City of Sammamish Washington

801 – 228th Avenue SE • Sammamish, WA 98075-9509
Phone: 425-295-0500 • Fax: 425-295-0600 • www.sammamish.us

February 27, 2017

Brett Pudists, P.E.
Project Manager
The Blueline Group
25 Central Way, Suite 400
Kirkland, WA 98033

SUBJECT: Carrier Subdivision
PSUB2016-00026
Public Works Approval of Variation Request

Dear Mr. Pudists:

The Public Works Department has received your request for variation from the *Interim Public Works Standards* (PWS) in your letter dated September 29, 2016 (the "Request").

Variation from PWS Figure 01-05 Local Road Section

The Sammamish Municipal Code Chapter 14.01 adopts the *Interim Public Works Standards* and authorizes the Public Works Director to administratively amend the standards to allow for changes in street design. The *Interim Public Works Standards was* additionally adopted by City Ordinance 2000-060 and later the local road standard was updated and adopted by City Ordinance 2005-191. As such, under the review authority granted by the *Interim Public Works Standards* Section 10.170, a variation to the following standard is approved:

- PWS Table I Minimum Public Street Design Standards and PWS Figure 01-05 Local Road Standard (both as modified by City Ordinance 2005-191)

Public Works will allow the following variation along the internal plat road identified as Road A and a portion (as depicted on attached Exhibit) of the internal plat road identified as Road B:

- 28-foot pavement width
- No Parking signs on one side
- 5.5-foot from behind back of sidewalk to edge of ROW on each side

This local road cross section is consistent with direction from the City Council and environmental considerations of promoting low impact development where feasible. The criteria on which approvals for variations to the *Interim Public Works Standards*, including safety, environmental considerations, appearance, function, and maintainability have been examined and are fully satisfied. This variation is based on my sound engineering judgment and is in the best interest of the public.

Variation from PWS.15.110 Street Frontage Improvements – Collector Arterial

The Sammamish Municipal Code Chapter 14.01 adopts the *Interim Public Works Standards* and authorizes the Public Works Director to administratively amend the standards to allow for changes in street design. The *Interim Public Works Standards was* additionally adopted by City Ordinance 2000-060. As such, under the review authority granted by the *Interim Public Works Standards* Section 10.170, a variation to the following standard is approved:

- PWS.15.110 Street Frontage Improvements

Public Works will allow the following variation on the frontage along SE 8th Street between the 214th Avenue SE intersection and the intersection with the road designated as Road B in the preliminary plat plan:

- 24.5-foot pavement width from centerline of right-of-way
- Elimination of landscape strip
- 2.5-foot right-of-way dedication inclusive of a 1.5-foot added width north of sidewalk for street lights and utility poles

This collector arterial road cross section is consistent with direction from the City Council and environmental considerations of both protecting significant trees on the south side of SE 8th Street and protecting the critical areas on the north side of SE 8th Street along this portion of the project frontage of this roadway. The criteria on which approvals for variations to the *Interim Public Works Standards*, including safety, environmental considerations, appearance, function, and maintainability have been examined and are fully satisfied. This variation is based on my sound engineering judgment and is in the best interest of the public.

Summary

The variations listed above are approved as noted and shall be incorporated into the preliminary subdivision approval. This variation shall not be precedence setting and shall be reviewed for consistency with all criteria under SMC 21A Development Code. All final engineering design elements will be reviewed with the required permits for this project.

Sincerely,

Andrew Zagars, P.E.
City Engineer

Attachments:
Sammamish Variation Verification Form
Letter of a Roadway Variance Request for Carrier

cc: Haim Strasbourger. P.E., Development Review Engineer
Doug McIntyre, Senior Planner
Development Review File

Decision Section

Decision: **PARTIALLY APPROVED / ~~DENIED~~**

The applicant has ~~/ has not~~ demonstrated that the proposed variation is in the public interest and that requirements for safety, function, fire protection, appearance, and maintainability based upon sound engineering judgment are fully met.

Summary of Basis for Decision:

Safety:
The design cross section shown for SE 8th Street includes all the elements that were identified by the City's Public Works and Parks departments in coordination with input from public and City Council. At the East end of the project the cross section will match a half street design of a collector arterial with a 3-foot wide right-of-way dedication along the project frontage. Between the proposed Road B and the intersection with 214th Avenue SE is a sensitive area corridor along both sides of SE 8th Street. The roadway through this sensitive area corridor will be ultimately inclusive of two 11-foot wide lanes, two 5-foot wide bicycle lanes and two 6-foot wide sidewalks. This project will construct the portion of the ultimate design located between the center of the right-of-way and the new right-of-way line. The project will be required to dedicate a 2.5-foot width of right-of-way along the frontage through the sensitive area corridor. After the improvements are constructed for this project, there will be more than sufficient pavement width for safe vehicular, bicycle, and pedestrian movement through this corridor.

The design cross section shown for the inner plat local roads shows a reduced pavement width from the standard 36-foot width to a 28-foot width along Road A and sections of Road B. Along both roads the proposed design provides mostly similar safety features as required by the standard Public Works roadway design. The design includes a 10-foot wide vehicular travel lane in each direction, two 5-foot wide pedestrian walkways separated from the road by a 5-foot wide landscape strip, and an 8-foot wide parking lane on at least one side of the road. Along a portion of Road B, the landscaping strip is proposed to be eliminated, which would result in a stretch of sidewalk that is adjacent to the road. Elimination of parking on one side of the road for all of Road A and parts of Road B will continue to provide the same level of safety for these roadways relative to the standard design. The elimination of a landscape strip near a highly sensitive area will provide sufficient pedestrian safety while protecting valuable resources.

Environmental Considerations:
Along the project's frontage of SE 8th Street there is a long row of significant trees on the south side of the road and critical areas on the north side of the road, consisting of two streams and a forested upland area between them. The reduction in roadway width including removing the landscape strip along the frontage of SE 8th Street along the sensitive area corridor will provide for better environmental protection of the existing noted features. The line of significant trees on the south side of the road will not be disturbed by the ultimate roadway design. The north half of the road that will be constructed as part of this project will minimize how much the streams will be moved to the north and will restore them to match current conditions. The upland forested area will be protected as much as possible by a wall behind the sidewalk, to avoid further trees removed if that slope was otherwise graded.

The provided modification to the inner plat roads will result in less pavement and more landscaping which reduces the development footprint resulting in a lower impact type of development with less stormwater runoff. Along the west side of a portion of Road B there is a Class III wetland which feeds a type Ns stream, along which the roadside design includes removal of the landscape strip in order to eliminate encroachment onto this wetland as much as possible.

Both of these considerations support approval of the variation request.

Function:
The variation portion along SE 8th Street will provide the best balance of access through this environmental restricted area and safe access for vehicles, bicycles and pedestrians through the same corridor.

The variation along Road A and a portion of Road B will have reduced parking on one side of the road. The function of the roadway would be maintained with the proposed variation, with respect to pedestrian and vehicle use. The narrower 28-foot wide road would help discourage higher speeds for vehicles. Furthermore, as no right-of-way reduction is proposed, the variation will not yield a higher density opportunity for the applicant.

Appearance:
The proposed SE 8th Street section will provide sufficient space for through vehicular, bicycle and pedestrian traffic through a corridor that will retain its highly appealing sensitive features on both sides of the road. On the south side of the road an existing row of significant trees will continue to line the roadway in an interim basis, with an ultimate design including a sidewalk along same trees. On the north side of the road existing streams flanking a forested area will be preserved as best possible while accommodating a road that is upgraded to a slightly modified collector arterial standard.

The proposed Roads A and B cross sections increase the amenity strips for each and roadside vegetation, resulting in a more enhanced appearance.

Maintainability:
Roadway maintenance remains the same for the proposed roadway design in comparison with standard local and collector arterial roads. The change along Roads A and B will require the homeowners to maintain extra area of landscaping behind the sidewalk. The change along SE 8th Street will allow for no needed maintenance of the fully grown significant trees on the south side of the road and the two streams and upland forested area on the north side of the road.

The City is acceptable to this proposal with a slight modification along Road B to provide additional parking along the west side up to the driveway to Lot 20.

Review and Authorization Signature

Development Review Engineer: Haim Stenbogen Date: February 27, 2017

City Engineer: _____ Date: 2-27-17

Public Works Director _____ Date: 2/27/17

SW 1/4 SEC 33, TWP 25,RGE 06E, W.M.

WEST VAULT NOTES

- VAULT TO BE PRIVATELY MAINTAINED
- INTERIOR WIDTH OF CELLS = 20'
- INTERIOR LENGTH OF CELLS = 96'
- LIVE STORAGE REQUIRED = 44,960 CF
- LIVE STORAGE PROVIDED = 46,080 CF
- DEAD STORAGE REQUIRED = 10,173 CF
- DEAD STORAGE PROVIDED = 11,520 CF
- MAX WATER SURFACE ELEVATION = 370.0
- MAX DEAD/LIVE STORAGE = 364.0
- BOTTOM = 361.0
- VAULT TO BE DESIGNED TO ACCOMODATE VACTOR TRUCK LOADING
- VAULT TO BE SET BACK MIN. 10' FROM ALL PROPERTY LINES
- PROVIDE 12' WIDE GRAVEL ACCESS ROAD TO CONTROL STRUCTURE AND TO ACCESS POINT IN EACH CELL.

EAST VAULT NOTES

- VAULT TO BE PRIVATELY MAINTAINED
- INTERIOR WIDTH OF CELLS = 24'
- INTERIOR LENGTH OF CELLS = 88'
- LIVE STORAGE REQUIRED = 48,773 CF
- LIVE STORAGE PROVIDED = 50,688 CF
- DEAD STORAGE REQUIRED = 12,636 CF
- DEAD STORAGE PROVIDED = 12,672 CF
- MAX WATER SURFACE ELEVATION = 379.5
- MAX DEAD/LIVE STORAGE = 371.5
- BOTTOM = 368.5
- VAULT TO BE DESIGNED TO ACCOMODATE VACTOR TRUCK LOADING
- VAULT TO BE SET BACK MIN. 10' FROM ALL PROPERTY LINES
- PROVIDE 12' WIDE GRAVEL ACCESS ROAD TO CONTROL STRUCTURE AND TO ACCESS POINT IN EACH CELL.

STORMWATER NOTES

1. VAULTS SIZED TO MEET LEVEL 3 DETENTION.
2. WATER QUALITY CONSISTS OF LARGE WET VAULT FOLLOWED BY A MEDIA FILTER SYSTEM IN ORDER TO MEET SENSITIVE LAKE WQ REQUIREMENTS.
3. BOTH BASINS COMBINE WITHIN ONE QUARTER MILE DOWNSTREAM.
4. SITE IS IN CARA CLASS 3 ZONE WHICH REQUIRES 75% OF ONSITE STORMWATER VOLUME TO BE INFILTRATED. THIS MAY BE WAIVED IN SOME CIRCUMSTANCES. IT IS EXPECTED THE GEOTECH WILL NEED TO PROVIDE DOCUMENTATION THAT THE ONSITE TILL SOILS ARE NOT CAPABLE OF INFILTRATING.
5. INSTALL CASING WHERE PIPES CROSS BENEATH WALLS.

SITE NOTES

1. PROPOSED STRUCTURES SHALL BE SINGLE FAMILY RESIDENCES.
2. SEE SHEET TR-01 FOR SUMMARY OF REMOVED TREES.
3. EXISTING HARDSCAPE TO BE REMOVED AS SHOWN ON SHEET GP-01.
4. SEE SHEET RD-01 FOR ROAD SECTIONS.
5. NO STRUCTURES (INCLUDING VAULTS AND WALLS GREATER THAN 4') ALLOWED WITHIN 15' BSBL FROM CAT.
6. LOTS 11 AND 12 TO HAVE SHARED JOINT USE DRIVEWAY LOCATED IN EASEMENT OVER LOT 12.

UNDERGROUND UTILITY NOTE

UNDERGROUND UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY ONE CALL AT 8-1-1 (WASHINGTON811.COM) AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

EASEMENT NOTES

- TRACTS C AND G TO BE ENCUMBERED BY PUBLIC STORM DRAIN EASEMENTS
- WETLAND RECHARGE FACILITIES IN TRACT D TO BE PLACED IN PUBLIC STORM DRAIN EASEMENTS

*WETLAND RECHARGE

- ROOFS OF LOTS 6,7,8,18,19,20 AND 33 TO DISCHARGE TO LEVEL SPREADER WETLAND RECHARGE.
- RUNOFF FROM YARDS OF LOTS 15-20 AND 31-33 ROOF TOPS FROM LOTS 6-8, 15-20 AND 33 TO BE ROUTED TO WETLAND RECHARGE DEVICES AS NOTED ON THE PLAN.
- LOT 17 ROOF RUNOFF TO BE DISPERSED TO WETLAND VIA SPLASH BLOCKS OR POP-UP EMITTERS
- DISPERSION DEVICES TO BE DESIGNED AT FINAL ENGINEERING OR AT THE TIME OF BUILDING PERMIT SUBMITTAL
- POLLUTION GENERATING IMPERVIOUS SURFACES SHALL NOT BE ROUTED TO THE WETLAND. THE PGIS AREA WILL BE COLLECTED AND ROUTED TO THE DETENTION AND WATER QUALITY FACILITIES FOR TREATMENT

INSTALL 242' OF THICKENED EDGE CURB ON WEST SIDE OF ROADWAY. (STORM WATER AREA SWAP PER TIR)

SE 5TH PL

10' JOINT UTILITY EASEMENT (TYP)

WETLAND RECHARGE #1 TYPE II-48" BUBBLE UP STRUCTURE WITH BIRD CAGE. INSTALL ROCK PAD AROUND CB.

INSTALL REAR YARD STORM DRAIN COLLECTION SYSTEM TO INTERCEPT UPSTREAM FLOW AND ROUTE TO WETLAND RECHARGE STRUCTURE

10' PRIVATE STORM DRAIN EASEMENT

10' PRIVATE STORM DRAIN EASEMENT

TRACT F PUBLIC ACCESS

TRACT A ACCESS/UTILITIES

214TH AVE SE

ROAD A

WETLAND RECHARGE #2 TYPE II-48" BUBBLE UP STRUCTURE WITH BIRD CAGE. INSTALL RIPRAP AROUND CB.

TRACT E ACCESS/UTILITIES

10' PRIVATE STORM DRAIN EASEMENT

10' JOINT UTILITY EASEMENT (TYP)

INSTALL REAR YARD STORM DRAIN COLLECTION SYSTEM TO INTERCEPT UPSTREAM FLOW AND ROUTE TO WETLAND RECHARGE STRUCTURE

DISPERSION TRENCH FOR WETLAND RECHARGE SEE NOTES THIS SHEET (TYP)

TRACT D CRITICAL AREA

INSTALL 210' OF THICKENED EDGE ASPHALT ALONG WESTERN EDGE OF 214TH AVE SE

TRACT B JOINT USE DRIVEWAY TRACT/OTHER

15' PRIVATE STORM DRAIN AND SEWER EASEMENT

WETLAND RECHARGE #3 TYPE II-48" BUBBLE UP STRUCTURE WITH BIRD CAGE. INSTALL ROCK PAD AROUND CB.

12' WIDE GRAVEL ACCESS ROAD TO VAULT INLET AND OUTLET (TYP)

EXISTING STREAM

EXISTING STREAM

TRACT C RECREATION SPACE

SOLID LOCKING LID TO BE INSTALLED TO MAINTAIN DESIGNED BYPASS AREA. CONNECT WALL FOOTING DRAIN STRUCTURE.

EXTEND EXISTING CULVERT TO NEW STREAM LOCATION

RELOCATED STREAM

72" STORMFILTER MANHOLE WITH 6 CARTRIDGES

TRACT H OPEN SPACE/TREE RETENTION

10' PUBLIC EASEMENT FOR WALLS, GRADING, & LANDSCAPING

72" STORMFILTER MANHOLE WITH 7 CARTRIDGES

TRACT G RECREATION SPACE

15' PUBLIC STORM DRAINAGE EASEMENT

30' EXIST ROW

3.5' ROW DEDICATION

3.5' ROW DEDICATION

180' TAPER WITH THICKENED EDGE TO DIRECT FLOW TO VAULT

COLLECT RUNOFF FROM EXISTING DITCH EAST OF HERE. ROUTE AROUND STORMWATER VAULT

SE 5TH ST

30' EXIST ROW

BUBBLE UP STUCTURE WITH BIRD CAGE TO DIRECT FLOWS TO EXISTING ROADSIDE DITCH. PROVIDE ROCK PAD AROUND STRUCTURE

CONNECT TO EXISTING CB TO MAINTAIN FLOW PATTERNS

CONNECT TO EXISTING CULVERT FLOWING SOUTH

INSTALL TYPE II - 48" STRUCTURE WITH BIRD CAGE AT TERMINUS OF STREAM. INSTALL ROCK PAD AROUND CB

INSTALL TYPE II - 60" STRUCTURE WITH FLOW SPLITTER

INSTALL SOLID LOCKING LID ON STRUCTURES NOT IN FLOWLINE (TYP)

N

SCALE: 1" = 50'

0 25 50 100

These areas will need to include the parking lane.

22x34
Sep 29, 2016 - 10:40am - User: elena
E:\Projects\1511\DWG\Prelim\Prelim Plat\1511RS.dwg

BLUELINE

SCALE: AS NOTED
PROJECT MANAGER: BRETT K. PUDISTS, PE
PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: CHRIS WISCOMB
ISSUE DATE: 9/29/2016

NO	DATE	BY	REVISIONS
1	9/29/16	BP	REVISED PER CITY COMMENTS

PRELIMINARY STORM DRAINAGE PLAN
CARRIER
PRELIMINARY PLAT PLANS
1240700035
CITY OF SAMMAMISH WASHINGTON

BRETT K. PUDISTS STATE OF WASHINGTON 21723 REGISTERED PROFESSIONAL ENGINEER

9/29/16

JOB NUMBER: 15-111
SHEET NAME: RS-01
SHT 6 OF 13

September 29, 2016

Mr. Andrew Zagars, PE
City Engineer
City of Sammamish
801 228th Avenue SE
Sammamish, WA 98075

RE: Roadway Variance Request for Carrier
PSUB 2016-00026
Blueline Job No. 15-111

Mr. Zagars:

The purpose of this letter is to request a variance from City standards for the proposed internal plat roadways and frontage improvements along SE 8th Street associated with the Carrier project.

Project Overview

The Carrier project is located at the NE corner of the intersection of SE 8th Street and 214th Ave SE in Sammamish, WA and is currently under review with the city to obtain Preliminary Plat Approval. In general, the site consists of forested area along the central portion and west and pasture to the east. There are several critical areas located in the central portion and along the south property line that restrict development opportunities. The project proposes to develop the eastern and western portion of the site and install 35 single family homes and associated infrastructure which includes frontage improvements. The onsite critical areas and associated proposed buffers will remain undeveloped and placed in Tracts to provide permanent protection from development. Additional tracts for access, utilities, recreation space and tree retention are also proposed.

The internal road sections are proposed to be modified slightly from currently adopted public works standards in order to minimize impacts to the adjacent critical areas. The internal road system is a closed loop which will not connect to adjacent properties and has limited exposure to the public. The frontage improvements associated with SE 8th Street are also proposed to be modified from current standards in order to incorporate input provided by the city related to protecting existing significant trees located south of the roadway while minimizing impacts to

critical areas north of the roadway. Select sheets from the Preliminary Plat plans have been attached for reference.

Site Constraints

The onsite critical areas reduce available area for onsite development and frontage improvements on SE 8th street. As such, onsite driveway densities are relatively high and the available space for grading and installing the proposed road improvements is limited. In addition to onsite constraints, the city has made it a priority to retain existing significant trees located in the right of way on the south side of SE 8th street. As such, the modified roadway improvements request a reduced footprint as described below.

Variance Request

Onsite Roads A and B – Local Minor Access

The onsite road meets the definition of local minor access road per PWS.15.050. B.4.b. In accordance with City of Sammamish Interim Public Works Standards and consistent with Figure 01-05 as modified by City Ordinance 2005-191 the onsite road shall meet a local road standard of 60' of ROW dedication, 36' of pavement width curb to curb, 5' planter strip and 5' sidewalk width on both sides. The 36' of pavement is intended to accommodate two 10' travel lanes and an 8' parking lane on each side of the roadway. Per notes on Figure 01-05 the on street parking may be reduced with City Engineer's approval for cul-de-sac streets.

The applicant formally requests that the internal plat road standards be modified such that parking is reduced to one side only for Road A which reduces the pavement width from 36' to 28' as shown on the attached plan. The requested modification results in a roadway with 28' of pavement measured curb to curb, vertical curb and gutter, 5' of planter strip and 5' of sidewalk both sides and a 60' ROW.

For Road B, only portions of the roadway are proposed to be reduced to 28'. In addition to the reduction in pavement width, the planter strip will be situated behind the sidewalk in select areas to allow grading between the back of walk and adjacent critical areas. Refer to the attached plan sheets for locations.

SE 8th Street - Collector Arterial (PWS.15.110):

SE 8th Street is a collector arterial per PWS.51.110. In accordance with City of Sammamish Interim Public Works Standards and consistent with Figure 01-03 and Table 1 the road shall be improved to have half street improvements which include one half of an 8' to 12' median, an 11' travel lane, 5' bike lane, vertical curb and gutter with a planter strip and 6' sidewalk. Assuming a 12' planter this would put the face of curb 22' from the center of right of way. Per notes on Figure 01-03 the width of the median may be reduced and the planter strip may be eliminated or reduced subject to City Engineer's approval.

The city has requested that the face of curb be placed 24.5' from the center of existing right of way which pushes proposed improvements slightly north of right of way center. By pushing the center of improvements north, it provides additional space on the south side of the right of way between the edge of pavement and the existing trees which will help accommodate future half street improvements to the south by others. To minimize impacts to the critical areas on the north side of the right of way, the planter strip will be eliminated and the 6' sidewalk placed immediately at the back of curb which is adjacent to a proposed 5' bike which provides separation from pedestrians and the traveled way. A 2.5' ROW dedication will be granted to allow 1.5' between back of walk and new ROW limit in which to place utility poles as needed. The applicant formally requests this modified road section be approved.

Justification

The smaller onsite roadway section reduces pollution generating impervious surfaces and provides more areas for grading and landscaping adjacent to the onsite critical areas. In addition, the narrower streets typically promote lower speeds which will be a benefit to this cul-de-sac neighborhood.

The modified improvements on SE 8th Street provides additional space on the south side of the roadway to promote preservation of existing significant trees without reducing the available pavement width for the ultimate road buildout.

As outlined in PWS.10.170, variations to the standards may be authorized by The City Engineer upon submittal and approval of information, plans, and/or design data by the engineer which indicates that the requested variance is based upon sound engineering judgment and that

requirements for safety, environmental considerations, function, appearance and maintainability are fully met and the variation is in the best interest of the public.

Each numbered item below lists the criteria for approving a variance followed by a short description of how the proposal meets the criteria.

1. Sound engineering judgment and requirements for safety, function, appearance and maintainability are fully met:

   The proposed modification to standards is limited and results in only a slight reduction in parking and pavement for the onsite roads. For SE 8th Street, the modifications include elimination of the planter strip and shifting the half street improvements slightly north of the ROW centerline. Though the planter strip on SE 8th Street has been removed, there is a 5' bike lane adjacent to the curb which provides separation between the sidewalk and the traveled way normally provided by a planter. All other elements of the roadway corridors will be incompliance with city standards therefore considerations for sound engineering judgment as well as requirements for safety, function, appearance and maintainability will be met.

2. Environmental Considerations:

   The proposed modification to the onsite roads will result in less pavement and more landscaping which reduces the development footprint and helps to attenuate storm water runoff both of which result in positive impacts to the environment. The proposed modification to SE 8th street will allow for preservation of significant trees while minimizing disturbance to critical areas along the north side of the roadway which are both positive impacts to the environment.

3. Variation is in the best interest of the public:

   The proposed variance request for the onsite roadways reduces the amount of area that is to be maintained by the public which reduces maintenance costs while still providing adequate access to the lots. The modified road section for SE 8th street allows for retention of significant trees on the south side of the roadway which has been deemed a priority by the city.

   Overall, the proposed improvements result in reduced impacts to the adjacent critical areas, an increase in the amount of forested open space and a superior

pedestrian/street scape while meeting requirements for safety, function, appearance and maintainability all of which is in the best interest of the public.

We appreciate your consideration on this matter. If you have any questions or would like additional information, please contact me at (425)250-7247 or bpudists@thebluelinegroup.com.

Sincerely,
THE BLUELINE GROUP

Brett Pudists, PE
Project Manager

CC: Jeff Peterson, Toll Brothers

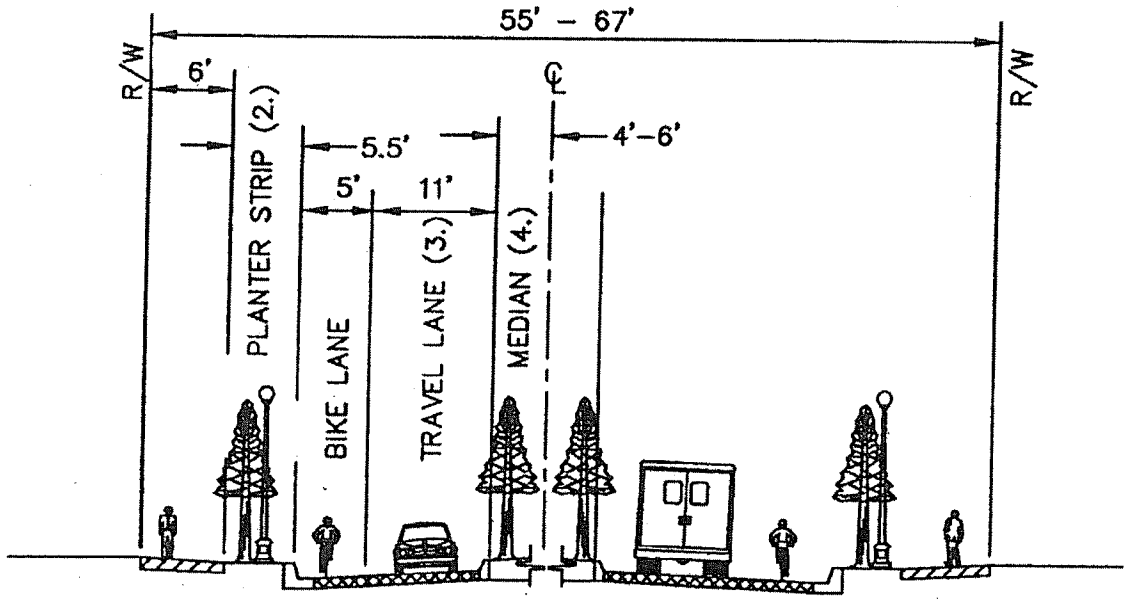
Enclosures:
- PWS Table 1
- PWS Figure 01-03
- PWS Figure 01-05
- Sheets 1, 6, 9 of 13 (from PSUB plans)

Table I

MINIMUM PUBLIC STREET DESIGN STANDARDS

Design Standard	Principal Arterial	Minor Arterial	Collector Arterial	Local Road Feeder	Local Road Minor
Minimum Right-of-Way	85' to 89'	63' to 67'	55' to 67'	60'	60'
Parking Lane	None	Requires City Engineer Approval	Requires City Engineer Approval	Both sides 8' wide	[3]Both sides 8' wide
Minimum Maximum Grade	0.7% / 8%	0.7%/ 8%	0.7%/ 15%	0.7%/ 15%	0.7% / 15%
Curb and Gutter	Cement Concrete Curb and Gutter Both Sides	Cement Concrete Curb and Gutter Both Sides	Cement Concrete Curb and Gutter Both Sides	Cement Concrete Curb and Gutter Both Sides	Cement Concrete Curb and Gutter Both Sides
Sidewalks	Both Sides: 6' wide (commercial areas may require up to 10' widths at discretion of the public works department)	Both Sides: 6'wide (commercial areas may require up to 10' widths at discretion of the public works department)	Both Sides: 6'	Both Sides: 5'	Both Sides: 5'
Planter Strip	Both Sides 3.5' to 5' wide	Both Sides 3.5' to 5'wide	Both Sides 5'wide	Both Sides 5'wide	Both Sides 5'wide
Bike Lanes	Both Sides	Both Sides	Both Sides	Optional	Optional
Cul-De-Sac (a) Radius (pavement width) (b) maximum length	N/A	N/A	N/A	N/A	45' Paved Radius (residential) 600'
Intersection Curb Radius	25'-35'	25'-35'	25'-35'	30'	[2]20'
Minimum Centerline Radius for Normal Crown	w/superelevation ±[1] per AASHTO w/o superelevation 600'	w/superelevation n* per AASHTO w/o superelevation 600'	150'	150'	As Approved
Raised Landscape Median	8' to 12' wide	8' to 12' wide	[4]Optional 8' to 12' wide	None	None
Travel Lane	11' wide	11' wide	11' wide	10' wide	10' wide

±[1]Maximum superelevation = 6%
[2] Increase to 35' at arterial intersections.
[3] May be reduced to one side of cul-de-sacs if signed and subject to Fire Department approval.
[4] As determined by the City Engineer



ROADWAY SECTION
COLLECTOR ARTERIAL
DETAIL

N.T.S.

NOTES:

1. ON–STREET PARKING PERMITTED AT CITY ENGINEER'S DISCRETION.
2. MAY BE ELIMINATED OR WIDTH REDUCED WHERE THERE IS INSUFFICIENT RIGHT–OF–WAY, SUBJECT TO CITY ENGINEER'S APPROVAL.
3. MAY BE REDUCED TO 10' WITH CITY ENGINEER'S APPROVAL.
4. TO BE DETERMINED BY THE CITY ENGINEER.
5. PARKING LANES REQUIRE CITY ENGINEER'S APPROVAL.

BUNYAMIN BEN YAZICI
STATE OF WASHINGTON
26221
REGISTERED
PROFESSIONAL ENGINEER

EXPIRES: 4/30/01

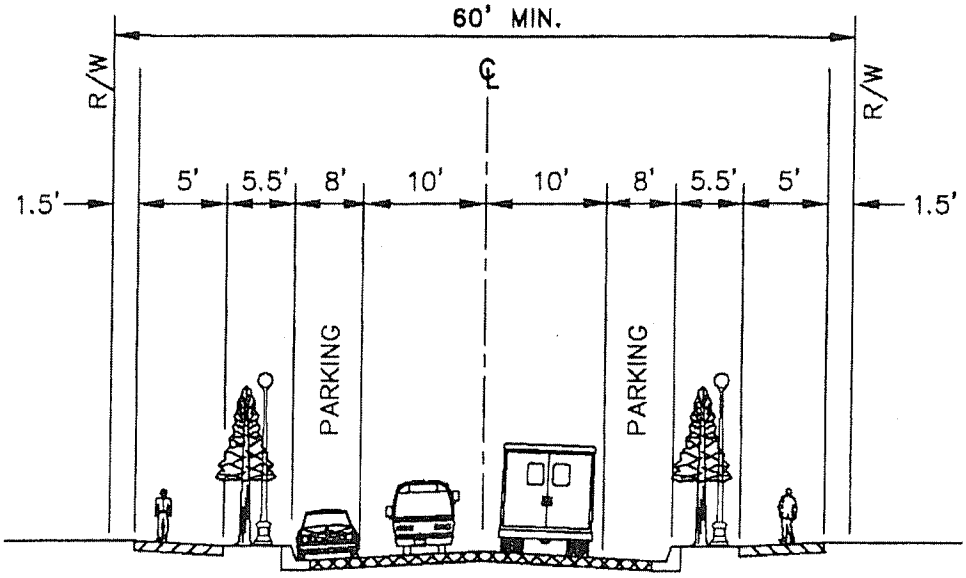
CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

ROADWAY SECTION
COLLECTOR ARTERIALS

APPROVED BY
CITY ENGINEER _____ DATE _____

REV	DWN	CKD	DATE	FILE
	JM	SPS	MARCH–15–2000	FIG01–03

REV. NO. 2



ROADWAY SECTION
LOCAL ROAD
DETAIL

N.T.S.

STEVEN L. HARTWIG
STATE OF WASHINGTON
29388
REGISTERED
PROFESSIONAL ENGINEER

EXPIRES: 4/4/2007

NOTES:

1. ADD 5' OF PAVEMENT WIDTH EACH SIDE AND 10' OF RIGHT-OF-WAY WIDTH WHEN BIKE LANES ARE REQUIRED.
2. ON-STREET PARKING MAY BE REDUCED WITH CITY ENGINEER'S APPROVAL FOR CUL-DE-SAC STREETS.

CITY OF SAMMAMISH
DEPARTMENT OF PUBLIC WORKS

ROADWAY SECTION
LOCAL ROAD

APPROVED BY
CITY ENGINEER _____ DATE _____

REV	DWN	CKD	DATE	FILE
	BC	AJS	OCT-20-2005	FIG01-05

REV. NO. 2

SW 1/4 SEC 33, TWP 25, RGE 06E, W.M.

CARRIER
PRELIMINARY PLAT PLANS

BASIS OF BEARING
MERIDIAN: WASHINGTON STATE PLAN COORDINATE SYSTEM – NORTH ZONE (NAD 83/91)

DATUM
ORIGINATING BENCHMARK:

KING COUNTY MONUMENT DESIGNATION 1940, AS PUBLISHED IN WGS SURVEY DATA WAREHOUSE.

VERTICAL DATUM: NAVD '88

ELEVATION: 393.25

LEGAL DESCRIPTION
TPN: 1240700035

THE WEST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON;

EXCEPT THE SOUTHERLY 30 FEET FOR COUNTY ROAD;

(ALSO KNOWN AS THE WESTERLY HALF OF TRACT 18 OF THE UNRECORDED PLAT OF BURKE & FARRAR'S KIRKLAND ADDITION, DIVISION NO. 18)

TOGETHER WITH THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 25 NORTH, RANGE 6 EAST, W.M., IN KING COUNTY, WASHINGTON;

EXCEPT THE SOUTH 30 FEET AND THE WEST 30 FEET FOR ROADS;

(ALSO KNOWN AS TRACT 7 OF THE UNRECORDED PLAT OF BURKE & FARRAR'S ADDITION TO KIRKLAND DIVISION NO. 18)

SITUATE IN THE CITY OF SAMMAMISH, COUNTY OF KING, STATE OF WASHINGTON.

REFERENCES:

1. RECORD OF SURVEY FOR THE CITY OF SAMMAMISH REC. IN VOL. 155 OF SURVEYS, PGS. 22 AND 22A, REC. NO. 20020910900001.
2. RECORD OF SURVEY FOR CHAFFEY HOMES, INC. REC. IN VOL. 167 OF SURVEYS, PG. 166, REC. NO. 20040209900002.

RESTRICTIONS OF RECORD:

1. SUBJECT TO THE NOTICE OF TAP OR CONNECTION CHARGES DUE OR SHALL BE DUE WITH DEVELOPMENT OR RE-DEVELOPMENT TO SAMMAMISH PLATEAU WATER AND SEWER DISTRICT AS RECORDED UNDER RECORDING NUMBERS: 9011150805, 9307301617, 9811051363, 9901150609, 20040414002865, 20041201000040, 20060126001770, 20110106000751, 20110106000800, 20110106000801, 20110106000802, 20130917002142, 20130917002143, 20130917002144, 20130917002145, 20141201000777, 20141201000778, 20141201000779 AND 20141201000780.
2. SUBJECT TO SEWER CAPACITY CHARGES LEVIED BY KING COUNTY AND/OR THE CITY OF SAMMAMISH DUE INCONNECTION WITH THE DEVELOPMENT OF SAID PREMISES.
3. SUBJECT TO EXCEPTIONS AND RESERVATIONS IN DEED FROM WEYERHAEUSER TIMBER CO. UNDER REC. NO. 382528, RESERVING RIGHTS TO ALL ORES AND MINERALS.

SCHEDULE B SPECIAL EXCEPTIONS

1. SUBJECT TO THE NOTICE OF TAP OR CONNECTION CHARGES DUE OR SHALL BE DUE WITH DEVELOPMENT OR RE-DEVELOPMENT TO SAMMAMISH PLATEAU WATER AND SEWER DISTRICT AS RECORDED UNDER RECORDING NUMBERS; 9011150805, 9307301617, 9811051363, 9901150609, 20040414002865, 20041201000040, 20060126001770, 20110106000751, 20110106000800, 20110106000801, 20110106000802, 20130917002142, 20130917002143, 20130917002144, 20130917002145, 20141201000777, 20141201000778, 20141201000779 AND 20141201000780.
2. SUBJECT TO SEWER CAPACITY CHARGES LEVIED BY KING COUNTY AND/OR THE CITY OF SAMMAMISH DUE IN CONNECTION WITH THE DEVELOPMENT OF SAID PREMISES.
3. SUBJECT TO EXCEPTIONS AND RESERVATIONS IN DEED FROM WEYERHAEUSER TIMBER CO. UNDER REC. NO. 382528, RESERVING RIGHTS TO ALL ORES AND MINERALS.

NOTES
1. THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE ON THE DATE INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITION EXISTING AT THAT TIME.
2. UNDERGROUND UTILITIES WERE LOCATED BASED ON THE SURFACE EVIDENCE OF UTILITIES (I.E. PAINT MARKS, SAW CUTS IN PAVEMENT, COVERS, LIDS ETC.) THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
3. NO PROPERTY CORNERS WERE SET IN CONJUNCTION WITH THIS SURVEY.

BENCHMARKS
ORIGINAL BM: TOP OF CONC MON WITH 3" BRASS DISC STAMPED "KING COUNTY SURVEY MONUMENT 1940" DOWN 0.75' IN CASE AT THE INTERSECTION OF SE 8TH ST. AND 212TH AVE. SE. SW CORNER SEC. 33, TWP. 25N., R6E. 6E., W.M. WGS SURVEY DATA WAREHOUSE POINT NO. 1428. ELEV.=393.25

TBM – A: WEST CAP BOLT OF FIRE HYDRANT 8.5' NORTH OF NORTH EDGE OF ASPHALT, SE 8TH ST. AND ABOUT 140' EAST OF THE INTERSECTION OF SE 8TH ST. AND 214TH AVE. SE. ELEV.=388.10

SITE DATA

SITE ADDRESS:	742 214TH AVE SE SAMMAMISH, WA
TAX ACCOUNT NUMBERS:	1240700035 & 1240700086
EXISTING ZONING:	R6
PROPOSED ZONING:	R6
GROSS SITE AREA:	615,872 SF (14.14 AC)
NUMBER OF LOTS PROPOSED:	35
AVERAGE LOT SIZE:	5,030 SF
MINIMUM LOT SIZE:	4,297 SF (LOT 15)
REC SPACE REQUIRED:	35 x 390 = 13,650 SF REQUIRED
REC SPACE PROVIDED:	27,799 SF (TRACT C + TRACT G)
SETBACKS:	
STREET:	10'
GARAGE:	20'
INTERIOR:	5'
FROM CAT:	15'

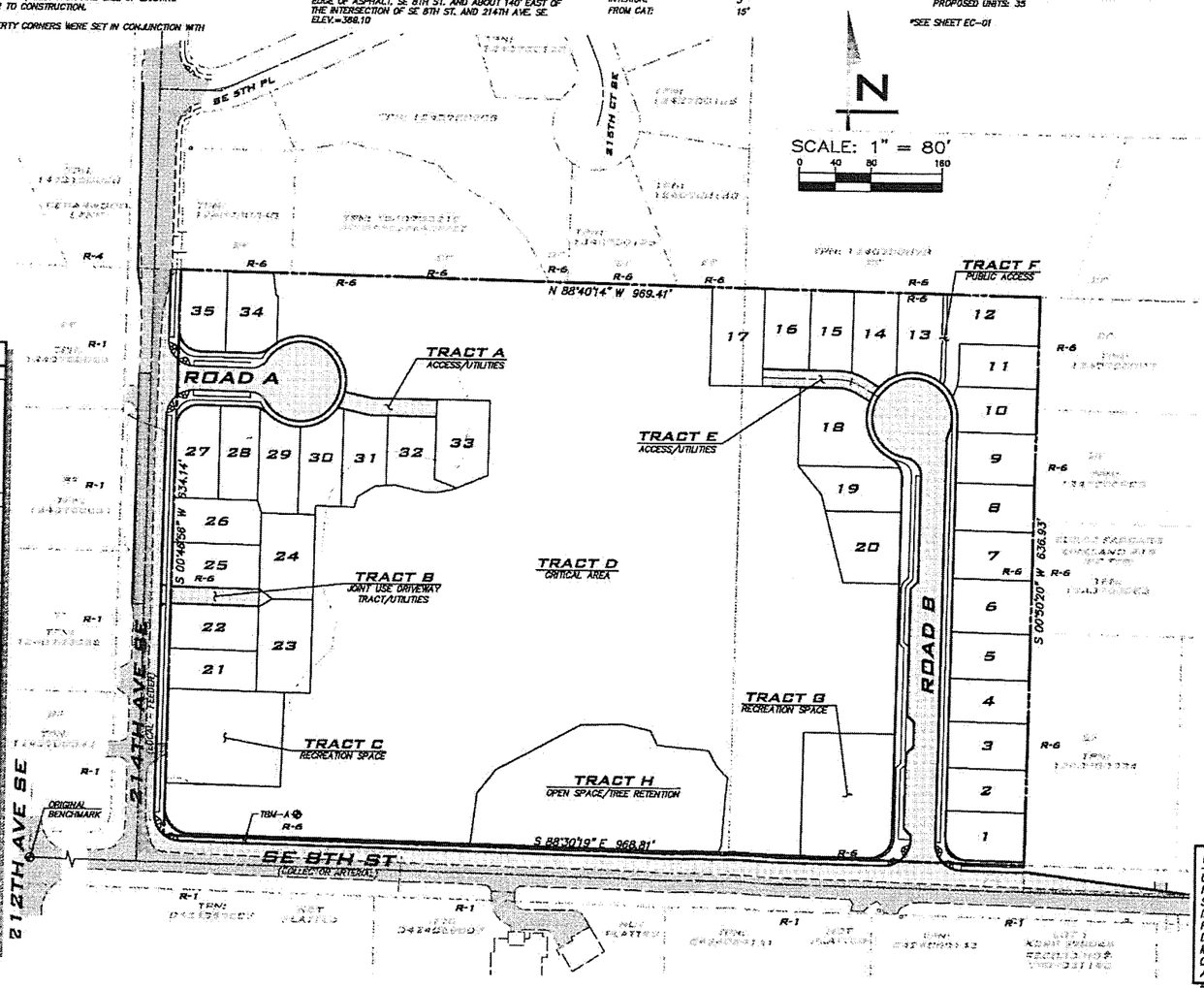
SITE AREAS

LOT AREA:	178,578 SF	(4.05 AC)
ACCESS/UTILITY: (TRACT A)	2,154 SF	(0.05 AC)
J.U.D.T./UTILITIES: (TRACT B)	2,148 SF	(0.05 AC)
RECREATION SPACE: (TRACT C)	13,811 SF	(0.32 AC)
CRITICAL AREA: (TRACT D)	319,246 SF	(7.33 AC)
ACCESS/UTILITY: (TRACT E)	2,583 SF	(0.06 AC)
PUBLIC ACCESS: (TRACT F)	502 SF	(0.01 AC)
RECREATION SPACE: (TRACT G)	13,988 SF	(0.32 AC)
OPEN SPACE: (TRACT H)	33,202 SF	(0.76 AC)
ROW DEDICATION:	52,272 SF	(1.20 AC)
TOTAL SITE AREA:	616,484 SF	(14.15 AC)

DENSITY CALCULATIONS

GROSS AREA:	615,872 SF	
*EXISTING CRITICAL AREAS & BUFFERS	305,102 SF	
ROW DEDICATION:	52,272 SF	
OTHER ROADS (TRACTS A & E)	4,737 SF	
NET SITE AREA:	253,761 SF	(5.83 AC)
MAX DENSITY: 6 DU/AC X 5.83 AC = 34.98 UNITS		
PROPOSED UNITS: 35		

*SEE SHEET EC-01



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SCALE: 1" = 80'
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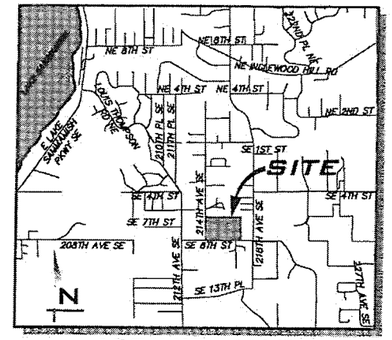

VICINITY MAP
NOT TO SCALE

PROJECT TEAM

APPLICANT
TOLL BROTHERS, INC.
9720 NE 120TH PL.
KIRKLAND, WA 98034
CONTACT: JEFF PETERSON
(425) 825-1935

WETLAND CONSULTANT
WETLAND RESOURCES
2505 191TH AVE SE, SUITE 106
EVERETT, WA 98208
CONTACT: SCOTT BRAINARD
PHONE: (425) 337-3174

CIVIL ENGINEER
THE BLUELINE GROUP
25 CENTRAL WAY, SUITE 400
KIRKLAND, WA 98033
CONTACT: BRETT K. PUDISTS, PE
(425) 216-4051 x247

SURVEYOR
MEAD GILMAN & ASSOC.
P.O. BOX 389
WOODINVILLE, WA 98072
CONTACT: SHANE BARNES, PLS
(425) 486-1252

UTILITY PURVEYORS

WATER SUPPLY:	SAMMAMISH PLATEAU WATER & SEWER DISTRICT	425-392-4931
SANITARY SEWER:	SAMMAMISH PLATEAU WATER & SEWER DISTRICT	425-392-4931
FIRE DISTRICT:	EASTSIDE FIRE AND RESCUE	425-313-3200
SCHOOL DISTRICT:	LAKE WASHINGTON #414	425-936-1200

SHEET INDEX

CITY FILE NO: PSUB 2016-00026

UNDERGROUND UTILITY NOTE
UNDERGROUND UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY ONE CALL AT 8-1-1 (WASHINGTON811.COM) AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

LEGEND

PROPOSED FEATURES
- BOUNDARY
- RIGHT-OF-WAY
- LOT LINE
- CURB FLOWLINE
- SIDEWALK
- CENTER LINE
- SAWCUT
- EASEMENT
- BUILDING SETBACK (BSBL)
- CURB RAMP
- ASPHALT PAVEMENT
- SIDEWALK

GRADING AND TESC FEATURES
- 180 10' PROPOSED CONTOURS
- 192 2' PROPOSED CONTOURS
- FILTER FENCE
- CONSTRUCTION FENCE
- CLEARED AREA
- LIMITS OF CLEARING
- INTERIM CATCH BASIN PROTECTION (GRAVEL)

PROPOSED STORM DRAINAGE
- STORM DRAIN PIPE
- TYPE I CB – STANDARD GRATE
- TYPE I CB – LOCKING LID
- TYPE II CB – STANDARD GRATE
- TYPE II CB – LOCKING LID
- PIPE FLOW
- CULVERT END

PROPOSED SANITARY SEWER AND WATER
- SEWER MAIN
- WATER MAIN
- SEWER MANHOLE
- PIPE FLOW
- TEE W/ CONC BLOCKING
- BEND W/ CONC BLOCKING

EXISTING FEATURES
- ADJACENT PLAT/PARCEL LINE
- ADJACENT RIGHT-OF-WAY
- CENTERLINE
- EASEMENT
- SURFACE FEATURES
- BUILDING FOOTPRINT
- WETLAND BUFFER
- 10' CONTOURS
- 2' CONTOURS
- SD STORM DRAIN PIPE
- SS SEWER MAIN
- W WATER MAIN
- OHP AERIAL POWER LINE
- X WIRE FENCE
- CHAINLINK FENCE
- BOARD FENCE
- DITCH OR SWALE
- CATCH BASIN, TYPE I
- SEWER MANHOLE
- SS PIPE FLOW
- FIRE HYDRANT
- WATER METER
- GATE VALVE
- POWER POLE
- ASPHALT
- CONCRETE
- GRAVEL

23x34
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BLUELINE
25 CENTRAL WAY, SUITE 400, KIRKLAND, WA 98033
425.216.4051 FAX 425.216.4052
WWW.THEBLUELINEGROUP.COM

SCALE: AS NOTED
PROJECT MANAGER: BRETT K. PUDISTS, PE
PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: CHRIS WISCOMB
ISSUE DATE: 9/29/2016

NO	DATE	BY	REVISIONS
1	1/24/17	BP	ADDED PER CITY COMMENTS

COVER SHEET
CARRIER
PRELIMINARY PLAT PLANS
1240700035
CITY OF SAMMAMISH WASHINGTON

BRETT K. PUDISTS
STATE OF WASHINGTON
37925
REGISTERED PROFESSIONAL ENGINEER
9/29/16

JOB NUMBER: 15-111
SHEET NAME: CV-01
SHT 1 OF 13

SW 1/4 SEC 33, TWP 25,RGE 06E, W.M.

WEST VAULT NOTES

- VAULT TO BE PRIVATELY MAINTAINED
- INTERIOR WIDTH OF CELLS = 20'
- INTERIOR LENGTH OF CELLS = 96'
- LIVE STORAGE REQUIRED = 44,990 CF
- LIVE STORAGE PROVIDED = 46,090 CF
- DEAD STORAGE REQUIRED = 10,173 CF
- DEAD STORAGE PROVIDED = 11,520 CF
- MAX WATER SURFACE ELEVATION = 370.0
- MAX DEAD/LIVE STORAGE = 364.0
- BOTTOM = 361.0
- VAULT TO BE DESIGNED TO ACCOMODATE VACTOR TRUCK LOADING
- VAULT TO BE SET BACK MIN. 10' FROM ALL PROPERTY LINES
- PROVIDE 12' WIDE GRAVEL ACCESS ROAD TO CONTROL STRUCTURE AND TO ACCESS POINT IN EACH CELL.

EAST VAULT NOTES

- VAULT TO BE PRIVATELY MAINTAINED
- INTERIOR WIDTH OF CELLS = 24'
- INTERIOR LENGTH OF CELLS = 88'
- LIVE STORAGE REQUIRED = 48,773 CF
- LIVE STORAGE PROVIDED = 50,688 CF
- DEAD STORAGE REQUIRED = 12,636 CF
- DEAD STORAGE PROVIDED = 12,672 CF
- MAX WATER SURFACE ELEVATION = 379.5
- MAX DEAD/LIVE STORAGE = 371.5
- BOTTOM = 368.5
- VAULT TO BE DESIGNED TO ACCOMODATE VACTOR TRUCK LOADING
- VAULT TO BE SET BACK MIN. 10' FROM ALL PROPERTY LINES
- PROVIDE 12' WIDE GRAVEL ACCESS ROAD TO CONTROL STRUCTURE AND TO ACCESS POINT IN EACH CELL.

STORMWATER NOTES

1. VAULTS SIZED TO MEET LEVEL 3 DETENTION.
2. WATER QUALITY CONSISTS OF LARGE WET VAULT FOLLOWED BY A MEDIA FILTER SYSTEM IN ORDER TO MEET SENSITIVE LAKE WQ REQUIREMENTS.
3. BOTH BASINS COMBINE WITHIN ONE QUARTER MILE DOWNSTREAM.
4. SITE IS IN CARA CLASS 3 ZONE WHICH REQUIRES 75% OF ONSITE STORMWATER VOLUME TO BE INFILTRATED. THIS MAY BE WAIVED IN SOME CIRCUMSTANCES. IT IS EXPECTED THE GEOTECH WILL NEED TO PROVIDE DOCUMENTATION THAT THE ONSITE TILL SOILS ARE NOT CAPABLE OF INFILTRATING.
5. INSTALL CASING WHERE PIPES CROSS BENEATH WALLS.

SITE NOTES

1. PROPOSED STRUCTURES SHALL BE SINGLE FAMILY RESIDENCES.
2. SEE SHEET TR-01 FOR SUMMARY OF REMOVED TREES.
3. EXISTING HARDSCAPE TO BE REMOVED AS SHOWN ON SHEET GP-01.
4. SEE SHEET RD-01 FOR ROAD SECTIONS.
5. NO STRUCTURES (INCLUDING VAULTS AND WALLS GREATER THAN 4') ALLOWED WITHIN 15' BSBL FROM CAT.
6. LOTS 11 AND 12 TO HAVE SHARED JOINT USE DRIVEWAY LOCATED IN EASEMENT OVER LOT 12.

UNDERGROUND UTILITY NOTE

UNDERGROUND UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY ONE CALL AT 8-1-1 (WASHINGTON811.COM) AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

EASEMENT NOTES

- TRACTS C AND G TO BE ENCUMBERED BY PUBLIC STORM DRAIN EASEMENTS
- WETLAND RECHARGE FACILITIES IN TRACT D TO BE PLACED IN PUBLIC STORM DRAIN EASEMENTS

*WETLAND RECHARGE

- ROOFS OF LOTS 8,7,6,18,19,20 AND 33 TO DISCHARGE TO LEVEL SPREADER WETLAND RECHARGE.
- RUNOFF FROM YARDS OF LOTS 15-20 AND 31-33 ROOF TOPS FROM LOTS 6-8, 15-20 AND 33 TO BE ROUTED TO WETLAND RECHARGE DEVICES AS NOTED ON THE PLAN.
- LOT 17 ROOF RUNOFF TO BE DISPERSED TO WETLAND VIA SPLASH BLOCKS OR POP-UP EMITTERS
- DISPERSION DEVICES TO BE DESIGNED AT FINAL ENGINEERING OR AT THE TIME OF BUILDING PERMIT SUBMITTAL
- POLLUTION GENERATING IMPERVIOUS SURFACES SHALL NOT BE ROUTED TO THE WETLAND. THE PGIS AREA WILL BE COLLECTED AND ROUTED TO THE DETENTION AND WATER QUALITY FACILITIES FOR TREATMENT

SE 5TH PL
214TH AVE SE
SE 8TH ST
ROAD A
TRACT A ACCESS/UTILITIES
TRACT B JOINT USE DRIVEWAY TRACT/UTILITIES
TRACT C RECREATION SPACE
TRACT D CRITICAL AREA
TRACT E ACCESS/UTILITIES
TRACT F PUBLIC ACCESS
TRACT G RECREATION SPACE
TRACT H OPEN SPACE/TREE RETENTION
INSTALL 2'10" OF THICKENED EDGE CURB ON WEST SIDE OF ROADWAY. (STORM WATER AREA SWAP PER TIR)
INSTALL 210' OF THICKENED EDGE ASPHALT ALONG WESTERN EDGE OF 214TH AVE SE
10' JOINT UTILITY EASEMENT (TYP)
WETLAND RECHARGE #1 TYPE II-48" BUBBLE UP STRUCTURE WITH BIRD CAGE. INSTALL ROCK PAD AROUND CB.
WETLAND RECHARGE #2 TYPE II-48" BUBBLE UP STRUCTURE WITH BIRD CAGE. INSTALL RIPRAP AROUND CB.
WETLAND RECHARGE #3 TYPE II-48" BUBBLE UP STRUCTURE WITH BIRD CAGE. INSTALL ROCK PAD AROUND CB.
10' PRIVATE STORM DRAIN EASEMENT
INSTALL REAR YARD STORM DRAIN COLLECTION SYSTEM TO INTERCEPT UPSTREAM FLOW AND ROUTE TO WETLAND RECHARGE STRUCTURE
DISPERSION TRENCH FOR WETLAND RECHARGE SEE NOTES THIS SHEET (TYP)
12' WIDE GRAVEL ACCESS ROAD TO VAULT INLET AND OUTLET (TYP)
SOLID LOCKING LID TO BE INSTALLED TO MAINTAIN DESIGNED BYPASS AREA. CONNECT WALL FOOTING DRAIN STRUCTURE.
EXISTING STREAM
EXTEND EXISTING CULVERT TO NEW STREAM LOCATION.
RELOCATED STREAM
72" STORMFILTER MANHOLE WITH 6 CARTRIDGES
72" STORMFILTER MANHOLE WITH 7 CARTRIDGES
30' EXIST ROW
2.5' ROW DEDICATION
10' PUBLIC EASEMENT FOR WALLS, GRADING, & LANDSCAPING
15' PUBLIC STORM DRAINAGE EASEMENT
7.5' ROW DEDICATION
15' PRIVATE STORM DRAIN AND SEWER EASEMENT
180' TAPER WITH THICKENED EDGE TO DIRECT FLOW TO VAULT
COLLECT RUNOFF FROM EXISTING DITCH EAST OF HERE. ROUTE AROUND STORMWATER VAULT
RUBBLE UP STUCTURE WITH BIRD CAGE TO DIRECT FLOWS TO EXISTING ROADSIDE DITCH. PROVIDE ROCK PAD AROUND STRUCTURE
CONNECT TO EXISTING CB TO MAINTAIN FLOW PATTERNS
CONNECT TO EXISTING CULVERT FLOWING SOUTH
INSTALL TYPE II - 48" STRUCTURE WITH BIRD CAGE AT TERMINUS OF STREAM, INSTALL ROCK PAD AROUND CB
INSTALL TYPE II - 60" STRUCTURE WITH FLOW SPLITTER
INSTALL SOLID LOCKING LID ON STRUCTURES NOT IN FLOWLINE (TYP)
A
B
C
D
I
N
SCALE: 1" = 50'
0 25 50 100

22x34
Sep 29, 2016 - 10:40am - User: elonca
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BLUELINE
33 CENTRAL WAY # 400 KIRKLAND, WA 98033
425.822.4446 FAX 425.822.4450
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SCALE: AS NOTED
PROJECT MANAGER: BRETT K. PUDISTS, PE
PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: CHRIS WISCOMB
ISSUE DATE: 9/29/2016

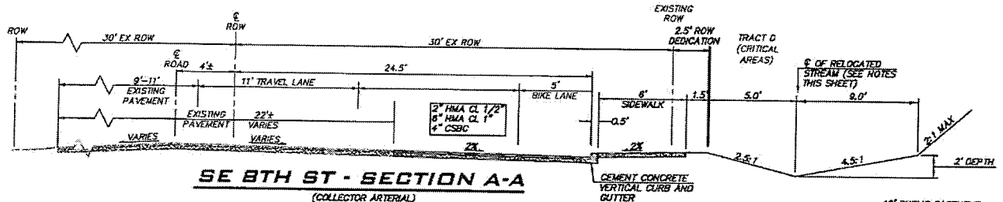
NO	DATE	BY	REVISIONS
1	9/29/16	BKP	REVISED FOR CITY COMMENTS

PRELIMINARY STORM DRAINAGE PLAN
CARRIER
PRELIMINARY PLAT PLANS
1240700035
CITY OF SAMMAMISH WASHINGTON

BRETT K. PUDISTS STATE OF WASHINGTON 37925 REGISTERED PROFESSIONAL ENGINEER

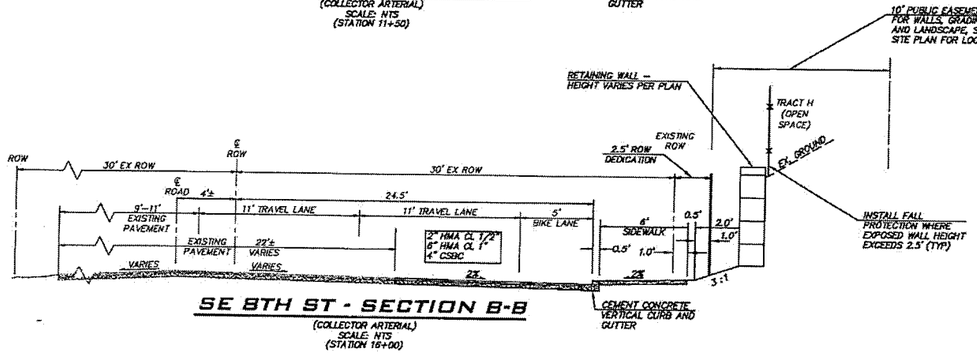
9/29/16

JOB NUMBER: 15-111
SHEET NAME: RS-01
SHT 6 OF 13



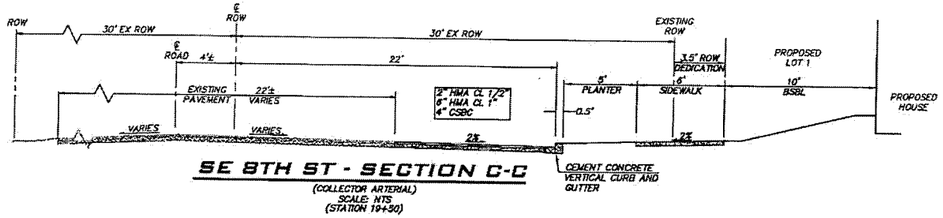
SE 8TH ST - SECTION A-A

(COLLECTOR ARTERIAL)
SCALE: NTS
(STATION 11+50)



SE 8TH ST - SECTION B-B

(COLLECTOR ARTERIAL)
SCALE: NTS
(STATION 15+00)

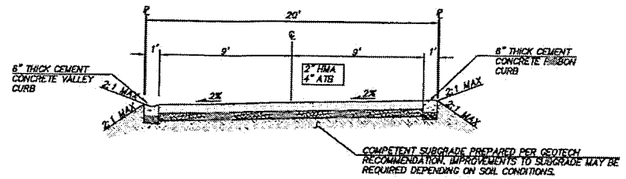


SE 8TH ST - SECTION C-C

(COLLECTOR ARTERIAL)
SCALE: NTS
(STATION 19+50)

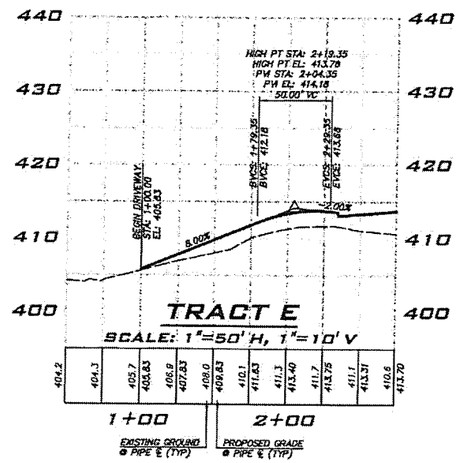
STREAM RELOCATION NOTES

1. EXISTING STREAM WAS GRASS LINED AND VEE SHAPED WITH THE FOLLOWING CHARACTERISTICS:
   - AVERAGE DEPTH OF 1.9', 2.2:1 SLOPE ON SOUTH BANK AND 4.4:1 SLOPE ON THE NORTH BANK.
2. STREAM TO BE RELOCATED OUTSIDE OF ROW AND PLANTED PER PLANS BY WETLAND RESOURCES.



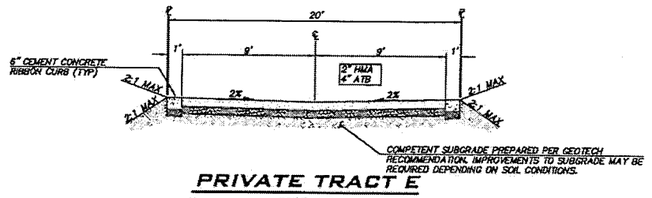
PRIVATE TRACTS A & B

SCALE: NTS



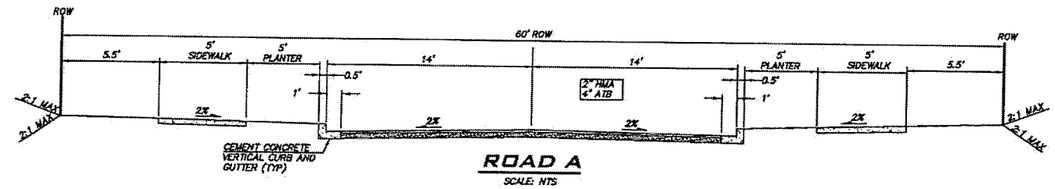
TRACT E

SCALE: 1"=50' H, 1"=10' V



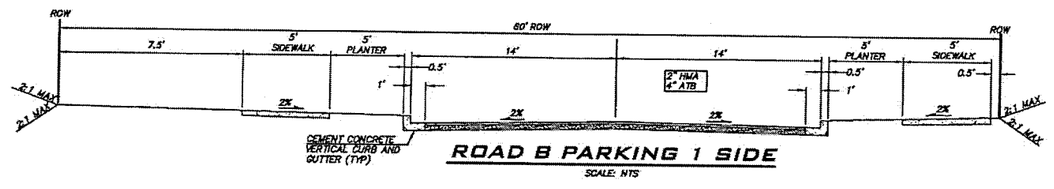
PRIVATE TRACT E

SCALE: NTS



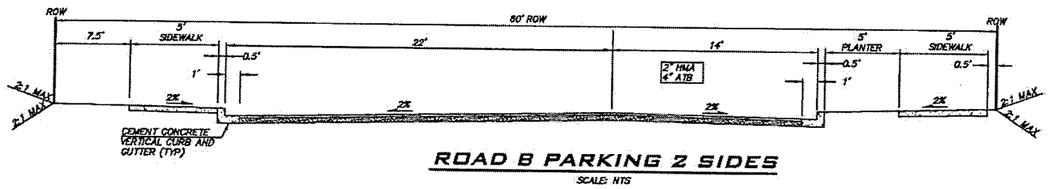
ROAD A

SCALE: NTS



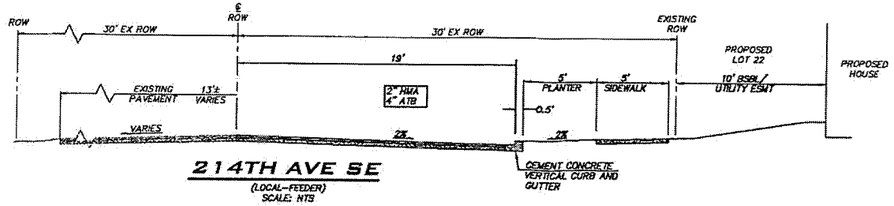
ROAD B PARKING 1 SIDE

SCALE: NTS



ROAD B PARKING 2 SIDES

SCALE: NTS



214TH AVE SE

(LOCAL-FEEDER)
SCALE: NTS

UNDERGROUND UTILITY NOTE

UNDERGROUND UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY ONE CALL AT 8-1-1 (WASHINGTON811.COM) AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

BLUELINE
25 CENTRAL WAY, SUITE 420, KIRKLAND, WA 98033
P: 425.822.4446 F: 425.822.4450
WWW.THEBLUELINEGROUP.COM

SCALE: AS NOTED
PROJECT MANAGER: BRETT K. PUDISTS, PE
PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: CHRIS WISCOMB
ISSUE DATE: 9/29/2016

NO	DATE	BY	REVISIONS
1	9/29/16	BP	REVISED PER CITY COMMENTS

ROAD SECTIONS AND DETAILS

CARRIER
PRELIMINARY PLAT PLANS
1240700035
CITY OF SAMMAMISH WASHINGTON

BRETT K. PUDISTS
STATE OF WASHINGTON
37925
REGISTERED PROFESSIONAL ENGINEER

9/29/16

JOB NUMBER: 15-111
SHEET NAME: RD-01
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