectfully,

Vincent R. Johnson
8243 N. E. 119th Street
Kirkland, WA. 98034

My email is: randy.johnson8@outlook.com

Permit number SUB22-00036

Sent from Mail for Windows

From: Ann Finn Detlefs <afdetlefs@gmail.com>
Sent: Monday, May 2, 2022 10:27 AM
To: Martha Rubardt
Subject: Permit number SUB22-00036

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From: Ann Finn Detlefs, 11624 82nd St NE, Kirkland WA 98034
afdetlefs@gmail.com

Dear Ms. Rubardt:

I am writing because of serious concern about the above mentioned building project going on just up the hill from our house. We have lived in our house for 10 years (the house has been here since 1980) and in that 10 years I cannot believe the overcrowding that is developing within such a small infrastructure. Not a day goes by that I don't worry that I am going to come around one of our blind corners and plow into the many pedestrians that enjoy making the walk down 84th, across 119th and up the other side of the block part of their day. We have no sidewalks and a blind corner where 84th intersects 119th. My husband must get sick of hearing me say "Someone's going to get killed up here" when I come inside after parking!

Just the sheer amount of extra cars that can come along with 4 bedroom homes with additional 2 bedroom units makes the hair on my arms stand up. We just don't have the kind of neighborhood that can support the type of traffic it's already getting and this is only going to make things worse. Eight homes on .7 acres is not the image I had of Kirkland when we moved to Kirkland, but image aside, this is just a bad idea.

Please reconsider allowing this project to go forward as currently designed.

Sincerely,

Ann Finn Detlefs

From: Connie Brewer <connier14@outlook.com>
Sent: Friday, April 29, 2022 5:01 PM
To: Martha Rubardt
Subject: Permit SUB22-00036
Attachments: Layton Tree Site Map To Scale Parking.pdf

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City Planning Department

City of Kirkland
City Planning Department

Dear Ms. Rubardt,

I am writing to express my concern about the development of property under Permit SUB22-00036 on NE 117th Street, Kirkland, WA 98034.

The proposed information posted at the site shows 4 homes of 3-4 bedrooms AND 4 "Additional Dwelling Units" of 2 bedrooms each for a total of 8 single family homes on .7 acres, which is a clear violation of the current zoning of RSA 6.

This dense housing development violates the existing neighborhood and zoning. The only benefactors are the developer and those who approved this development. It will interesting to follow the money on this.

This development must not be allowed to go forward. It will ultimately be in no one's best interest.

Connie Brewer

11710 84th Ave. NE
Kirkland, WA 98034
206.949-8072

From: prelest 13 <prelest0813@yahoo.com>
Sent: Friday, April 29, 2022 3:30 PM
To: Martha Rubardt
Subject: Re: case # SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Martha,
My name is Nadejda Oujvenko
Address: 8164 NE 117th place, Kirkland , Email address: prelest0813@yahoo.com

I am sending this email to contest the proposal for the case number # SUB22-00036 as it's a such a small lot to develop out there 8 homes, the street is super narrow and if they gonna build these 8 homes and park around 15 +cars around that area it's gonna be impossible to drive safely and so is walking especially when they gonna put out 20+ extra garbage cans going on Tuesday, It's very dangerous for kids having that many cars driving in that such a small area especially with the sharpe corners with blind spots corners, Thank you, Nadejda Oujvenko
8164 NE 117th place
Kirkland, WA 98034
prelest0813@yahoo.com

Sent from my iPhone

From: alexsol <kot813@gmail.com>
Sent: Friday, April 29, 2022 3:44 PM
To: Martha Rubardt; prelest0813@yahoo.com; ssheinblum@gmail.com
Subject: RE: Case No. SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Martha,
Our family is residing at Chatham ridge on 117th Pl , 8164 ne 117th pl, kirkland wa, 98034.
We just mentioned the notice for 30000 SF new development lot had changed from 4 to 8 homes.
It is certainly unacceptable for our community with 15 houses and 18 small kids to accept such large development with no infrastructure readiness to accept 8 houses on such small lot.
We also need to emphasize that it was only 1 house currently positioned at the spot.

May I ask you several questions:
1. would you be accepting this proposal if in your neighborhood the safety of your kids had been in jeopardy when instead of 2 cars it would be (?) 16 cars .
2.would you be accepting the proposal if there is no safe walking pavements had been built to support safety of your kids going to school?
3.would you be accepting the proposal if your kids will be playing on the street in quite cul du sac area and suddenly 16+ cars need to find some room for parking, not mentioning that there is no room even for garbage cans to be put in safe place when garbage collection day will come?
4. would you be accepting the proposal to make your quite living cul du sac area became a city street with plenty of blind spots in sharp turns ?
5. would you be accepting the proposal to build condos like houses where 4 houses is already is questionable practice by size?
6. would you be accepting the proposal that will put you and your family in worse quality of life just because city elected employees give permits with no attention to electorial quaility of life and safety of residents?
Kindly appreciate your understanding on very reactive response of my family to the city of kirkland permit department that by all means neglected communities safety of living and quality of quite town living in cul du sac while allowing 8 houses permit.
Please, accept my family complains and to halt this practices of permits with no respect neither to communities nor to mother nature.
with regards,
Sergey Sheinblum

From: Robert McConnell <ramcconn@yahoo.com>
Sent: Monday, May 2, 2022 10:04 AM
To: Martha Rubardt
Subject: RE: SUB22-00036.

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

mrubardt@kirklandwa.gov

RE: SUB22-00036.

Dear Ms. Rubardt,

Thank you for the opportunity to comment on the proposed development at 8230 NE 117th St, Kirkland WA. Joanne and I have been living on Finn Hill, just a few hundred yards from the proposed development, for the last Thirty-Seven years. We have enjoyed the progression of the neighborhood from almost rural to a nicely developed neighborhood with lots of children, lots of pedestrians walking and jogging, as well as bicyclists riding by to enjoy the views.

Every community has the obligation to accommodate development and Finn Hill has and continues to do its part. Placing four new homes on this small lot is aggressive but arguably consistent with the need for additional housing in Kirkland. Eight residences on this lot, together with four other applications in our neighborhood, will put driving, walking, bike riding, and the safety of our grandchildren at risk. Adding sidewalks will add almost nothing positive. Bike riders, automobiles, joggers, and kids all use the streets for travel and play, not a sidewalk.

While residents have the obligation to accommodate development, we ask the Kirkland leaders to exercise their obligation to be certain that developments are consistent the long-term livability of each neighborhood. Eight residences, sixteen additional vehicles (minimum assuming each residence only owns two vehicles) on this closed loop around 117th street exceeds thoughtful development of the area and should not be permitted by our representees.

Bob McConnell
Joanne McConnell

8205 NE 117th Street
Kirkland WA, 98034
(206) 499-2883
ramcconn@yahoo.com

From: Tracy Bates <tracybates1@gmail.com>
Sent: Monday, May 2, 2022 12:48 PM
To: Martha Rubardt
Subject: Case No. SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Rubardt,

My husband and I live in the Finn Hill neighborhood very close to a recently proposed short plat at 8230 NE 117th St. We write to express significant concern over recent information learned about the proposed project.

One day after a sign went up indicating that the property would be subdivided into 4 lots, a subsequent notice was posted suggesting that each of the four single family homes would include a separate 2 bedroom, 1.5 bath ADU for a total of 8 residences. The sign indicates that each of the dwellings will be sold separately. This lot is 31,000 square feet (less than 3/4 of an acre). My understanding is that this area is zoned as RSA 6, low density residential allowing for 6 dwelling units per acre.

Please consider each of the following concerns:

- Access Roads
    - The two roads that will provide access to this subdivision are narrow, have a high level of foot traffic, no sidewalks (for the most part) and have a number of blind corners. The addition of 8 homes, potentially 16-32 vehicles, would add a significant amount of traffic to this neighborhood that already faces safety concerns for the aforementioned reasons.
    - There is a blind spot at the top of 84th Ave NE where the road crests over a hill. There was a fatal car accident at this point in the road 15-20 years ago. It is very difficult to see oncoming foot and vehicle traffic and has been an ongoing concern for neighbors throughout the years.
    - The road has beautiful lake and mountain views which leads to a high level of pedestrian activity.
- Parking: Access to this subdivision will be from NE 117th which is a narrow road that will not allow for on-street parking. The property being subdivided is located on an "interior" lot that does not parallel any of the streets leading into the neighborhood. Where will guests and contractors park?
- Garbage/Recycle/Yard Waste: There will likely be 24 separate yard waste, garbage, and recycle bins associated with the 8 homes. Where will these bins be located on garbage day? There isn't any road frontage for the property in question. The proposed development is tucked back in the middle of other homes. More than 2-3 bins on the street would block access to these new homes.

Please take these concerns into consideration and reject and prohibit the proposed addition of the ADU's to SUB22-00036.

Thank you in advance for your time.

Tracy Bates

11621 82nd Ave NE

Kirkland, WA 98034

206-419-6896

From: schlegel <marciaaschlegel@gmail.com>
Sent: Monday, May 2, 2022 7:06 AM
To: Martha Rubardt
Subject: Reference case: Case No. SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I am against packing 8 houses onto this piece of property. This many houses will create many issues for safety and congestion on this rural street let alone parking. This project does not blend in at all with the current environment.

Please do not allow this plot as designed.

Sincerely,

Marcia Schlegel
8114 NE 120th St.
Kirkland, WA 98034
425.422.9751

From: Dhruv Chadha <d3chadha@gmail.com>
Sent: Wednesday, April 27, 2022 3:41 PM
To: Martha Rubardt
Subject: Regarding Case No: SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Martha –

I am the owner of the home at 11905 84th Ave NE, Kirkland, WA, 98034 and was made aware of the proposal for 8230 NE 117th St. I have serious concerns with this proposal given the amount of additional traffic 8 homes can bring (4 homes with 4 accessory dwelling units).

I live right at the top of the hill and my driveway exits onto 84th Ave NE, and I cannot quantify how many times getting out of the driveway has led to close calls given the current traffic volume. With these homes being proposed, the traffic would only increase given this is the only way to get to 117th St.

The infrastructure near this area of Kirkland, cannot support adding up to 20 cars additional without causing someone harm. The streets are narrow, with no street parking either.

I urge the city not to approve this plan in its current form.

Thank you,
Dhruv

From: Dale Snow <snowstorm98034@gmail.com>
Sent: Saturday, April 30, 2022 9:07 AM
To: Martha Rubardt
Subject: SUB22-00036 Development on NE 117th street

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Martha; We are opposed to the eight housing unit development coming in across the street from us on NE. 117th St. We have lived here for over 60 years and it's already way too crowded and Northeast 117th street is actually dangerous with all the traffic. Adding that many new homes is complete folly, there is no place for them to park, Northeast 117th not even a full-size road and we will just have increased traffic from construction, visitors, deliveries, etc. and it's just completely unacceptable.

Doris and Dale Snow

Sent from my iPad

April 30, 2022

Planning Department
City of Kirkland
123 5th Ave
Kirkland, Washington 98033-6189
RE: SUB22-00036

Dear Martha Rubardt,

We are the homeowners of 8216 Northeast 117th Street in Kirkland. Our house is part of the four home Overlook community in Finn Hill. Each of our houses face the property for which Moira Haughian of Legacy Group Capital is applying for the Finn Hill 8 Short Plat SUB22-00036 permit.

Our homeowner's association has retained legal counsel, Bricklin and Newman, LLP, to assist us in understanding the permitting and building process and to author a thorough objection to this permit. In addition, we feel compelled to express our personal concerns with this proposal.

We have lived in this neighborhood for nearly ten years. Over that time, many various subdivision developments have brought in more homes and more people. In turn, we have seen a continued increase in traffic on the narrow streets surrounding our home. Our HOA owns and maintains a private drive that borders the narrow easement providing assess to this new short plat proposal. On a near daily basis, we have trespassing delivery vehicles, service and maintenance crews, and non-HOA neighbor guest parking.

Our homes are part of a closed, circular block that many families and active residents utilize for walking and other activities all year round, day and night, even though the streets are narrow, have minimal sidewalks or parking nearby. Additionally, this neighborhood is fully vehicle dependent; there is no easily available alternative transportation or other infrastructure to reside here without owning one or more cars. The combination of foot traffic, car traffic, delivery vehicles, service vehicles, and guest parking has already created a congested environment. It is also important to note that there are currently two other short plat proposals posted and one under development on the same closed loop in which we reside.

This specific proposal is on a lot with one house that borders ten existing homes. This proposal is for a lot which is enclosed within the block and is only accessible via a single narrow easement that immediately parallels our private drive. It is impossible to imagine the construction of multiple homes being achieved without constant disruption to existing residents. Even after the construction phase, approval of this permit will not only drastically impact the safety of the entire neighborhood, but substantially alter the lives of the people in all ten of these homes.

In closing, we strongly oppose the approval of SUB22-00036, to subdivide the existing lot into four lots. There is currently one house on the property. It would seem reasonable to divide the lot into two. Further, it would make sense for the developer and city to cooperate with the Overlake HOA to have a shared, safe access to such a development. However, we believe the current proposal is poorly planned and does not account for the safety and welfare of the current community. Shockingly, the developer intends to build eight dwellings.

We truly hope the project planner and the City of Kirkland will take these concerns and the wellbeing of the current residents into consideration and deny this proposal, SUB22-00036.

Sincerely,

Matthew Cohen
matt.cohen@hotmail.com, (206) 953-2228

Shelly Cohen
shelly.alder@gmail.com, (206) 372-2425

8216 NE 117th ST
Kirkland, WA 98034

From: Schlegel, Joseph <schlegej@seattleu.edu>
Sent: Monday, May 2, 2022 8:35 AM
To: Martha Rubardt
Subject: SUB22-00036. Finn Hill

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Ms. Rubardt,

This appears to be another ploy by developers to hoodwink or coerce the City of Kirkland planning department. The advertisement of "Green" houses means nothing if you allow a developer to build 8 houses on a space where one currently resides. I appears this may already be zoned for 8, but I know we have gotten reductions to 6 up here. Simply identifying 4 of the units as ADU's. (1000 sq ft at $1M) is not benefitting anyone but the builders. This is a sham that should not be allowed. Don't play games with the ADU enticement. These are not mother-in-law units, these are separate buyers. The only beneficiaries of this development are the builders.

This is a deadend road at the top of the hill and the infrastructure is not adequate for this type of traffic. Especially has it appears the city is determined to build more houses up here. Developers appear to buy up houses and leave empty as they wait for the original owners on the surrounding properties to die off so they can build another Chatham Ridge. We have two houses sitting empty right now visible on this plot map. This is a truly disheartening development we see here on top of Finn Hill. I shudder to think what the city will allow developers to do to the Snow property or the other 3 properties adjacent to this lot. The lego house development you allowed on the corner of 84th and 120th is a forecast of what is to come up here. Cramming 8 houses into one lot may seem cute, but it is not attractive. What does the city feel is the Carrying Capacity of this small community?

Please stop this ploy. Just because you can do something, does not mean you should do it.

Sincerely,

Joe Schlegel
8114 NE 120th St, Kirkland
Joseph.s.schlegel#gmail.com

Lecturer
(m) 909 518-9850

SEATTLEU
ALBERS SCHOOL OF BUSINESS AND ECONOMICS

From: Michael <mikeandsue.gajadhar@gmail.com>
Sent: Thursday, April 28, 2022 12:40 PM
To: Martha Rubardt
Subject: SUB22-00036
Attachments: Layton Tree Site Map To Scale Parking.pdf

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Dear Martha,

I'm writing to you in response to the above mentioned development at 8230 NE 117th St, Kirkland, WA. SUB22-00036. New developments are always welcome once scrutinized , reviewed and meet all necessary city Permitting Codes. The challenge is how we balance the residents concerns about growth, density, traffic congestions and traffic safety. We've seen an uptick in development in our neighborhood since the City of Kirkland assumed the management of our area.

Dozens of residents (individuals and families with young children with pets) who live a mile or more from our block and nearby residents walk our neighborhood daily as it affords a safe, quiet and scenic route.
There are four other properties in our block which applications to sub divide are either approved or pending.

11735 82ND AVE NE 98034, 11726 82ND AVE NE 98034, 11907 82ND AVE NE 98034, 8239 NE 119th St, 98034.

What this means is there will be in inordinate amount of additional traffic during the building construction phase and when additional residents finally occupy these new homes. We will be looking at a total of 75-100 additional cars using the neighborhood roads each day. You will agree that this will definitely add and create a traffic safety problem.

We suggest that the city request that the developers share or fully pay the costs of installing sidewalks in front of the following properties- 8300 NE 117th ST, both sides (117th St. and 84th Ave) of 8328 NE 117th ST, 11725 84TH AVE NE 98034,11815 84TH PL NE 98034 to conform with the existing neighborhood sidewalks. The developers for prior approved projects were required either by King County or the City to install sidewalks.

King County Parcel Viewer

This will somewhat alleviate the traffic safety concerns of the neighborhood residents.

Kindly consider our suggestion and as you review and approve SUB22-00036 and other pending projects. We look forward to the installation of additional sidewalks to ensure the safety of the pedestrian public.

Best Regards,
Michael and Susilla Gajadhar
11704 82nd Ave NE, Kirkland, WA 98034
(425) 814-9381
(425) 241-2165 (Mobile)

From: julie and karl voss <julieandkarlvoss@hotmail.com>
Sent: Monday, May 2, 2022 10:02 AM
To: Martha Rubardt
Subject: SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Martha,

My name is Karl Voss; I live at 11815 84th Ave NE, Kirkland WA 98034.

I wanted to confirm that you are aware that the above referenced permit seems to be for 8 houses on an approximate 0.7 acre lot in a suburban R6 zone.

My math indicates 4.2 houses to be the absolute maximum possible for this lot.

Consequently, I am confident you will uphold the law and deny this application.

Thank you,

Karl Voss

Sent from my iPhone

From: Steve C <steveconrad1926@gmail.com>
Sent: Sunday, May 1, 2022 9:50 PM
To: Martha Rubardt
Subject: Comments - Case No: SUB22-00036

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Martha: Please accept these comments for consideration.

1) There does not seem to be adequate parking for people in 4 homes and 4 ADU's. There is no street parking on 117th. How will this issue be solved?

2) The driveway leading into the property is a single lane with 16+ ft scrubs on either side (blind driveway). This road (117th) is a very heavily used road for walkers, children going to school, and bikers. This is an accident waiting to happen. How will this issue be solved?

3) The amount of traffic going/coming into the new homes/ADU's will cause a safety hazard. If approved, as is, by the city - will the city then be liable? How will Kirkland avoid liability in this case?

The city approving a plan that will have a high-likelihood of personal injury to one of its residents seems somewhat irresponsible. Most all in the neighborhood are high-income residents. As such, the probability of legal action seems very high.

Having 8 times as many cars go in/out of a blind driveway, on a busy road with many children, does not seem to be prudent decision. Please reconsider approvong this plan as-is.

Best, Steve Conrad
206-919-3176

From: darrell fader <darrellfader@hotmail.com>
Sent: Sunday, May 1, 2022 8:47 PM
To: Martha Rubardt
Subject: Case No. SUB22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
I am a homeowner at the top of Finn Hill. Our neighborhood association has been alerting members to a concerning development idea , and the case is referenced in this email title.

The developers are trying to sneak in a substantial increase in free standing homes in a relatively small parcel with a very restricted access from the street. Eight independent dwellings, regardless of whether they are considered "accessory" or not, are not appropriate for this space. The main streets in the area already have increased traffic. There are other parcels in the area that would take advantage of zoning work-arounds like this and place even more burdens in our neighborhood.

We live here, and we hope the City of Kirkland will reconsider allowing this development to proceed as is. Hiding the sign off the main street that clarified details of this project was also not an appropriate approach by the developers. I would hope that future projects would be displayed better.

Thank you for your consideration.

Darrell Fader
11722 84th Ave NE
Kirkland, WA 98034

darrellfader@hotmail.com

From: Fay Swift <fay.swift@hotmail.com>
Sent: Monday, May 2, 2022 4:43 PM
To: Martha Rubardt
Subject: Comments Re: SUB 22-00036

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

With regards the ADUs in the aforementioned plan

whilst I see how they fit with the City's plans, [I don't disagree that there is a need for smaller housing units in the City, and have no issue with a greater number of people moving into the area] this approach of actively encouraging and enabling developers to effectively circumvent zoning restrictions which were set with public consultation in some cases, both ignores the overcrowding concerns residents have and undermines the publics' ability to have confidence in city planning.

Currently, most of the homes in the vicinity have two driveway parking spaces which is inadequate to accommodate visitors. if you visit 117th St most days of the week you will see illegal parking by landscapers and more. Because in this case the planned ADUs will be sold separately to the main dwellings, we can expect both a doubling of cars per 'lot' and a doubling of visiting vehicles also.

Given that parking and illegal parking is already a problem here [street parking not allowed due to safety concerns] implore the city to require the developer to modify their plans so that they include additional visitor parking space so as not to compound these issues.

with thanks,

Fay Swift

??

From: Kevin Sterling <sterlingkevin@comcast.net>
Sent: Monday, May 2, 2022 5:12 PM
To: Martha Rubardt
Subject: SUB22-00036

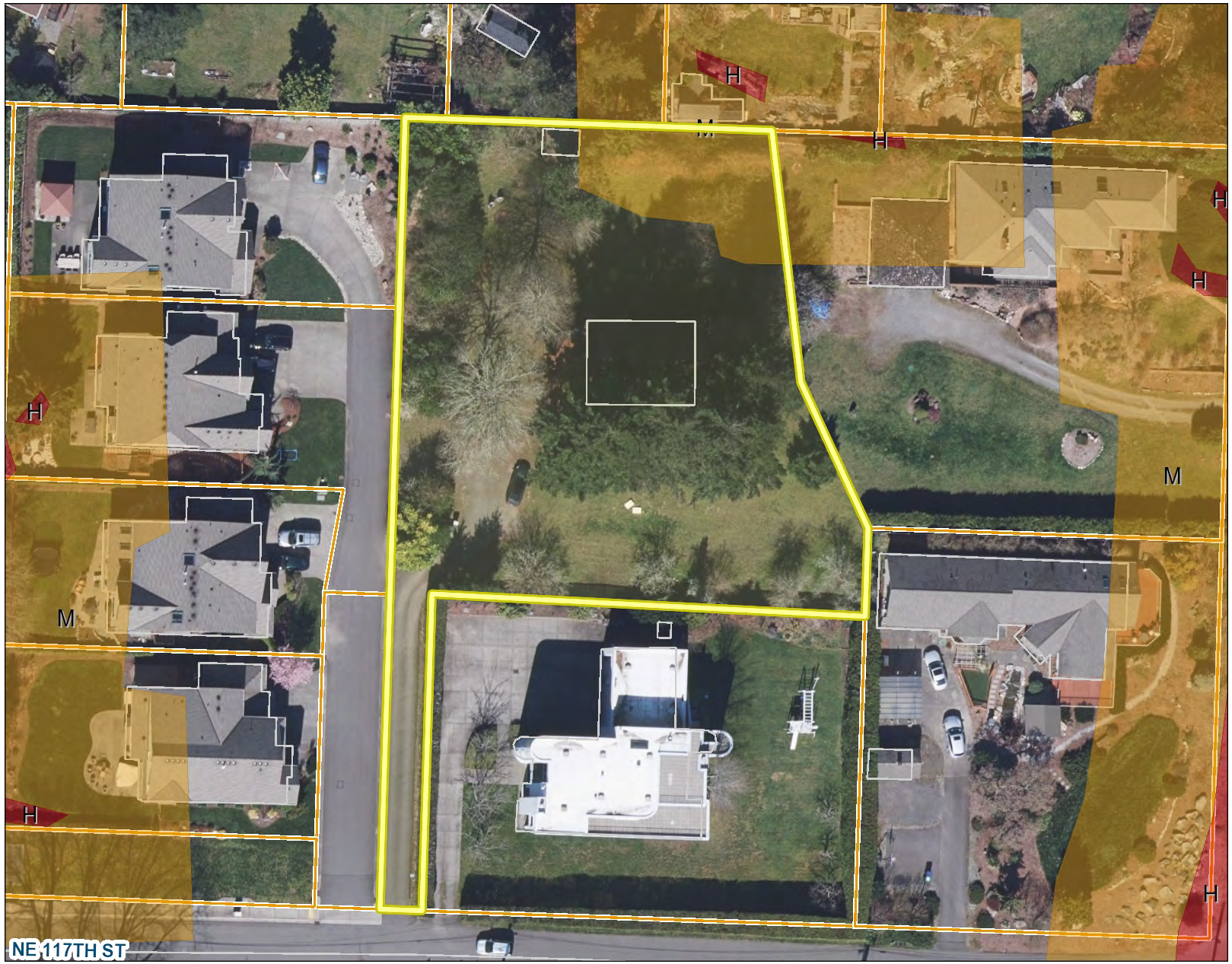
CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

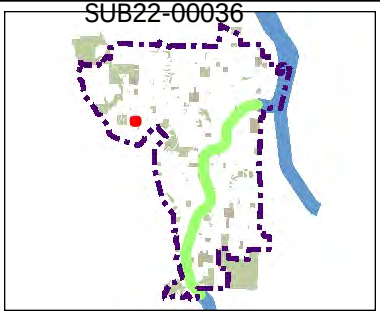
I am writing to oppose the development of 4 homes at 8230 NE 117th Street. The city has continued to allow existing homes on the south end of Finn Hill to be bought up and divided into several parcels and it's time that it be stopped before it gets worse. Traffic has increased significantly in the last several years in this area that has only one ingress/egress. In addition, the continued building of cheaply made generic homes detract from the charm of living in this area.

Thank you for your consideration.

Kevin Sterling
sterlingkevin@comcast.net
8146 NE 121st St.
Kirkland WA 98034

SUB22-00036 City Landslide Hazard Area Map





Legend

Landslide
- Deposit Areas
- Head Scarps
- High Susceptibility
- Moderate Susceptibility

Streets
Parcels
Buildings
Water Body Area

1: 668

Notes

111.3 0 55.63 111.3 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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GEOTECHNICAL REPORT AND GELOGICALLY HAZARDOUD AREAS EVALUATION

PROPOSED SFRs AND DADUs
8230 NORTHEAST 117th STREET
KIRKLAND, WASHINGTON

Project No. 21-509
December 2021

Prepared for:

Legacy Group Capital, LLC

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Geotechnical & Earthquake Engineering Consultants

PanGEO
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Geotechnical & Earthquake Engineering Consultants

December 27, 2021
Project No. 21-509

Finneight, LLC
Eric Ward
400 112th Ave NE, Suite 400
Bellevue WA 98004

Subject: Geotechnical Report and Geologically Hazardous Areas Evaluation
Proposed SFRs and DADUs
8230 Northeast 117th Street, Kirkland, WA

Dear Eric:

Attached please find our geotechnical report for the proposed SFRs and DADUs project in Kirkland, Washington. This report documents the subsurface conditions at the site and presents results of our Geologically Hazardous Areas evaluation and our geotechnical engineering recommendations for the proposed project.

In summary, the site is generally underlain by a thin layer of topsoil/fill overlying medium dense to dense native sand interlayered with some silty sand and silt (Advance Outwash). In our opinion, the proposed buildings may be supported by conventional footings bearing on competent native soils, or on properly compacted structural fill placed on the competent native soils. Temporary unsupported excavations may be sloped as steep as 1H:1V (Horizontal:Vertical). The floor slabs for the proposed buildings may be constructed using conventional concrete slab-on-grade floor construction.

We appreciate the opportunity to work on this project. Please call if there are any questions.

Sincerely,

Michael H. Xue, P.E.
Principal Geotechnical Engineer

Encl.: Geotechnical Report

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Figure 1 Vicinity Map
Figure 2 Site and Exploration Plan

Appendix A **Summary Test Boring Logs**
Figure A-1 Terms and Symbols for Boring and Test Pit Logs
Figure A-2 Log of Test Boring PG-1
Figure A-3 Log of Test Boring PG-2
Figure A-4 Log of Test Boring PG-3

GEOTCHNICAL REPORT AND GEOLOGICALLY HAZARDOUS AREAS EVALUATION PROPOSED SFRs AND DADUs 8230 NORTHEAST 117TH STREET KIRKLAND, WASHONGTON

1.0 INTRODUCTION

This report presents the results of our geotechnical study and geologic hazards evaluation that was undertaken to support the design and construction of the proposed SFRs and DADUs at 8230 Northeast 117th Street in Kirkland, Washington. Our service scope included reviewing readily available geologic and geotechnical data in the project vicinity, drilling three test borings, conducting a site reconnaissance, performing engineering analysis, and developing the conclusions and recommendations presented in this report.

2.0 PROJECT AND SITE DESCRIPTION

The project site is an approximately 30,951 square feet lot located at 8230 NE 117th Street in Kirkland, Washington, approximately as shown on Figure 1, Vicinity Map. The site is roughly trapezoidal in shape, and borders an access driveway to the west, and existing single-family residences to the other three sides. The subject site is currently occupied by a single-family residence in the central portion of the site. Based on review of the GIS maps, the existing site grade generally slopes down from north to south with an average gradient of about 10 percent. Based on review of the City of Kirkland GIS maps, the northeast portion of the site is mapped with moderate landslide susceptibility. The general conditions of the site at the time of our field exploration are shown on the Plates 1 and 2 on page 2.

We understand that you plan to construction four (4) single-family residences (SFR) and four (4) detached accessory dwelling units (DADU) at the site (see Figure 2). Based on review of the preliminary design plans, the proposed SFRs and DADUs will be two-story wood frame structures with concrete slabs on grade. We anticipate that the site grading for the proposed project will include cuts and fill on the order of about 5 to 6 feet for the foundation construction.

The conclusions and recommendations in this report are based on our understanding of the proposed development, which is in turn based on the project information provided. If the above project description is incorrect, or the project information changes, we should be consulted to

review the recommendations contained in this study and make modifications, if needed. In any case, PanGEO should be retained to provide a review of the final design to confirm that our geotechnical recommendations have been correctly interpreted and adequately implemented in the construction documents.

Plate 1: *Rear view of the existing residence. Looking southeast from the northwest property corner*

Plate 2: *View of area of moderate landslide susceptibility in the northeast portion of the property. Looking northeast from the existing residence.*

3.0 SUBSURFACE EXPLORATIONS

Our subsurface exploration program consisted of drilling three test borings (PG-1 through PG-3) at the site on November 29, 2021. The approximate boring locations are shown on Figure 2. The borings were drilled to about 16½ to 26½ feet below the existing grades using a CAT track-mounted drill rig owned and operated by Geologic Drill Partners of Fall City, Washington, under subcontract to PanGEO.

The drill rig was equipped with 6-inch outside diameter hollow stem augers, and soil samples were obtained from the borings at 2½ and 5-foot depth intervals in general accordance with Standard Penetration Test (SPT) sampling methods (ASTM test method D-1586) in which the samples are obtained using a 2-inch outside diameter split-spoon sampler. The sampler was driven into the soil a distance of 18 inches using a 140-pound weight falling a distance of 30 inches. The number of blows required for each 6-inch increment of sampler penetration was recorded. The number of blows required to achieve the last 12 inches of sample penetration is defined as the SPT N-value. The N-value provides an empirical measure of the relative density of cohesionless soil, or the relative consistency of fine-grained soils.

A geologist from our firm was present throughout the field exploration program to observe the drilling, assist in sampling, and to document the soil samples obtained from the borings. The completed borings were backfilled with bentonite chips.

The soil samples retrieved from the borings were described using the system outlined on Figure A-1 of Appendix A, and the summary boring logs are included as Figures A-2 through A-4.

4.0 SITE GEOLOGY AND SUBSURFACE CONDITIONS

4.1 SITE GEOLOGY

Based on our review of the *Geologic Map of the Kirkland Quadrangle, Washington* (Minard, 1983), the subject site is underlain by Vashon till (Qvt) with Vashon advance outwash (Qva) mapped about one block to the east.

The characteristics of these mapped soil units are described below:

Vashon till (Qvt) typically consists of a very dense, heterogeneous mixture of silt, sand, and gravel laid down at the base of an advancing glacial ice sheet. Vashon till has been glacially

overridden and typically exhibits low compressibility and high strength characteristics in its undisturbed state.

Vashon advance outwash (Qva) consists of sand deposited by meltwater streams emerging from an advancing glacier. Advance outwash has also been glacially overridden and as such is also typically dense to very dense.

4.2 USDA Soil Survey

We reviewed the USDA Natural Resource Conservation Service (NRSC) Soil Survey (NRCS, 2020) for surficial soil information. Based on our review, the site is underlain by Alderwood gravelly sandy loam 8 to 15 percent slopes (Soil Map Unit AgC).

Alderwood gravelly sandy loam is considered moderately well-drained soils. The erosion hazard of this soil unit is considered low to moderate when left unprotected.

4.3 Subsurface Conditions

Based on the conditions encountered in our test borings, the site is generally underlain by a thin layer of topsoil/fill overlying medium dense to dense native sand with occasional thin silt and silty sand interbeds. A brief description of the soil units encountered in our test borings is presented below. Detailed descriptions of the soils encountered in our test borings can be seen in our test boring logs included in Appendix A.

Topsoil/Fill – Below the surface at each test boring location, all borings encountered loose sand with silt, gravel, and debris. We interpret this unit as topsoil/fill based on its loose condition, disturbed appearance, and presence of debris. This unit extended to about 1 foot depth at PG-1 and PG-2, and to about 5 feet at PG-3.

Vashon Advance Outwash (Qva) – Below the surficial topsoil/fill, each test boring encountered medium dense to very dense sand interlayered with some silty sand and silt. This unit extended to the termination depths at about 16½ and 26½ feet below the ground surface. We interpreted this soil unit as the Vashon advance outwash mapped in the site vicinity. This unit is weathered to a medium dense condition to a depth of about 10 feet.

Our subsurface descriptions are based on the conditions encountered at the time of our exploration. Soil conditions between our exploration locations may vary from those encountered. The nature

and extent of variations between our exploratory locations may not become evident until construction. If variations do appear, PanGEO should be requested to reevaluate the recommendations in this report and to modify or verify them in writing prior to proceeding with earthwork and construction.

4.4 GROUNDWATER

Minor perched groundwater was observed at about 23 feet depth in PG-1 and at about 13 feet depth in PG-3 above the dense silty sand/silt soils, but was not encountered within the drilling depth at PG-2 (16½ feet). No defined, static groundwater was encountered within the drilling depths. It should be noted that groundwater levels may vary depending on the season, local subsurface conditions, and other factors. Groundwater levels are normally highest during the winter and early spring.

5.0 GEOLOGIC HAZARDS EVALUATION

As part of our study, we conducted an assessment of potential geologic hazards within the subject site as defined in Kirkland Zoning Code (KZC) Chapter 85, Geologically Hazardous Areas. Chapter 85 of the KZC identifies three different types of Geologic Hazards: Erosion Hazards, Landslide Hazards, and Seismic Hazards. The City's criteria for those various hazard areas and our assessment of the hazard areas with respect to the planned improvements are provided in the following sections of this report.

5.1 EROSION HAZARDS

Erosion hazards are defined in the Kirkland Zoning Code (KZC) as the following:

> *Those areas containing soils which, according to the USDA Soil Conservation Service King County Soil Survey dated 1973, may experience severe to very severe erosion hazard. This group of soils includes, but is not limited to, the following when they occur on slopes of 15 percent or greater: Alderwood gravelly sandy loam (AgD), Kitsap silt loam (KpB), Ragnar Indianola Association (RdE) and portions of the Everett gravelly sand loams (EvD) and Indianola Loamy fine sands (InD).*

We reviewed the USDA Natural Resource Conservation Service (NRSC) Soil Survey (NRCS, 2020) for surficial soil information. Review of the soils map for the area of the site available on the Web Soil Survey indicates the site is underlain by Alderwood gravelly sandy loam, 8 to 15

percent slopes (Map Unit AgC). The Alderwood gravelly sandy loam, 8 to 15 percent slopes material is described as having a low to moderate erosion hazard when disturbed and left unprotected. However, based on the soil conditions encountered in the borings and the site topography, it is our opinion that the erosion hazard at the site is considered low, and can be effectively mitigated with the best management practice (BMPs) during construction and with properly designed and implemented landscaping for permanent erosion control. During construction, the temporary erosion hazard can also be effectively managed with an appropriate erosion and sediment control plan, including but not limited to installing a silt fence at the construction perimeter, placing quarry spalls or hay bales at the disturbed and traffic areas, covering stockpiled soil or cut slopes with plastic sheets, constructing a temporary drainage pond to control surface runoff and sediment trap, placing rocks at the construction entrance, etc.

Permanent erosion control measures should be applied to the disturbed areas as soon as feasible. These measures may include but not limited to planting and hydroseeding. The use of permanent erosion control mat may also be considered in conjunction with planting/hydroseeding to protect the soils from erosion.

5.2 LANDSLIDE HAZARDS

Based on review of the Kirkland GIS map (see Plate 5 on page 8), the northeast portion of the project site is mapped as a moderate landslide susceptibility area. No high landslide susceptibility areas are mapped within the project site.

High landslide susceptibility areas are defined in Kirkland Zoning Code (KZC) Chapter 85, Geologically Hazardous Areas as the following:

1. *Areas that have shown movement during the Holocene epoch (from 10,000 years ago to the present) or that are underlain or covered by mass wastage debris of that epoch; or*
2. *Areas with both of the following characteristics:*
    a. *Slopes steeper than 15 percent that intersect geologic contacts with a relatively permeable sediment overlying a relatively impermeable sediment; and*
    b. *Springs; or*
3. *Areas potentially unstable because of rapid stream incision, stream bank erosion, or undercutting by wave action; or*
4. *Any area with a slope of 40 percent or steeper over a height of at least 10 feet.*

5. *For areas meeting the criteria of subsections (1) through (4) of this definition, the high landslide hazard area also includes the area within a horizontal distance "H" equal to either the height of the slope or 50 feet, whichever is greater.*

A moderate landslide susceptibility area consists of any slopes between 15 and 40 percent which do not meet the definition of a High Landslide Hazard Area. Based on review of the Kirkland GIS topographic map and our site observations, the existing site grade generally slopes down from north to south with an average gradient of about 10 percent. Review of the City of Kirkland GIS map does not indicate the presence of slopes greater than 40 percent that are more than 10 feet high.

On November 29, 2021, we conducted a reconnaissance of the site and site slopes. As previously discussed, the site topography slopes from north to south with an average gradient of about 10 percent. At the northeast corner of the subject site the slope is as steep as about 20 percent. Based on our reconnaissance, the site does not contain indications of recent or historical slope movements, such as scarps, sloughs, tension cracks, uneven ground surfaces, jackstrawed trees, breaks in vegetation, water features and convergent landforms. Additionally, we observed that the adjacent properties are covered with bushes and trees. The trunks of the mature trees are observed to be straight.

Our test borings did not encounter permeable soils overlying impermeable soils that may intersect the ground surface. We also did not observe any springs at the site. The site is not located near any stream or lake that could incise or undercut the base of the slope.

We also reviewed a LiDAR image of the site and its vicinity, and the landslide inventory map from the Washington Department of Natural Resources (DNR). To the best of our knowledge, there are no reported past known slides at the site.

In summary, based on subsurface conditions encountered in the test borings, the relatively gentle topography of the site, and our field observations, it is our opinion that the site appears to be globally stable in its present condition, and the landslide susceptibility at the site is considered negligible. It is also our opinion that the proposed development as currently planned will not decrease the site stability or adversely impact the subject site and surrounding properties, provided that the proposed project is properly designed and constructed. It is our further opinion that building setback distance due to potential landslide hazard is not needed for the proposed project.

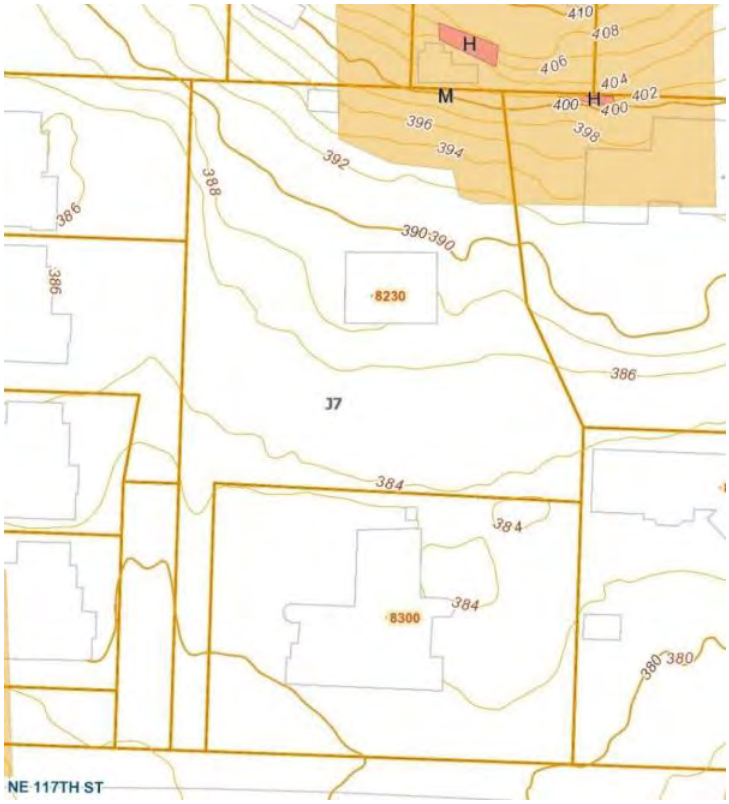

Plate 5: *Site map illustrating the City of Kirkland Landslide Susceptibility and Liquefaction Potential areas. Note, that the red areas denoted with "H" are classified as high landslide susceptibility and the orange areas are classified as moderate susceptibility, denoted by "M". There is no liquefaction potential in the site vicinity.*

Plate 6: *View of off-site brick retaining walls on the east adjacent property that is mapped with a high landslide susceptibility area. Looking east from the northeast corner of the subject site.*

5.3 SEISMIC HAZARDS

Based on review of the City of Kirkland Liquefaction Potential Map, the site is not mapped as having soil liquefaction potential.

Liquefaction is a process that can occur when soils lose shear strength for short periods of time during a seismic event. Ground shaking of sufficient strength and duration can result in the loss of grain-to-grain contact and an increase in pore water pressure, causing the soil to behave as a fluid. Soils with a potential for liquefaction are typically cohesionless, with a predominately silt and sand grain size, must be loose, and be below the groundwater table.

Based on our subsurface explorations, the site is underlain by medium dense to very dense sand with silt at shallow depths without a well-defined static water table. Based on these conditions, in our opinion the liquefaction potential of the soils underlying the site is negligible and design considerations related to soil liquefaction are not necessary for this project.

6.0 GEOTECHNICAL RECOMMENDATIONS

6.1 SITE CLASS

We anticipate that the seismic design of the structures will be accomplished using the 2018 edition of the International Building Code (IBC). Based on the site soil conditions and the proposed design, it is our opinion that Site Class D (Stiff Soil) may be used for the seismic design of the proposed structures.

6.2 BUILDING FOUNDATIONS

Based on results of subsurface explorations conducted at the site and our understanding of the project, it is our opinion that the proposed SFRs and DADUs may be supported on conventional footings bearing on the native sand recompacted to a firm/dense condition, or structural fill placed over the compacted native soils. PanGEO should review the final design information and modify geotechnical design recommendation if needed.

6.2.1 Allowable Bearing Pressure

We recommend an allowable soil bearing pressure of 2,500 pounds per square foot (psf) to size the footings bearing on the native competent soils (recompacted if needed) and/or structural fill/lean-mix concrete placed on the recompacted, competent native sand. The recommended

allowable bearing pressure is for dead plus live loads. For allowable stress design, the recommended bearing pressure may be increased by one-third for transient loading, such as wind or seismic forces. It should be noted that the bearing soils are encountered at about 6 to 7 feet below the surfacer in our borings. As such, over-excavations of poor foundation soils may be needed in some areas, depending on the design footing bottom elevations. Any foundation soil over-excavation should be backfilled with compacted structural fill, and the structural backfill in the footing areas should extend horizontally equal to the over-excavation depth.

Continuous and individual spread footings should have minimum widths of 18 and 24 inches, respectively. Exterior foundation elements should be placed at a minimum depth of 18 inches below final exterior grade. Interior spread foundations should be placed at a minimum depth of 12 inches below the top of slab.

In designing the footings, the shape of footings will need to be considered in regard to the available space for temporary excavations. Where space may be limited for an unsupported open cut, it may be necessary to use L-shaped perimeter footings in order to conserve space and to allow the temporary excavations to be made within the property limits.

6.2.2 Foundation Performance

Total and differential settlements are anticipated to be within tolerable limits for foundation designed and constructed as discussed above. For the proposed structures supported by conventional footings bearing on native soil or compacted structural fill, the total building settlement is estimated to be on the order of approximately one inch, and differential settlement between adjacent columns should be on the order of about ½ inch or less. Most settlement should occur during construction as loads are applied.

6.2.3 Lateral Resistance

Lateral forces from wind or seismic loading may be resisted by a combination of passive earth pressures acting against the embedded portions of the foundations and walls, and by friction acting on the base of the foundations. Passive resistance values may be determined using an equivalent fluid weight of 300 pounds per cubic foot (pcf). This value includes a factor safety of at least 1.5 assuming that densely compacted structural fill (95% compaction per ASTM D1557) will be placed adjacent to the sides of the foundation. A friction coefficient of 0.35 may be used to determine the frictional resistance at the base of the foundation. This coefficient includes a factor

of safety of approximate 1.5. Unless covered by pavements or slabs, the passive resistance in the upper 12 inches of soil should be neglected.

6.2.4 Perimeter Footing Drains

Footing drains should be installed around the building perimeters, at or just below the invert of the footings. Under no circumstances should roof downspout drain lines be connected to the footing drain systems. Roof downspouts must be separately tightlined to appropriate discharge locations. Cleanouts should be installed at strategic locations to allow for periodic maintenance of the footing drain and downspout tightline systems.

6.2.5 Footing Subgrade Preparation and Protection

All footing subgrades should be carefully prepared. The footing subgrade should be in a firm/dense condition prior to concrete placement. Any loose/soft soils at the foundation levels that cannot be compacted to a dense condition should be removed and backfilled with the structural fill.

It should be noted that the site soil is poorly graded and can become disturbed or loosened when exposed to moisture and traffic. As a result, it may be necessary to place about 4 inches of clean, crushed rock to protect the footing subgrade. Footing subgrade conditions prior to concrete pour should be observed by PanGEO to confirm that the exposed footing subgrade is consistent with the expected conditions and adequate to support the design bearing pressure. The proper measures needed to protect the subgrade will be in part depend on the actual soil conditions exposed at the bottom of the excavation, and the contractor's construction methods and sequence.

6.3 FLOORS SLABS

Concrete slab-on-grade floors are feasible for the proposed project and may be supported on competent firm soils or on newly placed structural fill. If loose soils encountered at the slab subgrade level cannot be adequately compacted, we recommend removing a minimum of 1 foot of loose soil below the slab, heavily re-compacting the exposed soils to a dense and unyielding condition, and placing 1 foot of properly compacted structural fill to create a firm surface for the slab.

We recommend that the slabs be constructed on a minimum 4-inch-thick capillary break. The capillary break should consist of free-draining, clean crushed rock or well-graded gravel compacted to a firm and unyielding condition. The capillary break material should have no more

than 10 percent passing the No. 4 sieve and less than 5 percent by weight of the material passing the U.S. Standard No. 100 sieve. We also recommend that a 10-mil polyethylene vapor barrier be placed below the slab.

6.4 Retaining Wall Design Parameters

Retaining walls should be properly designed to resist the lateral earth pressures exerted by the soils behind the wall. Proper drainage provisions should also be provided behind the walls to intercept and remove groundwater and seepage that may be present behind the wall. Our geotechnical recommendations for the design and construction of the retaining and basement walls are presented below.

6.4.1 Lateral Earth Pressures

Concrete retaining walls that are free to rotate should be designed for an equivalent fluid pressure of 35 pcf for level backfills behind the walls assuming the walls are free to rotate. If walls are to be restrained at the top from free movement, such as below-grade and basement walls, equivalent fluid pressures of 50 pcf should be used for level backfills behind the walls. Retaining walls with a maximum 2H:1V backslope should be designed for an active and at rest earth pressure of 50 and 65 pcf, respectively.

For the seismic condition, we recommend including an incremental uniform lateral earth pressure of 9H psf (where H is the height of the below grade portion of the wall) as an ultimate seismic load. The recommended lateral pressures assume that the backfill behind the wall consists of a free draining and properly compacted fill with adequate drainage provisions to prevent the development of hydrostatic pressure.

6.4.1 Surcharge Loads

Surcharge loads, where present, should also be included in the design of retaining walls. A lateral load coefficient of 0.35 should be used to compute the lateral pressure on the wall face resulting from surcharge loads located within a horizontal distance of one-half the wall height.

6.4.2 Lateral Resistance

Lateral forces from seismic loading and unbalanced lateral earth pressures may be resisted by a combination of passive earth pressures acting against the embedded portions of the foundations and by friction acting on the base of the wall foundation. Passive resistance values may be

determined using an equivalent fluid weight of 300 pcf. This value includes a factor of safety of 1.5, assuming the footing is backfilled with structural fill. A friction coefficient of 0.35 may be used to determine the frictional resistance at the base of the footings. The coefficient includes a factor of safety of 1.5.

6.4.3 Wall Drainage

Provisions for wall drainage should consist of a 4-inch diameter perforated drainpipe placed behind and at the base of the wall footings, embedded in 12 to 18 inches of clean crushed rock or pea gravel wrapped with a layer of filter fabric. A minimum of an 18-inch-wide zone of free draining granular soils (i.e. pea gravel or washed rock) should be placed adjacent to the wall for the full height of the wall. Alternatively, a composite drainage material, such as Miradrain 6000, may be used in lieu of the clean crushed rock or pea gravel. The drainpipe at the base of the wall should be graded to direct water to a suitable outlet.

6.4.4 Wall Backfill

Based on our field exploration, in our opinion, the on-site clean sand may be re-used as a source of wall backfill. Imported wall backfill, if needed, should consist of imported, free draining granular material, such as WSDOT Gravel Borrow or approved equivalent. In areas where the space is limited between the wall and the face of excavation, pea gravel or clean crushed rock may be used as backfill without compaction.

Wall backfill should be moisture conditioned to within about 3 percent of optimum moisture content, placed in loose, horizontal lifts less than 8 inches in thickness, and systematically compacted to a dense and relatively unyielding condition and to at least 95 percent of the maximum dry density, as determined using test method ASTM D 1557. Within 5 feet of the wall, the backfill should be compacted with hand-operated equipment to at least 90 percent of the maximum dry density.

6.5 PERMANENT CUT AND FILL SLOPES

Based on the anticipated soil that will be exposed in the planned excavation, we recommend permanent cut and fill slopes be constructed no steeper than 2H:1V (Horizontal:Vertical).

Cut slopes should be observed by PanGEO during excavation to verify that conditions are as anticipated. Supplementary recommendations can then be developed, if needed, to improve stability, including flattening of slopes or installation of surface or subsurface drains.

7.0 EARTHWORK CONSIDERATIONS

7.1 DEMOLITION AND SITE PREPARATION

Site preparation for the proposed project includes demolishing the existing residence, stripping and clearing of surface vegetation, and excavating to the design subgrades. All footings and floor slabs of the existing building, building debris, and concrete rubble should be removed from the site prior to the start of excavations or grading. All stripped surface materials should be properly disposed off-site.

7.2 TEMPORARY EXCAVATIONS

We anticipate that the foundation excavations will be up to about 5 to 6 feet below the existing grade. Based on our test borings, we anticipate that the site excavations will generally encounter 6 to 7 feet of fill and loose native sand over medium dense sand. As such, excavations on the order of 6 to 7 feet may be needed to reach foundation bearing soils.

All temporary excavations should be performed in accordance with Part N of WAC (Washington Administrative Code) 296-155. All temporary excavations with a total overall depth greater than 4 feet should be sloped or shored. Based on the soil conditions at the site, for planning purposes, it is our opinion that temporary excavations for the proposed construction may be sloped 1H:1V or flatter. Based on review of the current plans, it appears that sufficient space is available for unsupported open cuts.

The temporary excavations and cut slopes should be re-evaluated in the field during construction based on actual observed soil conditions, and may need to be flattened in the wet seasons and should be covered with plastic sheets. We also recommend that heavy construction equipment, building materials, excavated soil, and vehicular traffic should not be allowed within a distance equal to 1/3 the slope height from the top of any excavation.

7.3 Material Reuse

In the context of this report, structural fill is defined as compacted fill placed under footings, concrete stairs and landings, and slabs, or other load-bearing areas. In our opinion, the on-site soils are poorly graded, and are not suitable to be reused as structural fill. The structural backfill should consist of imported, well-graded granular material, such as WSDOT Gravel Borrow or approved equivalent. Well-graded recycled concrete may also be considered as a source of structural fill in areas not exposed to surface or below surface water. Use of recycled concrete as structural fill should be approved by the geotechnical engineer. The on-site soil can be used as general fill in the non-structural and landscaping areas. If use of the on-site soil is planned, the excavated soil should be stockpiled and protected with plastic sheeting to prevent softening from rainfall in the wet season.

7.4 Structural Fill and Compaction

Structural fill should be moisture conditioned to within about 3 percent of optimum moisture content, placed in loose, horizontal lifts less than 8 inches in thickness, and systematically compacted to a dense and relatively unyielding condition and to at least 95 percent of the maximum dry density, as determined using test method ASTM D 1557.

Depending on the type of compaction equipment used and depending on the type of fill material, it may be necessary to decrease the thickness of each lift in order to achieve adequate compaction. PanGEO can provide additional recommendations regarding structural fill and compaction during construction.

7.5 Wet Weather Construction

It is our opinion that construction of the project can be accomplished during wet season. However, performing earthwork activities during wet season is anticipated to be more costly than during dry weather conditions. General recommendations relative to earthwork performed in wet weather or in wet conditions are presented below:

- All footing surfaces should be protected against inclement weather, unless the footings can be poured immediately after the subgrade is exposed. It is the contractor's responsibility to protect the footing subgrade from disturbance. One option is to place a 2 to 3 inches of lean-mix concrete or 4 to 6 inches of crushed rock on the exposed foundation subgrade as soon as the subgrade is exposed. Alternatively, the footing pour

may be made immediately after the footing excavation is completed. This will require the reinforcing steel to be pre-fabricated and lowered into the footing excavation once the excavation is completed.

- Earthwork should be performed in small areas to minimize subgrade exposure to wet weather. Excavation or the removal of unsuitable soil should be followed promptly by the placement and compaction of clean structural fill. The size and type of construction equipment used may have to be limited to prevent soil disturbance.
- During wet weather, the allowable fines content of the structural fill should be reduced to no more than 5 percent by weight based on the portion passing ¾-inch sieve. The fines should be non-plastic.
- The ground surface within the construction area should be graded to promote run-off of surface water and to prevent the ponding of water.
- Geotextile silt fences should be strategically located to control erosion and the movement of soil. Erosion control measures should be installed along all the property boundaries.
- Excavation slopes and soils stockpiled on site should also be covered with plastic sheets.

7.6 EROSION CONSIDERATIONS

We recommend that the exposed slopes be covered with plastic sheeting. Surface runoff can be controlled during construction by careful grading practices. This could include the construction of shallow, upgrade perimeter ditches or low earthen berms in conjunction with silt fences to collect runoff and prevent water from entering excavations. Temporary erosion control may require the use of hay bales on the downhill side of the project to prevent water from leaving the site and potential storm water detention to trap sand and silt before the water is discharged to a suitable outlet.

Permanent control of surface water should be incorporated in the final grading design. Adequate surface gradients and drainage systems should be incorporated into the design such that surface runoff is collected and directed away from the structure to a suitable outlet. Potential issues

associated with erosion may also be reduced by establishing vegetation within disturbed areas immediately following grading operations.

8.0 LIMITATIONS

We have prepared this report for Finneight, LLC and the project design team. Recommendations contained in this report are based on a site reconnaissance, a subsurface exploration program, review of pertinent subsurface information, and our understanding of the project. The study was performed using a mutually agreed-upon scope of work.

Variations in soil conditions may exist between the explorations and the actual conditions underlying the site. The nature and extent of soil variations may not be evident until construction occurs. If any soil conditions are encountered at the site that are different from those described in this report, we should be notified immediately to review the applicability of our recommendations. Additionally, we should also be notified to review the applicability of our recommendations if there are any changes in the project scope.

The scope of our work does not include services related to construction safety precautions. Our recommendations are not intended to direct the contractors' methods, techniques, sequences or procedures, except as specifically described in our report for consideration in design. Additionally, the scope of our work specifically excludes the assessment of environmental characteristics, particularly those involving hazardous substances. We are not mold consultants nor are our recommendations to be interpreted as being preventative of mold development. A mold specialist should be consulted for all mold-related issues.

This report may be used only by the client and for the purposes stated, within a reasonable time from its issuance. Land use, site conditions (both off and on-site), or other factors including advances in our understanding of applied science, may change over time and could materially affect our findings. Therefore, this report should not be relied upon after 24 months from its issuance. PanGEO should be notified if the project is delayed by more than 24 months from the date of this report so that we may review the applicability of our conclusions considering the time lapse.

It is the client's responsibility to see that all parties to this project, including the designer, contractor, subcontractors, etc., are made aware of this report in its entirety. The use of information

contained in this report for bidding purposes should be done at the contractor's option and risk. Any party other than the client who wishes to use this report shall notify PanGEO of such intended use and for permission to copy this report. Based on the intended use of the report, PanGEO may require that additional work be performed and that an updated report be reissued. Noncompliance with any of these requirements will release PanGEO from any liability resulting from the use this report.

Within the limitation of scope, schedule and budget, PanGEO engages in the practice of geotechnical engineering and endeavors to perform its services in accordance with generally accepted professional principles and practices at the time the Report or its contents were prepared. No warranty, express or implied, is made.

We appreciate the opportunity to be of service to you on this project. Please feel free to contact our office with any questions you have regarding our study, this report, or any geotechnical engineering related project issues.

Sincerely,

PanGEO, Inc.

Bart Weitering

HONGBO MICHAEL XUE
STATE OF WASHINGTON
35016
REGISTERED
PROFESSIONAL ENGINEER

12/27/2021

Bart Weitering, G.I.T.
Staff Geologist

H. Michael Xue, P.E.
Principal Geotechnical Engineer

9.0 REFERENCES

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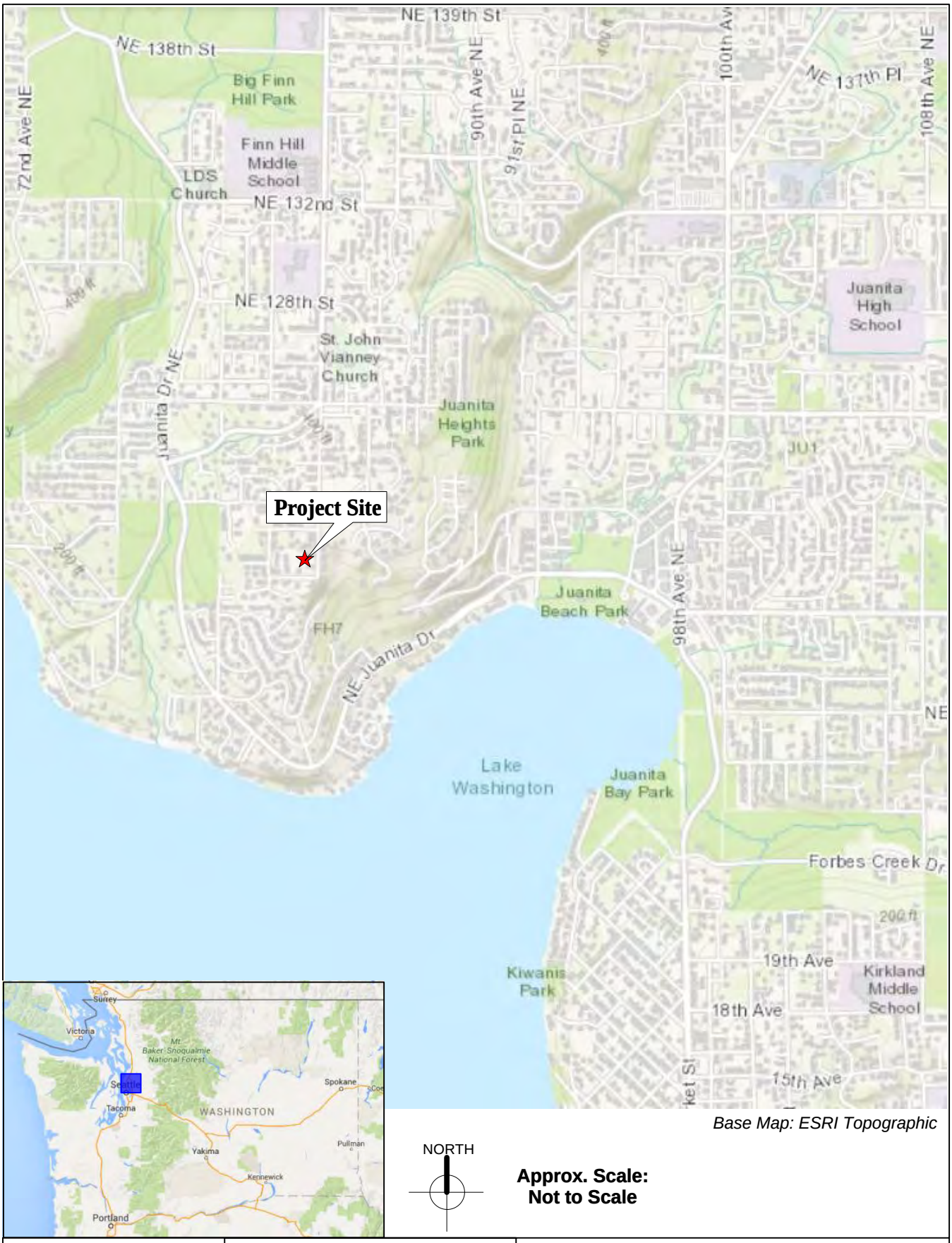

Base Map: ESRI Topographic

NORTH

Approx. Scale: Not to Scale

PanGEO INCORPORATED

Proposed SFRs and DADUs
8230 NE 117th Street
Kirkland, Washington

VICINITY MAP

Project No. **21-509**

Figure No. **1**

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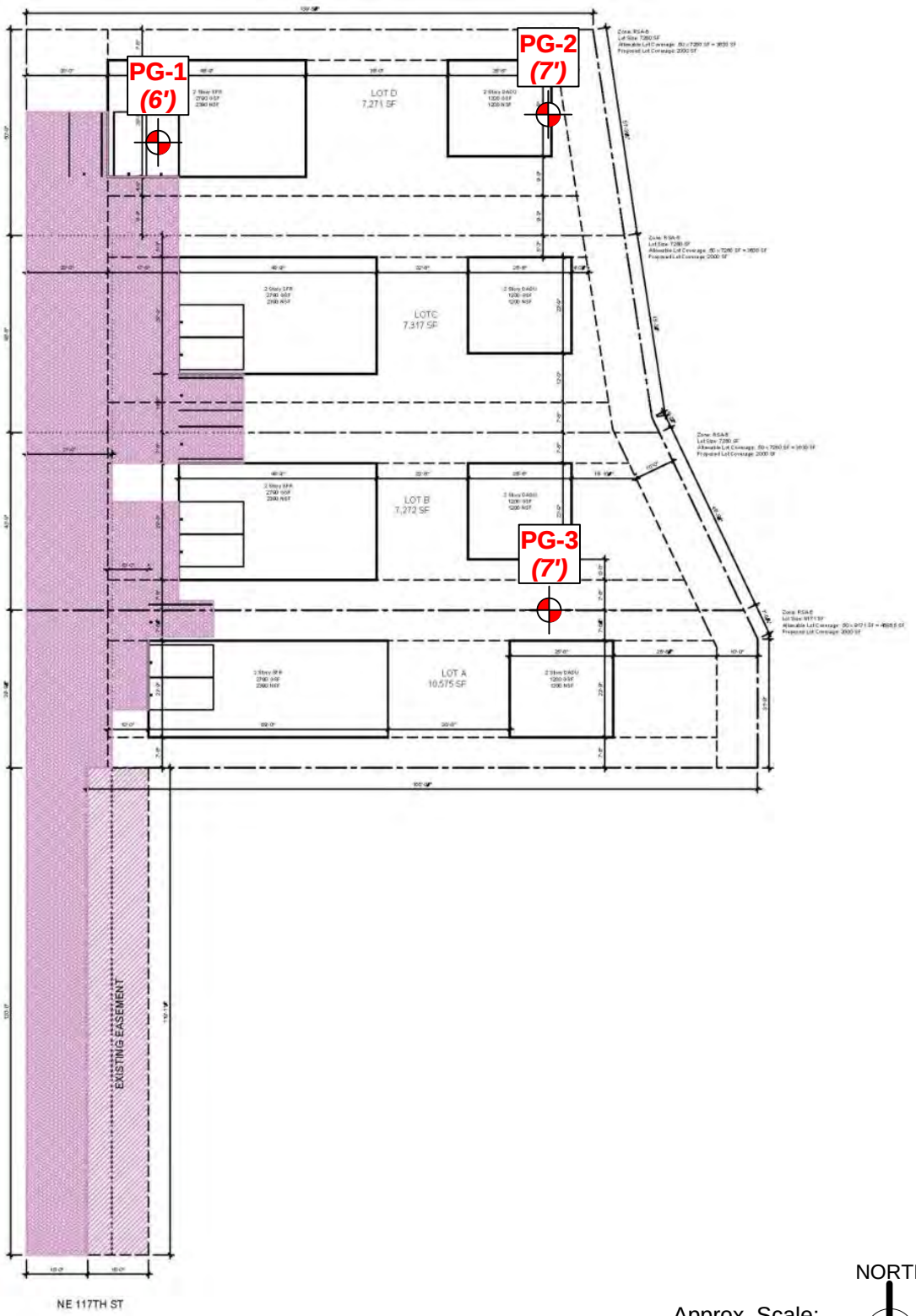

NORTH

Approx. Scale:
1" = 40'

LEGEND:

Approx. Test Boring Location
(Approx. Depth to Bearing Soil, ft)

Note: Base map modified from Site Plan provided by Legacy Group Homes on September 16, 2021

PanGEO INCORPORATED	**Proposed SFRs and DADUs** **8230 NE 117th Street** **Kirkland, Washington**	**SITE AND EXPLORATION PLAN**	
		Project No. **21-509**	Figure No. **2**

Site and Exploration Plan.grf 12/15/21 (9:39:01) BW

APPENDIX A

SUMMARY TEST BORING LOGS

RELATIVE DENSITY / CONSISTENCY

SAND / GRAVEL			SILT / CLAY		
Density	SPT N-values	Approx. Relative Density (%)	Consistency	SPT N-values	Approx. Undrained Shear Strength (psf)
Very Loose	<4	<15	Very Soft	<2	<250
Loose	4 to 10	15 - 35	Soft	2 to 4	250 - 500
Med. Dense	10 to 30	35 - 65	Med. Stiff	4 to 8	500 - 1000
Dense	30 to 50	65 - 85	Stiff	8 to 15	1000 - 2000
Very Dense	>50	85 - 100	Very Stiff	15 to 30	2000 - 4000
			Hard	>30	>4000

UNIFIED SOIL CLASSIFICATION SYSTEM

MAJOR DIVISIONS		GROUP DESCRIPTIONS	
Gravel 50% or more of the coarse fraction retained on the #4 sieve. Use dual symbols (eg. GP-GM) for 5% to 12% fines.	GRAVEL (<5% fines)	GW	Well-graded GRAVEL
		GP	Poorly-graded GRAVEL
	GRAVEL (>12% fines)	GM	Silty GRAVEL
		GC	Clayey GRAVEL
Sand 50% or more of the coarse fraction passing the #4 sieve. Use dual symbols (eg. SP-SM) for 5% to 12% fines.	SAND (<5% fines)	SW	Well-graded SAND
		SP	Poorly-graded SAND
	SAND (>12% fines)	SM	Silty SAND
		SC	Clayey SAND
Silt and Clay 50%or more passing #200 sieve	Liquid Limit < 50	ML	SILT
		CL	Lean CLAY
		OL	Organic SILT or CLAY
	Liquid Limit > 50	MH	Elastic SILT
		CH	Fat CLAY
		OH	Organic SILT or CLAY
Highly Organic Soils		PT	PEAT

Notes: 1. Soil exploration logs contain material descriptions based on visual observation and field tests using a system modified from the Uniform Soil Classification System (USCS). Where necessary laboratory tests have been conducted (as noted in the "Other Tests" column), unit descriptions may include a classification. Please refer to the discussions in the report text for a more complete description of the subsurface conditions.

2. The graphic symbols given above are not inclusive of all symbols that may appear on the borehole logs. Other symbols may be used where field observations indicated mixed soil constituents or dual constituent materials.

DESCRIPTIONS OF SOIL STRUCTURES

Layered: Units of material distinguished by color and/or composition from material units above and below
Laminated: Layers of soil typically 0.05 to 1mm thick, max. 1 cm
Lens: Layer of soil that pinches out laterally
Interlayered: Alternating layers of differing soil material
Pocket: Erratic, discontinuous deposit of limited extent
Homogeneous: Soil with uniform color and composition throughout
Fissured: Breaks along defined planes
Slickensided: Fracture planes that are polished or glossy
Blocky: Angular soil lumps that resist breakdown
Disrupted: Soil that is broken and mixed
Scattered: Less than one per foot
Numerous: More than one per foot
BCN: Angle between bedding plane and a plane normal to core axis

COMPONENT DEFINITIONS

COMPONENT	SIZE / SIEVE RANGE	COMPONENT	SIZE / SIEVE RANGE
Boulder:	> 12 inches	Sand	
Cobbles:	3 to 12 inches	Coarse Sand:	#4 to #10 sieve (4.5 to 2.0 mm)
Gravel		Medium Sand:	#10 to #40 sieve (2.0 to 0.42 mm)
Coarse Gravel:	3 to 3/4 inches	Fine Sand:	#40 to #200 sieve (0.42 to 0.074 mm)
Fine Gravel:	3/4 inches to #4 sieve	Silt	0.074 to 0.002 mm
		Clay	<0.002 mm

TEST SYMBOLS

for In Situ and Laboratory Tests listed in "Other Tests" column.

ATT	Atterberg Limit Test
Comp	Compaction Tests
Con	Consolidation
DD	Dry Density
DS	Direct Shear
%F	Fines Content
GS	Grain Size
Perm	Permeability
PP	Pocket Penetrometer
R	R-value
SG	Specific Gravity
TV	Torvane
TXC	Triaxial Compression
UCC	Unconfined Compression

SYMBOLS

Sample/In Situ test types and intervals

- 2-inch OD Split Spoon, SPT (140-lb. hammer, 30" drop)
- 3.25-inch OD Spilt Spoon (300-lb hammer, 30" drop)
- Non-standard penetration test (see boring log for details)
- Thin wall (Shelby) tube
- Grab
- Rock core
- Vane Shear

MONITORING WELL

- Groundwater Level at time of drilling (ATD)
- Static Groundwater Level
- Cement / Concrete Seal
- Bentonite grout / seal
- Silica sand backfill
- Slotted tip
- Slough
- Bottom of Boring

MOISTURE CONTENT

Dry	Dusty, dry to the touch
Moist	Damp but no visible water
Wet	Visible free water

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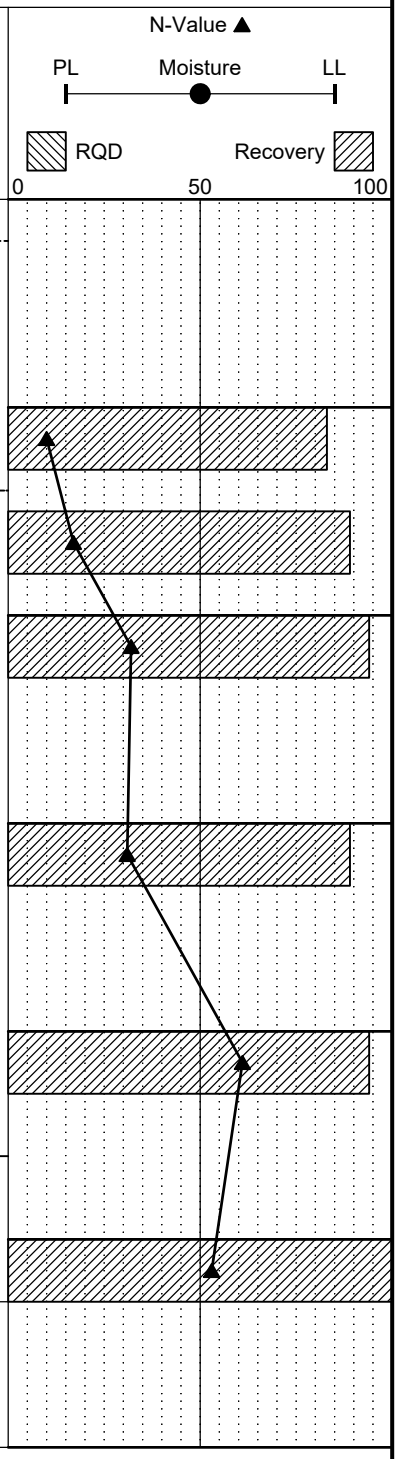
Phone: 206.262.0370

Terms and Symbols for Boring and Test Pit Logs

Figure A-1

Project:	Proposed SFRs and DADUs	Surface Elevation:	391 ft
Job Number:	21-509	Top of Casing Elev.:	n/a
Location:	8230 NE 117th Street, Kirkland, Washington	Drilling Method:	HSA
Coordinates:	Northing: 47.70605, Easting: -122.231	Sampling Method:	SPT

Depth, (ft)	Sample No.	Sample Type	Blows / 6 in.	Other Tests	MATERIAL DESCRIPTION
0					**TOPSOIL** Grass and sod over loose, dark brown, slightly organic silty SAND; moist; poorly graded, rootlets.
					WEATHERED VASHON ADVANCE OUTWASH Medium dense, interlayered gray-brown and orange, fine SAND interlayered with silty fine SAND; moist; poorly graded, iron oxide banding.
5	S-1		3 3 7		
					VASHON ADVANCE OUTWASH (Qva) Medium dense, interlayered gray and dark gray, fine SAND trace silt; moist; poorly graded.
	S-2		6 8 9		
10	S-3		10 13 19		--becomes dense.
15	S-4		11 14 17		
20	S-5		16 27 34		--becomes very dense. --trace gravel. -- light perched groundwater seepage observed between S-5 & S-6.
					VASHON ADVANCE OUTWASH (Qva) Very dense, gray-brown and orange, SILT with few thin sandy interlayers; moist; non-plastic, iron oxide staining.
25	S-6		14 19 34		
					Boring terminated about 26.5 feet below grade. Light perched groundwater seepage was observed at about 23 feet depth during drilling.
30					



Completion Depth:	26.5ft
Date Borehole Started:	11/29/21
Date Borehole Completed:	11/29/21
Logged By:	B. Weitering
Drilling Company:	Geologic Drill Partners

Remarks: CAT-mounted track drill rig used. Standard Penetration Test (SPT) sampler driven with a 140 lb. safety hammer. Hammer operated with a rope and cathead mechanism. This surface elevation is estimated from City of Kirkland GIS mapping 2-foot topographic contour set.

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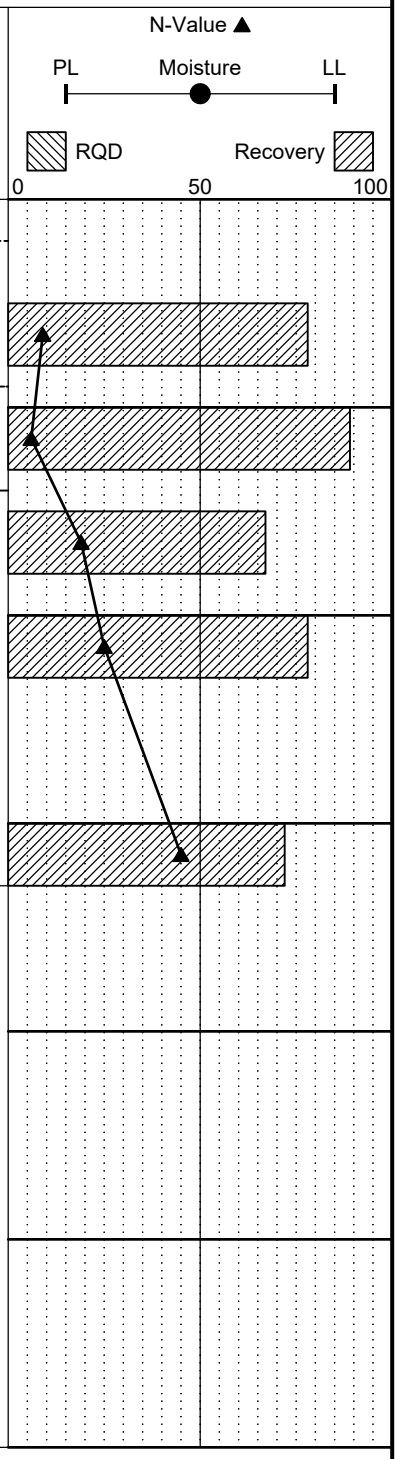
LOG OF TEST BORING PG-1

Figure A-2

The stratification lines represent approximate boundaries. The transition may be gradual.

Project:	Proposed SFRs and DADUs	Surface Elevation:	396 ft
Job Number:	21-509	Top of Casing Elev.:	n/a
Location:	8230 NE 117th Street, Kirkland, Washington	Drilling Method:	HSA
Coordinates:	Northing: 47.7061, Easting: -122.2306	Sampling Method:	SPT

Depth, (ft)	Sample No.	Sample Type	Blows / 6 in.	Other Tests	Symbol	MATERIAL DESCRIPTION
0						**TOPSOIL** Grass and sod over loose, dark brown, slightly organic silty SAND; moist; poorly graded, rootlets.
	S-1		4 5 4			**WEATHERED VASHON ADVANCE OUTWASH** Loose, gray-brown, slightly gravelly fine SAND; moist; poorly graded.
5	S-2		2 3 3			**WEATHERED VASHON ADVANCE OUTWASH** Loose, gray-brown interlayered with some orange and dark brown, slightly silty fine SAND interlayered with silty SAND; moist; poorly graded.
	S-3		7 8 11			**VASHON ADVANCE OUTWASH (Qva)** Medium dense, gray-brown, fine SAND; moist; poorly to uniformly graded, trace iron oxide banding. --1" medium sand interlayer.
10	S-4		7 10 15			-- becomes massive (no interlayering).
15	S-5		16 18 27			--becomes dense.
						Boring terminated about 16.5 feet below grade. No groundwater was observed during drilling.
20						
25						
30						



Completion Depth:	16.5ft
Date Borehole Started:	11/29/21
Date Borehole Completed:	11/29/21
Logged By:	B. Weitering
Drilling Company:	Geologic Drill Partners

Remarks: CAT-mounted track drill rig used. Standard Penetration Test (SPT) sampler driven with a 140 lb. safety hammer. Hammer operated with a rope and cathead mechanism. This surface elevation is estimated from City of Kirkland GIS mapping 2-foot topographic contour set.

PanGEO INCORPORATED

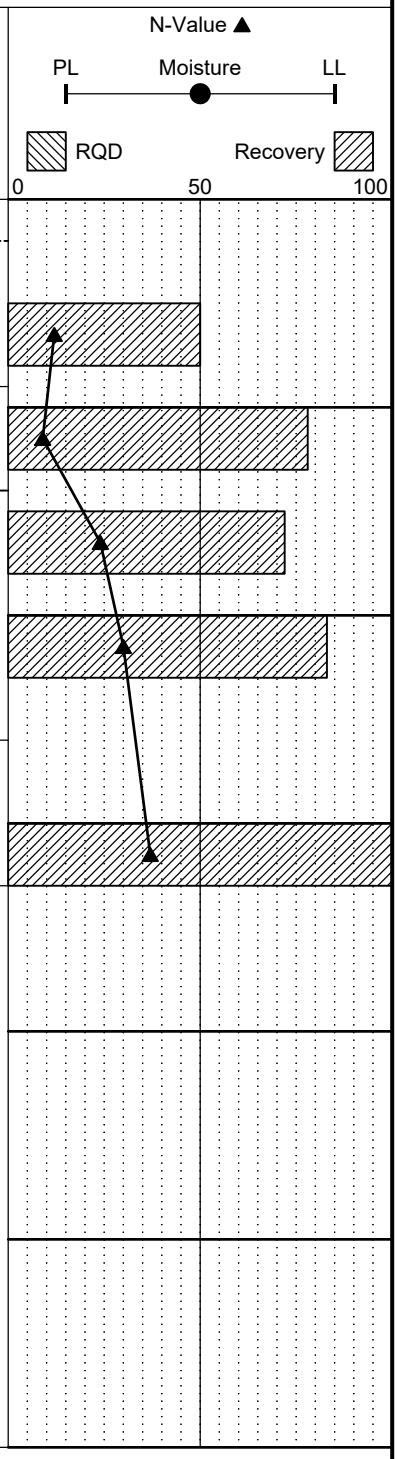
LOG OF TEST BORING PG-2

Figure A-3

The stratification lines represent approximate boundaries. The transition may be gradual.

Project:	Proposed SFRs and DADUs	Surface Elevation:	385 ft
Job Number:	21-509	Top of Casing Elev.:	n/a
Location:	8230 NE 117th Street, Kirkland, Washington	Drilling Method:	HSA
Coordinates:	Northing: 47.70575, Easting: -122.2306	Sampling Method:	SPT

Depth, (ft)	Sample No.	Sample Type	Blows / 6 in.	Other Tests	Symbol	MATERIAL DESCRIPTION
0						**TOPSOIL/FILL** Grass and sod over loose, dark brown, slightly organic silty SAND; moist; poorly graded, rootlets.
	S-1		4 7 5			**FILL** Loose to medium dense, gray and dark brown, slightly gravelly to silty fine SAND; moist; poorly graded, organics, washed rock [Fill].
5	S-2		4 5 4			**WEATHERED VASHON ADVANCE OUTWASH (Qva)** Loose, gray-brown interlayered with some orange and gray, fine SAND interlayered with silty fine SAND; moist; poorly graded, iron oxide banding.
	S-3		6 9 15			**VASHON ADVANCE OUTWASH (Qva)** Medium dense, gray-brown to gray, fine SAND trace gravel; moist; poorly to uniformly graded, trace iron oxide banding.
10	S-4		10 13 17			--becomes dense, massive.
						-- light perched groundwater seepage observed between S-4 & S-5.
						VASHON ADVANCE OUTWASH (Qva) Dense, gray-brown and orange, interlayered SILT, silty fine SAND, and fine SAND; wet to moist; non-plastic fines, poorly graded sand, iron oxide staining.
15	S-5		16 16 21			
						Boring terminated about 16.5 feet below grade. Light perched groundwater seepage was observed at about 13 feet depth during drilling.
20						
25						
30						



Completion Depth:	16.5ft
Date Borehole Started:	11/29/21
Date Borehole Completed:	11/29/21
Logged By:	B. Weitering
Drilling Company:	Geologic Drill Partners

Remarks: CAT-mounted track drill rig used. Standard Penetration Test (SPT) sampler driven with a 140 lb. safety hammer. Hammer operated with a rope and cathead mechanism. This surface elevation is estimated from City of Kirkland GIS mapping 2-foot topographic contour set.

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LOG OF TEST BORING PG-3

Figure A-4

The stratification lines represent approximate boundaries. The transition may be gradual.

LAYTON TREE CONSULTING, LLC

ARBORIST REPORT

8230 NE 117th Street
Kirkland, WA

Report Prepared by:
Bob Layton
Registered Consulting Arborist #670
Certified Arborist #PN-2714A

October 4, 2021

It's all about trees……

PO BOX 572, SNOHOMISH, WA 98291-0572 * 425-220-5711 * bob@laytontreeconsulting.com

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Methodology 3

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Judging Retention Suitability 4

Observations 5

Discussion/Recommendations 6

Tree Protection Measures 7

Tree Density-Tree Replacement 8

Arborist Disclosure Statement 9

Attachments

Photos, pages 10 - 18

Tree Summary Table

Tree Locator/Conditions Map

Tree Plan Map

Kirkland Fencing Detail

Assignment

Layton Tree Consulting, LLC was asked to compile an Arborist Report for a property in Kirkland. The purpose of the report is to satisfy City requirements regarding tree retention and protection associated with the proposed re-development of the property located at 8230 NE 117th Street.

My assignment is to prepare a written report on present tree conditions, which is to be submitted to the City with the development application materials.

This report covers all of the criteria set forth under the City of Kirkland's tree regulations (Chapter 95 of the Kirkland Zoning Code). The required minimum tree density for the parcels (+/- 30,590 sq. ft.) is 21 tree credits.

Date of Field Examination: September 13, 2021

Description

32 significant trees were identified and assessed on the subject property. These are comprised of a mix of native, volunteer and planted ornamental species.

Subject property trees have been identified with a numbered aluminum tag attached to the lower trunk. These tag numbers correspond with the numbers on the attached Tree Summary Table and map.

Only one off-site or neighboring tree was identified within a proximity of subject property lines. This is a small umbrella pine located off of the south property line. There are no neighboring trees issues adjacent to the north or east property lines.

Methodology

Each tree in this report was visited. Tree diameters were measured by tape. The tree heights were measured using a Spiegel Relaskop. Each tree was visually examined for defects and vigor. The tree assessment procedure involves the examination of many factors:

- The crown or canopy of the tree is examined for current vigor/health by examining the foliage for appropriate color and density, the vegetative buds for color and size, and the branches for structural form and annual shoot growth; and the overall presence of limb dieback and/or any disease issues.

- The trunk or main stem of the tree is inspected for decay, which includes cavities, wounds, fruiting bodies of decay (conks or mushrooms), seams, insect pests, bleeding or exudation of sap, callus development, broken or dead tops, structural defects and unnatural leans. Structural defects can include but are not limited to excessive or unnatural leans, crooks, forks with V-shaped crotches, multiple attachments.

- The root collar and exposed surface roots are inspected for the presence of decay, insect damage, as well as if they have been injured or wounded, undermined or exposed, or the original grade has been altered.

Based on these factors a determination of condition is made. A 'viable' tree, as defined by the City of Kirkland is "A significant tree (a trunk diameter greater than six inches when measured four and a half feet above ground) that a qualified professional has determined to be in good health, with a low risk of failure due to structural defects, is wind firm if isolated or remains as part of a grove, and is a species that is suitable for its location." Trees considered 'non-viable' are trees that are in poor condition due to disease and/or pest infestation, age related decline, have significant decay issues and/or cumulative structural defects, which will compromise longevity.

Judging Condition

The three condition categories are described as follows:

Good – free of significant structural defects, no disease concerns, minor pest issues, no significant root issues, good structure/form with uniform crown or canopy, foliage of normal color and density, average or normal vigor, will be wind firm if isolated or left as part of a grouping or grove of trees, suitable for its location

Fair – minor to moderate structural defects not expected to contribute to a failure in near future, no disease concerns, moderate pest issues, no significant root issues, asymmetric or unbalanced crown or canopy, average or normal vigor, foliage of normal color, moderate foliage density, will be wind firm if left as part of a grouping or grove of trees, cannot be isolated, suitable for its location

Poor – major structural defects expected to cause fail in near future, disease or significant pest concerns, decline due to old age, significant root issues, asymmetric or unbalanced crown or canopy, sparse or abnormally small foliage, poor vigor, not suitable for its location

The attached tree plan map indicates the 'condition rating' of the subject trees found at the site. The attached Tree Summary Table provides specific information on tree sizes, condition and dripline measurements.

Judging Retention Suitability

Not all trees necessarily warrant retention. The three retention suitability categories as described in ANSI A300 Part 5 (Standard Practices for the Management of Trees During Site Planning, Site Development and Construction) are as follows:

Good – trees are in good health condition and structural stability and have the potential for longevity at the site

Fair – trees are in fair health condition and/or have structural defects that can be mitigated with treatment. These trees may require more intense management and monitoring, and may have shorter life-spans than those in the "good" category.

Poor – trees are in poor health condition and have significant defects in structure that cannot be mitigated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess characteristics that are incompatible or undesirable in landscape settings or be unsuited for the intended use of the site.

Observations

Trees #1, #2 and #3 are small, young Douglas fir trees near the southwest corner of the property. Vigor is good. No concerns were observed. Condition is 'good'.

Tree #4 is a young to semi-mature apple tree on the south perimeter of the property. There are also three dead fruit trees on the south perimeter. It has developed typical form for the species. Overall condition is rated as 'fair'.

Tree #5 is another young Douglas fir tree on the east perimeter of the property. It has been recently topped at roughly 12-feet above ground. The tree was likely topped because it was interfering with somebody's view of Lake Washington. It is of good vigor. Overall condition is rated as 'fair'.

Tree #6 is a large cluster of figs, comprised of multiple small diameter stems. It has a large-spreading canopy and is of good vigor. Condition is 'good'.

Trees #7 is a young to semi-mature English hawthorn. This is likely a volunteer and was not planted. The lower trunk forks into multiple tops. It has an asymmetric crown or canopy to the north. It is in 'fair' condition.

Tree #8 is a young English holly. This is likely a volunteer and was not planted. It has developed typical form for the species. Condition is 'fair'.

Trees #9, #10, #11 and #12 are semi-mature Douglas fir located close to the existing house, on the south side. All of these were topped many, many years ago at roughly 16-feet above ground. See pictures below. They have developed two or more new tops or upright stems from the old topping cuts. Forked attachments appear sound. Vigor is fairly good. Foliage is of normal color and density. The lower trunks appear sound with no outward indicators of any significant internal decay issues. Overall condition is rated as 'fair'.

Tree #13 is a semi-mature white oak. It has developed good structural form. Vigor is good. Condition is 'good'.

Trees #14, #15 and #18 > #24 are young to semi-mature English holly, planted in a row across the front of the property. These have developed typical form for the species and are of fairly good vigor. Condition is 'fair'.

Tree #16 is a young Siberian elm. This is likely a volunteer and was not planted. It has developed typical form for the species. Condition is 'fair'.

Trees #25 and #26 are a young to semi-mature Douglas fir and Western hemlock located in the northwest corner of the property. Both have been topped at roughly 12-feet above ground. Both have very few live branches. Structural form has been compromised by the topping. These are in 'poor' condition.

Trees #27 and #29 are semi-mature to mature apple trees. #27 has an asymmetric canopy and lean and is in 'fair' condition. #29 has been well-maintained and is in 'good' condition.

Tree #28 is a mature big-cone pine. It has a major lean to the southwest. It is growing out of a rockery close to the north property line and very close to the existing outbuilding. It has been excessively pruned over the years. Vigor is good. The lower trunk appears sound. Condition is 'fair'.

Trees #30 and #31 are young to semi-mature holly. #30 has a recent dead top and very sparse foliage. it is in 'poor' condition. #31 is in 'fair' condition.

Tree #32 is a young Colorado blue spruce close to the north property line, located on the opposite side of the fence. No concerning conditions were observed from the subject property side. Condition is 'good'.

Neighboring/Off-Site Trees

Tree #101 is a young umbrella pine tree. No concerning conditions were observed from the subject property side. Vigor is good. Foliage is of normal color and density. Condition is 'good'.

Discussion/Recommendations

The attached 'Tree Plan Map' indicates the actual driplines of subject trees proposed for retention. The information on the attached map and in this report can be used by the project architect to create the final tree retention plan sheet for City submittal if necessary. The recommended Limit of Disturbance (LOD) measurements can be found on the tree summary table. This is basically the limit of acceptable impact, measured in feet from the trunk face. The LOD measurements are based on species, age, condition, drip-line, prior improvements, proposed impacts and the anticipated cumulative impacts to the entire root zone. These shall be referenced when determining the feasibility of retention. These have also been delineated on the Tree plan Map.

The proposal is to retain the grouping of trees in the middle of the property, Trees #7 > #12 on proposed Lots 1 and 2 and the mature apple tree between proposed Lots 3 and 4. These trees will not be affected by the removal of other trees from the property.

There is an existing deck and hot tub within the LOD of Trees #9, #10, #11 and #12. These shall be removed using hand-labor only. Once removed, thoroughly irrigate and cover the disturbed areas with a protective +/- 6-inch layer of coarse arborist wood chip mulch or hog fuel to protect soils and surface roots. The existing house shall be demolished and removed by equipment working from outside of the dripline areas. For the demo phase, position a temporary tree protection barrier 5-feet beyond the driplines on the west, south and east sides of the grove to fully protect trees. Position a barrier at the house extents north of the trees to keep equipment off root zones.

There are several improvements proposed within the driplines of Trees #9 > #12. Douglas fir is quite hardy and would be expected to tolerate the proposed impacts so long as work is carried out diligently. The project arborist shall be on-site to supervise all work within the driplines to properly protect and

prune roots during excavation of building foundations. Any damaged roots shall be pruned clean back to sound tissue prior to backfilling and finishing areas. Sound tissue is where the root is undamaged and the bark is completely intact with the root. This will allow the tree to seal off any potential decay and sprout new root growth.

There is a driveway proposed within the critical root zone or LOD of Tree #11. The existing grade is favorable for placing the driveway at or above the existing grade, requiring excavation of only the top sod layer to place a gravel sub-base. Limit the degree of compaction within the dripline area. If work is performed conscientiously to protect soils and surface roots, there should not be any significant impacts to the root zone.

Trees #7 and #29 will require some clearance pruning to site new buildings. Both species respond well to pruning and it is not expected to be an issue. Use a professional, certified arborist to complete the work. No pruning of Trees #9 > #12 is anticipated. These have already been significantly crown-raised in the past. There may be a branch or two that will need to be removed but nothing significant.

Neighboring tree #101 will not be impacted by the proposal. The existing property line fence is adequate protection.

The outer dripline areas of retained trees shall be provided supplemental irrigation during the dry season of June through September. Thoroughly water the outer dripline areas every 7 to 10 days to maintain a favorable environment for new root growth and to reduce the degree of stress associated with the site changes.

Finish the landscape within the driplines of retained or protected trees by simply cutting and/or hand-pulling unwanted or undesirable vegetation and applying a +/- 4-inch layer of organic mulch. Keep irrigation trenches, large plantings or other improvements outside of the dripline areas.

Tree Protection Measures

The following guidelines are recommended to ensure that the designated space set aside for the preserved trees are protected and construction impacts are kept to a minimum. Standards have been set forth under Kirkland Zoning Code 95.34 of Chapter 95. Please review these standards prior to any development activity.

- Tree protection fencing shall be erected prior to moving any heavy equipment on site. Doing this will set clearing limits and avoid compaction of soils within root zones of retained trees.

- Excavation limits shall be laid out in paint on the ground to avoid over excavation and unnecessary damage.

- Excavations within the driplines shall be monitored by a qualified tree professional so necessary precautions can be taken to decrease impacts to tree parts. A qualified tree professional shall monitor excavations when work is required and allowed within the drip-line or critical root zone.

- To establish sub grade for foundations, curbs and pavement sections near the trees, soil shall be removed parallel to the roots and not at 90-degree angles to avoid breaking and tearing roots that lead back to the trunk within the drip-line. Any roots damaged during these excavations should be exposed to sound tissue and cut cleanly with a saw. Cutting tools should be sterilized with alcohol.

- Areas excavated within the drip-line of retained trees shall be thoroughly irrigated weekly during dry periods.

- Preparations for final landscaping shall be accomplished by hand within the drip-lines of retained trees. Large equipment shall be kept outside of the tree protection zones at all times.

Tree Density-Tree Replacement

Tree Density Calculation
Lot Size – +/- 30,590 sq.ft.
30,590/43,560 X 30 = 21.1
Required Minimum Tree Density = 21 tree credits
Tree Credits Existing on Property = 108
Tree Credits to be retained = 55
Supplemental Trees required = 0

Consult with your City planner on required supplemental tree requirements.

New tree plantings will likely be preferred to enhance the finished landscape. Refer to the City of Kirkland Plant List for recommended species.

For planting and maintenance specifications, refer to chapters 95.50 and 51 of the Kirkland Zoning Code.

Arborist Disclosure Statement

Arborists are tree specialists who use their education, knowledge, training and experience to examine and assess trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce the risks associated with living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that grow, respond to their environment, mature, decline and sometimes fail in ways we do not fully understand. Conditions are often hidden within trees and below ground.

Arborists cannot guarantee that a tree will be healthy and/or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like any medicine, cannot be guaranteed. Treatment, pruning and removal of trees may involve considerations beyond the scope of the arborist's services such as property boundaries, property ownership, site lines, disputes between neighbors, and other issues. Arborists cannot take such considerations into account unless complete and accurate information is disclosed to the arborist. An arborist should then be expected to reasonably rely upon the completeness and accuracy of the information provided.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

Photo Documentation

Trees #1, #2 and #3

South perimeter of property, dead plum trees

Southeast corner of site, Tree #4 in foreground, dead fruit tree in background

Tree #5, recently topped

Tree #6, fig, large cluster of small stems

Trees #7 and #8

Trees #9 > #12

Trees #9 > #12, all topped many years ago

Front of property, Tree #17 – center, #13 in background on left

Tree #13 on left, #14 > #16 on right

Trees #18 > #24

Trees #25 and #26 in northwest corner of site

Tree #28

Trees #27, #28 and #32

Northeast corner of site, Tree #29

Front or west side of property

Neighboring Tree #101

Upper crowns of Trees #9 > #12

Layton Tree Consulting LLC

For: Legacy Group Capital
Site: 8230 NE 117th Street - Kirkland

Tree Summary Table
Date: 9/13/2021

Tree/ Tag #	Species	DBH (inches)	Height (feet)	Tree Credit	Drip-Line / Limits of Disturbance (feet)				Condition	Retention Suitability	Comments	Proposal
					N	S	E	W				
1	Douglas fir	7	34	1	8/6	6	6/6	7/6	Good	Good	young specimen, good vigor	Remove
2	Douglas fir	7	35	1	10/6	8	5	7	Good	Good	young specimen, good vigor	Remove
3	Douglas fir	7	35	1	9/6	7	9/6	6	Good	Good	young specimen, good vigor	Remove
4	apple	*10	24	1	10	9	9	8	Fair	Fair	typical	Remove
5	Douglas fir	12	24	2	12	12	10	11	Fair	Poor	recently topped at 12 feet	Remove
6	fig	6	26	1	15/12	16/12	15/12	14/12	Good	Fair	large cluster of small stems, good vigor	Remove
7	English hawthorn	*8	28	1	13/5	3	10/8	6/8	Fair	Fair	forked trunk, asymmetric crown	Retain
8	English holly	6	20	1	8/6	6/6	8/6	7/6	Fair	Poor	typical	Retain
9	Douglas fir	34	87	13	16/14	16/16	16/14	14/12	Fair	Fair	topped in past	Retain
10	Douglas fir	35	92	13	14/14	20/16	8/14	12	Fair	Fair	topped in past	Retain
11	Douglas fir	26	90	9	16/10	18/14	10	6	Fair	Fair	topped in past	Retain
12	Douglas fir	31	88	11	20/8	20/16	14	14/16	Fair	Fair	topped in past	Retain
13	white oak	27	62	9	21	34	22	20	Good	Good	good form,good vigor	Remove
14	English holly	10,8 (13)	22	2	8	12	10	10	Fair	Poor	topped in past	Remove
15	English holly	10,7 (12)	22	2	10	8	8	8	Fair	Poor	topped in past	Remove
16	Siberian elm	7,4,4 (9)	25	1	7	8	7	7	Fair	Poor	topped in past	Remove
17	tulip poplar	23	70	7	18	18	14	22	Good	Good	good form,good vigor	Remove
18	English holly	6,5 (8)	16	1	8	6	8	8	Fair	Poor	topped in past	Remove
19	English holly	6	16	1	6	6	10	8	Fair	Poor	topped in past	Remove
20	English holly	7,6 (9)	16	1	6	6	10	8	Fair	Poor	topped in past	Remove
21	English holly	7,7,6 (12)	16	2	6	6	12	10	Fair	Poor	topped in past	Remove
22	English holly	6,5,4,3 (9)	18	1	6	6	10	8	Fair	Poor	topped in past	Remove
23	English holly	6,6,4 (9)	16	1	6	6	8	8	Fair	Poor	topped in past	Remove
24	English holly	8,8,8 (14)	16	3	10	6	10	7	Fair	Poor	topped in past	Remove
25	Douglas fir	11	14	NA	X	X	X	X	Poor	Poor	topped, structure compromised	Remove
26	Western hemlock	9	12	NA	X	X	X	X	Poor	Poor	topped, structure compromised	Remove
27	apple	*15	14	3	4	16	14	14	Fair	Fair	asymmetric canopy,lean	Remove
28	big cone pine	26	32	9	0	30	8	16	Fair	Fair	growing out of rockery at base of property line	Remove
29	apple	*22	14	7	14/10	16/12	12/10	14/10	Good	Fair	mature, well maintained	Retain
30	English holly	8,7 (11)	15	NA	X	X	X	X	Poor	Poor	recent dead tops	Remove
31	English holly	7,5 (9)	16	1	8	8	8	6	Fair	Poor	typical	Remove
32	Colorado spruce	14	36	2	NA	10	8	8	Good	Good	close to fence	Remove
				108								

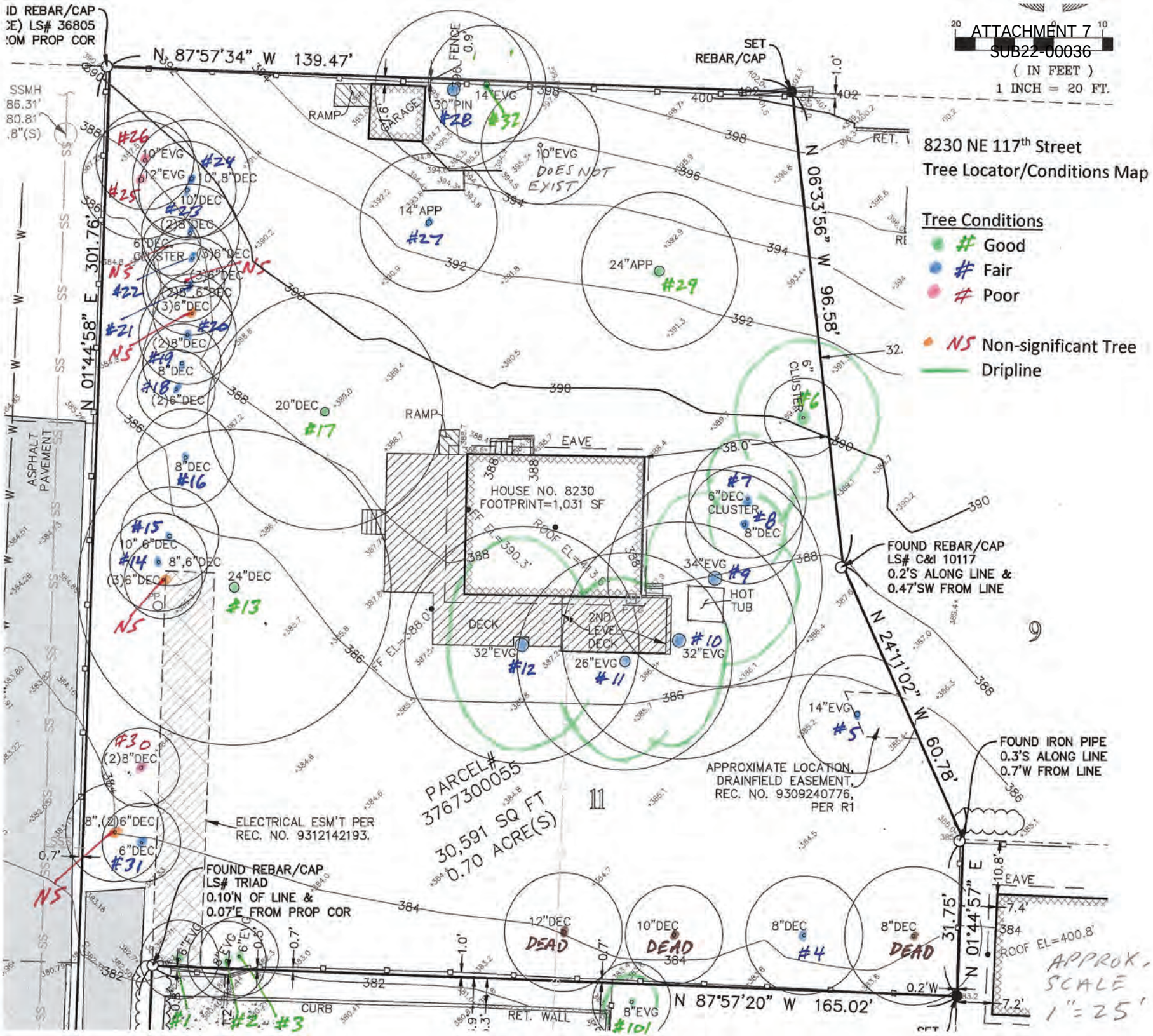
Layton Tree Consulting LLC

For: Legacy Group Capital
Site: 8230 NE 117th Street - Kirkland

Tree Summary Table
Date: 9/13/2021

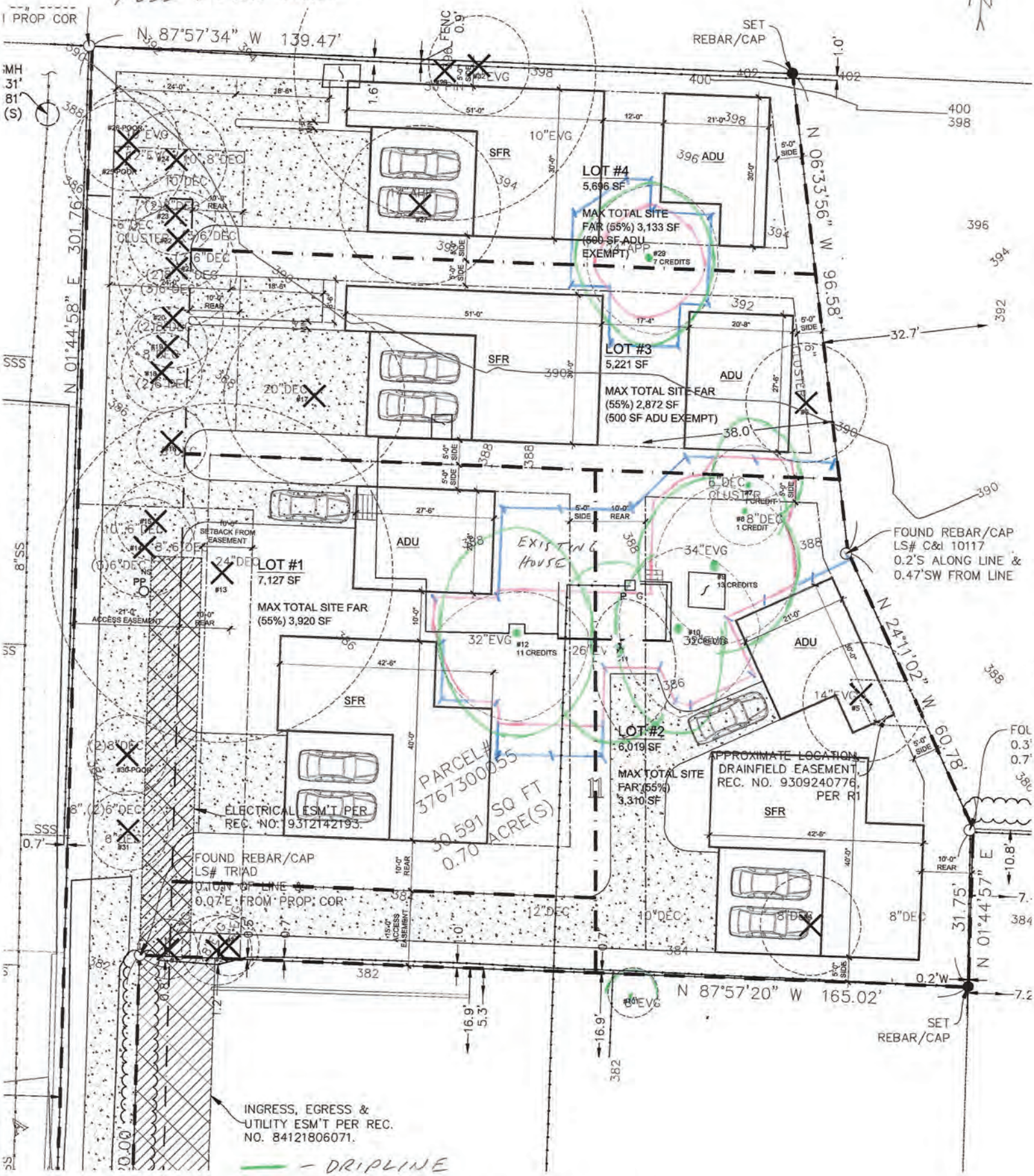
Tree/ Tag #	Species	DBH (inches)	Height (feet)	Tree Credit	Drip-Line / Limits of Disturbance (feet)				Condition	Retention Suitability	Comments	Proposal
					N	S	E	W				
OFF-SITE TREES												
101	umbrella pine	8	28	NA	5/5	NA	5	5	Good	Good	forked top	Protect

* - caliper measurement at one-foot above ground
Dripline and Limits of Disturbance measurements from face of trunk
Calculated DBH: the DBH in parenthesis is the square root of the sum of the dbh for each individual stem squared (example with 3 stems: dbh = square root [(stem1)2 +(stem2)2 +(stem3)2]).
TBD - to be determined


8230 NE 117th Street
Tree Locator/Conditions Map
(IN FEET)
1 INCH = 20 FT.
Tree Conditions
Good
Fair
Poor
NS Non-significant Tree
Dripline
N 87°57'34" W 139.47'
N 01°44'58" E 301.76'
N 06°33'56" W 96.58'
N 24°11'02" W 60.78'
N 01°44'57" E 31.75'
N 87°57'20" W 165.02'
HOUSE NO. 8230
FOOTPRINT=1,031 SF
GARAGE
RAMP
EAVE
DECK
2ND LEVEL DECK
HOT TUB
ROOF EL=400.8'
ROOF EL=390.3'
ROOF EL=388.0'
ASPHALT PAVEMENT
CURB
RET. WALL
RET.
SET REBAR/CAP
FOUND REBAR/CAP LS# C&I 10117 0.2'S ALONG LINE & 0.47'SW FROM LINE
FOUND IRON PIPE 0.3'S ALONG LINE 0.7'W FROM LINE
FOUND REBAR/CAP LS# TRIAD 0.10'N OF LINE & 0.07'E FROM PROP COR
ELECTRICAL ESM'T PER REC. NO. 9312142193.
APPROXIMATE LOCATION, DRAINFIELD EASEMENT, REC. NO. 9309240776, PER R1
PARCEL# 3767300055
30,591 SQ FT
0.70 ACRE(S)
DOES NOT EXIST
DEAD
APPROX. SCALE 1"=25'

8230 NE 117TH ST
TREE PLAN MAP

ATTACHMENT 7
SUB22-00036



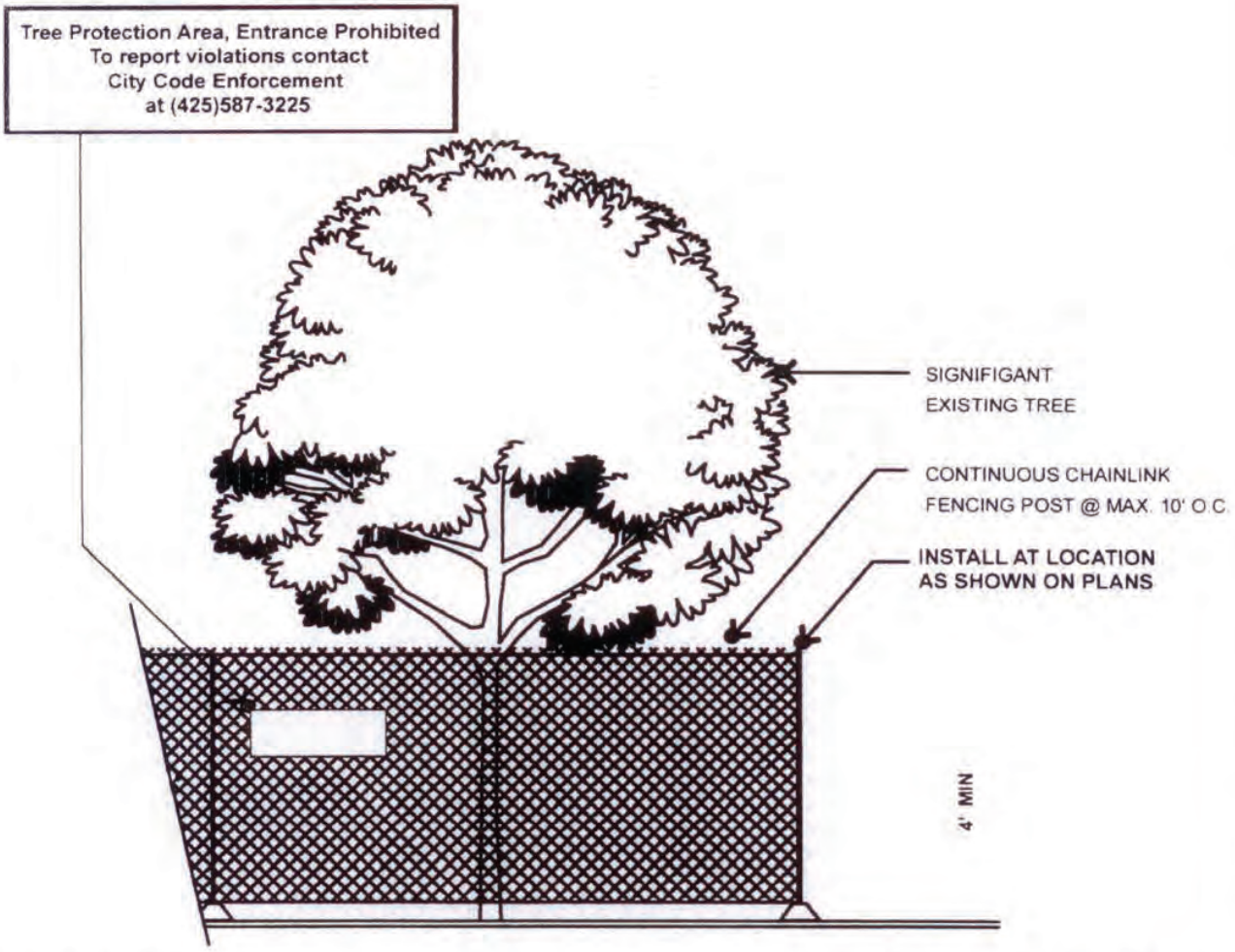
— DRIPLINE

— LIMIT OF DISTURBANCE

— TREE PROTECTION FENCE — POST DEMO OF EXISTING HOUSE

APPROX. SCALE 1" = 25'

FENCING SIGN DETAIL



1. MINIMUM FOUR (4) FOOT HIGH TEMPORARY CHAINLINK FENCE SHALL BE PLACED AT THE CRITICAL ROOT ZONE OR DESIGNATED LIMIT OF DISTURBANCE OF THE TREE TO BE SAVED. FENCE SHALL COMPLETELY ENCIRCLE TREE (S). INSTALL FENCE POSTS USING PIER BLOCK ONLY. AVOID POST OR STAKES INTO MAJOR ROOTS. MODIFICATIONS TO FENCING MATERIAL AND LOCATION MUST BE APPROVED BY PLANNING OFFICIAL.

2. TREATMENT OF ROOTS EXPOSED DURING CONSTRUCTION: FOR ROOTS OVER ONE (1) INCH DIAMETER DAMAGED DURING CONSTRUCTION, MAKE A CLEAN STRAIGHT CUT TO REMOVE DAMAGED PORTION OF ROOT. ALL EXPOSED ROOTS SHALL BE TEMPORARILY COVERED WITH DAMP BURLAP TO PREVENT DRYING, AND COVERED WITH SOIL AS SOON AS POSSIBLE.

3. NO STOCKPILING OF MATERIALS, VEHICULAR TRAFFIC, OR STORAGE OF EQUIPMENT OR MACHINERY SHALL BE ALLOWED WITHIN THE LIMIT OF THE FENCING. FENCING SHALL NOT BE MOVED OR REMOVED UNLESS APPROVED BY THE CITY PLANNING OFFICIAL. WORK WITHIN PROTECTION FENCE SHALL BE DONE MANUALLY UNDER THE SUPERVISION OF THE ON-SITE ARBORIST AND WITH PRIOR APPROVAL BY THE CITY PLANNING OFFICIAL.

4. FENCING SIGNAGE AS DETAILED ABOVE MUST BE POSTED EVERY FIFTEEN (15) FEET ALONG THE FENCE.

CITY OF KIRKLAND WASHINGTON

TREE PROTECTION FENCING DETAIL

LAYTON TREE CONSULTING, LLC

TREES & CONSTRUCTION MEMO

Legacy Group

To: Thomas Mauriss

From: Bob Layton

CC: Jack Lasley, DCG; James West-Herr, Medici

Date: October 21, 2022

Re: Tree Protection at 8230 NE 117th Street – Finn Hill 8 IDP (117XX 82nd Lane NE)

Dear Mr. Mauriss,

I have reviewed the city comment letter dated October 4th, 2022 and the updated site plan (Sheet C05, dated 10/19/2022) for the proposed 117XX 82nd Lane NE Street project in Kirkland (SUB22-00036). The purpose of this memo is to discuss the impacts to trees to be retained at the site and measures to protect them.

Trees #2 and #3 are young, small Douglas fir trees located close to the south property line. A new access drive and utility trenching is proposed within a few feet of the trunks. Because these trees are so young, they can be expected to survive the impact. It would be best to simply sever the roots at the edge of the new driveway and install a root barrier along the driveway edge to help prevent future damage to it. As always, the grade will need to be cut and pulled back away from the trees so as not to rip and shred roots that lead back to the trunk, and all severed root ends pruned clean at sound, healthy tissue prior to placing the root barrier.

There is a good deal of improvements proposed all around Tree #13. Fortunately, the species has good relative tolerance to construction impacts. As long as work is carried out diligently with tree protection at the forefront, I would expect the subject to remain viable. Phased tree protection fencing will be needed to minimize impacts. The inner critical root zone (CRZ) or 14-feet from the trunk face shall covered with a +/- 6-inch layer of coarse woodchip mulch or hog fuel. Do not place mulch against the trunk. Protection fencing shall only be reduced when actual work is ready to commence and under the supervision of the project arborist. Paver driveways and walkways should be constructed at or above the existing grade to reduce impacts. Only the top sod layer (+/- 2-inches) shall be removed to prepare a subbase for

PO BOX 572, SNOHOMISH, WA 98291-0572 * 425-220-5711 * bob@laytontreeconsulting.com

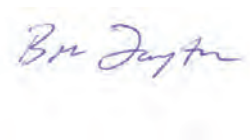
sand/gravel. Storm drain trenches will need to be air-excavated or hand dug to preserve surface roots greater than 2-inches in diameter within the inner CRZ.

In order to maintain Tree #32 in a viable condition, the existing grade will need to be maintained within at least 6-feet from the trunk face. It appears there is space to achieve this. The water and storm drain lines can be shifted south farther from the tree. The challenge may be how to finish the grade between the tree and the new structure, but should be doable while maintaining the existing grade within the inner critical root zone.

Neighboring Tree #101 is not expected to be impacted to any noteworthy degree. This is a young, small pine tree. Pine trees have good relative tolerance to construction impacts. The new driveway is proposed 7 to 8-feet from the trunk. Position protection fencing as shown on the plan. Prune clean any encountered roots beyond the protection zone.

Please let me know if you have any questions or need further assistance.

Sincerely,



Bob Layton
Registered Consulting Arborist #670
ISA Certified Arborist #PN-2714A
ISA Tree Risk Assessment Qualified

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Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.

ATTACHMENT 8
SUB22-00036

"FINN HILL 8"
11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
PRELIMINARY SHORT PLAT PERMIT PLANS

VICINITY MAP
NTS

ROADWAY PLAN NOTES:

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE OR SHALL BE CONTRACT RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
2. ALL ROADWAY WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH THE CURRENT APWA AND CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
3. ALL PUBLIC ROADWAYS SHALL BE CONSTRUCTED OF 2" CLASS "B" AC PAVING ON 4" ASPHALT-TREATED BASE (ATB), UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DEPARTMENT.
4. A COPY OF THE APPROVED ROADWAY PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
5. DENSITY TEST REPORTS WILL BE REQUIRED FOR ALL PUBLIC ROADWAYS AND ALL PRIVATE ROADWAYS WITHIN PLATS. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
6. ALL COMMERCIAL AND RESIDENTIAL DRIVEWAYS MUST CONFORM TO THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS DRIVEWAY POLICY.
7. ALL CONCRETE FOR SIDEWALKS AND CURB AND GUTTER MUST BE 4,000 PSI MINIMUM. (5-3/4 SACK MIX.)
8. IN THE CASE OF NEW ROAD CONSTRUCTION OR RECONSTRUCTION REQUIRING MAILBOXES TO BE MOVED OR REARRANGED, THE DEVELOPER/CONTRACTOR SHALL COORDINATE WITH THE U.S. POSTAL SERVICE FOR THE NEW LOCATION OF THE MAILBOX STRUCTURE.
9. ANY ROADWAY SIGNAGE OR STRIPING REMOVED OR TEMPORARILY MOVED BY THE CONTRACTOR SHALL BE RESTORED SO AS TO MEET THE CURRENT CITY OF KIRKLAND STANDARDS.
10. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ADEQUATE TEMPORARY TRAFFIC CONTROL TO ENSURE TRAFFIC SAFETY DURING CONSTRUCTION ACTIVITIES. THEREFORE, THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING ANY WORK IN THE RIGHT-OF-WAY. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) OR AS MODIFIED BY THE TRAFFIC ENGINEER.
11. WHERE A SIDEWALK IS TO BE CONSTRUCTED ABOVE A SLOPE OR ADJACENT TO A ROCKERY OR RETAINING WALL WHERE THE LOWEST FINISHED ELEVATION OF THE SLOPE, ROCKERY, OR RETAINING WALL IS TO BE THIRTY INCHES (30") OR MORE BELOW THE FINISHED ELEVATION OF THE SIDEWALK, A SAFETY RAILING SHALL BE REQUIRED WHEN: (A) THE PLANE OF THE WALL FACE IS LESS THAN 4' IN HORIZONTAL DISTANCE FROM THE OUTSIDE EDGE OF THE SIDEWALK; (B) THE SLOPES ADJACENT TO THE SIDEWALK AVERAGE GREATER THAN TWO TO ONE.
12. THE MAXIMUM GRADE FOR PRIVATE ROADWAYS SHALL BE TWENTY PERCENT (20%), OR FIFTEEN PERCENT (15%) IF USED FOR FIRE ACCESS. FOR PUBLIC ROADWAYS, THE MAXIMUM GRADE SHALL BE FIFTEEN PERCENT (15%).
13. DEAD-END STREETS SHALL BE APPROPRIATELY SIGNED AND BARRICADED. SEE MOST CURRENT EDITION OF THE MUTCD.
14. SIDEWALK AND CURB AND GUTTER CANNOT BE POURED MONOLITHICALLY. THERE MUST BE A COLD JOINT OR FULL-DEPTH EXPANSION JOINT BETWEEN THEM.
15. MEASURES SHALL BE TAKEN BY THE DEVELOPER TO PROVIDE GROUND COVER IN AREAS WITHIN THE RIGHT-OF-WAY WHICH HAVE BEEN STRIPPED OF NATURAL VEGETATION OR HAVE A POTENTIAL FOR EROSION.
16. THE DEVELOPER SHALL COORDINATE WITH PUGET POWER FOR THE DESIGN AND INSTALLATION OF STREET LIGHTS ON ALL NEWLY-CREATED PUBLIC ROADWAYS AND EXISTING ROADWAYS.
17. WHEN AN EXISTING ROADWAY IS TO RECEIVE A HALF-STREET OVERLAY, THE EXISTING ROADWAY MUST BE COLD PLANED AT THE EDGE OF THE GUTTER AND CENTERLINE. WHEN THE EXISTING ROADWAY IS TO RECEIVE A FULL-STREET OVERLAY, IT MUST BE COLD PLANED AT THE EDGE OF BOTH GUTTERS. SEE CITY OF KIRKLAND STANDARD DETAIL NO. R.13.
18. ALL NEW SIGNS REQUIRED IN THE PUBLIC RIGHT-OF-WAY MUST BE PURCHASED FROM, AND INSTALLED BY, THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT.
19. WHEN INSTALLING NEW SIDEWALK, THE AREA BEHIND THE SIDEWALK MUST BE GRADED SO THAT THE YARD DRAINAGE DOES NOT DRAIN OVER THE SIDEWALK.
20. ANY EXISTING PUBLIC IMPROVEMENTS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED PRIOR TO FINAL INSPECTION.
21. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL PUBLIC STREETS FREE FROM MUD AND DEBRIS AT ALL TIMES. THE CONTRACTOR SHALL BE PREPARED TO USE POWER SWEEPERS OR OTHER PIECES OF EQUIPMENT NECESSARY TO KEEP THE ROADWAYS CLEAN.
22. BACKFILL IN ALL STREET CUTS ON ARTERIALS WILL BE CONTROL DENSITY FILL (CDF). CONTRACTOR MUST PROVIDE STEEL PLATING NECESSARY TO ALLOW THE CDF TO CURE.
23. WHEN CONSTRUCTING NEW CURB AND GUTTER WHICH DOES NOT ALIGN WITH THE EXISTING EDGE OF PAVEMENT, THE ROADWAY MUST BE TAPERED FROM THE ENDS OF THE NEW CURB AND GUTTER TO MATCH THE EXISTING PAVEMENT. THE ENTRY TAPER INTO THE NEW IMPROVEMENTS SHALL BE 5:1, AND LEAVING THE NEW IMPROVEMENTS SHALL BE 10:1.
24. WHEN AN EXISTING ROADWAY IS TO BE WIDENED, THE EXISTING PAVEMENT MUST BE SAW CUT AT LEAST ONE FOOT FROM THE EDGE TO PROVIDE A PROPER MATCH BETWEEN NEW AND EXISTING ASPHALT. HOWEVER, WHEN THE EXISTING PAVEMENT CONTAINS ALLIGATORED AREAS, THOSE AREAS MUST BE REMOVED PRIOR TO WIDENING. ALL SAW CUTS SHALL BE PARALLEL OR PERPENDICULAR TO THE RIGHT-OF-WAY CENTERLINE.
25. ALL ROCKERIES MUST BE CONSTRUCTED IN ACCORDANCE WITH THE MOST CURRENT GUIDELINES OF THE ASSOCIATION.

WATER PLAN NOTES:

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
2. ALL WATER MAIN WORK AND MATERIAL SHALL BE IN ACCORDANCE WITH CURRENT AWWA, WSDOT, AND APWA STANDARD SPECIFICATIONS, AS AMENDED BY THE CITY OF KIRKLAND. ALL MATERIAL UTILIZED SHALL BE NEW, NO PARTS SHALL BE REUSED. ANY PART REMOVED FROM THE SYSTEM FOR ANY REASON MAY NOT BE REUSED AND SHALL BE REPLACED WITH A NEW PART. (E.G. A ROMAC WITH A BAD GASKET MUST BE REPLACED WITH AN ENTIRELY NEW ROMAC ASSEMBLY).
3. THE WATER MAIN SHALL BE CLASS 52 DUCTILE IRON PIPE CONFORMING TO ANSI/AWWA C151/A21.51-86 OR THE MOST RECENT REVISION. THE PIPE SHALL BE 1/16" CEMENT LINED AND SEALED IN ACCORDANCE WITH ANSI/AWWA C104/A21.4-90. THE CAST IRON OR DUCTILE IRON PIPE FITTINGS SHALL BE CLASS 250 AS PER ANSI/AWWA C110/A21.10-82. PIPE BEDDING SHALL BE COMPACTED TO 95 PERCENT OF ITS MAXIMUM DENSITY AT OPTIMUM MOISTURE CONTENT. THE MAIN SHALL BE INSTALLED WITH A MINIMUM COVER OF 36" AND A MAXIMUM COVER OF 60". ANY DEVIATIONS FROM THIS MUST BE APPROVED BY THE CITY OF KIRKLAND PRIOR TO CONSTRUCTION.
4. CONCRETE BLOCKING FOR WATER MAINS SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH AWWA AND CITY OF KIRKLAND SPECIFICATIONS AND SHALL BE INSTALLED AT ALL VERTICAL AND HORIZONTAL BENDS AND FITTINGS. PRIOR TO BLOCKING, THE FITTINGS SHALL BE WRAPPED WITH VISQUEEN.
5. ALL CONNECTIONS TO EXISTING MAINS AND ALL TESTING AND DISINFECTION SHALL BE PERFORMED UNDER THE SUPERVISION OF THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS INSPECTOR.
6. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF THE LOCATIONS SHOWN AND FOR DISCOVERY OF POSSIBLE ADDITIONAL UTILITIES NOT SHOWN SO AS TO AVOID DAMAGE OR DISTURBANCE. THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS.
   FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
7. ALL CONTRACTORS WORKING WITH AC PIPE MUST BE STATE-CERTIFIED. THE CONTRACTOR SHALL PROVIDE PROTECTIVE CLOTHING AND EQUIPMENT (COVERALLS, GLOVES, BOOTS, HEAD COVERING, GOGGLES, RESPIRATORS, ETC.) TO CREWS WORKING WITH ASBESTOS CEMENT PIPE IN ORDER TO ASSURE THE WORKER'S EXPOSURE TO ASBESTOS MATERIAL IS AT OR BELOW THE LIMITS PRESCRIBED IN WAC 296-62-07705.
8. AN APPROVED COPY OF THE WATER PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
9. A 5' MINIMUM HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ALL WATER FACILITIES AND UNDERGROUND POWER AND TELEPHONE FACILITIES, UNLESS OTHERWISE APPROVED BY THE CITY OF KIRKLAND.
10. FOR WATER MAIN AND SEWER MAIN SEPARATION REQUIREMENTS, SEE ITEM VIII.C OF THE SANITARY SEWER - DESIGN CRITERIA SECTION AND DETAIL W.01.
11. PRESSURE AND PURITY TESTING SHALL BE DONE IN THE PRESENCE OF, AND UNDER THE SUPERVISION OF, A CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS INSPECTOR. THE CONTRACTOR SHALL PROVIDE ALL PLUGS AND TEMPORARY BLOWOUT ASSEMBLIES FOR PRESSURE TESTING AND DISINFECTION PRIOR TO FINAL TIE-IN. NO CONNECTION SHALL BE MADE BETWEEN THE NEW MAIN AND THE EXISTING MAINS UNTIL THE NEW PIPING HAS BEEN DISINFECTED, FLUSHED, AND PASSED BOTH PRESSURE AND PURITY TESTING. TEMPORARY PLUGS AND BLOCKING SHALL BE INSTALLED AT THE POINTS OF CONNECTION TO THE EXISTING SYSTEM. FOR CONSTRUCTION OF NEW WATER MAIN, THE SERVICES, HYDRANTS ETC., WILL BE TESTED WITH THE MAIN. PRESSURE TESTING WILL REQUIRE A MINIMUM OF 200 PSI FOR 15 MINUTES WITH NO PRESSURE DROP. UPON SATISFACTORY COMPLETION OF THE PRESSURE TEST, THE LINE SHALL BE DISINFECTED, FLUSHED, AND THEN A SAMPLE SHALL BE TAKEN FOR PURITY TESTING BY THE PUBLIC WORKS INSPECTOR.
12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE CITY OF KIRKLAND INSPECTOR 24 HOURS IN ADVANCE OF BACKFILLING ALL WATER MAIN CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING AS-BUILT DRAWINGS OF ALL CONSTRUCTION NOT INSTALLED ACCORDING TO THE APPROVED PLANS. (THIS DOES NOT GIVE APPROVAL FOR AS-BUILT CONSTRUCTION.)
13. THE CONTRACTOR SHALL CONTACT THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS FIVE (5) DAYS PRIOR TO ANY WORK REQUIRING THE SHUTDOWN OF EXISTING WATER MAINS. THE CONTRACTOR IS REQUIRED TO GIVE TWO (2) WORKING DAYS NOTICE TO ALL CUSTOMERS AFFECTED BY A WATER MAIN SHUTDOWN (NOTICES AND MAPS FOR THE SHUTDOWN WILL BE PROVIDED BY THE WATER DIVISION). SHUTDOWNS SHALL BE SCHEDULED FOR MONDAYS, TUESDAYS, WEDNESDAYS, AND THURSDAYS BETWEEN 8 AM AND 2 PM. SHUTDOWNS AFFECTING INSTITUTIONS SHALL BE SCHEDULED AT NIGHT. ONLY WATER DIVISION PERSONNEL OR A DESIGNATE OF THE WATER DIVISION MANAGER MAY OPERATE VALVES, AND/OR HYDRANTS, BLOW-OFFS, ETC., FOR FILLS, SHUT DOWNS, FLUSHING, OR RECHARGING OF WATER LINES. TWO (2) WORKING DAYS NOTICE TO THE WATER DIVISION IS REQUIRED TO SCHEDULE FILLS.
14. THERE SHALL BE NO WATER MAIN CONSTRUCTION ON A SATURDAY, SUNDAY, OR HOLIDAYS OBSERVED BY THE CITY OF KIRKLAND.
15. SHOULD THE WATER MAIN WORK NECESSITATE THE CLOSING OF CERTAIN GATE VALVES WITHIN THE EXISTING SYSTEM, THE CITY OF KIRKLAND MAINTENANCE DEPARTMENT SHALL BE RESPONSIBLE FOR THE OPERATION OF SUCH VALVES.
16. THE FIRE FLOW SYSTEM SHALL BE INSTALLED, TESTED, AND APPROVED PRIOR TO ABOVE-GROUND COMBUSTIBLE CONSTRUCTION.
17. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
18. MEGA-LUGS (OR SIMILAR PRODUCT) SHALL BE REQUIRED ON ALL FITTINGS AND VALVES FOR TIE-INS, OR BUILDOUTS FOR TIE-INS PRIOR TO A FINAL CONNECTION TO THE EXISTING WATER MAIN. APPROPRIATE CONCRETE BLOCKING IS ALSO REQUIRED IN ADDITION TO MEGA-LUGS.
19. FOR THE DURATION OF ANY WATER MAIN INSTALLATION PROJECT, ALL EXISTING AND NEWLY INSTALLED VALVE CANS ARE TO REMAIN ACCESSIBLE TO WATER DIVISION PERSONNEL.
20. WHEN IT BECOMES NECESSARY TO RE-PLUMB THE CUSTOMER'S SIDE OF AN EXISTING WATER METER AS THE RESULT OF THE RELOCATION OF THE EXISTING SERVICE OR TO COMPLY WITH OTHER CITY OF KIRKLAND PUBLIC WORKS SPECIFICATIONS, THE CUSTOMER'S SIDE SHALL BE RECONNECTED WITH THE APPROPRIATE PLUMBING MATERIALS (AND RELATED FITTINGS) SUCH AS BRASS, COPPER, POLYETHYLENE WITH A 200 P.S.I. RATING, OR PVC. ALL PARTS, PIPE, AND/OR FITTINGS SHALL BE NEW FROM THE BACK SIDE OF THE METER TO THE CONNECTION POINT OF THE CUSTOMER'S SERVICE.
21. NO TIE-IN WILL BE ALLOWED INTO THE EXISTING TAILPIECE ON THE CUSTOMER'S SIDE OF THE METER. IF THE EXISTING METER DOES NOT HAVE A CHECK VALVE INSTALLED ON THE BACK SIDE OF THE METER (CUSTOMER'S SIDE) A CHECK VALVE CANNOT BE INSTALLED WHEN DOING THE TIE-IN.
22. IF A FITTING, EITHER DURING INSTALLATION OR AFTER, IS FOUND TO BE DEFECTIVE IN ANY WAY AS DETERMINED BY THE CITY, THE CONTRACTOR SHALL REPLACE THE ENTIRE FITTING AND NOT JUST THE DEFECTIVE COMPONENT.
23. BEGINNING JANUARY 1, 2014, ALL PIPES, PIPE FITTINGS, PLUMBING FITTINGS, AND PLUMBING FIXTURES USED FOR POTABLE WATER, MUST HAVE A MAXIMUM LEAD CONTENT NOT TO EXCEED 0.25%, PER "LEAD FREE" STANDARDS AS DEFINED IN SECTION 9 OF NSF/ANSI STANDARD 61.

ABBREVIATIONS:

BOTW = BOTTOM OF WALL
CB = CATCH BASIN
COK = CITY OF KIRKLAND
CW = CONCRETE WALK
DADU = DETACHED ACCESSORY DWELLING UNIT
EG = EXISTING GRADE
EX = EXISTING
FF = FILTER FENCE
FG = FINISHED GRADE
FL = FLOW LINE
G = GAS LINE
LYR = LAYER
OHP = OVERHEAD POWER
PERF = PERFORATED PVC PIPE
PL = PROPERTY LINE
ROW = RIGHT OF WAY
SD = STORM DRAIN
SDCO = STORM DRAIN CLEANOUT
SFR = SINGLE FAMILY RESIDENCE
SS = SANITARY SEWER
SSMH = SANITARY SEWER MANHOLE
SSS = SANITARY SIDE SEWER
SSSCO = SANITARY SIDE SEWER CLEANOUT
TOC = TOP OF CURB
TOPW = TOP OF WALL
TYP = TYPICAL
UGP = UNDERGROUND POWER
W = WATER
WM = WATER METER
WSDOE = WASHINGTON STATE DEPARTMENT OF ECOLOGY

CONTACTS:

APPLICANT:
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400 112TH AVE NE #400
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ATTN: THOMAS MAURISS

ARCHITECT:
MEDICI ARCHITECTS
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BELLEVUE, WA 98005
PHONE: (425) 453-9298
ATTN: JENNIFER KIM

ENGINEER:
DAVIDO CONSULTING GROUP, INC.
9706 4TH AVE NE, SUITE 300
SEATTLE, WA 98115
PHONE: (206) 523-0024
ATTN: BEN IDDINS, PE

SURVEYOR:
TERRANE
10108 MAIN STREET SUITE 102
BELLEVUE, WA, 98004
PHONE: (425) 458-4488

CITY OF KIRKLAND PW INSPECTION REQUEST LINE:
(425) 587-3805

PROJECT ADDRESS:
8230 NE 117TH ST
KIRKLAND, WA 98034

SHEET INDEX		
SHEET NO	SUBSHEET NO	SHEET TITLE
C00	C00	COVER SHEET
C01	C01	NOTES
C02	C02	EXISTING CONDITIONS
C03	C03	TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
C04	C04	TREE INVENTORY & PROTECTION PLAN
C05	C05	SITE PLAN
C06	C06	GRADING PLAN
C07	C07	DRIVEWAY PROFILES
C08	C08	DRAINAGE PLAN
C09	C09	UTILITY PLAN
C10	C10	RIGHT-OF-WAY IMPROVEMENT PLAN
C11	C11	DETAILS
C12	C12	DETAILS
C13	C13	DETAILS
C14	C14	DETAILS

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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9706 4th Ave NE
Suite 300
Seattle, WA 98115
P: 206.523.0024
F: 206.523.1012
www.dcgengr.com

DCG civil structural

CALL 811
2 BUSINESS DAYS
BEFORE YOU DIG
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

BENJAMIN ... STATE OF WASHINGTON ... REGISTERED PROFESSIONAL ENGINEER
Digitally signed by Benjamin J. Iddins Date: 2022.10.25 11:42:... -07'00'

BASE MAP/TOPOGRAPHY PROVIDED BY OTHERS. DCG CANNOT BE HELD LIABLE FOR ACCURACY. CONTRACTOR SHALL FIELD VERIFY GRADES, UTILITIES, & ALL OTHER EX FEATURES & CONDITIONS. IF CONDITIONS ARE NOT AS SHOWN &/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN, CONTACT DCG PRIOR TO CONSTRUCTION.

OWNER:
LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

PROJECT:
11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
COVER SHEET

PROJ. MANAGER: BI
DESIGNED BY: JL
DRAWN BY: RB
CHECKED BY: BI
SCALE: AS SHOWN
DATE: 10/25/2022
REV. 3
SHEET 1 OF 15
SHEET NUMBER
C00

CAD FILE NUMBER: P:\CLIENTS-CIVIL\MGT BUILDERS\8230 NE 117TH ST KIRKLAND\DWG\DRAWING\8230 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK - SAVE DATE: 10/25/2022 11:43 AM - SHEET SET: 8230 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: CIVIL 3D 2017

ATTACHMENT 8
SUB22-00036

EROSION/SEDIMENTATION CONTROL - PLAN NOTES

1. THE APPROVED CONSTRUCTION SEQUENCE SHALL BE AS FOLLOWS:
   A. CONDUCT PRE-CONSTRUCTION MEETING.
   B. FLAG OR FENCE CLEARING LIMITS.
   C. POST SIGN WITH NAME AND PHONE NUMBER OF TESC SUPERVISOR.
   D. INSTALL CATCH BASIN PROTECTION DOWNSTREAM AND AS DETERMINED BY THE CITY INSPECTOR.
   E. GRADE AND INSTALL CONSTRUCTION ENTRANCE(S).
   F. INSTALL PERIMETER PROTECTION (SILT FENCE, BRUSH BARRIER, ETC.).
   G. CONSTRUCT SEDIMENT PONDS AND TRAPS.
   H. GRADE AND STABILIZE CONSTRUCTION ROADS.
   I. CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKES, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING FOR PROJECT DEVELOPMENT.
   J. MAINTAIN EROSION CONTROL MEASURE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
   K. RELOCATE EROSION CONTROL MEASURES OR INSTALL NEW MEASURES SO THAT AS SITE CONDITIONS CHANGE, THE EROSION AND SEDIMENT CONTROL IS ALWAYS IN ACCORDANCE WITH THE CITY TESC MINIMUM REQUIREMENTS.
   L. COVER ALL AREAS WITHIN THE SPECIFIED TIME FRAME WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, CRUSHED ROCK OR EQUIVALENT.
   M. STABILIZE ALL AREAS THAT REACH FINAL GRADE WITHIN 7 DAYS.
   N. SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
   O. UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS MUST BE STABILIZED AND BEST MANAGEMENT PRACTICES REMOVED IF APPROPRIATE.
2. CONTRACTOR IS RESPONSIBLE FOR KEEPING STREETS CLEAN AND FREE OF CONTAMINANTS AT ALL TIMES AND FOR PREVENTING AN ILLICIT DISCHARGE (KMC 15.52) INTO A THE MUNICIPAL STORM DRAIN SYSTEM. IF YOUR CONSTRUCTION PROJECT CAUSES AN ILLICIT DISCHARGE TO THE MUNICIPAL STORM DRAIN SYSTEM, THE CITY OF KIRKLAND STORM MAINTENANCE DIVISION WILL BE CALLED TO CLEAN THE PUBLIC STORM SYSTEM, AND OTHER AFFECTED PUBLIC INFRASTRUCTURE. THE CONTRACTOR(S), PROPERTY OWNER, VENDOR, AND ANY OTHER RESPONSIBLE PARTY MAY BE CHARGED ALL COSTS ASSOCIATED WITH THE CLEAN-UP AND MAY ALSO BE ASSESSED A FINE (KMC 1.12.200). THE MINIMUM FINE IS $500. A FINE FOR A REPEAT VIOLATION SHALL BE DETERMINED BY MULTIPLYING THE SURFACE WATER FINE BY THE NUMBER OF VIOLATIONS. A FINE MAY BE REDUCED OR WAIVED FOR PERSONS WHO IMMEDIATELY SELF-REPORT VIOLATION TO THE CITY AT 425-587-3900. A FINAL INSPECTION OF YOUR PROJECT WILL NOT BE GRANTED UNTIL ALL COSTS ASSOCIATED WITH THE CLEAN-UP, AND PENALTIES, ARE PAID TO THE CITY OF KIRKLAND.
3. CONSTRUCTION DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN COK POLICY E-1. SPECIFICALLY, DISCHARGES TO THE PUBLIC STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25 NTU, AND NOT CONSIDERED AN ILLICIT DISCHARGE (PER KMC 15.52.090) TEMPORARY DISCHARGES TO SANITARY SEWER REQUIRE PRIOR AUTHORIZATION AND PERMIT FROM KING COUNTY INDUSTRIAL WASTE PROGRAM (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.
4. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
5. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE SET BY SURVEY AND CLEARLY FLAGGED IN THE FIELD BY A CLEARING CONTROL FENCE PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE OR REMOVAL OF ANY GROUND COVER BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE PERMITTEE/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
6. APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
7. THE IMPLEMENTATION OF THIS ESC PLAN AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE PERMITTEE/CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED.
8. A COPY OF THE APPROVED ESC PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
9. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS. WHEREVER POSSIBLE, MAINTAIN NATURAL VEGETATION FOR SILT CONTROL.
10. THE ESC FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS ON THE APPROVED PLANS. LOCATIONS MAY BE MOVED TO SUIT FIELD CONDITIONS, SUBJECT TO APPROVAL BY THE ENGINEER AND THE CITY OF KIRKLAND INSPECTOR.
11. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED (E.G., ADDITIONAL SUMPS, RELOCATION OF DITCHES AND SILT FENCES, ETC.) AS NEEDED FOR UNEXPECTED STORM EVENTS. ADDITIONALLY, MORE ESC FACILITIES MAY BE REQUIRED TO ENSURE COMPLETE SILTATION CONTROL. THEREFORE, DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES OVER AND ABOVE THE MINIMUM REQUIREMENTS AS MAY BE NEEDED.
12. THE ESC FACILITIES SHALL BE INSPECTED BY THE PERMITTEE/CONTRACTOR DAILY DURING NON-RAINFALL PERIODS, EVERY HOUR (DAYLIGHT) DURING A RAINFALL EVENT, AND AT THE END OF EVERY RAINFALL, AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. IN ADDITION, TEMPORARY SILTATION PONDS AND ALL TEMPORARY SILTATION CONTROLS SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED, PERMANENT DRAINAGE FACILITIES ARE OPERATIONAL, AND THE POTENTIAL FOR EROSION HAS PASSED. WRITTEN RECORDS SHALL BE KEPT DOCUMENTING THE REVIEWS OF THE ESC FACILITIES.
13. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 48 HOURS FOLLOWING A STORM EVENT.
14. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
15. ALL DENUDED SOILS MUST BE STABILIZED WITH AN APPROVED TESC METHOD (E.G. SEEDING, MULCHING, PLASTIC COVERING, CRUSHED ROCK) WITHIN THE FOLLOWING TIMELINES:
   - MAY 1 TO SEPTEMBER 30 – SOILS MUST BE STABILIZED WITHIN 7 DAYS OF GRADING.
   - OCTOBER 1 TO APRIL 30 – SOILS MUST BE STABILIZED WITHIN 2 DAYS OF GRADING.
   - STABILIZE SOILS AT THE END OF THE WORKDAY PRIOR TO A WEEKEND, HOLIDAY, OR PREDICTED RAIN EVENT.
16. THE LONG-TERM USE OF PLASTIC COVERING ON A SITE SHALL BE LIMITED TO ONE WET SEASON (OCTOBER 1 TO APRIL 30). AFTER THAT, THE SITE WILL BE REQUIRED TO HYDROSEED OR INSTALL OTHER TESC METHODS AS APPROVED BY THE PUBLIC WORKS DEPARTMENT.
17. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (EXAMPLE: ANNUAL OR PERENNIAL RYE APPLIED AT APPROXIMATELY 80 POUNDS PER ACRE).
18. WHERE STRAW MULCH IS REQUIRED FOR TEMPORARY EROSION CONTROL, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2".
19. ALL LOTS ADJOINING OR HAVING ANY NATIVE GROWTH PROTECTION EASEMENTS (NGPE) SHALL HAVE A 6' HIGH TEMPORARY CONSTRUCTION FENCE (CHAIN LINK WITH PIER BLOCKS) SEPARATING THE LOT (OR BUILDABLE PORTIONS OF THE LOT) FROM THE AREA RESTRICTED BY THE NGPE AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR CLEARING AND REMAIN IN PLACE UNTIL THE PLANNING DEPARTMENT AUTHORIZES REMOVAL.
20. CLEARING LIMITS SHALL BE DELINEATED WITH A CLEARING CONTROL FENCE. THE CLEARING CONTROL FENCE SHALL CONSIST OF A 6-FT. HIGH CHAIN LINK FENCE ADJACENT THE DRIP LINE OF TREES TO BE SAVED, WETLAND OR STREAM BUFFERS, AND SENSITIVE SLOPES. CLEARING CONTROL FENCES ALONG WETLAND OR STREAM BUFFERS OR UPSLOPE OF SENSITIVE SLOPES SHALL BE ACCOMPANIED BY AN EROSION CONTROL FENCE. IF APPROVED BY THE CITY, A FOUR-FOOT HIGH ORANGE MESH CLEARING CONTROL FENCE MAY BE USED TO DELINEATE CLEARING LIMITS IN ALL OTHER AREAS.
21. OFF-SITE STREETS MUST BE KEPT CLEAN AT ALL TIMES. IF DIRT IS DEPOSITED ON THE PUBLIC STREET SYSTEM, THE STREET SHALL BE IMMEDIATELY CLEANED WITH POWER SWEEPER OR OTHER EQUIPMENT. ALL VEHICLES SHALL LEAVE THE SITE BY WAY OF THE CONSTRUCTION ENTRANCE AND SHALL BE CLEANED OF ALL DIRT THAT WOULD BE DEPOSITED ON THE PUBLIC STREETS.
22. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF 1' AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; AND 1"-2" ROCK/10%-20% PASSING. RECYCLED CONCRETE SHALL NOT BE USED FOR EROSION PROTECTION, INCLUDING CONSTRUCTION ENTRANCE OR TEMPORARY STABILIZATION ELSEWHERE ON THE SITE.
23. IF ANY PART(S) OF THE CLEARING LIMIT BOUNDARY OR TEMPORARY EROSION/SEDIMENTATION CONTROL PLAN IS/ARE DAMAGED, IT SHALL BE REPAIRED IMMEDIATELY.
24. ALL PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND RUNOFF.
25. AT NO TIME SHALL MORE THAN 1' OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED IMMEDIATELY FOLLOWING REMOVAL OF EROSION CONTROL BMPS. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.
26. ANY PERMANENT RETENTION/DETENTION FACILITY USED AS A TEMPORARY SETTLING BASIN SHALL BE MODIFIED WITH THE NECESSARY EROSION CONTROL MEASURES AND SHALL PROVIDE ADEQUATE STORAGE CAPACITY. IF THE PERMANENT FACILITY IS TO FUNCTION ULTIMATELY AS AN INFILTRATION OR DISPERSION SYSTEM, THE FACILITY SHALL NOT BE USED AS A TEMPORARY SETTLING BASIN. NO UNDERGROUND DETENTION TANK, DETENTION VAULT, OR SYSTEM WHICH BACKS UNDER OR INTO A POND SHALL BE USED AS A TEMPORARY SETTLING BASIN.
27. ALL EROSION/SEDIMENTATION CONTROL PONDS WITH A DEAD STORAGE DEPTH EXCEEDING 6" MUST HAVE A PERIMETER FENCE WITH A MINIMUM HEIGHT OF 3'.
28. THE WASHED GRAVEL BACKFILL ADJACENT TO THE FILTER FABRIC FENCE SHALL BE REPLACED AND THE FILTER FABRIC CLEANED IF IT IS NONFUNCTIONAL BY EXCESSIVE SILT ACCUMULATION AS DETERMINED BY THE CITY OF KIRKLAND. ALSO, ALL INTERCEPTOR SWALES SHALL BE CLEANED IF SILT ACCUMULATION EXCEEDS ONE-QUARTER DEPTH.
29. PRIOR TO THE OCTOBER 1 OF EACH YEAR (THE BEGINNING OF THE WET SEASON), ALL DISTURBED AREAS SHALL BE REVIEWED TO IDENTIFY WHICH ONES CAN BE SEEDED IN PREPARATION FOR THE WINTER RAINS. THE IDENTIFIED DISTURBED AREA SHALL BE SEEDED WITHIN ONE WEEK AFTER OCTOBER 1. A SITE PLAN DEPICTING THE AREAS TO BE SEEDED AND THE AREAS TO REMAIN UNCOVERED SHALL BE SUBMITTED TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR. THE INSPECTOR CAN REQUIRE SEEDING OF ADDITIONAL AREAS IN ORDER TO PROTECT SURFACE WATERS, ADJACENT PROPERTIES, OR DRAINAGE FACILITIES.
30. ANY AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT (INCLUDING A 5-FOOT BUFFER) MUST BE SURROUNDED BY SILT FENCE PRIOR TO CONSTRUCTION AND UNTIL FINAL STABILIZATION OF THE SITE TO PREVENT SOIL COMPACTION AND SILTATION BY CONSTRUCTION ACTIVITIES.
31. IF THE TEMPORARY CONSTRUCTION ENTRANCE OR ANY OTHER AREA WITH HEAVY VEHICLE LOADING IS LOCATED IN THE SAME AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT, 6" OF SEDIMENT BELOW THE GRAVEL SHALL BE REMOVED PRIOR TO INSTALLATION OF THE INFILTRATION FACILITY OR PERVIOUS PAVEMENT (TO REMOVE FINES ACCUMULATED DURING CONSTRUCTION).
32. ANY CATCH BASINS COLLECTING RUNOFF FROM THE SITE, WHETHER THEY ARE ON OR OFF THE SITE, SHALL HAVE ADEQUATE PROTECTION FROM SEDIMENT. CATCH BASINS DIRECTLY DOWNSTREAM OF THE CONSTRUCTION ENTRANCE OR ANY OTHER CATCH BASIN AS DETERMINED BY THE CITY INSPECTOR SHALL BE PROTECTED WITH A "STORM DRAIN PROTECTION INSERT" OR EQUIVALENT.
33. IF A SEDIMENT POND IS NOT PROPOSED, A BAKER TANK OR OTHER TEMPORARY GROUND AND/OR SURFACE WATER STORAGE TANK MAY BE REQUIRED DURING CONSTRUCTION, DEPENDING ON WEATHER CONDITIONS.
34. DO NOT FLUSH CONCRETE BY-PRODUCTS OR TRUCKS NEAR OR INTO THE STORM DRAINAGE SYSTEM. IF EXPOSED AGGREGATE IS FLUSHED INTO THE STORM SYSTEM, IT COULD MEAN RE-CLEANING THE ENTIRE DOWNSTREAM STORM SYSTEM, OR POSSIBLY RE-LAYING THE STORM LINE.
35. RECYCLED CONCRETE SHALL NOT BE STOCKPILED ON SITE, UNLESS FULLY COVERED WITH NO POTENTIAL FOR RELEASE OF RUNOFF.

STORM DRAINAGE - PLAN NOTES

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
2. BEFORE ANY CONSTRUCTION MAY OCCUR, THE CONTRACTOR SHALL HAVE PLANS WHICH HAVE BEEN SIGNED AND APPROVED BY THE CITY OF KIRKLAND PUBLIC WORKS DEPARTMENT, OBTAINED ALL CITY, COUNTY, STATE, FEDERAL AND OTHER REQUIRED PERMITS, AND HAVE POSTED ALL REQUIRED BONDS.
3. ALL STORM DRAINAGE IMPROVEMENTS SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITION OF THE CITY OF KIRKLAND PUBLIC WORKS PRE-APPROVED PLANS AND POLICIES AND THE STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, PREPARED BY WSDOT AND THE AMERICAN PUBLIC WORKS ASSOCIATION (APWA).
4. ANY DEVIATION FROM THE APPROVED PLANS WILL REQUIRE WRITTEN APPROVAL, ALL CHANGES SHALL BE SUBMITTED TO THE CITY.
5. A COPY OF THE APPROVED STORM WATER PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
6. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED OR SIMILARLY STABILIZED TO THE SATISFACTION OF THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS FOR THE PREVENTION OF ON-SITE EROSION AFTER THE COMPLETION OF CONSTRUCTION.
7. MINIMUM COVER OVER STORM DRAINAGE PIPES IN ROW OR VEHICULAR PATH SHALL BE SUBJECT TO PRE-APPROVED PLAN CK-D.01, UNLESS OTHER DESIGN IS APPROVED.
8. STEEL PIPE SHALL HAVE ASPHALT TREATMENT #1 OR BETTER INSIDE AND OUTSIDE.
9. ALL CATCH BASINS SHALL BE TYPE I UNLESS OTHERWISE NOTED. CATCH BASINS WITH A DEPTH OF OVER FIVE FEET (5') TO THE PIPE INVERT SHALL BE A TYPE II CATCH BASIN. TYPE II CATCH BASINS EXCEEDING FIVE FEET (5') IN DEPTH SHALL HAVE A STANDARD LADDER INSTALLED, UNLESS APPROVED BY CITY OF KIRKLAND ENGINEER.
10. ALL STORM DRAINAGE MAIN EXTENSIONS WITHIN THE PUBLIC RIGHT-OF-WAY OR IN EASEMENTS MUST BE STAKED FOR LINE AND GRADE PRIOR TO STARTING CONSTRUCTION.
11. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF ONE FOOT (1') AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; 2"-MINUS ROCK/10%-20% PASSING. RECYCLED CONCRETE SHALL NOT BE USED FOR EROSION PROTECTION, INCLUDING FOR CONSTRUCTION ENTRANCE OR TEMPORARY STABILIZATION ELSEWHERE ON SITE.
12. ALL PIPE, MANHOLES, CATCH BASINS, AND APPURTENANCES SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION IN ACCORDANCE WITH THE CURRENT STATE OF WASHINGTON STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (WSDOT). THIS SHALL INCLUDE NECESSARY LEVELING OF THE TRENCH BOTTOM OR THE TOP OF THE FOUNDATION MATERIAL AS WELL AS PLACEMENT AND COMPACTION OF REQUIRED BEDDING MATERIAL TO UNIFORM GRADE SO THAT THE ENTIRE LENGTH OF THE PIPE WILL BE SUPPORTED ON A UNIFORMLY DENSE, UNYIELDING BASE. IF THE NATIVE MATERIAL IN THE BOTTOM OF THE TRENCH MEETS THE REQUIREMENTS FOR "GRAVEL BACKFILL FOR PIPE BEDDING," THE FIRST LIFT OF PIPE BEDDING MAY BE OMITTED PROVIDED THE MATERIAL IN THE BOTTOM OF THE TRENCH IS LOOSENED, REGRADED, AND COMPACTED TO FORM A DENSE UNYIELDING BASE. ALL PIPE BEDDING SHALL BE APWA CLASS B, TYPE I, OR BETTER. PIPE SHALL NOT BE INSTALLED ON SOD, FROZEN EARTH, LARGE BOULDERS, OR ROCK. PIPE BEDDING FOR FLEXIBLE PIPES SHALL BE PEA GRAVEL TO THE SPRINGLINE OF THE PIPE.
13. CONSTRUCTION OF DEWATERING DISCHARGES SHALL ALWAYS MEET WATER QUALITY GUIDELINES LISTED IN COK POLICY E-1. SPECIFICALLY, DISCHARGES TO THE PUBLIC STORMWATER DRAINAGE SYSTEM MUST BE BELOW 25NTU, AND NOT CONSIDERED A PROHIBITED DISCHARGE (PER KMC 15.52.090). TEMPORARY DISCHARGES TO SANITARY SEWER REQUIRE PRIOR AUTHORIZATION AND PERMIT FROM KING COUNTY INDUSTRIAL WASTE PROGRAM (206-263-3000) AND NOTIFICATION TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR.
14. ISSUANCE OF A BUILDING OR LAND SURFACE MODIFICATION PERMIT BY THE CITY OF KIRKLAND DOES NOT RELIEVE THE OWNER OF THE CONTINUING LEGAL OBLIGATION AND/OR LIABILITY CONNECTED WITH STORM SURFACE WATER DISPOSITION. FURTHER, THE CITY OF KIRKLAND DOES NOT ACCEPT ANY OBLIGATION FOR THE PROPER FUNCTIONING AND MAINTENANCE OF THE SYSTEM DURING OR FOLLOWING CONSTRUCTION EXCEPT AS OUTLINED IN THE CITY OF KIRKLAND PUBLIC WORKS STANDARDS.
15. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, CONFINED SPACE PROTECTION, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACT. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE A TRAFFIC CONTROL PLAN APPROVED BY THE CITY OF KIRKLAND. ALL SECTIONS OF THE WSDOT STANDARD SPECIFICATIONS, TRAFFIC CONTROL, AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY.
17. NO FINAL CUT OR FILL SLOPE SHALL EXCEED SLOPES OF TWO (2) HORIZONTAL TO ONE (1) VERTICAL WITHOUT STABILIZATION BY ROCKERY OR BY A STRUCTURAL RETAINING WALL.
18. ALL MANHOLE LADDERS SHALL BE FIRMLY ATTACHED AND EXTEND TO WITHIN 1' OF THE BOTTOM OF THE STRUCTURE.
19. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF EXISTING UTILITY LOCATIONS WHETHER OR NOT THESE UTILITIES ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL EXERCISE ALL CARE TO AVOID DAMAGE TO ANY UTILITY. IF CONFLICTS WITH EXISTING UTILITIES ARISE DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CITY CONSTRUCTION INSPECTOR AND ANY CHANGES REQUIRED SHALL BE APPROVED BY THE DEVELOPMENT ENGINEER PRIOR TO COMMENCEMENT OF RELATED CONSTRUCTION ON THE PROJECT.
20. THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION OF EXISTING UTILITIES PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
21. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, WIDTHS, THICKNESSES, AND ELEVATIONS OF ALL EXISTING PAVEMENTS AND STRUCTURES THAT ARE TO INTERFACE WITH NEW WORK. PROVIDE ALL TRIMMING, CUTTING, SAW CUTTING, GRADING, LEVELING, SLOPING, COATING, AND OTHER WORK, INCLUDING MATERIALS AS NECESSARY, TO CAUSE THE INTERFACE WITH EXISTING WORKS TO BE PROPER, ACCEPTABLE TO THE ENGINEER AND THE CITY OF KIRKLAND, COMPLETE IN PLACE AND READY TO USE.
22. ALL INLET, MANHOLE, AND CATCH BASIN FRAMES AND GRATES SHALL NOT BE ADJUSTED TO GRADE UNTIL IMMEDIATELY PRIOR TO FINAL PAVING. ALL CATCH BASIN GRATES SHALL BE SET 0.10' BELOW PAVEMENT LEVEL.
23. OPEN CUT ROAD CROSSINGS FOR UTILITY TRENCHES ON EXISTING TRAVELED ROADWAY SHALL BE BACKFILLED ONLY WITH 5/8" MINUS CRUSHED ROCK AND MECHANICALLY COMPACTED (UNLESS OTHERWISE APPROVED BY THE CITY). FOR STREETS CLASSIFIED AS ARTERIALS OR COLLECTORS, BACKFILL FOR CROSSINGS SHALL BE CDF. CUTS INTO THE EXISTING ASPHALT SHALL BE NEAT LINE CUT WITH SAW OR JACKHAMMER IN A CONTINUOUS LINE. A TEMPORARY COLD MIX PATCH MUST BE PLACED IMMEDIATELY AFTER BACKFILL AND COMPACTION. A PERMANENT HOT MIX PATCH SHALL BE PLACED WITHIN 30 DAYS AND SHALL BE A MINIMUM OF 1" THICKER THAN THE ORIGINAL ASPHALT WITH A MINIMUM THICKNESS OF 2". SEE STANDARD D.02.
24. ALL DAMAGES INCURRED TO PUBLIC AND/OR PRIVATE PROPERTY BY THE CONTRACTOR DURING THE COURSE OF CONSTRUCTION SHALL BE PROMPTLY REPAIRED TO THE SATISFACTION OF THE CITY CONSTRUCTION INSPECTOR BEFORE PROJECT APPROVAL AND/OR THE RELEASE OF THE PROJECT'S PERFORMANCE BOND.
25. GROUT ALL SEAMS AND OPENINGS IN ALL INLETS, CATCH BASINS, AND MANHOLES. JETSET GROUT IS NOT ALLOWED.
26. WHEN WIDENING AN EXISTING ROADWAY WHERE AN EXISTING TYPE I CATCH BASIN WILL REMAIN IN THE TRAVEL LANE, THE EXISTING FRAME AND COVER SHALL BE REPLACED WITH A ROUND, LOCKING FRAME AND COVER.
27. FOR OTHER THAN SINGLE-FAMILY DWELLINGS, ALL EXPOSED OR READILY EXPOSED INDOOR STORM DRAINAGE PIPING/PLUMBING SHALL BE LABELED WITH THE WORDS "STORM DRAIN" WITH MINIMUM 2 INCH HIGH LETTERS.
28. RECYCLED CONCRETE SHALL NOT BE USED AROUND STORMWATER FACILITIES.
29. ALL FASTENERS (BOLTS, NUTS, WASHERS, ETC.) ON MANHOLE AND CATCH BASIN LIDS TO BE STANDARD SIZE. NO METRIC FASTENERS ALLOWED.

SANITARY SEWER - PLAN NOTES

1. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION.
2. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS AND CURRENT WSDOT/APWA STANDARDS AND SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION.
3. APPROXIMATE LOCATIONS OF EXISTING UTILITIES HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND ARE SHOWN FOR CONVENIENCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF THE LOCATIONS SHOWN AND FOR DISCOVERY OF POSSIBLE ADDITIONAL UTILITIES NOT SHOWN SO AS TO AVOID DAMAGE OR DISTURBANCE. THE UNDERGROUND UTILITY LOCATION SERVICE SHALL BE CONTACTED FOR FIELD LOCATION PRIOR TO ANY CONSTRUCTION. THE OWNER OR HIS REPRESENTATIVE SHALL BE CONTACTED IF A UTILITY CONFLICT EXISTS. FOR UTILITY LOCATION IN KING COUNTY, CALL 1-800-424-5555. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT UTILITY LOCATES ARE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE HIS ACTIVITIES WITH LOCAL UTILITY COMPANIES TO ENSURE THAT ALL UTILITIES ARE INSTALLED ACCORDING TO THESE PLANS AND THE REQUIREMENTS OF THE INDIVIDUAL UTILITY COMPANIES.
5. ALL MANHOLES SHALL CONFORM TO WSDOT/APWA STANDARDS, ECCENTRIC CONES WITH MANUFACTURER-APPROVED GASKETS AND 1/2" POLYPROPYLENE-ENCAPSULATED SAFETY STEPS AND LADDERS. ALL MANHOLES SHALL HAVE CAST IRON RINGS AND DUCTILE IRON COVERS. LIDS SHALL HAVE 2" RAISED LETTERS MARKED "SEWER." ALL CLEANOUTS SHALL HAVE CAST IRON RINGS AND COVERS MARKED "CO" THAT ARE IN PAVED AREAS.
6. ALL SIDE SEWERS SHALL BE TESTED FOR ACCEPTANCE AT THE SAME TIME THE MAIN SEWER IS TESTED. SIDE SEWER LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO CONSTRUCTION AND BACKFILLING. ALL SIDE SEWERS SHALL BE CAPPED WITH A WATERTIGHT PLUG, HAVE A CLEANOUT AND TEST TEE INSTALLED, AND SHALL BE MARKED FOR LOCATION WITH A 2" X 4" STAKE PAINTED WHITE, MARKED SEWER, WITH 3' EXPOSED, AND THE DEPTH OF THE CAP WRITTEN ON THE STAKE. SEE STANDARD DETAIL S.18. THE STAKE SHALL BE SECURED TO THE END OF THE PLUG WITH WIRE A MINIMUM OF 16 GAUGE. INITIAL SIDE SEWER INSTALLATION SHALL RUN TO THE PROPERTY LINE. THE REMAINING SIDE SEWER SHALL NOT BE INSTALLED UNTIL TESTING AND ACCEPTANCE OF THE SEWER TRUNK LINE BY THE CITY OF KIRKLAND IS COMPLETED. NUMBER AND LOCATION OF SIDE SEWERS SHOWN ARE APPROXIMATE ONLY AND MAY BE CHANGED AS REQUIRED DURING CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER WHEN EXACT LOCATIONS ARE DETERMINED AND PROVIDE THE ENGINEER AND THE CITY OF KIRKLAND DEPARTMENT OF PUBLIC WORKS WITH AN AS-BUILT. IF APPROVED BY THE PUBLIC WORKS DEPARTMENT, ALL DOUBLE-SIDED SEWER WYES MUST BE AT THE PROPERTY LINE.
7. ALL MAIN-LINE TRENCHES SHALL BE COMPACTED PRIOR TO TESTING SEWER LINES FOR ACCEPTANCE.
8. PRESSURE TESTING OF GRAVITY SEWER MAINS SHALL CONFORM TO THE FOLLOWING STANDARDS:
   (1) AIR TESTING WILL REQUIRE A MINIMUM OF 4 PSI FOR 15 MINUTES WITH NO PRESSURE DROP; (2) WATER TESTING WILL REQUIRE A MINIMUM OF 10' OF HEAD IN A STANDPIPE AT THE TEST LOCATION FOR 15 MINUTES WITH NO DROP IN THE WATER LEVEL IN THE STANDPIPE. EITHER TEST IS ACCEPTABLE.
9. PRESSURE TESTING OF FORCE MAINS AND LATERALS WILL REQUIRE AN AIR TEST OF 25 PSI MINIMUM FOR 15 MINUTES WITH NO PRESSURE DROP.
10. NEW CONNECTIONS TO EXISTING MANHOLES OR SEWER LINES SHALL BE SEALED OFF UNTIL UPSTREAM CONSTRUCTION IS FINISHED, TESTED, CLEANED, AND ACCEPTED. ALL CONSTRUCTION DEBRIS AND WATER SHALL BE REMOVED PRIOR TO OPENING THE SEAL.
11. ALL PVC SEWER PIPE AND FITTINGS SHALL MEET THE REQUIREMENTS OF ASTM SPECIFICATIONS D-3034 FOR 4" TO 15" DIAMETER AND ASTM F679 FOR 18" TO 27" DIAMETER. PIPE SHALL BE SDR-35 AND SHALL CONFORM TO STANDARD SPECIFICATIONS. BEDDING AND BACKFILL SHALL MEET WSDOT AND APWA SPECIFICATIONS.
12. MINIMUM SLOPE FOR SIDE SEWERS SHALL BE TWO PERCENT (2%).
13. AN APPROVED COPY OF THE SEWER PLAN MUST BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
14. PRIOR TO CONSTRUCTION OF SEWER LINES, THE NECESSARY LOT CORNERS MUST BE SET, AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF THE LOCATION OF PIPES, MANHOLES, AND INVERT ELEVATIONS.
15. PIPE ANCHORS, IF USED, SHALL BE INSTALLED: NOT OVER 36' CENTER TO CENTER ON GRADES FROM 20 PERCENT TO 35 PERCENT; NOT OVER 24' CENTER TO CENTER ON GRADES FROM 35 PERCENT TO 50 PERCENT; AND NOT OVER 16' CENTER TO CENTER ON GRADES 50 PERCENT AND GREATER.
16. ALL MANHOLES SHALL HAVE A MINIMUM OF 0.10' TO A MAXIMUM OF 1.00' DROP BETWEEN INVERT IN AND INVERT OUT.
17. PVC SEWER PIPE SHALL BE TESTED FOR DEFLECTION ACCORDING TO WSDOT/APWA SPECIFICATIONS.
18. ALL TRENCH BACKFILL SHALL BE COMPACTED TO 95 PERCENT DENSITY IN ROADWAYS, ROADWAY SHOULDERS, ROADWAY PRISM AND DRIVEWAYS, AND 85 PERCENT DENSITY IN UNPAVED AREAS. ALL PIPE ZONE COMPACTION SHALL BE 95 PERCENT.
19. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST ALL MANHOLE LIDS AND CLEANOUT LIDS TO MATCH FINAL ASPHALT ELEVATIONS IN ROADWAYS OR GROUND ELEVATIONS IN LANDSCAPED AREAS.
20. WHEN TYING INTO EXISTING MANHOLES THAT ARE BELOW MINIMUM STANDARDS, THE EXISTING MANHOLE MUST BE UPGRADED TO MEET CURRENT STANDARDS.
21. ALL NEW SEWER MAIN EXTENSIONS SHALL BE VIDEOED PRIOR TO FINAL ACCEPTANCE.
22. ALL FASTENERS (BOLTS, NUTS, WASHERS, ETC.) ON MANHOLE AND CATCH BASIN LIDS TO BE STANDARD SIZE. NO METRIC FASTENERS ALLOWED.

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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Digitally signed by Benjamin J. [illegible]dins Date: 2022.10.25 11:42:[illegible] -07'00'

BASE MAP/TOPOGRAPHY PROVIDED BY OTHERS. DCG CANNOT BE HELD LIABLE FOR ACCURACY. CONTRACTOR SHALL FIELD VERIFY GRADES, UTILITIES, & ALL OTHER EX FEATURES & CONDITIONS. IF CONDITIONS ARE NOT AS SHOWN &/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN, CONTACT DCG PRIOR TO CONSTRUCTION.

OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
NOTES

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV. 3
SHEET	2 OF 15

SHEET NUMBER
C01

CAD FILE NUMBER: P:\CLIENTS-CIVIL\MGT BUILDERS\8230 NE 117TH ST KIRKLAND\DWG\DRAWING\8230 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK - SAVE DATE: 10/25/2022 11:43 AM - SHEET SET: 8230 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: CIVIL 3D 2017

N

20 10 0 20 40

SCALE IN FEET

LEGAL DESCRIPTION:

LOT X OF BOUNDARY LINE ADJUSTMENT NO. L05L0057, RECORDED OCTOBER 11, 2005, UNDER RECORDING NUMBER 20051011900023, IN THE OFFICIAL RECORDS OF KING COUNTY, WASHINGTON.

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

BASIS OF BEARINGS:

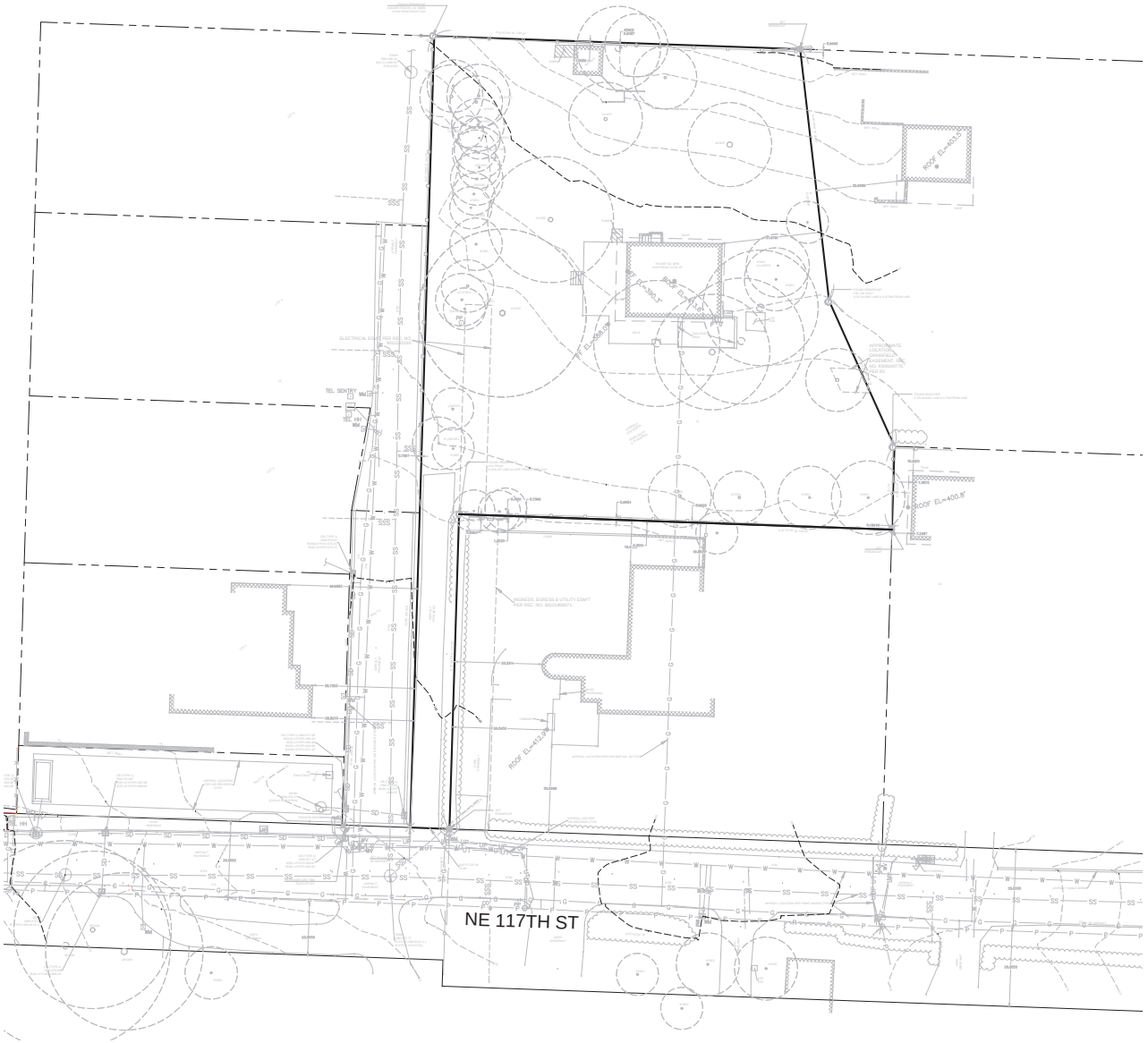
N 46°58'26" E BETWEEN THE SOUTH QUARTER CORNER AND THE EAST QUARTER CORNER OF SEC. 25, TWP. 26 N., RNG. 4 E.,W.M., PER GPS OBSERVATIONS, WASHINGTON STATE PLANE COORDINATE SYSTEM, NORTH ZONE.

VERTICAL DATUM:

NAVD(88) PER GPS OBSERVATIONS.
SITE BENCHMARK
NAIL & SHINER, IN SIDEWALK WESTERLY OF ACCESS ROAD FOR #8210 NE 117TH ST., AS SHOWN HEREON
ELEV=377.61'

SURVEYORS NOTES:

1. THE TOPOGRAPHIC SURVEY SHOWN HEREON WAS PERFORMED IN JULY OF 2021. THE FIELD DATA WAS COLLECTED AND RECORDED ON MAGNETIC MEDIA THROUGH AN ELECTRONIC THEODOLITE. THE DATA FILE IS ARCHIVED ON DISC OR CD. WRITTEN FIELD NOTES MAY NOT EXIST. CONTOURS ARE SHOWN FOR CONVENIENCE ONLY. DESIGN SHOULD RELY ON SPOT ELEVATIONS.
2. ALL MONUMENTS SHOWN HEREON WERE LOCATED DURING THE COURSE OF THIS SURVEY UNLESS OTHERWISE NOTED.
3. THE TYPES AND LOCATIONS OF ANY UTILITIES SHOWN ON THIS DRAWING ARE BASED ON INFORMATION PROVIDED TO US, BY OTHERS OR GENERAL INFORMATION READILY AVAILABLE IN THE PUBLIC DOMAIN INCLUDING, AS APPLICABLE, IDENTIFYING MARKINGS PLACED BY UTILITY LOCATE SERVICES AND OBSERVED BY TERRANE IN THE FIELD. AS SUCH, THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS ARE FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE RELIED ON FOR DESIGN OR CONSTRUCTION PURPOSES; TERRANE IS NOT RESPONSIBLE OR LIABLE FOR THE ACCURACY OR COMPLETENESS OF THIS UTILITY INFORMATION. FOR THE ACCURATE LOCATION AND TYPE OF UTILITIES NECESSARY FOR DESIGN AND CONSTRUCTION, PLEASE CONTACT THE SITE OWNER AND THE LOCAL UTILITY LOCATE SERVICE (800-424-5555).
4. SUBJECT PROPERTY TAX PARCEL NO.
5. SUBJECT PROPERTY AREA PER THIS SURVEY IS 30,591 S.F. (0.70 ACRES)
6. ALL TITLE INFORMATION SHOWN ON THIS MAP HAS BEEN EXTRACTED FROM CHICAGO TITLE COMPANY OF WASHINGTON "ALTA COMMITMENT", ORDER NO. 0215013-TK, DATED JUNE 23, 2021. IN PREPARING THIS MAP, TERRANE, INC. HAS CONDUCTED NO INDEPENDENT TITLE SEARCH NOR IS TERRANE, INC. AWARE OF ANY TITLE ISSUES AFFECTING THE SURVEYED PROPERTY OTHER THAN THOSE SHOWN ON THE MAP AND DISCLOSED BY THE REFERENCED "ALTA COMMITMENT". TERRANE, INC. HAS RELIED WHOLLY ON CHICAGO TITLE COMPANY OF WASHINGTON REPRESENTATIONS OF THE TITLE'S CONDITION TO PREPARE THIS SURVEY AND TERRANE, INC. QUALIFIES THE MAP'S ACCURACY AND COMPLETENESS TO THAT EXTENT.
7. EXISTING STRUCTURE(S) LOCATION AND DIMENSIONS ARE MEASURED FROM THE FACE OF THE SIDING UNLESS OTHERWISE NOTED.
8. FIELD DATA FOR THIS SURVEY WAS OBTAINED BY DIRECT FIELD MEASUREMENTS WITH A CALIBRATED ELECTRONIC 5-SECOND TOTAL STATION AND/OR SURVEY GRADE GPS OBSERVATIONS. ALL ANGULAR AND LINEAR RELATIONSHIPS ARE ACCURATE AND MEET THE STANDARDS SET BY WAC 332-130-090.



EXISTING CONDITIONS
SCALE: 1" = 20'

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1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
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CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV. 3
SHEET 4 OF 15	
SHEET NUMBER	C02

CAD FILE NUMBER: P:\CLIENTS-CIV\LMST BUILDERS\8220NE 117TH ST KIRKLAND\DWG\DRAWING\8220 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, SAVE DATE: 10/25/2021 11:43 AM - SHEET SET: 8220 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: R24.0 (LMS Tech)

SCALE IN FEET

KEY NOTES:

KEY	NOTE:	DETAIL/ SHEET
1	INSTALL APPROX 916 LF PERIMETER PROTECTION*	A,E/C11
2	AMEND ALL DISTURBED PERVIOUS SURFACES NOT REPLACED BY A HARD SURFACE IN ACCORDANCE W/ COK PRE-APPROVED PLAN E.12	B/C11
3	INSTALL TEMPORARY STABILIZED CONSTRUCTION ENTRANCE OR UTILIZE EX ASPHALT DRIVEWAY. CONTRACTOR TO DETERMINE FINAL LOCATION IN FIELD	C/C11
4	INSTALL TEMPORARY STORM DRAIN INLET PROTECTION ON ALL INLETS ONSITE OR WITHIN 50 FEET OF THE PROJECT SITE	D/C11
5	CONTRACTOR TO SWEEP STREET DAILY OR MORE OFTEN AS NECESSARY TO REMOVE TRACKED SEDIMENT FROM THE SITE	-
6	ALL EX IMPERVIOUS SURFACES ONSITE TO BE REMOVED	-
7	SEE SHEET FOR TREE INVENTORY AND PROTECTION PLAN (TYP)	-
8	NOT USED	-
9	INSTALL HIGH VISIBILITY FENCING ALONG ROW LINE	-
10	TEMPORARY STOCKPILE LOCATION. FINAL LOCATION TO BE DETERMINED BY CONTRACTOR	F/C11
11	NOT USED	-
12	NOT USED	-
13	NOT USED	-
14	EX LOCATION OF EX SSS ON-SITE IS UNKNOWN. CONTRACTOR TO LOCATE EX SSS SERVICE IN FIELD. CUT, CAP, AND ABANDON AT PROPERTY LINE	-
15	CUT AND CAP EX GAS SERVICE AT PL. SERVICE IS SHOWN APPROXIMATELY PER SURVEY. CONTRACTOR TO LOCATE IN FIELD	-
16	EX PP TO BE REMOVED. COORDINATE WITH PSE	-
17	110 LF INTERCEPTOR SWALE	KCSWDM D.2.1.6
18	300 SF SEDIMENT TRAP WITH FLOATABLE PUMP	ST/C03
19	180 LF INTERCEPTOR SWALE. INSTALL CULVERT BENEATH SITE ENTRANCE AREA	KCSWDM D.2.1.6
20	CONNECT SDFM TO NEWLY INSTALLED CB/ROW INFRASTRUCTURE. ALTERNATIVELY, CONNECT SDFM INTO EXISTING INFRASTRUCTURE WEST OF PROJECT SITE AND DOWNSTREAM OF EXISTING DETENTION (COORDINATE WITH COK)	-

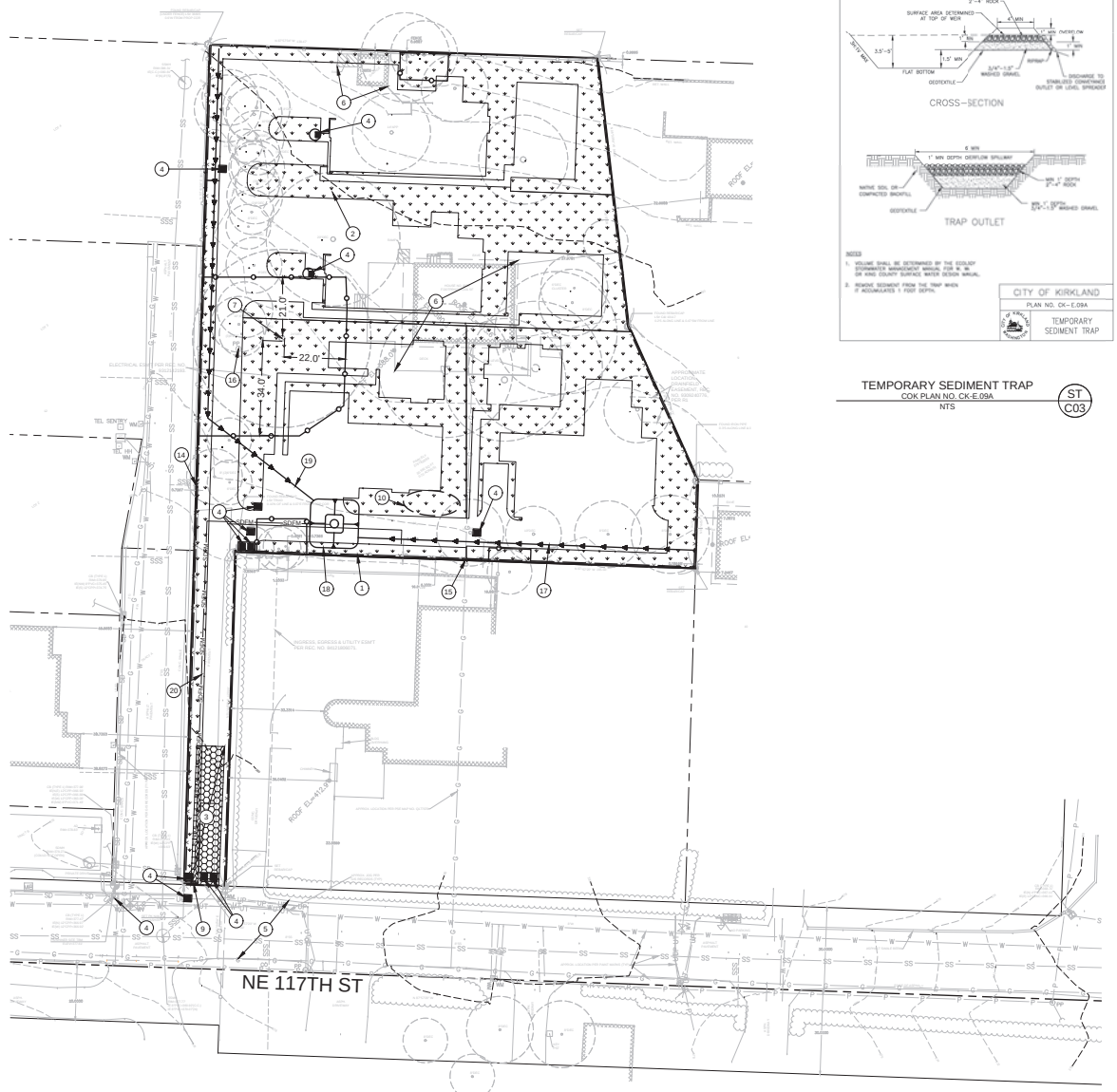
*INSTALL PERIMETER PROTECTION SUCH AS SILT FENCING, COMPOST SOCKS, OR STRAW WATTLES IN ACCORDANCE WITH APPENDIX D OF THE 2016 KING COUNTY SURFACE WATER DESIGN MANUAL

GENERAL NOTE:

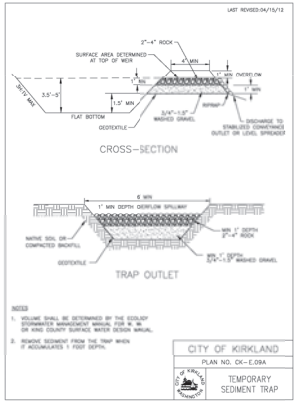
DEMOLITION OF EXISTING STRUCTURES MUST BE FINALED BEFORE THE BUILDING PERMIT CAN BE ISSUED. THE APPLICANT MAY APPLY FOR A DEMOLITION PERMIT AT ANY TIME.

LEGEND:

- STABILIZED CONSTRUCTION ENTRANCE
- SOIL AMENDMENT
- X — PERIMETER PROTECTION
- HVF — HIGH VISIBILITY FENCING
- TREE PROTECTION FENCING
- STOCKPILE LOCATION



TEMPORARY EROSION AND SEDIMENT CONTROL PLAN
SCALE: 1" = 20'



TEMPORARY SEDIMENT TRAP
COK PLAN NO. CK-E.09A
NTS
ST C03

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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Digitally signed
Benjamin
10.25.22

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OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
TEMPORARY EROSION AND SEDIMENT CONTROL PLAN

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV: 3
SHEET NUMBER	SHEET 4 OF 15

C03

CAD FILE NUMBER: P:\CLIENTS-CIVIL\MGT BUILDERS\8220\NE 117TH ST KIRKLAND\DWG\DRAWING\8220 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, SAVE DATE: 10/25/2022 11:43 AM - SHEET SET: 8220 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: AUTOCAD 2021

N

20 10 0 20 40
SCALE IN FEET

LEGEND:

- TREE PROTECTION FENCING
- X TREE TO BE REMOVED
- # XX TREE NUMBER PER ARBORIST REPORT

TREE CREDIT REQUIREMENTS:

LOT #1:
RETAINED TREE CREDITS = 9
PROPOSED ADDITIONAL CREDITS NEEDED = 0

LOT #2:
RETAINED TREE CREDITS = 0
PROPOSED ADDITIONAL CREDITS NEEDED = 4

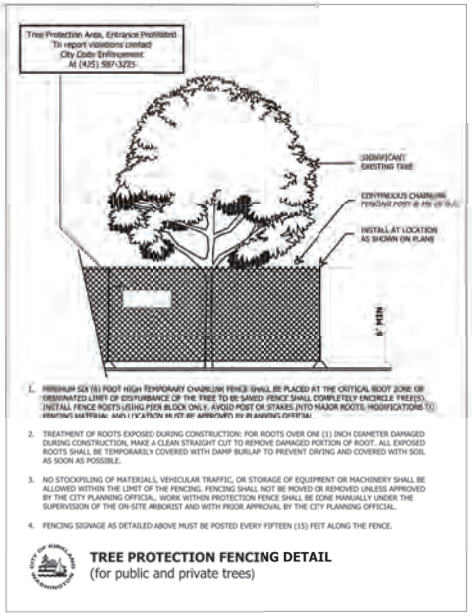
LOT #3:
RETAINED TREE CREDITS = 0
PROPOSED ADDITIONAL CREDITS NEEDED = 5

LOT #4:
RETAINED TREE CREDITS = 2
PROPOSED ADDITIONAL CREDITS NEEDED = 3

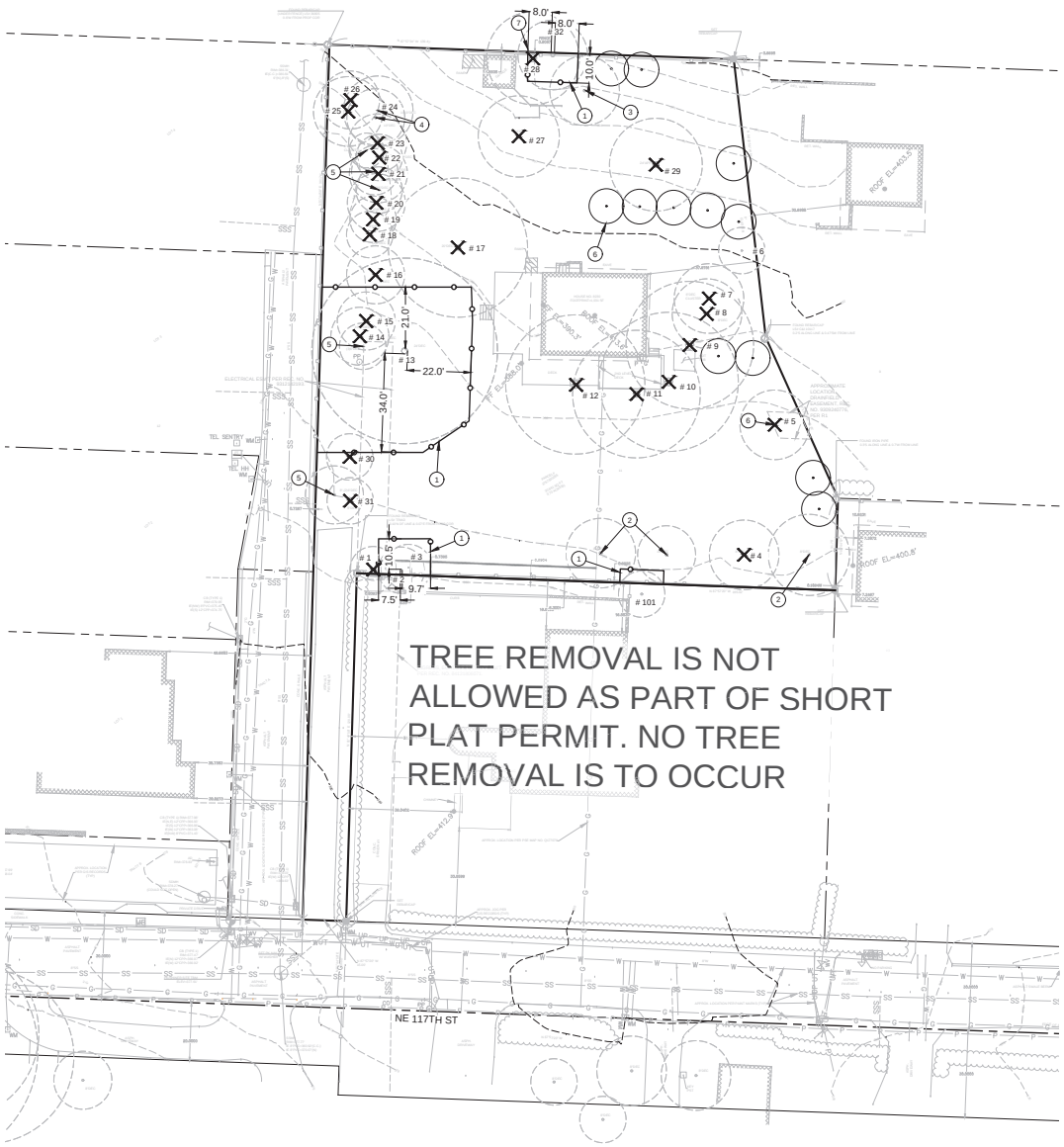
GENERAL NOTES:

1. SEE ARBORIST REPORT CREATED BY LAYTON TREE CONSULTING, LLC OCTOBER 4TH 2021 FOR TREE INVENTORY AND PROTECTION MEASURES AND FOR CONSTRUCTION ACTIVITY ALLOWED WITHIN DRIPLINES. CONSULT PROJECT ARBORIST FOR WORK WITHIN ESTABLISHED LIMITS.
2. NO HEAVY MACHINERY SHALL BE STORED OR OPERATED WITHIN TREE PROTECTION FENCING.
3. THE FOLLOWING IS REQUIRED FOR SUPPLEMENTAL TREE PLANTINGS: THE REQUIRED MINIMUM SIZE OF THE SUPPLEMENTAL TREE WORTH ONE (1) TREE CREDIT SHALL BE SIX (6) FEET TALL FOR THUJA/ARBORVITAE OR FOUR (4) FEET TALL FOR NATIVE OR OTHER CONIFERS AND 2-INCH CALIPER FOR DECIDUOUS OR BROAD-LEAF EVERGREEN TREE. ADDITIONAL CREDITS MAY BE AWARDED FOR LARGER SUPPLEMENTAL TREES. THE INSTALLATION AND MAINTENANCE SHALL BE PURSUANT TO KZC 95.50 AND 95.51 RESPECTIVELY.

KEY NOTES:		
KEY	NOTE:	DETAIL/ SHEET
1	TREE PROTECTION FENCING. (6' MIN HEIGHT CHAIN LINK FENCE). FENCING WILL NEED TO BE REACCOMMODATED/PHASED DURING CONSTRUCTION FOR INSTALLATION OF PROPOSED PROJECT	TP/C04
2	TREE IS DEAD PER ARBORIST REPORT	-
3	TREE DOES NOT EXIST PER ARBORIST REPORT	-
4	MULTI-STEMMED TREE (#24) TO BE REMOVED	-
5	NON-SIGNIFICANT TREE TO BE REMOVED	-
6	SUPPLEMENTAL TREE PLANTINGS PER ARCHITECTURAL PLANS (TYP). SEE ARCHITECTURAL/LANDSCAPE PLANS FOR FURTHER DETAILS	-
7	DIMENSIONS SHOWN ARE LIMITS OF DISTURBANCE AS ESTABLISHED BY PROJECT ARBORIST	-



TREE PROTECTION FENCING
NTS
TP C04



TREE INVENTORY & PROTECTION PLAN
SCALE: 1" = 20'

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

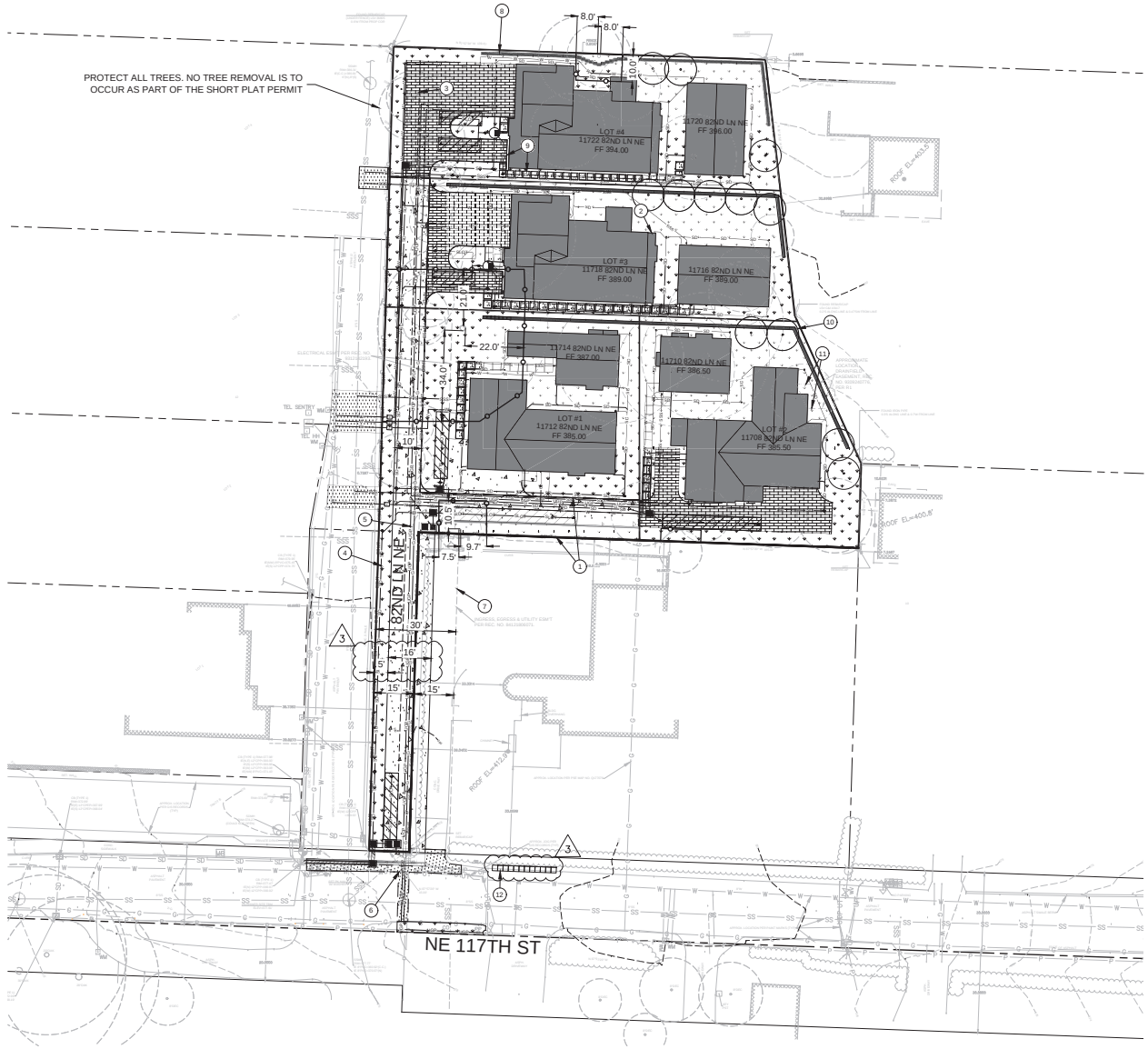
PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
TREE INVENTORY & PROTECTION PLAN

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV: 3
SHEET 5 OF 15	
SHEET NUMBER	C04

CAD FILE NUMBER: P:\CLIENTS-CIV\LMGT BUILDERS\8220NE 117TH ST KIRKLAND\CIV\GRADING\C8220 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, SAVE DATE: 10/25/2022 11:43 AM - SHEET SET: 8220 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL (36.00 X 24.00 INCHES)
AUTOCAD VERSION: ACAD 2021

SCALE IN FEET

KEY NOTES:		
KEY	NOTE:	DETAIL/ SHEET
1	15' ACCESS AND UTILITY EASEMENT	-
2	ROOF/BUILDING OVERHANG (TYP)	-
3	SEE SHEET C06 FOR GRADING PLAN	C06
4	SEE SHEET C08 FOR DRAINAGE PLAN	C08
5	SEE SHEET C09 FOR UTILITY PLAN	C09
6	SEE SHEET C11 FOR ROW IMPROVEMENTS PLAN	C10
7	EX ESMT WITH NEIGHBORING PROPERTY TO REMAIN	-
8	KEYSTONE WALL (TYP)	-
9	PERMEABLE PAVEMENT SURFACING (TYP)	G/C11, H/C11, I/C12
10	SUPPLEMENTAL TREE PLANTINGS PER ARCHITECTURAL PLANS (TYP). SEE ARCHITECTURAL/LANDSCAPE PLANS FOR FURTHER DETAILS	-
11	EXISTING DRAINFIELD TO BE ABANDONED AND EASEMENT ELIMINATED. SEWER SERVICE FOR PARCEL 3763000045 TO BE ROUTED TO EASTERN PROPERTY LINE AND TO CONNECT TO EXISTING SEWER STUB WITHIN 84TH AVE NE	-
12	WASTE BIN STAGING LOCATION (TYP)	-



SITE PLAN
SCALE: 1" = 20'

LEGEND:

- CONCRETE
- PAVERS
- ASPHALT
- LANDSCAPE
- PERMEABLE PAVEMENT SURFACE
- GRAVEL INFILTRATION TRENCH

GENERAL NOTE:

SEE ARBORIST REPORT FOR RECOMMENDATIONS ON CONSTRUCTION ACTIVITY WITHIN TREE PROTECTION FENCING AND CONSULT PROJECT ARBORIST AS NEEDED. ARBORIST MONITORING OF RETAINED TREES WILL BE REQUIRED PERIODICALLY THROUGHOUT CONSTRUCTION.

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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Digitally signed by Benjamin J. Ilis
2022.10.25 11:43:33 -07'00'

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OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
SITE PLAN

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV: 3
SHEET 6 OF 15	
SHEET NUMBER	C05

CAD FILE NUMBER: P:\CLIENTS-CIV\LMS\BUILDER\8230NE 117TH ST KIRKLAND\DWG\DRAW\NG\8230 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, JIVAR DATE: 10/25/2022 11:43 AM - SHEET SET: 8230 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: AUTOCAD 2021

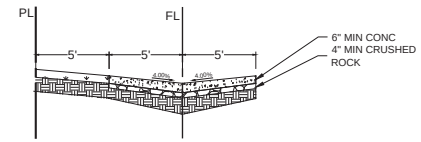
SCALE IN FEET

LEGEND:

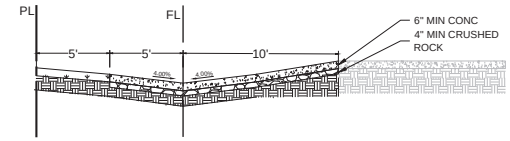
- CONCRETE
- PAVERS
- ASPHALT
- LANDSCAPE
- PERMEABLE PAVEMENT SURFACE
- GRAVEL INFILTRATION TRENCH

GENERAL NOTES:

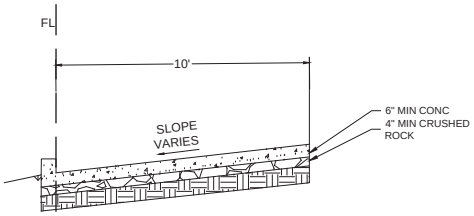
1. SLOPE SURFACES TO DRAIN TO LANDSCAPE, CATCH BASINS, OR AREA DRAINS. ADD ADDITIONAL AREA DRAINS AS NECESSARY. CONSULT CIVIL ENGINEER FOR ADDITIONAL INFORMATION.
2. SEE ARBORIST REPORT FOR RECOMMENDATIONS ON CONSTRUCTION ACTIVITY WITHIN TREE PROTECTION FENCING AND CONSULT PROJECT ARBORIST AS NEEDED. ARBORIST MONITORING OF RETAINED TREES WILL BE REQUIRED PERIODICALLY THROUGHOUT CONSTRUCTION.



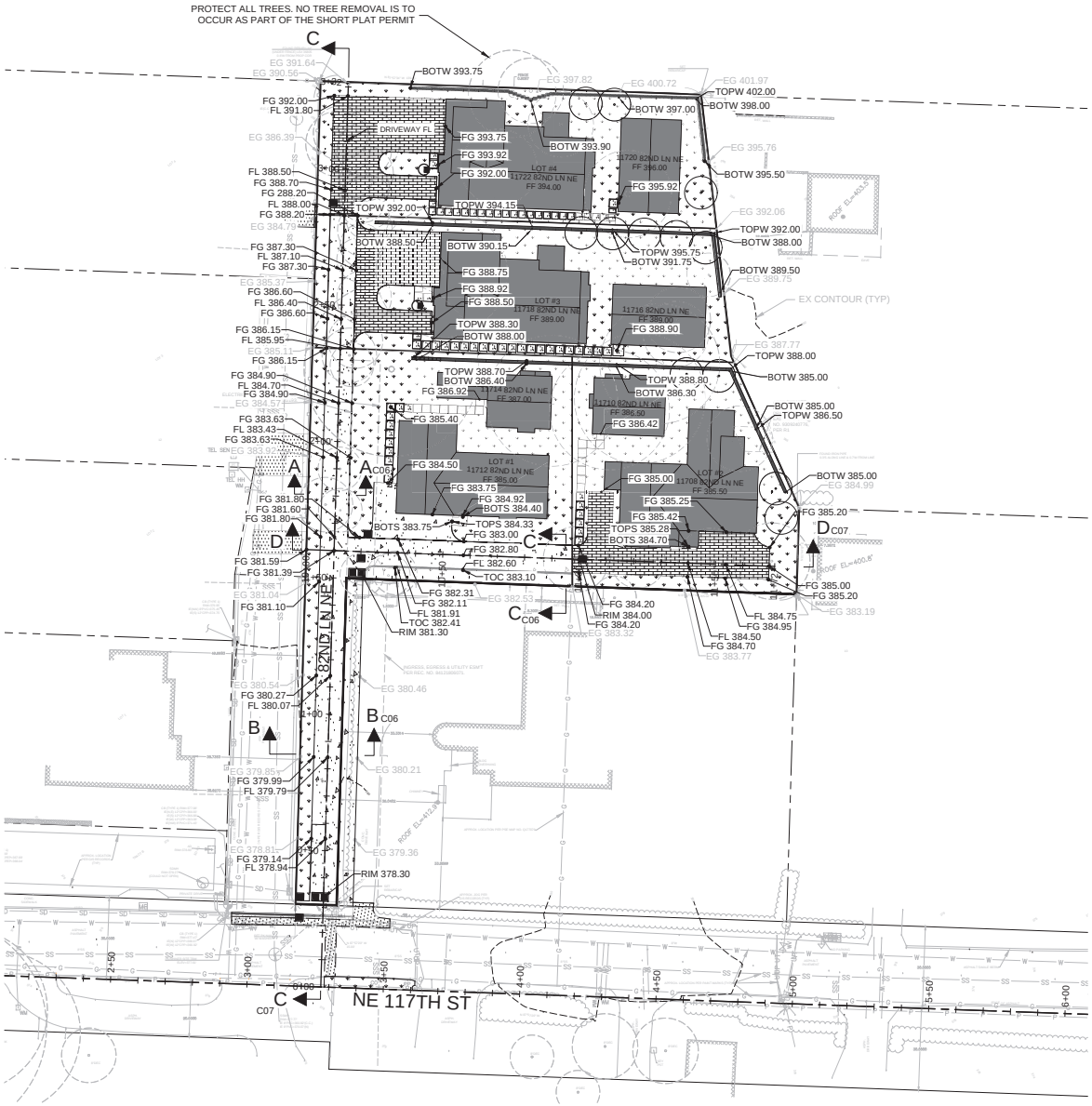
SHARED DRIVEWAY/TRACT (A-A / C06)
NTS



SHARED DRIVEWAY/TRACT (B-B / C06)
NTS



CROSS SECTION (C-C / C06)
NTS



GRADING PLAN
SCALE: 1" = 20'

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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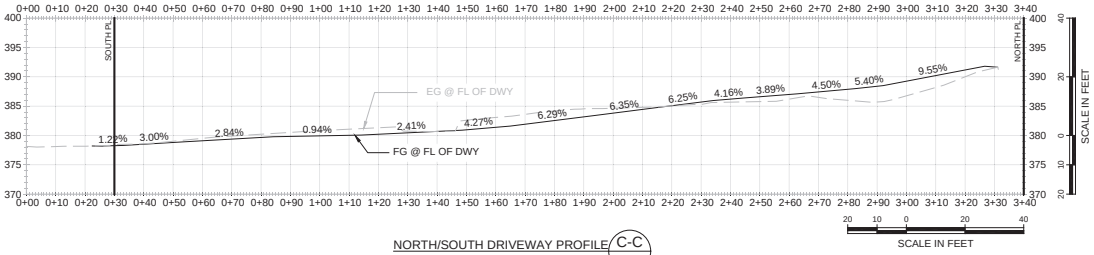
OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

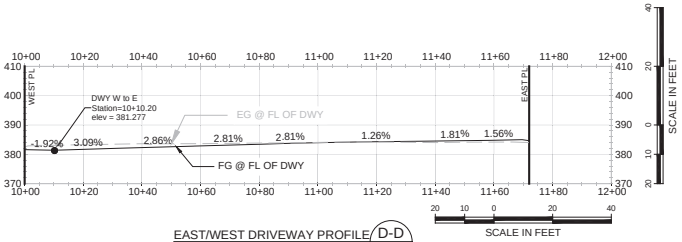
PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
GRADING PLAN

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV. 3
SHEET	7 OF 15
SHEET NUMBER	C06

CAD FILE NUMBER: P:\CLIENTS-CIV\LMCS BUILDERS\8230NE 117TH ST KIRKLAND\DWG\GRAW\NG\8230 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, JIVAR DATE: 30/25/2022 11:43 AM - SHEET SET: 8230 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: ACAD 2018 24.0



NORTH/SOUTH DRIVEWAY PROFILE C-C C06
SCALE: 1" = 10'



EAST/WEST DRIVEWAY PROFILE D-D C06
SCALE: 1" = 10'

DRIVEWAY PROFILES
SCALE: 1" = 10'

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
DRIVEWAY PROFILES

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV. 3
SHEET 8 OF 15	

SHEET NUMBER
C07

CAD FILE NUMBER: P:\CLIENTS-CV\LM\3 BUILDER\8220NE 117TH ST KIRKLAND\DWG\DRAWING\8220 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, JIVAR DATE: 10/25/2022 11:43 AM - SHEET SET: 8220 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: ACAD 2010

SCALE IN FEET

KEY NOTES:

KEY	NOTE	DETAIL/ SHEET
1	GRAVEL INFILTRATION TRENCH W/ INFILTRATION FILTER (PRIOR) (2x) 16.0' L x 5.0' W x 3.0' H (STORAGE DEPTH) FG ABOVE FACILITY ~388.70 - 392.00 TOP OF FACILITY (ROCK LYR) 388.00 MAX WATER LEVEL 387.50 6" SLOTTED PIPE (FLAT) 386.50 BOTTOM OF FACILITY 384.50	K/C12, V/C14
2	48" TYPE 2 CB W/ OPEN GRATE RIM 393.75 4" IE (E) 390.00 (FTG) 6" IE (N/SE) 389.00 6" IE (S) 387.50 (OVERFLOW) 6" IE (W) 386.50 (PIPE TO TRENCH)	L/C11
3	NOT USED	-
4	(2x) 16 LF 6" SLOTTED PIPE LAID FLAT. INSTALL CLEANOUT WITH OPEN LID GRATE TO FG	-
5	6" SDCO RIM 381.80 6" IE 379.00	O/C13
6	90 LF 6" SD @ 2.00% MIN	-
7	6" SDCO RIM 379.00 6" IE 376.50	O/C13
8	26 LF 6" SD @ 2.00% MIN	-
9	TYPE 1 CB W/ OPEN GRATE RIM 378.10 6" IE (N/E) 375.25 12" IE (S) 374.25	Q/C13
10	NOT USED	-
11	GRAVEL INFILTRATION TRENCH W/ INFILTRATION FILTER (PRIOR) (2X) 16.0' L x 5.0' W x 3.0' H (STORAGE DEPTH) FG ABOVE FACILITY ~386.60 - 388.50 TOP OF FACILITY (ROCK LYR) 384.50 MAX WATER LEVEL 384.00 6" SLOTTED PIPE (FLAT) 383.00 BOTTOM OF FACILITY 381.00	K/C12, V/C14
12	48" TYPE 2 CB W/ OPEN GRATE RIM 388.75 4" IE (E) 385.00 (FTG) 6" IE (N/SE) 384.10 6" IE (S) 384.00 (OVERFLOW) 6" IE (W) 383.00 (PIPE TO TRENCH)	L/C11
13	(2x) 16 LF 6" SLOTTED PIPE LAID FLAT. INSTALL CLEANOUT WITH OPEN LID GRATE TO FG	-
14	GRAVEL INFILTRATION TRENCH W/ INFILTRATION FILTER (PRIOR) 25.0' L x 5.0' W x 3.0' H (STORAGE DEPTH) FG ABOVE FACILITY ~381.90 - 384.50 TOP OF FACILITY (ROCK LYR) 379.90 MAX WATER LEVEL 379.40 6" SLOTTED PIPE (FLAT) 378.50 BOTTOM OF FACILITY 376.40	K/C12, V/C14
15	TYPE 1 CB W/ OPEN GRATE RIM 381.85 6" IE (W) 379.40 (OVERFLOW) 6" IE (E) 379.35 6" IE (N) 378.50 (PIPE TO TRENCH)	Q/C13
16	25 LF 6" SLOTTED PIPE LAID FLAT. INSTALL CLEANOUT TO FG	-
17	GRAVEL INFILTRATION TRENCH W/ INFILTRATION FILTER (PRIOR) 37.0' L x 5.0' W x 2.0' H (STORAGE DEPTH) FG ABOVE FACILITY ~384.00 - 385.00 TOP OF FACILITY (ROCK LYR) 381.00 MAX WATER LEVEL 380.50 6" SLOTTED PIPE (FLAT) 379.00 BOTTOM OF FACILITY 378.50	K/C12, V/C14
18	37 LF 6" SLOTTED PIPE LAID FLAT. INSTALL CLEANOUT TO FG	-
19	TYPE 1 CB W/ OPEN GRATE RIM 384.00 6" IE (N) 381.00 6" IE (W) 380.50 (OVERFLOW) 6" IE (E) 378.50	Q/C13
20	GRAVEL INFILTRATION TRENCH 52.0' L x 5.0' W x 1.5' H (STORAGE DEPTH) FG ABOVE FACILITY ~381.50 - 383.00 TOP OF FACILITY (ROCK LYR) 379.25 MAX WATER LEVEL 378.75 6" SLOTTED PIPE (FLAT) 378.00 BOTTOM OF FACILITY 377.25	K/C12, V/C14
21	52 LF 6" SLOTTED PIPE LAID FLAT. INSTALL CLEANOUT TO FG	-
22	CONTECH OPEN GRATE "1 CARTRIDGE CONCRETE CATCH BASIN STORMFILTER" (OR APPROVED EQUAL) CARTRIDGE HEIGHT: 18" RIM 381.30 6" IE (N) 378.20 (PIPE TO CB)	X/C14
23	GRAVEL INFILTRATION TRENCH 25.0' L x 5.0' W x 1.5' H (STORAGE DEPTH) FG ABOVE FACILITY ~377.90 - 379.50 TOP OF FACILITY (ROCK LYR) 375.90 MAX WATER LEVEL 375.40 6" SLOTTED PIPE (FLAT) 374.90 BOTTOM OF FACILITY 373.90	K/C12, V/C14
24	25 LF 6" SLOTTED PIPE LAID FLAT. INSTALL CLEANOUT TO FG	-
25	CONTECH OPEN GRATE "1 CARTRIDGE CONCRETE CATCH BASIN STORMFILTER" (OR APPROVED EQUAL) CARTRIDGE HEIGHT: 18" RIM 378.30 6" IE (W) 375.40 (OVERFLOW) 6" IE (N) 374.90	X/C14
26	TYPE 1 CB W/ SOLID LID RIM 381.45 6" IE (W) 378.75 (OVERFLOW) 6" IE (S) 378.10 6" IE (E) 378.00 (PIPE TO TRENCH)	Q/C13
27	20 LF 6" SD @ 2.00% MIN	-
28	NOT USED	-
29	INSTALL 4" WALL FOOTING DRAIN ALONG WALL. TIGHTLINE TO ON-SITE PIPE @ 2.00% MIN OR INSTALL DISCHARGE WEEP AT LOW POINT. INSTALL MULTIPLE DISCHARGE POINTS ALONG WALL AS NEEDED TO MAINTAIN 0.50% FOOTING DRAIN SLOPE	-
30	6" SD EMERGENCY OVERFLOW @ 2.00% MIN. INSTALL CLEANOUTS AT BENDS TO FG	-
31	TYPE 1 CB W/ SOLID LID RIM 388.45 6" IE (E/S) 385.95	Q/C13
32	51 LF 6" SD @ 2.00% MIN	-
33	6" SDCO RIM 386.15 6" IE 383.00	O/C13
34	68 LF 6" SD @ 2.00% MIN	-
35	6" SDCO RIM 393.75 6" IE 391.75	O/C13
36	31 LF 6" SD @ 2.00% MIN	-
37	6" SDCO RIM 393.75 6" IE 391.00	O/C13
38	25 LF 6" SD @ 2.00% MIN	-
39	4" DS TIGHTLINE @ 2.00% MIN (TYP)	-
40	6" SDCO RIM 395.50 6" IE 393.50	O/C13
41	36 LF 6" SD @ 2.00% MIN	-
42	6" SDCO RIM 395.50 6" IE 392.00	O/C13
43	6" SDCO RIM 394.00 6" IE 392.00	O/C13
44	29 LF 6" SD @ 2.00% MIN	-
45	4" SOLID WALL FOOTING DRAIN TIGHTLINE @ 1.00% MIN (TYP)	-
46	93 LF 6" SD @ 2.00% MIN	-
47	6" SDCO RIM 392.00 6" IE 389.50	O/C13
48	15 LF 6" SD @ 2.00% MIN	-
49	6" SDCO RIM 388.50 6" IE 386.50	O/C13
50	38 LF 6" SD @ 1.00% MIN	-
51	6" SDCO RIM 388.50 6" IE 386.10	O/C13
52	28 LF 6" SD @ 1.50% MIN	-
53	6" SDCO RIM 388.25 6" IE 386.25	O/C13
54	100 LF 6" SD @ 1.50% MIN	-
55	6" SDCO RIM 388.30 6" IE 384.40	O/C13
56	14 LF 6" SD @ 2.00% MIN	-
57	6" SDCO RIM 385.00 6" IE 383.00	O/C13
58	55 LF 6" SD @ 2.00% MIN	-
59	6" SDCO RIM 385.10 6" IE 382.50	O/C13
60	65 LF 6" SD @ 2.00% MIN	-
61	6" SDCO RIM 385.25 6" IE 383.25	O/C13
62	33 LF 6" SD @ 2.00% MIN	-
63	68 LF 6" SD @ 2.00% MIN	-
64	6" SDCO RIM 386.00 6" IE 384.00	O/C13
65	28 LF 6" SD @ 2.00% MIN	-
66	6" SDCO RIM 386.00 6" IE 383.00	O/C13
67	6" SDCO RIM 386.50 6" IE 384.50	O/C13
68	61 LF 6" SD @ 2.00% MIN	-
69	6" SDCO RIM 384.50 6" IE 381.00	O/C13
70	6" SDCO RIM 386.50 6" IE 384.50	O/C13
71	15 LF 6" SD @ 2.00% MIN	-
72	6" SDCO RIM 386.10 6" IE 384.10	O/C13
73	16 LF 6" SD @ 2.00% MIN	-
74	6" SDCO RIM 385.40 6" IE 382.50	O/C13
75	46 LF 6" SD @ 2.00% MIN	-
76	69 LF 6" SD @ 2.00% MIN	-
77	6" SDCO RIM 388.50 6" IE 386.50	O/C13
78	32 LF 6" SD @ 2.00% MIN	-
79	6" SDCO RIM 388.50 6" IE 386.00	O/C13
80	27 LF 6" SD @ 2.00% MIN	-
81	6" SDCO RIM 381.05 6" IE 378.00	O/C13
82	ENSURE UPPER TRACT AND DRIVEWAY FOR LOT 1, 3, AND 4 DRAIN TO WATER QUALITY FACILITY PRIOR TO DRAINING TO INFILTRATION TRENCH. CONSULT CIVIL ENGINEER IF ADDITIONAL INFRASTRUCTURE OR GRADING DETAIL IS NEEDED IN THIS AREA	-
83	INSTALL PERMEABLE PAVEMENT CHECKDAMS WHEN SURFACING IS BETWEEN 5-10% (TYP)	G/C11
84	PERIMETER FOOTING DRAIN - 4" PERFORATED PVC IN 6" MIN WASHED GRAVEL	-

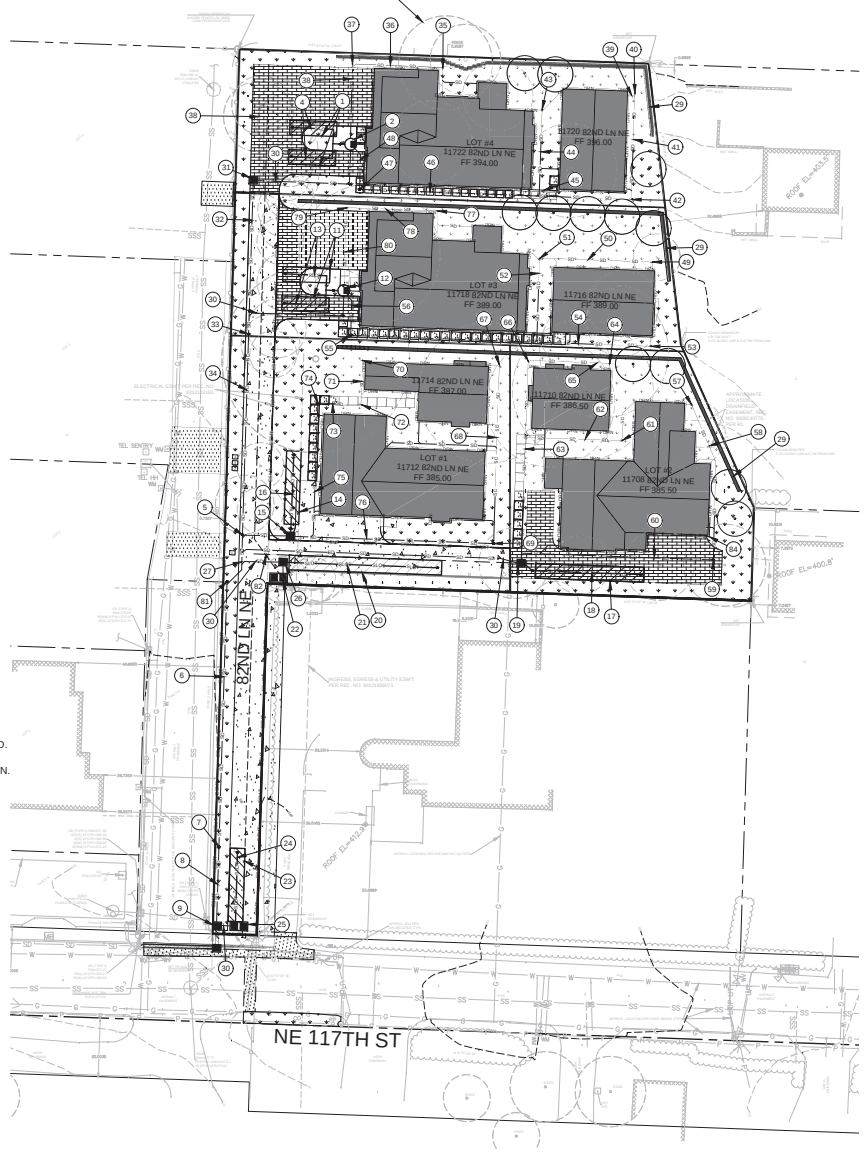
GENERAL NOTES:

1. ALL PIPE SHALL BE PER COK PUBLIC WORKS PRE-APPROVED CRITERIA.
2. AMEND ALL DISTURBED SOIL THAT WILL REMAIN PERVIOUS PER DETAIL B/C11
3. SEE ARBORIST REPORT FOR RECOMMENDATIONS ON CONSTRUCTION ACTIVITY WITHIN TREE PROTECTION FENCING AND CONSULT PROJECT ARBORIST AS NEEDED. ARBORIST MONITORING OF RETAINED TREES WILL BE REQUIRED PERIODICALLY THROUGHOUT CONSTRUCTION.

LEGEND:

- CONCRETE
- PAVERS
- ASPHALT
- LANDSCAPE
- PERMEABLE PAVEMENT SURFACE
- GRAVEL INFILTRATION TRENCH

PROTECT ALL TREES. NO TREE REMOVAL IS TO OCCUR AS PART OF THE SHORT PLAT PERMIT



DRAINAGE PLAN

SCALE: 1" = 20'

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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BASE MAP/TOPOGRAPHY PROVIDED BY OTHERS. DCG CANNOT BE HELD LIABLE FOR ACCURACY. CONTRACTOR SHALL FIELD VERIFY GRADES, UTILITIES, & ALL OTHER EX FEATURES, & CONDITIONS. IF CONDITIONS ARE NOT AS SHOWN &/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN, CONTACT DCG PRIOR TO CONSTRUCTION.

OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
DRAINAGE PLAN

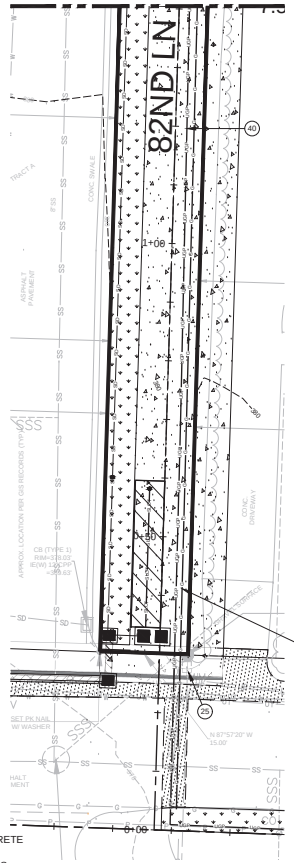
PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV: 3
SHEET	8 OF 15
SHEET NUMBER	C08

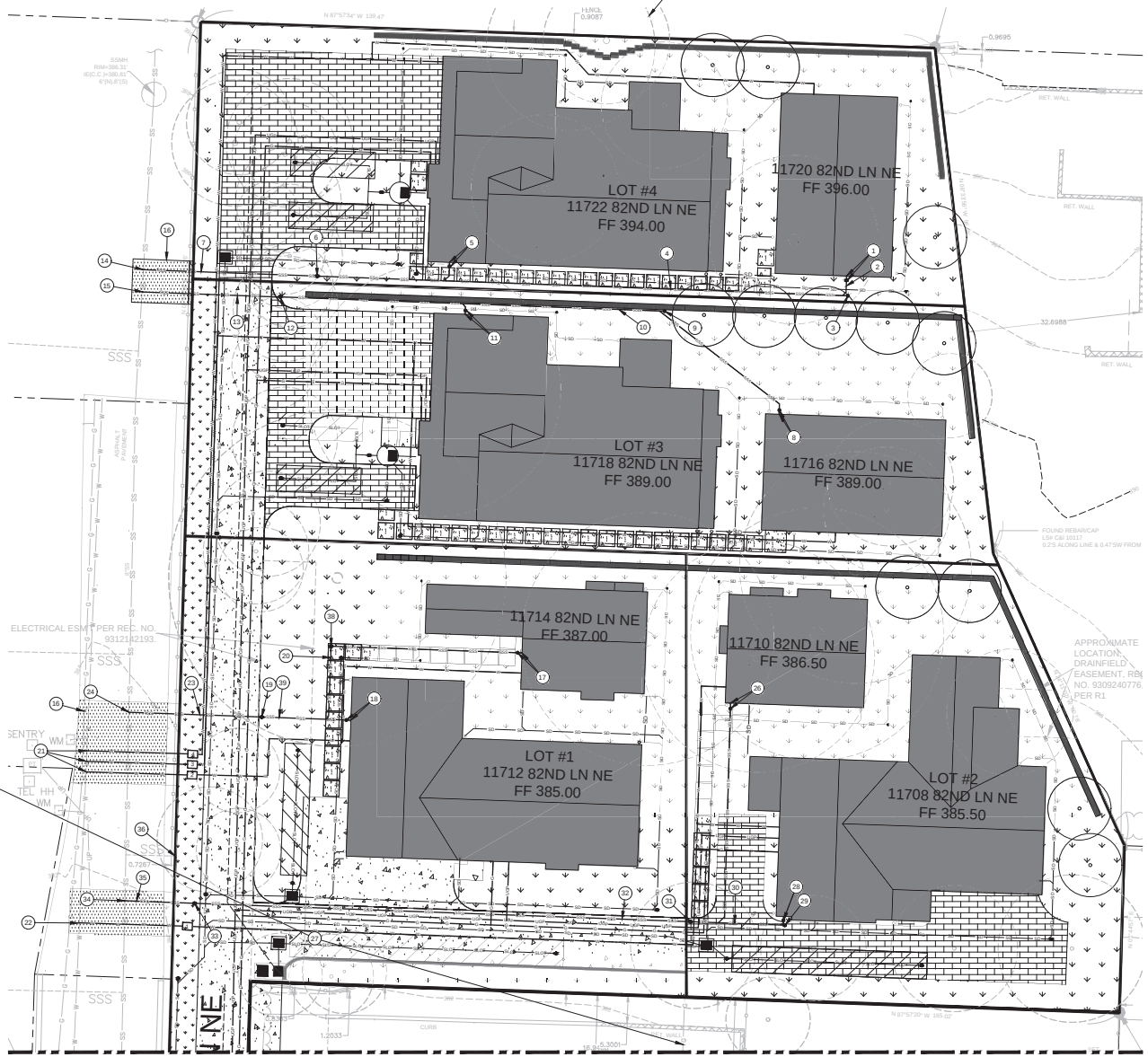
CAD FILE NUMBER: P:\CLIENTS-CV\LM\3 BUILDER\8230NE 117TH ST KIRKLAND\DWG\DRAW\NG\8230 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, 3VAR DATE: 10/25/2022 11:43 AM - SHEET SET: 8230 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: ACAD 2018

KEY NOTES:

KEY	NOTE	DETAIL/ SHEET
1	4" SSSCO AND BUILDING POINT OF COMPLIANCE RIM 396.00 4" IE 391.00	Y/C14
2	4" SSS TIGHTLINE FROM BUILDING @ 2.00% MIN (TYP)	-
3	6" SSSCO RIM 395.50 6" IE 390.90	Y/C14
4	100 LF 6" SSS @ 2.00% MIN	-
5	4" SSSCO AND BUILDING POINT OF COMPLIANCE RIM 393.50 4" IE 389.00	Y/C14
6	6" SSSCO RIM 389.00 6" IE 384.00	Y/C14
7	33 LF 6" SSS @ 2.00% MIN	J/C12
8	4" SSSCO AND BUILDING POINT OF COMPLIANCE RIM 388.50 4" IE 385.00	Y/C14
9	6" SSSCO RIM 391.00 6" IE 384.25	Y/C14
10	74 LF 6" SSS @ 2.00% MIN	-
11	4" SSSCO AND BUILDING POINT OF COMPLIANCE RIM 388.75 4" IE 385.00	Y/C14
12	6" SSSCO RIM 388.20 6" IE 381.50	Y/C14
13	26 LF 6" SSS @ 2.00% MIN	J/C12
14	CONNECT TO EX 8" SEWER MAIN 6" IE 380.45 8" IE 379.62±	P/C13
15	CONNECT TO EX 8" SEWER MAIN 6" IE 380.31 8" IE 379.48±	P/C13
16	RESTORE EX SURFACING/FEATURES (I.E. FENCE ETC.) IN KIND (TYP)	-
17	4" SSSCO AND BUILDING POINT OF COMPLIANCE RIM 386.75 4" IE 383.00	Y/C14
18	6" SSSCO AND BUILDING POINT OF COMPLIANCE FOR 4" RIM 385.00 4" IE 381.00	Y/C14
19	6" SSSCO RIM 383.85 6" IE 378.85	Y/C14
20	14 LF 6" SSS @ 2.00% MIN	Y/C14
21	(3) 1-1/2" SERVICE AND CONNECTION TO WATER MAIN. SET METER IN LANDSCAPE ON-SITE. CONFIRM SIZE WITH MEP	M/C12
22	1-1/2" SERVICE AND CONNECTION TO WATER MAIN. SET METER IN LANDSCAPE ON-SITE. CONFIRM SIZE WITH MEP	M/C12
23	25 LF 6" SSS @ 2.00% MIN	J/C12
24	CONNECT TO EX 8" SEWER MAIN 6" IE 377.51 8" IE 376.68±	P/C13
25	EX WATER METER AND SERVICE TO BE REMOVED AND SERVICE ABANDONED AT WATER MAIN	-
26	4" SSSCO RIM 386.40 4" IE 382.50	Y/C14
27	PER SURVEY (REFERENCEING GAS MAP), SITE IS CURRENTLY SERVED BY GAS. COORDINATE W/ PSE IF SERVICE MAY BE REUSED OR IF NEW SERVICE TAP IS NEEDED (BY OTHERS). LOCATE SERVICE IN FIELD. ROUTING SHOWN SCHEMATICALLY ONLY	-
28	4" SSSCO AND BUILDING POINT OF COMPLIANCE RIM 384.50 4" IE 380.50	Y/C14
29	6" SSSCO RIM 384.40 6" IE 380.25	Y/C14
30	19 LF 6" SSS @ 2.00% MIN	-
31	6" SSSCO RIM 384.15 6" IE 379.75	Y/C14
32	96 LF 6" SSS @ 2.00% MIN	-
33	6" SSSCO RIM 381.90 6" IE 376.50	Y/C14
34	CONNECT TO EX 8" SEWER MAIN 6" IE 376.33 8" IE 375.50±	P/C13
35	13 LF 6" SSS @ 2.00% MIN	J/C12
36	LOCATION OF EX SSS ON-SITE IS UNKNOWN. CONTRACTOR TO LOCATE EX SSS SERVICE IN FIELD. CUT, CAP, AND ABANDON AT PROPERTY LINE	-
37	NOT USED	-
38	6" SSSCO RIM 385.40 6" IE 382.25	Y/C14
39	16 LF 6" SSS @ 2.00% MIN	-
40	UNDERGROUND ELECTRICAL POWER (SHOWN SCHEMATICALLY ONLY). COORDINATE SERVICE/VAULT W/ PSE (BY OTHERS)	-

MATCHLINE THIS SHEET





MATCHLINE THIS SHEET

UTILITY PLAN
SCALE: 1" = 10'

GENERAL NOTES:

1. COORDINATE WITH NEIGHBOR ON UTILITY INSTALLATION (WATER, SEWER, GAS POWER) DISTURBANCE. MINIMIZE IMPACTS AND SHUTDOWN TIME.
2. SEE ARBORIST REPORT FOR RECOMMENDATIONS ON CONSTRUCTION ACTIVITY WITHIN TREE PROTECTION FENCING AND CONSULT PROJECT ARBORIST AS NEEDED. ARBORIST MONITORING OF RETAINED TREES WILL BE REQUIRED PERIODICALLY THROUGHOUT CONSTRUCTION.

LEGEND:

- CONCRETE
- PAVERS
- ASPHALT
- LANDSCAPE
- PERMEABLE PAVEMENT SURFACE
- GRAVEL INFILTRATION TRENCH

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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DCG civil structural

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BENJAMIN DIONNE BIRKENSTAIN
STATE OF WASHINGTON
Benjamin Birkenstain
Date: 10.25.22
REGISTRATION 47798

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OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
UTILITY PLAN

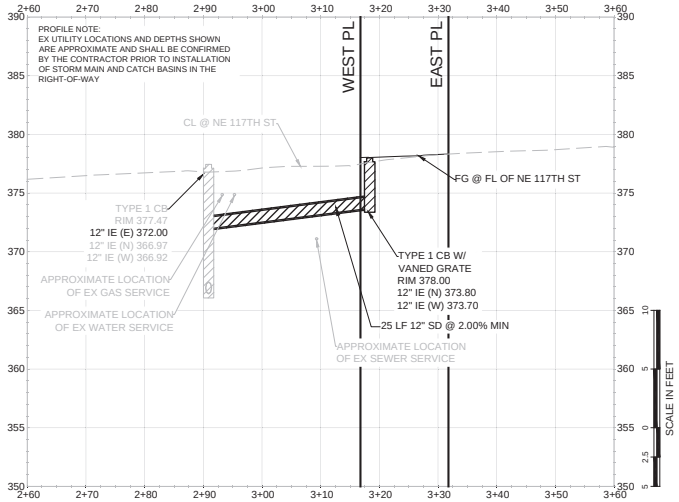
PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV. 3
SHEET 10 OF 15	
SHEET NUMBER	C09

CAD FILE NUMBER: P:\CLIENTS-CIV\LMS\BUILDERS\8230NE 117TH ST KIRKLAND\DWG\DRAWING\8230 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, JIAN DATE: 10/25/2022 11:43 AM - SHEET SET: 8230 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: AUTOCAD 2017

KEY NOTES:		
KEY	NOTE	DETAIL/ SHEET
1	TYPE 1 CB W/ VANED GRATE RIM 378.00 12" IE (N) 373.80 12" IE (W) 373.70	Q/C13, R/C13, S/C13
2	8 LF 12" PVC 3034 STORM MAIN @ 2.00% MIN	N/C13
3	CONNECT TO EX CB 12" IE 372.00	-
4	5' WIDE SIDEWALK/DRIVEWAY (MATCH EX CONDITION TO WEST)	U/C14, W/C14
5	NEW CONCRETE CURB AND GUTTER (TYPE A)	T/C14
6	SAWCUT AND MATCH EG (TYP)	-
7	MAINTAIN DRIVEWAY ACCESS TO NEIGHBORING LOT DURING CONSTRUCTION. PROVIDE NOTIFICATION TO AND COORDINATE WITH OWNERS IF TEMPORARY DISRUPTION TO DRIVEWAY ACCESS IS NECESSARY	-
8	25 LF 12" PVC 3034 STORM MAIN @ 2.00% MIN	N/C13
9	REPLACE CONCRETE/DRIVEWAY TO NEAREST JOINT AND MATCH EG	-
10	MAINTAIN 1' MIN HORIZONTAL CLEARANCE BETWEEN STORM MAIN AND WATER MAIN	-
11	EX WATER METER TO BE REMOVED AND SERVICE ABANDONED AT MAIN	-
12	RESTORE EXISTING CURB IN KIND. RESTORE SIDEWALK IN KIND IF DISTURBED FOR STORM INSTALLATION	T/C14, U/C14, V/C14
13	CONTRACTOR TO DETERMINE EXACT LOCATION AND DEPTH OF UNDERGROUND POWER PRIOR TO INSTALLATION OF STORM MAIN AND CATCH BASINS IN THE RIGHT-OF-WAY. COORDINATE WITH APPLICABLE UTILITY PROVIDER(S) FOR UTILITY RE-ROUTES AS NEEDED FOR INSTALLATION OF STORM MAIN	-

LEGEND:

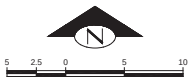
- CONCRETE
- ASPHALT
- LANDSCAPE
- GRAVEL INFILTRATION TRENCH

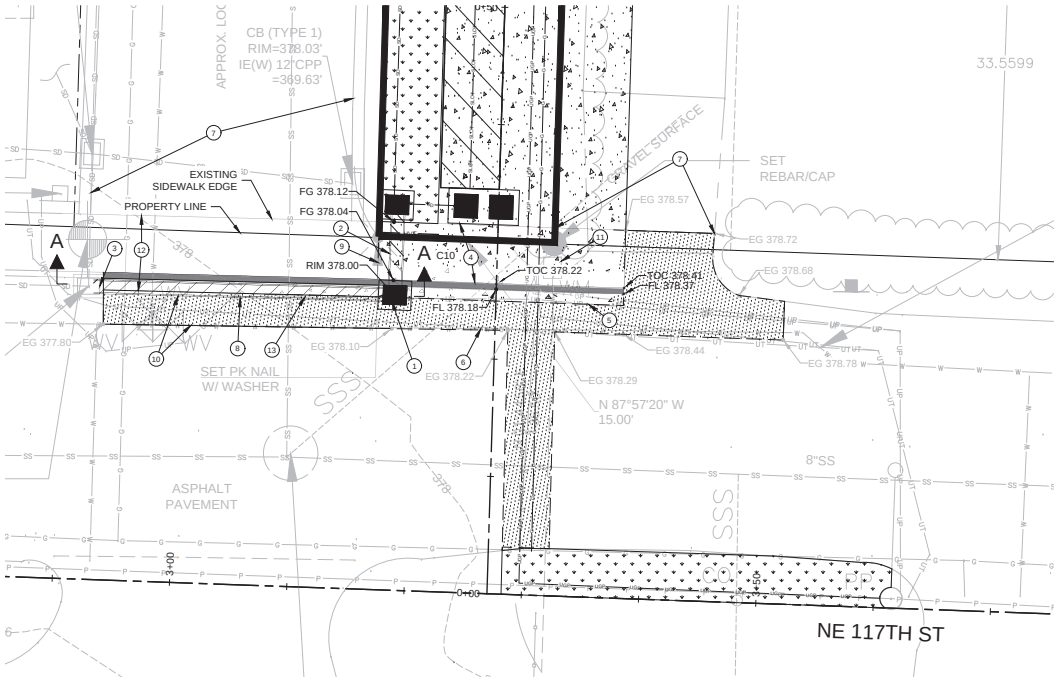


STORM MAIN PROFILE
NE 117TH ST
HORIZONTAL 1" = 10'
VERTICAL 1" = 5'

A-A
C10

SCALE IN FEET





RIGHT-OF-WAY IMPROVEMENT PLAN
SCALE: 1" = 5

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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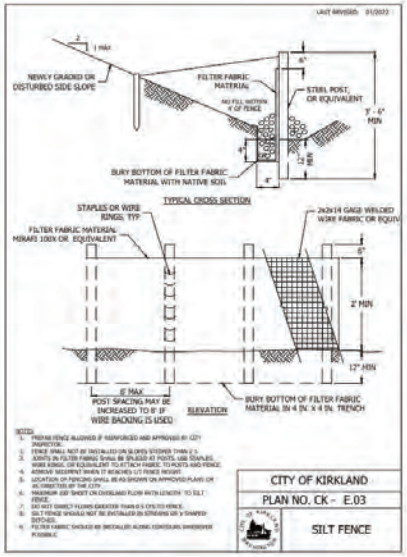
OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
RIGHT-OF-WAY IMPROVEMENT PLAN

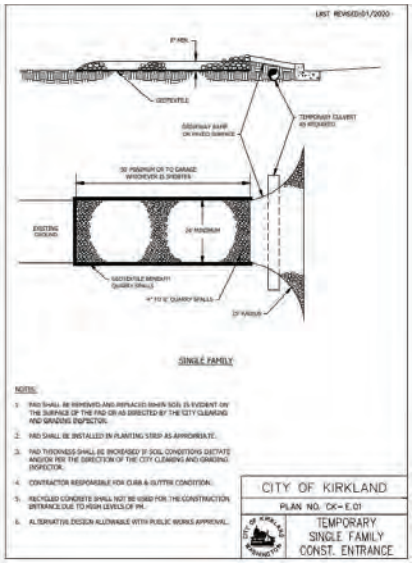
PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV: 3
SHEET 11 OF 15	
SHEET NUMBER	C10

CAD FILE NUMBER: P:\CLIENTS-CIV\LM\3 BUILDER\8220NE 117TH ST KIRKLAND\DWG\DRAW\NG\8220 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, 3VAR DATE: 10/25/2022 11:43 AM - SHEET SET: 8220 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: ACAD 2018

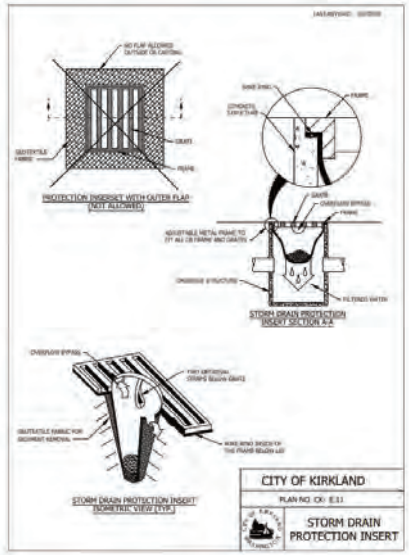


SILT FENCE
COK PLAN NO. CK-E.03
NTS
A C03

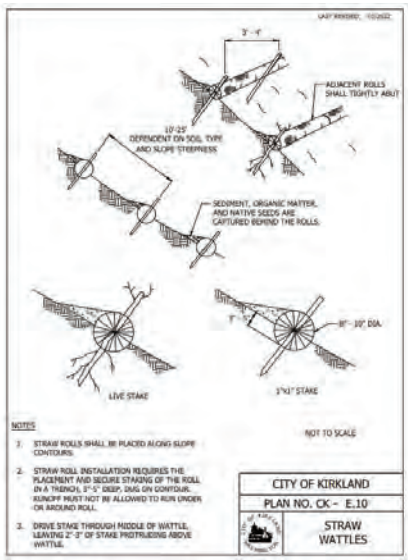
SOIL AMENDMENT NOTES
COK PLAN NO. CK-E.12
NTS
B C03



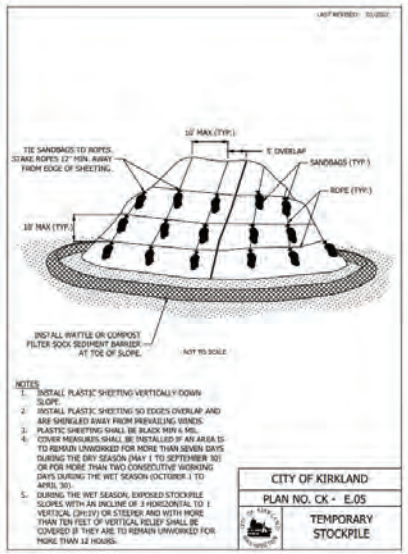
TEMPORARY CONSTRUCTION ENTRANCE
COK PLAN NO. CK-E.01
NTS
C C03



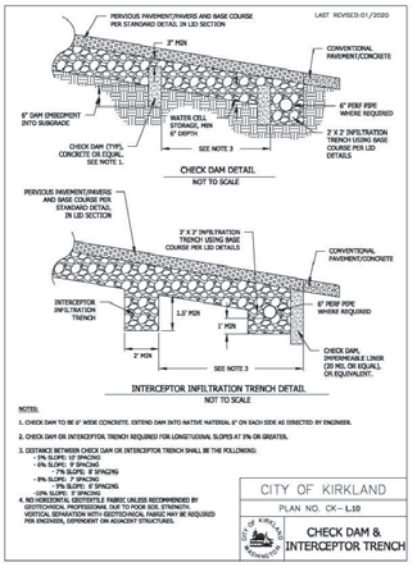
STORM DRAIN INLET PROTECTION
COK PLAN NO. CK-E.11
NTS
D C03



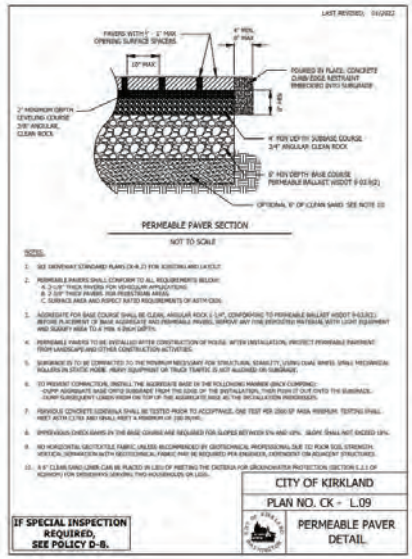
STRAW WATTLES
COK PLAN NO. CK-E.10
NTS
E C03



TEMPORARY STOCKPILE
COK PLAN NO. CK-E.05
NTS
F C03



CHECK DAM & INTERCEPTOR TRENCH
COK PLAN NO. CK-L.10
NTS
G C05, C08



PERMEABLE PAVER DETAIL
COK PLAN NO. CK - L.09
NTS
H C05, C08

DETAILS
SCALE: AS NOTED

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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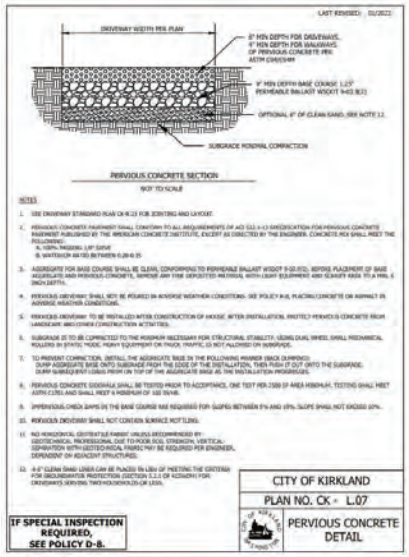
OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

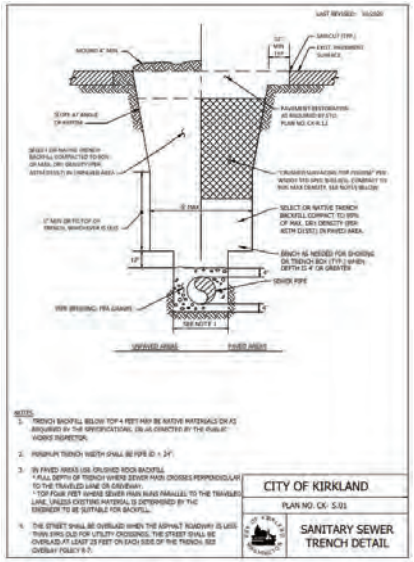
PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
DETAILS

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV. 3
SHEET 12 OF 15	
SHEET NUMBER	C11

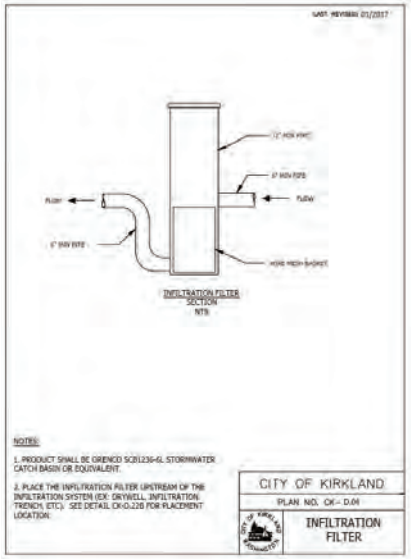
CAD FILE NUMBER: P:\CLIENTS-CIV\LMS\BUILDER\8220NE 117TH ST KIRKLAND\DWG\DRAW\NCI8220NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, SYAR DATE: 10/25/2022 11:43 AM - SHEET SET: E230 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: ACAD 2021



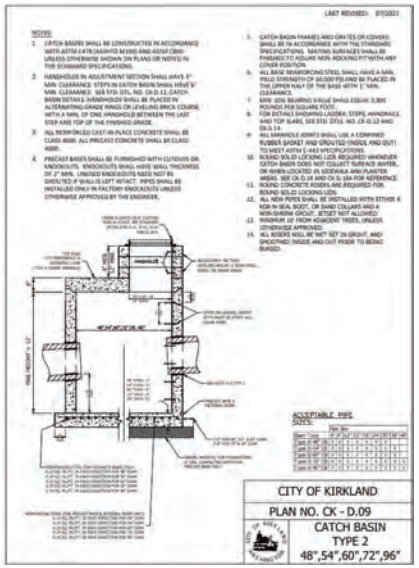
PERVIOUS CONCRETE DETAIL
COK PLAN NO. CK - L.07
NTS
I C05, C08



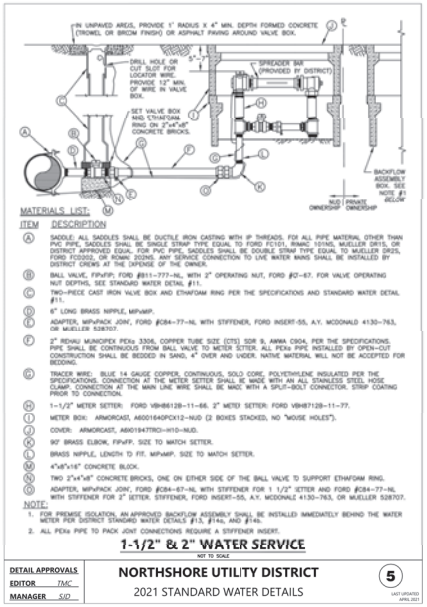
SANITARY SEWER TRENCH DETAIL
COK PLAN NO. CK - S.01
NTS
J C09



INFILTRATION FILTER
COK PLAN NO. CK - D.04
NTS
K C08



CATCH BASIN TYPE 2
COK PLAN NO. CK - D.09
NTS
L C08



1 - 1/2" & 2" WATER SERVICE
NTS
M C09

DETAILS
SCALE: AS NOTED

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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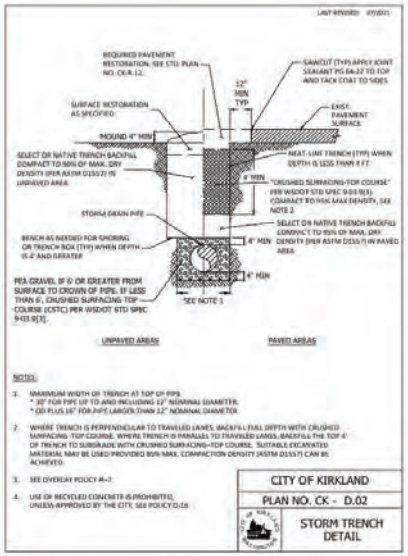
OWNER: LEGACY GROUP CAPITAL
400 112TH AVE NE #400
BELLEVUE, WA 98004

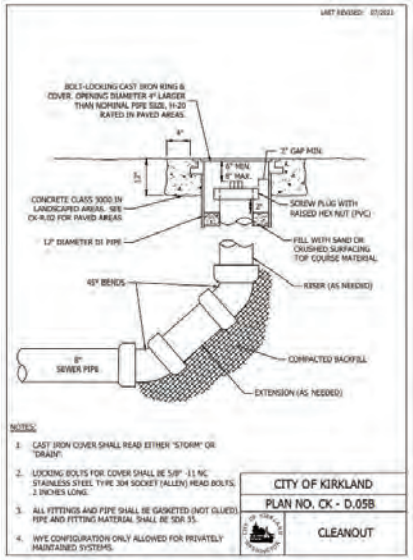
PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
DETAILS

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV: 3 / SHEET 13 OF 15
SHEET NUMBER	C12

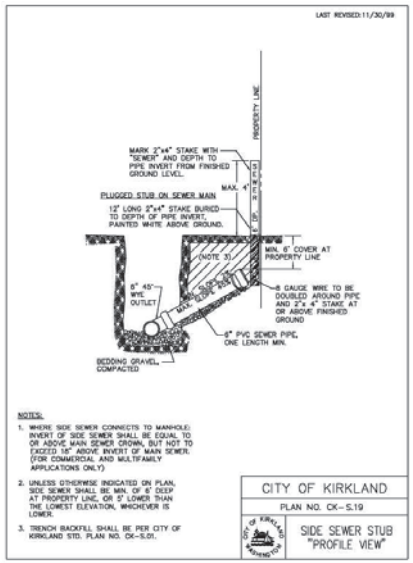
CAD FILE NUMBER: P:\CLIENTS-CIV\LMS TBUILDERS\8220NE 117TH ST KIRKLAND\CIV\LANDDWG
LAST MODIFIED BY: JACK, JIVAR DATE: 10/25/2022 11:43 AM - SHEET SET: 8230 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
AUTOCAD VERSION: AutoCAD 2018



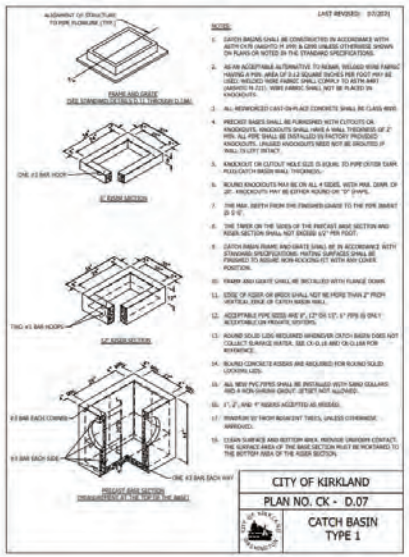
STORM TRENCH DETAIL
COK PLAN NO. CK - D.02
NTS
N
C11



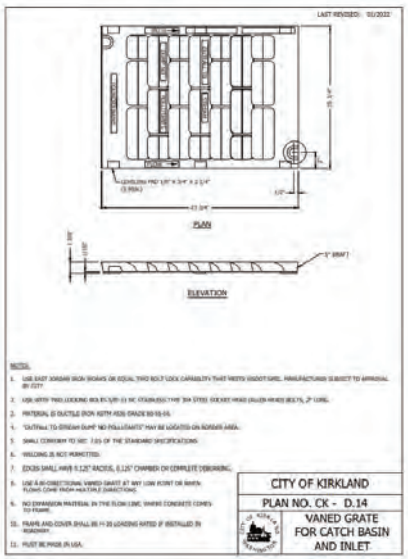
STORM CLEANOUT
COK PLAN NO. CK - D.05B
NTS
O
C08



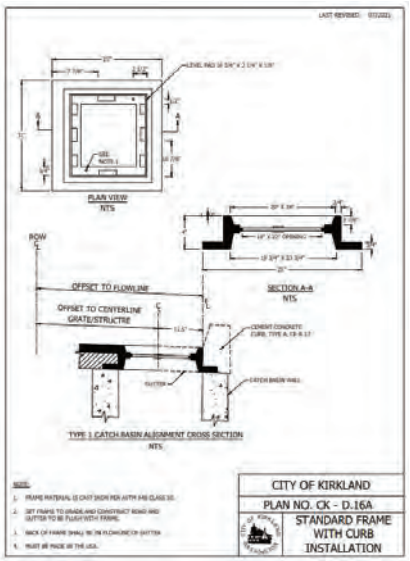
SIDE SEWER STUB PROFILE VIEW
PLAN NO. CK - S.19
NTS
P
C09



CATCH BASIN TYPE 1
COK PLAN NO. CK - D.07
NTS
Q
C08, C10



VANED GRATED FOR CATCH BASIN AND INLET
COK PLAN NO. CK - D.14
NTS
R
C10



STANDARD FRAME WITH CURB INSTALLATION
COK PLAN NO. CK - D.16A
NTS
S
C10

DETAILS
SCALE: AS NOTED

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
2	09/21/2022	BI	CYCLE 2 SHORT PLAT SUBMITTAL COMMENTS
3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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BENJAMIN DIGIERI
STATE OF WASHINGTON
Digitally signed by Benjamin Digieri
Date: 2022.10.25 14:46:06 -07'00'
REGISTERED PROFESSIONAL ENGINEER

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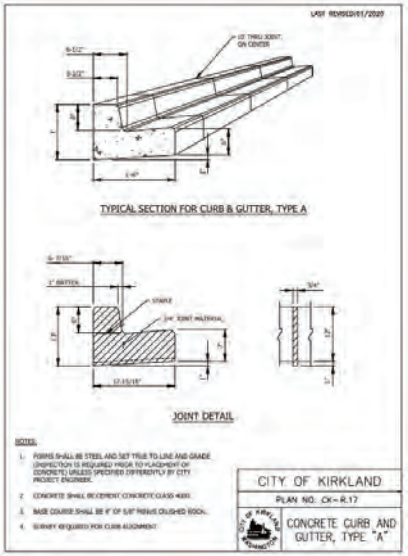
400 112TH AVE NE #400
BELLEVUE, WA 98004

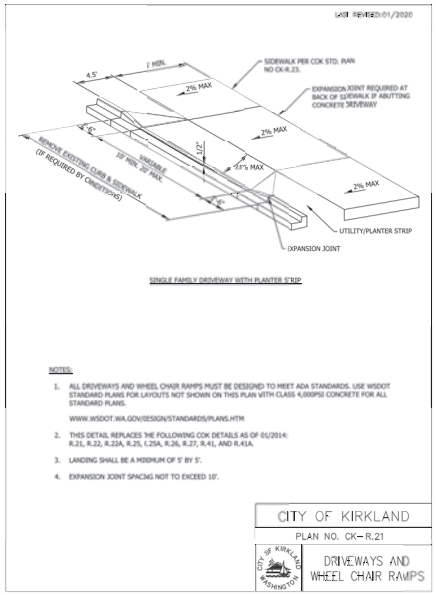
PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
DETAILS

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV. 3
SHEET	14 OF 15
SHEET NUMBER	C13

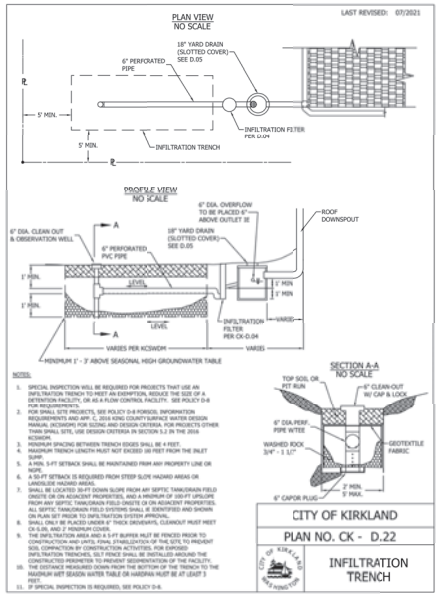
CAD FILE NUMBER: P:\CLIENTS-CV\LMS TBUILDERS\8220NE 117TH ST KIRKLAND\DWG\DRAW\NG\8220 NE 117TH ST KIRKLAND CIVIL PLAN.DWG
LAST MODIFIED BY: JACK, SAVE DATE: 10/25/2022 11:43 AM - SHEET SET: 8220 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL (E.EED D (36.00 X 24.00 INCHES)
NOTICE OF REVISION: FULL 10/2007



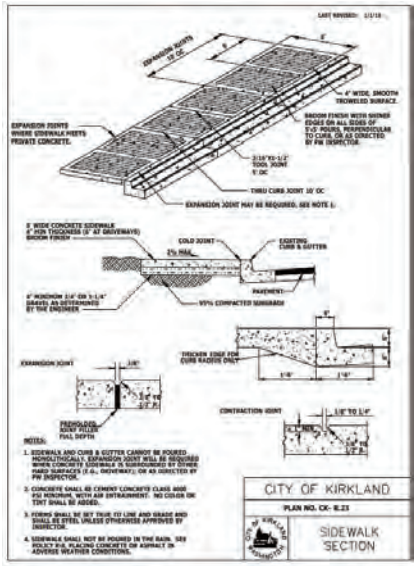
CONCRETE CURB AND GUTTER TYPE A
COK PLAN NO. CK - R.17
NTS
T / C10



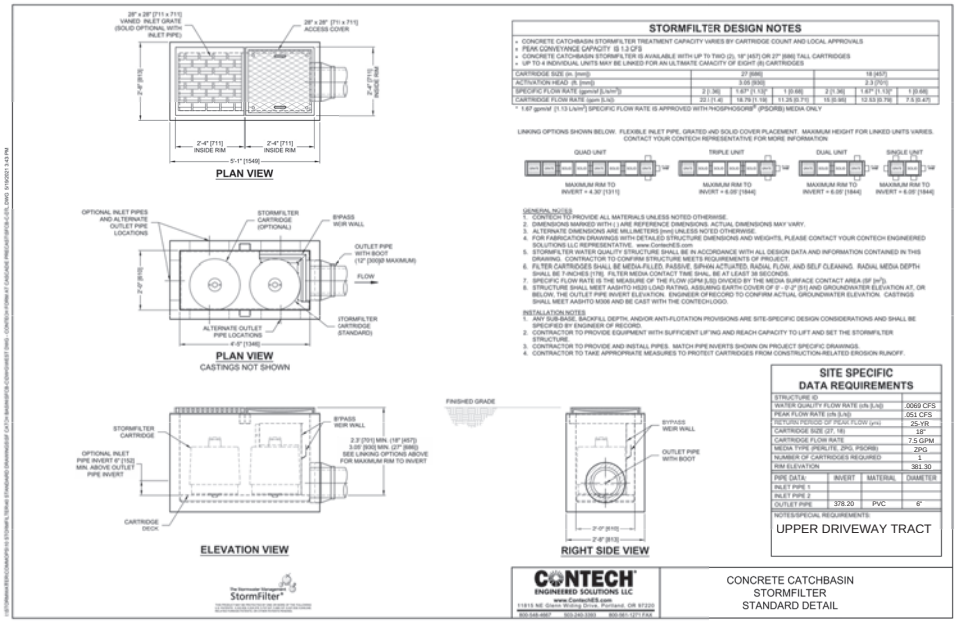
DRIVEWAY
COK PLAN NO. CK - R.21
NTS
U / C10



INFILTRATION TRENCH
COK PLAN NO. CK - D.22
NTS
V / C08

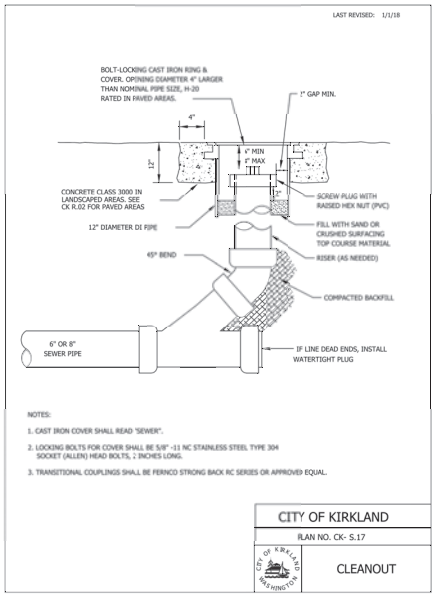


SIDEWALK SECTION
COK PLAN NO. CK - R.23
NTS
W / C10



CONTECH CB CARTRIDGE
NTS
X / C08

DETAILS
SCALE: AS NOTED



SEWER CLEANOUT
COK PLAN NO. CK-S.17
NTS
Y / C09

No.	DATE	BY	REVISION
1	07/7/2022	BI	CYCLE 1 SHORT PLAT SUBMITTAL COMMENTS
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3	10/25/2022	BI	CYCLE 3 SHORT PLAT SUBMITTAL COMMENTS

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BELLEVUE, WA 98004

PROJECT: 11708, 10, 12, 14, 16, 18, 20, 22 82ND LN NE
KIRKLAND, WA 98034
DETAILS

PROJ. MANAGER:	BI
DESIGNED BY:	JL
DRAWN BY:	RB
CHECKED BY:	BI
SCALE:	AS SHOWN
DATE: 10/25/2022	REV. 3
SHEET 15 OF 15	
SHEET NUMBER	C14

CAD FILE NUMBER: P:\CLIENTS-CIV\LMCT\BUILDER\8220NE 117TH ST KIRKLAND\CIV\GRDR\AIN\C8220 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
LAST MODIFIED BY: JACK, SYAR DATE: 10/25/2022 11:43 AM - SHEET SET: 8220 NE 117TH ST KIRKLAND CIVIL PLAN - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES)
NOTICE OF REVISION: FULL BD 2007

Date: July 20th, 2022

To: Thomas Mauriss
Legacy Group Capital
400 112th Ave NE Ste 400
Bellevue Wa 98004

We have reviewed the plans sent to us regarding garbage and recycle service for:

"New Homes" located at 8230 NE 117th St in Kirkland, Wa

We find these plans to be acceptable for service by Waste Management, North Sound Division equipment and hereby approve them with the following exceptions:

Waste Management can service toters from a collection area curbside on NE 117th St. The service area must be kept clear and accessible.

Thank you,

Waste Management North Sound

Tim Miller
Route Manager – North Sound WM