



King County

DEPARTMENT OF DEVELOPMENT AND ENVIRONMENTAL SERVICES
Building and Fire Services Division
KING COUNTY, WASHINGTON

REVISED PRELIMINARY REPORT TO THE HEARING EXAMINER
November 29, 2011- PUBLIC HEARING AT 9:30 A.M. (Rescheduled)
DDES Hearing Room
1000 Oakesdale Avenue Southwest
Renton, WA 98055-1219
Phone: (206) 296-6600

PROPOSED PLAT OF Tall Chief Country Club & Shoreline FILE NO: L04P0032 &
Substantial Development Permit L07SH003
PROPOSED ORDINANCE NO: 2011-0404

A. SUMMARY OF PROPOSED ACTION:

This is a request for a subdivision of 191.2 acres into 18 lots for detached single-family dwellings and tracts for drainage, critical areas/wetlands, resource/open space tract for future farming and farm housing. The proposed density is 1 dwelling unit per 10 acres. The lot sizes range from approximately 2.4 acres to 5.45 acres in size. See Attachment 1 for a copy of the proposed layout.

B. GENERAL INFORMATION:

Developer: John Tomlinson
1738 Bellevue Way NE
Bellevue WA 98004

Agent: De-En Lang
Lang Associates
10658 Riviera Place
Seattle WA 98125

STR: 5-24-07

Location: 1313 West Snoqualmie River Road. The site is located on the west side of West Snoqualmie River Road and the Snoqualmie River, north of 19th Way.

Zoning: RA-5, RA-10, A-35
Acreage: 191.2 acres
Number of Lots: 18
Density: Approximately 1 unit per 10 acres
Lot Size: Approximately 2.4 to 5.45 acres in size
Proposed Use: Single Family Detached Dwellings
Sewage Disposal: Individual on-site septic
Water Supply: Ames Lake Water Association
Fire District: King County Fire District No. 27
School District: Snoqualmie Valley District #410
Plat Submittal: December 27, 2004
Shoreline Submittal: May 8, 2007

C. HISTORY/BACKGROUND:

The Subdivision Technical Committee (STC) of King County has conducted an on-site examination of the subject property. The STC has discussed the proposed development with the applicant to clarify technical details of the application, and to determine the compatibility of this project with applicable King County plans, codes, and other official documents regulating this development.

As a result of preliminary discussions, and the applicant's desire to include provisions for future farming, the applicant presented the Technical Committee with a revised plat on May 25, 2011.

D. THRESHOLD DETERMINATION OF ENVIRONMENTAL SIGNIFICANCE:

Pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C, the responsible official of the Land Use Services Division (LUSD) issued a threshold determination of non-significance (DNS) for the proposed development on September 29, 2011. This determination was based on the review of the environmental checklist and other pertinent documents, resulting in the conclusion that the proposal would not cause probable significant adverse impacts on the environment. Therefore, an Environmental Impact Statement (EIS) was not required prior to proceeding with the review process.

Agencies, affected Native American tribes and the public were offered the opportunity to comment on or appeal the determination for 14 days. At the time this report was mailed, the DNS was not appealed by any party, including the applicant.

E. AGENCIES CONTACTED:

1. King County Department of Natural Resources and Parks: The comments from this division have been incorporated into this report.
2. King County Fire Protection Engineer: Fire protection engineering preliminary approval has been granted.
3. Snoqualmie Valley School District: The comments from this district have been incorporated into this report.
4. Ames Lake Water Association: The comments from this district have been incorporated into this report.
5. Washington State Department of Ecology: No response.
6. Washington State Department of Fish and Wildlife: No response.
7. Washington State Department of Natural Resources: No response
8. Washington State Department of Transportation: No response
9. METRO: No response.

F. NATURAL ENVIRONMENT:

1. Topography: In general, the site slopes in an easterly direction. Slopes range from approximately 3 percent to 40 percent and greater.
2. Soils: Three surface soils are found on this site per King County Soil Survey, 1973.

AgC – Alderwood gravelly, sandy loam; 6-15% slopes. Runoff is slow to medium and the hazard of erosion is moderate. This soil has a moderate limitation for foundations, due to a seasonally high water table and slope. It has a severe limitation for septic tank filter fields due to very slow permeability in the substratum.

AgD – Alderwood gravelly, sandy loam; 15-30% slopes. Runoff is medium and the erosion hazard is severe. This soil has a severe limitation for foundations due to slope, and a moderate slippage potential. It has severe limitations for septic tank filter fields due to very slow permeability in the substratum

AkF₂ – Alderwood and Kitsap soils; 25-70% slopes. Runoff is rapid and the erosion hazard is very severe. This soil type has a severe limitation for foundations and septic tank filter fields due to slopes and high slippage potential.

3. Wetland/streams: According to the King County Sensitive Areas Folio, there are 2 mapped wetlands on-site, and the Snoqualmie River is located across West Snoqualmie River Road. The applicant provided a wetland study for the site, which identified 5 Class 2 wetlands and a Class 3 stream located on-site. These features will be placed in sensitive area tracts along with the associated 50 foot buffers.
4. Vegetation: This western portion of the site is moderately wooded with a second and third-growth mixture of coniferous and broad-leafed trees native to the Pacific Northwest, second-story vegetation, and groundcover consists of Northwest native species including salal, sword fern, berry vines, and grasses. The eastern portion of the site is developed as golf course.
5. Wildlife: Small birds and animals undoubtedly inhabit this site; however, their population and species are limited due to nearby development. Larger species may visit this site on occasion. No threatened or endangered species are known to exist on or near the property. A Red-tailed hawk nest was identified in the southeastern portion of the site, just off-site. A 325 foot buffer has been provided from the nest and will be included in the sensitive areas tract (shown as Tract N).
6. Geotechnical: The Sensitive Areas Folio identifies the western area of the site as landslide, erosion and seismic hazard areas. A band of steep slopes traverse the western portion of the site. These slopes will be placed in separate sensitive area tracts and building setbacks provided from the tracts.

G. NEIGHBORHOOD CHARACTERISTICS:

The property lies in east-northeast King County, northwest of Fall City. The properties surrounding the site are developed with single-family homes and/or pasture/agriculture uses on parcels ranging from approximately 1 acre (west) to over twenty acres in size. The site itself is currently developed as a golf course and contains several associated outbuildings. These existing structures are proposed to be utilized for farm housing and storage.

H. SUBDIVISION DESIGN FEATURES:

1. Lot Pattern and Density: The proposed lot and street layout is in conformance with King County Code 21A. The applicant has utilized the provisions of KCC 21A.14.040 and clustered the proposed lots in the western portion of the site. Per the applicant's calculations, the density allowed in the RA-5 P zone is 4.49 units (44.91 acres), 13.9 units in the RA-10 zone (139.02 acres) and .21 unit in the A-35 zone (7.27 acres), for a total of 18 units.

The following site specific P-suffix or Special district overlay (SDO) applies to this site -

21A.38.240 Special district overlay - floodplain density.

A. The purpose of the floodplain density special district overlay is to provide a means to designate areas that cannot accommodate additional density due to severe flooding problems. This district overlay limits development in critical areas to reduce potential future flooding on proposals on RA-5 zoned parcels located within a floodplain density special district overlay:

1. Density is limited to one home per ten acres for any property that is located within a critical area; and
2. All development shall be clustered outside of the identified critical areas, unless the entire parcel is a mapped critical area. (Ord. 15606 § 27, 2006; Ord. 12823 § 19, 1997).

The applicant has clustered the proposed lots outside of critical areas, and the overall density of the site is approximately one unit per 10.62 acres.

Farm Plan: Per King County Code 21A.14.040 (7) The open space tract may be utilized or created as a resource tract for farm or forestry use. The applicant has provided and received approval of a Farm Management Plan for the open space area (Tracts A & R) adjacent to W. Snoqualmie River Road. The applicant proposes seven future farm fields within the Tract, and outside the wetlands and

associated buffers. Future grading permits and shoreline permits/exemptions may be necessary for future road construction associated with the farm use.

2. **Internal Circulation/Road Design:** The Tall Chief subdivision proposes a long cul-de-sac extending from the West Snoqualmie River Road at the current entrance to the golf course. Due to the length of cul-de-sac and frequent flooding which blocks vehicular access within the site, a road variance application was reviewed by the King County Department of Transportation. The variance evaluated the cul-de-sac design and also the road requirements for emergency access using the existing dirt road which extends westerly through the adjacent campground property.

As shown in Attachment 2, the road variance decision allowed the long cul-de-sac as a private street with a requirement to provide access rights to the southerly property owner. The existing dirt road extending through the campground property will be improved to allow adequate use by residents during flood conditions. The onsite portion of the emergency road is shown on the plat map as Tract E and will be widened and paved 20 feet in width. Offsite portions of the emergency road will have improvements for horizontal curvature to assure adequate access by potential emergency response vehicles. The applicant has secured an easement for using the emergency road and making the required offsite road improvements.

Minimal road improvements are required along the frontage of the plat on West Snoqualmie Valley road. Existing shoulders along the frontage will be restored and in areas where shoulders are absent, a new four feet gravel shoulder will be provided. Vehicular trips from the new subdivision are moderate when compared to the existing use as a golf course and further widening of the frontage road is not required.

3. **Roadway Section:** The internal roads will be constructed to rural standards in accordance with the 1993 King County Road Standards and the approved variance to the King County Road Standards (See Attachment 2).
4. **Drainage:** The existing site slopes generally to the west into the Patterson Creek and Snoqualmie River basins. To control storm water, the drainage from roadways and roof tops will be collected and conveyed to large detention ponds shown on the preliminary plat map as Tracts P and Q. The drainage facility will detain storm water and also provide water quality treatment prior to release into the onsite wetlands. The applicant's original proposal included conveyance of all storm water with direct discharge to the Snoqualmie River; however, the drainage design has been revised and a detention pond is now proposed within the site.

During preliminary review, the applicant submitted an application for drainage adjustment to allow one primary drainage facility rather than constructing multiple facilities for different sub basins within the project. As shown in Attachment 3, the adjustment was approved by King County in August 2008. Most of the storm water for the project will be conveyed to the proposed detention ponds; however, the southern portion of the site includes large lot areas which will allow dispersion of roof drainage into natural vegetation rather than collecting runoff into a facility. Forested open space will be recorded within each lot area to assure the long term viability for dispersion of storm water.

The drainage facilities for the project will be designed and constructed in accordance with the 1998 King County drainage manual which includes the Level 2 flow control standard and provisions for basic water quality treatment. After development of the subdivision, King County will own and perform future maintenance of the onsite drainage ponds.

5. **Shoreline Substantial Development Permit:** The applicant has proposed a shoreline permit for the construction of the access road (SE 10th St) and the construction of a drainage facility within shoreline jurisdiction on the site. Note, the existing entrance road from W. Snoqualmie River Road will be modified and improved to comply with the King County Road Standards and approved variance. This is the only feasible access to the site. The shoreline jurisdiction, Conservancy, is associated with the Snoqualmie River located off-site, less than 60 feet east.
 - a. The criteria for authorizing SSDP's as set forth in KCC 25.04.010 are incorporated into the findings by this reference. The Shoreline Management

Substantial Development Permit (SSDP) is being sought to construct the project described above.

- b. The proposed project will be constructed and installed in the floodplain, as depicted in the proposed site plans.
- c. The purpose of the SSDP request is to obtain consistency with the Shoreline Management Act of 1971 (RCW 90.58) and the King County Shoreline Management Master Program (KCSMP).
- d. The proposed utility development is permitted pursuant to the KCSMP, specifically KCC 25.16.030 'General Requirements', KCC 25.16.160 'Utilities', and KCC 25.16.190, 'Excavation, Dredging and Filling'. The preceding code citations are incorporated into this report by reference. Conditions can be imposed that will meet the spirit and intent of the code citations enumerated above.
- e. No public use of the shoreline has been, or will be, provided at the subject property.
- f. The King County Shoreline Master Program (KCSMP) "*Utilities Shoreline Use Activities*" section (pg. 31-33) contains policies relevant to the applicant's proposed drainage retention/detention system. These policies state:

"Few, if any, utility systems could be installed completely without coming under the jurisdiction of this Master Program. The focus of the policies in this section is on how these utility facilities within the wetland area can be planned, designed, constructed, maintained and rehabilitated to be consistent with the intent of the Shoreline Management Act of 1971."

"The types of utilities covered are communications... water....storm sewers....." (This would include drainage systems).

The following General Policies identified by the KCSMP are potentially relevant to the applicant's proposed drainage system and outfall:

- King County should be consulted prior to or at the time of application for construction of regional utility facilities to be located in or along shorelines or wetlands. (KCSMP Policy #4)

RESPONSE: The applicant has been in consultation with King County DDES thru the required King County pre-application process and the plat design conceptual planning phase. The project incorporates suggestions from the earlier pre-application and design meetings.

- Utility corridors crossing shorelines of the state should be encouraged to consolidate and concentrate or share rights-of-way where:
 - a. Public access (including view) would be improved.
 - b. Concentration or sharing would not hinder the ability of the utility systems to be installed, operated or maintained safely.
 - c. Water quality would be as good as or better than if separate corridors were present. (KCSMP Policy #5)

RESPONSE: The proposed drainage facility system will be located at the western edge/portion of the floodplain. Refer to Section H.4. for further discussion of the drainage proposal.

- Public access consistent with public safety and security should be encouraged where rights-of-way for regional utility facilities cross shorelines of the state. (KCSMP Policy #6)

RESPONSE: The Public or private recreational use around the Snoqualmie River will not be impacted by the proposal, because plat construction activities will not take place within the river, nor disrupt any recreational access points.

- New utility facilities should be located so as to require neither extensive shoreline protection or to restrict water flow, circulation or navigation. (KCSMP Policy #7)

RESPONSE: *New shoreline protection will not be required as a result of the project. Shoreline protection will not be necessary in the future to protect the proposed drainage system.*

- Utility facilities and rights-of-way should be selected to preserve the natural landscape and minimize conflicts with present and planned uses of the land on which they are located. (KCSMP Policy #8)

RESPONSE: *No impacts to the river native vegetation buffer is expected. The project will need to include a plan for retention, restoration, and enhancements of disturbed area and buffers.*

- New utility routes should be designed to minimize detrimental visual impact from the water and adjacent uplands. (KCSMP Policy #9)

RESPONSE: *No visual impacts are anticipated due to the 'at grade' construction of the proposed road, in approximately the same location as the existing access, drainage system and vegetative enhancements. Retention of specimen trees shall be emphasized*

- g. KC DDES did not receive any comment letters during the 30-day comment period required for the Shoreline Substantial Development Permit.

I. TRANSPORTATION PLANS:

1. Transportation Plans: The subject subdivision is not in conflict with the King County Transportation Plan, nor with the non-motorized and trail plans.
2. Subdivision Access: The site will gain primary access from West Snoqualmie River Road, which adjoins the east boundary. Another emergency access will be provided through the adjacent campground to the west/northwest.
3. Traffic Generation: It is expected that approximately 180 vehicle trips per day will be generated with full development of the proposed subdivision. This calculation includes service vehicles (i.e., mail delivery, garbage pick-up, school bus) which may currently serve this neighborhood, as well as work trips, shopping, etc.
4. Adequacy of Arterial Roads: This proposal has been reviewed under the criteria in King County Code 14.70, Transportation Concurrency Management; 14.80, Intersection Standards; and King County Code 14.75; Mitigation Payment System.
 - a. King County Code 14.70 – Transportation Concurrency Management: The proposal was exempted from a Transportation Certificate of Concurrency (November 4, 2003 letter), as the golf course is being replaced by single family residences. Per King County Code 14.70.280, Section A9, "any development that will have no transportation impact and that will not change traffic volumes and flow patterns in the afternoon peak travel period is exempt from Transportation Concurrency."
 - b. King County Code 14:80 – Intersection Standards: Primary access to the proposed subdivision is provided by a connection to West Snoqualmie River road.

The internal roads will function as private streets and be constructed in accordance with the King County Road Standards and the approved variance (see Attachment 2).
 - c. King County Code 14.75 – Mitigation Payment System: King County Code 14.75, Mitigation Payment System (MPS), requires the payment of a traffic impact mitigation fee (MPS fee) and an administration fee for each single-family residential lot or unit created. MPS fees are determined by the zone in which the site is located. This site is in Zone 142 per the MPS/Quartersection list. MPS fees may be paid at the time of final plat recording, or deferred until

building permits are issued. The amount of the fee will be determined by the applicable fee ordinance at the time the fee is collected.

J. PUBLIC SERVICES:

1. Schools: This proposal has been reviewed under RCW 58.17.110 and King County Code 21A.28 (School Adequacy).
 - a. School Facilities: The subject subdivision will be served by Fall City Elementary, Chief Kanin Junior and Mt Si Senior High School, all located within the Snoqualmie Valley School District.
 - b. School Impact Fees: King County Code requires that an impact fee per lot be imposed to fund school system improvements to serve new development within this district. Payment of this fee in a manner consistent with K.C.C. 21A.43 will be a condition of subdivision approval. Currently, school mitigation fees for single family residences in the Snoqualmie Valley School District is \$8,504. per lot.
 - c. School Access: The District has indicated that the future students from this subdivision will be bussed to the schools. It is anticipated that a bus stop will be located at the entrance to the plat along W. Snoqualmie River Road at SE 10th Street.
2. Parks and Recreation Space: The nearest public parks are located east, within Fall City and greater than one mile from the site. K.C.C. 21A.14 does not require subdivisions in the RA zone classification to provide on-site recreation space or pay a fee to the Parks Division for establishment and maintenance of neighborhood parks.
3. Fire Protection: The Certificate of Water Availability from the Ames Lake Water Association indicates that water is not presently available to the site in sufficient quantity to satisfy King County Fire Flow Standards. Prior to final recording of the plat, the water service facilities must be reviewed and approved per King County Fire Flow Standards.

The subdivision is exempt from the Fire Flow Standards if all lots are greater than 35,000 square feet in area, or if the subdivision is outside an Urban Growth Area and is developed at a density no greater than one residential building lot per five (5) acres, or a cluster development outside an Urban Growth Area with lots under 35,000 square feet in size and offsetting permanent open space and is developed at a density no greater than one residential building lot per five (5) acres (per K.C.C. 17.08.030). However, if fire hydrants are provided the installation of hydrants and water mains must be under permit from King County Fire Engineering.

Prior to final recording of the plat, the water service facilities must be reviewed and approved per King County Fire Flow Standards.

K. UTILITIES

1. Sewage Disposal: The applicant proposes to serve the subject subdivision by means of a individual on-site septic systems.
2. Water Supply: The applicant proposes to serve the subject subdivision with a public water supply and distribution system managed by Ames Lake Water Association. A Certificate of Water Availability, dated December 9, 2004 and update November 22, 2010, indicates this district's ability to serve the proposed development. However, the water association is not able to provide adequate fire flow, therefore, sprinklers may be required in future residences, subject to DDES Fire Marshall review.

L. COMPREHENSIVE AND COMMUNITY PLAN:

1. Comprehensive Plan: This plan is governed by the 1994 King County Comprehensive plan which designates this area as Rural. The proposed subdivision is not in conflict with the policies of the Comprehensive Plan.

2. Community Plans: The subject subdivision is located in the Snoqualmie Community Planning Area. The subject subdivision is not in conflict with the goals, guidelines, and policies of the Snoqualmie Community Plan.

M. STATUTES/CODES:

If approved with the recommended conditions in this report, the proposed development will comply with the requirements of the County and State Platting Codes and Statutes, and the lots in the proposed subdivision will comply with the minimum dimensional requirements of the zone district.

N. CONCLUSIONS:

The subject subdivision will comply with the goals and objectives of the King County Comprehensive Plan and will comply with the requirements of the Subdivision and Zoning Codes and other official land use controls of King County, based on the conditions for final plat approval.

O. RECOMMENDATIONS:

SHORELINE RECOMMENDATION: Approve subject to conditions (see below).

PRELIMINARY PLAT RECOMMENDATION: It is recommended that the subject subdivision, revised and received May 25, 2011, be granted preliminary approval subject to the following conditions of final approval:

1. Compliance with all platting provisions of Title 19A of the King County Code.
2. All persons having an ownership interest in the subject property shall sign on the face of the final plat a dedication that includes the language set forth in King County Council Motion No. 5952.
3. The plat shall comply with the base density and minimum density requirements of the RA-5, RA-10 and A-35 zone classifications. All lots shall meet the minimum dimensional requirements of the zone classification or shall be shown on the face of the approved preliminary plat, whichever is larger, except that minor revisions to the plat which do not result in substantial changes may be approved at the discretion of the Department of Development and Environment Services.

Any/all plat boundary discrepancy shall be resolved to the satisfaction of DDES prior to the submittal of the final plat documents. As used in this condition, "discrepancy" is a boundary hiatus, an overlapping boundary or a physical appurtenance which indicates an encroachment, lines of possession or a conflict of title.

4. The applicant must obtain final approval from the King County Health Department, prior to recording.
5. All construction and upgrading of public and private roads shall be done in accordance with the King County Road Standards established and adopted by Ordinance No. 11187, as amended (1993 KCRS).
6. The applicant must obtain the approval of the King County Fire Protection Engineer for the adequacy of the fire hydrant, water main, and fire flow standards of Chapter 17.08 of the King County Code. Sprinklers may be required for future residences, subject to King County Fire Protection engineer review and approval.
7. Final plat approval shall require full compliance with the drainage provisions set forth in King County Code 9.04. Preliminary review has identified the following conditions of approval, which represent portions of the drainage requirements. All other applicable requirements in KCC 9.04 and the Surface Water Design Manual (SWDM) must also be satisfied during engineering and final review.

a. Drainage plans and analysis shall comply with the 1998 King County Surface Water Design Manual. DDES approval of the drainage and roadway plans is required prior to any construction.

b. Current standard plan notes and ESC notes, as established by DDES Engineering Review shall be shown on the engineering plans.

c. The following note shall be shown on the final recorded plat:

"All building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain outlet as shown on the approved construction drawings # _____ on file with DDES and/or the Department of Transportation. This plan shall be submitted with the application of any building permit. All connections of the drains must be constructed and approved prior to the final building inspection approval. For those lots that are designated for individual lot infiltration or dispersion systems, the systems shall be constructed at the time of the building permit and shall comply with the plans on file."

d. Storm water facilities shall be designed using the KCRS level 2 flow control standard. Water quality facilities shall also be provided using the basic water quality protection menu. The size of the proposed drainage tracts may have to increase to accommodate the required detention storage volumes and water quality facilities. All runoff control facilities shall be located in a separate tract and dedicated to King County unless portions of the drainage tract are used for recreation space in accordance with KCC 21A.14.180.

e. A drainage adjustment regarding conveyance of storm water to one facility was approved in August 2008 (File L07V0057). The conditions of approval for the adjustment shall be addressed on the final engineering plans including the requirements for on-site bypass of storm water as referenced in condition 2 for the adjustment decision. The design criteria for bypass of storm water is described on pages 1-36 and 3-52 in the drainage manual.

f. For the southern portion of the site within the Patterson Creek drainage basin, the subdivision includes designs for using the Forested Open Space (FOS) flow control exemption as outlined in the drainage manual for Core Requirement No. 3. The final engineering plans shall show all applicable requirements including the 65% forested open space boundaries and flow control BMP's for dispersion of storm water. If portions of the site proposed for FOS were previously cleared land areas, a mitigation plan shall be submitted to restore the vegetation and soils to meet the criteria for FOS.

g. As required by Special Requirement No. 2 in the drainage manual, the 100-year floodplain boundaries shall be shown on the final engineering plans and recorded plat. Compensatory storage is required for any proposed fill or decrease of natural floodplain storage.

h. A permit from the Washington State Fisheries Department may be required for the proposed site improvements adjacent to streams and/or wetlands. Any required permits shall be submitted to King County prior to engineering plan approval.

i. The final engineering plans shall include designs to address dewatering of groundwater for site development as discussed in the geotechnical reports prepared for the project. A geotechnical report shall be submitted with the engineering plans to address soil conditions, grading, and conveyance of groundwater.

8. The proposed subdivision shall comply with the 1993 King County Road Standards (KCRS) including the following requirements:

a. During preliminary review the applicant submitted road variance applications regarding the length of cul-de-sac and other design requirements for the roadways (See File No. L04V0109 and L09V0043). The final road improvements shall comply with the conditions of approval for the variance decision.

b. The onsite cul-de-sac labeled as SE 10th Street/ 304th Ave SE shall be improved as a rural subaccess street except as otherwise approved by the King County road variance process. The roadway serving lots 13-18 shall be improved to rural minor access standards. As allowed by the road variance decision, the onsite roadway shall be private and access rights will be provided to the southerly property owner.

The final plat shall include provisions for ownership and maintenance of the private road.

c. To provide emergency access for the subdivision, the existing gravel road shown on the preliminary plat map within easement #6094030 shall be improved to meet King County road standards except as allowed by the variance decision referenced above. The onsite portion of the emergency access shall include a 20 foot wide paved roadway. The offsite portions shall also be improved 20 feet wide with gravel surfacing and improvements for horizontal curvature on the campground property. An emergency access easement has been obtained by the applicant to make the offsite improvements and allow future use of the roadway. Tract E for emergency access shall be owned and maintained by the homeowners association or other private entity as allowed by King County.

d. The final engineering plans shall demonstrate compliance with standards for entering sight distance at the project entrance with West Snoqualmie River Road.

e. A 4-foot gravel shoulder is required for the plat frontage along West Snoqualmie River Road. The existing shoulder can be restored where feasible to provide the required shoulder width. The final engineering plans shall show the location of any existing shoulders and determine what areas require new improvements to achieve the four foot shoulder width.

f. Modifications to the above road conditions may be considered by King County pursuant to the variance procedures in KCRS 1.08.

9. All utilities within proposed rights-of-way must be included within a franchise approved by the King County Council prior to final plat recording.
10. The applicant or subsequent owner shall comply with King County Code 14.75, Mitigation Payment System (MPS), by paying the required MPS fee and administration fee as determined by the applicable fee ordinance. The applicant has the option to either: (1) pay the MPS fee at the final plat recording, or (2) pay the MPS fee at the time of building permit issuance. If the first option is chosen, the fee paid shall be the fee in effect at the time of plat application and a note shall be placed on the face of the plat that reads, "All fees required by King County Code 14.75, Mitigation Payment System (MPS), have been paid." If the second option is chosen, the fee paid shall be the amount in effect as of the date of building permit application.
11. Lots within this subdivision are subject to King County Code 21A.43, which imposes impact fees to fund school system improvements needed to serve new development. As a condition of final approval, fifty percent (50%) of the impact fees due for the plat shall be assessed and collected immediately prior to the recording, using the fee schedules in effect when the plat receives final approval. The balance of the assessed fee shall be allocated evenly to the dwelling units in the plat and shall be collected prior to building permit issuance.
12. Preliminary plat review has identified the following specific requirements which apply to this project. All other applicable requirements from K.C.C. 21A.24 shall also be addressed by the applicant.
 - a. The Class II wetlands shall have a 50-foot buffer as shown on the preliminary plat map dated May 25, 2011.
 - b. All sensitive areas and their buffers shall be placed in Sensitive Area Tracts for long term protection.
 - c. Signage shall be installed along the Sensitive Area Tract boundaries for long term protection and to clearly mark the extent of the tract.
 - d. A 15-foot building set back line (BSBL) is required from the edge of all Sensitive Area Tracts and shall be shown on all affected lots.
 - e. Sensitive area tract boundaries shall be clearly marked with bright orange construction and silt fencing prior to construction or site clearing activities. The boundaries shall remain marked until construction is complete.

- f. Road crossings of wetlands and buffers may be allowed per KC 21A.24.330. Construction techniques such as retaining walls may be required at wetland crossings to limit wetland impacts. A final mitigation plan shall be required during engineering review.
- g. The outer 25 feet of buffer on the eastern side of the wetlands may be used for farming activities as defined in the farm management plan. Fencing shall be installed along the wetland tract boundaries and the remaining buffer areas shall be planted with native vegetation.
- h. Wetland hydrology may not be altered either during or after development. A hydrology analysis may be required during engineering review to show how wetland hydrology will be maintained after the site is developed.
- i. The engineering plans shall be routed to Critical Areas Staff for review of compliance to the above conditions.

Geotechnical

- j. Determine the top, toe, and slides of 40% slopes by field survey. Provide a 50-foot buffer for these slopes. The buffer may be reduced with the submittal of a satisfactory soils report, subject to review and approval by a DDES geologist, prior to engineering plan approval.
- k. The applicant shall delineate all on-site erosion hazard areas on the final engineering plans (erosion hazard areas are defined in K.C.C. 21A.06.415). The delineation of such areas shall be approved by a DDES geologist. The requirements found in K.C.C. 21A.24.220 concerning erosion hazard areas shall be met, including seasonal restrictions on clearing and grading activities.
- l. The following note shall be shown on the final engineering plan and recorded plat:

RESTRICTIONS FOR SENSITIVE AREA TRACTS AND SENSITIVE AREAS AND BUFFERS

Dedication of a sensitive area tract/sensitive area and buffer conveys to the public a beneficial interest in the land within the tract/sensitive area and buffer. This interest includes the preservation of native vegetation for all purposes that benefit the public health, safety and welfare, including control of surface water and erosion, maintenance of slope stability, and protection of plant and animal habitat. The sensitive area tract/sensitive area and buffer imposes upon all present and future owners and occupiers of the land subject to the tract/sensitive area and buffer the obligation, enforceable on behalf of the public by King County, to leave undisturbed all trees and other vegetation within the tract/sensitive area and buffer. The vegetation within the tract/sensitive area and buffer may not be cut, pruned, covered by fill, removed or damaged without approval in writing from the King County Department of Development and Environmental Services or its successor agency, unless otherwise provided by law.

The common boundary between the tract/sensitive area and buffer and the area of development activity must be marked or otherwise flagged to the satisfaction of King County prior to any clearing, grading, building construction or other development activity on a lot subject to the sensitive area tract/sensitive area and buffer. The required marking or flagging shall remain in place until all development proposal activities in the vicinity of the sensitive area are completed.

No building foundations are allowed beyond the required 15-foot building setback line, unless otherwise provided by law.

- 13. A homeowners' association or other workable organization shall be established to the satisfaction of DDES which provides for the ownership and continued maintenance of the open space and/or sensitive area tract(s).
- 14. Notes specific to the approved Farm Management Plan (March 2009) shall be placed on the final plat. The notes shall indicate what may be allowed, restrictions, etc., subject to DDES review and approval.

RECOMMENDATIONS – Shoreline Substantial Development Permit

APPROVE Shoreline Management Substantial Development Permit No. L07SH003 subject to the following conditions:

1. Nothing in this permit shall be construed as excusing the applicant from compliance with any federal, state, or local statutes, ordinances, or regulations applicable to this project other than the permit requirements of the Shoreline Management Act of 1971.
2. This permit may be rescinded pursuant to Section 14(7) of the Shoreline Management Act of 1971 in the event the permittee fails to comply with any conditions thereof.
3. Construction pursuant to this permit may not begin or be authorized until twenty-one (21) days from the date of filing the final order of King County with the Department of Ecology or the Attorney General; or until all review proceedings initiated within twenty-one (21) days from the date of such filing have been terminated.
4. TIME REQUIREMENTS OF THE PERMIT (WAC 173-27-090). The following requirements shall apply to all permits.
 - a. Upon a finding of good cause, based on the requirements and circumstances of the project proposed and consistent with the policy and provisions of the master program and the act, local government may adopt appropriate time limits as a part of action on a substantial development permit and local government, with the approval of the department, may adopt appropriate time limits as a part of action on a conditional use or variance permit: "Good cause based on the requirements and circumstances of the project," shall mean that the time limits established are reasonably related to the time actually necessary to perform the development on the ground and complete the project that is being permitted, and/or are necessary for the protection of shoreline resources.
 - b. Where neither local government nor the department include specific provisions establishing time limits on a permit as a part of action on the permit, the following time limits shall apply:
 - i. Construction shall be commenced or, where no construction is involved, the use or activity shall be commenced within two years of the effective date of a shoreline permit. Provided, that local government may authorize a single extension for a period not to exceed one year based on reasonable factors, if a request for extension has been filed before the expiration date and notice of the proposed extension is given to parties of record and the department.
 - ii. Authorization to conduct development activities shall terminate five years after the effective date of a shoreline permit. Provided, that local government may authorize a single extension for a period not to exceed one year based on reasonable factors, if a request for extension has been filed before the expiration date and notice of the proposed extension is given to parties of record and the department.
 - iii. The effective date of a shoreline permit shall be the date of the last action required on the shoreline permit and all other government permits and approvals that authorize the development to proceed, including all administrative and legal actions on any such permit or approval. It is the responsibility of the applicant to inform the local government of the pendency of other permit applications filed with agencies other than the local government and of any related administrative and legal actions on any permit or approval. If no notice of the pendency of other permits or approvals is given to the local government prior to the date established by the shoreline permit or the provisions of this section, the expiration of a permit shall be based on the shoreline permit.
 - iv. When permit approval is based on conditions, such conditions shall

be satisfied prior to occupancy or use of a structure or prior to commencement of a nonstructural activity; *Provided*, that an alternative compliance limit may be specified in the permit.

- v. Revisions to permits under WAC 173-27-100 may be authorized after original permit authorization has expired under subsection (2) of this section; *Provided*, that this procedure shall not be used to extend the original permit time requirements or to authorize substantial development after the time limits of the original permit.
 - vi. Local government shall notify the department in writing of any change to the effective date of a permit, as authorized by this section, with an explanation of the basis for approval of the change. Any change to the time limits of a permit other than those authorized by this section shall require a new permit application.
5. Construction shall occur in conformance to the revised project plans and information received by King County on May 25, 2011.
 6. Any subsequent changes to the approved shoreline plans may require the applicant to obtain a new shoreline permit or a revision to this shoreline permit pursuant to WAC 173-27-100.
 7. If required, a Hydraulic Project Approval (HPA) shall be obtained from the Washington State Department of Fish & Wildlife prior to any work. Any conditions of the HPA shall be considered conditions of this shoreline permit.
 8. If required, an U.S. Army Corps of Engineers Permit "Corps Permit" shall be obtained from the U.S. Army Corps of Engineers prior to any work. Any conditions of the Corps Permit shall be considered conditions of this shoreline permit. In any event, erosion controls and Best Management Practices (BMP's) shall be implemented and maintained to prevent uncontrolled discharge of water, petroleum products, soil, and other deleterious materials from entering adjacent surface waters.
 9. Issuance of this Shoreline Management Substantial Development Permit does not grant the right to trespass upon private property.
 10. Prior to work, the applicant shall obtain final approval for the pending plat of Tall Chief (L04P0032) and abide by any conditions set forth therein. Conditions of said plat approval shall be considered conditions of this Shoreline Permit.
 11. The applicant shall control erosion of disturbed areas by implementing Best Management Practices. The applicant's erosion and sedimentation control plan shall include the following as warranted: installation of silt dams or catchments between work areas and all sensitive areas; the use of mulch and hydroseeding; planting or disturbed areas with native vegetation; and any measures determined to be appropriate. Appropriateness of fencing and location shall be approved and verified by a King County representative prior to commencement of any clearing, grading, or construction activities.
 12. Conduct refueling activities within a designated refueling area at a distance of not less than 200 feet away from the lake and any designated wetland areas. Additionally, drip pans shall be fitted with absorbent pads and placed under all equipment being fueled. All equipment, if kept on site overnight, shall be parked at least 200 feet away from the lake and any designated wetland areas.
 13. Daily inspection shall be provided by an erosion control specialist to ensure the adequacy and maintenance needs of all erosion and sedimentation control measures. Copies of the reports shall be submitted to the King County DDES. If the erosion control specialist determines there is an erosion or sedimentation problem, King County DDES shall be notified immediately and immediate corrective measures shall be implemented.

14. All manmade debris from the project within the construction zone shall be removed and disposed of at a location licensed for such disposal.
15. A copy of the approved shoreline plans` shall be kept on-site at all times during construction.
16. Within 30 days after completion of the subject R/D drainage system work, at least six (6) photographs of the completed drainage corridor taken from different directions shall be provided to DDES – Shorelines.
17. Thru the final plat approval process, and prior to any clearing and grading, within "Tract A", a retention, restoration, and vegetative enhancement plan shall be provided for said tract to King County for their approval. Said plan shall clearly identify specimen trees that are proposed for retention and those which are to be removed, together with an explanation as to the necessity for such removal.
18. Pursuant to KCC 25. 16.190 (A), a King County Clearing and Grading (C/G) permit shall be obtained prior to work. Said C/G permit shall implement the conditions of this SSDP. Additional conditions of the C/G permit shall be considered conditions of this SSDP.

NOTE: The decision of the King County Hearing Examiner may be appealed to the State Shoreline Hearings Board. Information on appeal procedures may be obtained from the Shoreline Hearings Board at (360) 459-6327 or the Washington State Department of Ecology Shoreline Appeals Coordinator at (360) 407-6528. Requests for review by the Hearings Board must be received by the Shoreline Hearings Board within twenty-one (21) days of the "date of filing." The "date of filing" is the date the local decision on the permit is received by the Department of Ecology.

Q. OTHER CONSIDERATIONS:

1. The subdivision shall conform to K.C.C. 16.82 relating to grading on private property.
2. Development of the subject property may require registration with the Washington State Department of Licensing, Real Estate Division.
3. Preliminary approval of this application does not limit the applicant's responsibility to obtain any required permit or license from the State or other regulatory body. This may include, but is not limited to the following:
 - a. Forest Practice Permit from the Washington State Department of Natural Resources.
 - b. National Pollutant Discharge Elimination System (NPDES) Permit from WSDOE.
 - c. Water Quality Modification Permit from WSDOE.
 - d. Water Quality Certification (401) Permit from U.S. Army Corps of Engineers.

TRANSMITTED TO PARTIES LISTED HEREAFTER:

ANGRISANO, BOB
PO BOX 1089 FALL CITY WA 98024

BAERWALDE M.
P.O. BOX 969 SNOQUALMIE WA 98065

BOGEL, PAUL / LEXINGTON FINE HOMES
2700 NORTHUP WAY STE 400 BELLEVUE WA 98004

CARLSON JOANNE ASII
ERS LUSD MS: OAK-DE-0100

CARLSON, B. LEONARD
516 W. SNOQUALMIE RIVER RD SE CARNATION, WA 98014

CLAUSSEN KIM PPMIII
PCS BFS D MS: OAK-DE-0100

DUNNE, WILLIAM & ABBY
1534 W. SNOQUALMIE RIVER RD SE FALL CITY, WA 98024

DYE PETE SR ENGR
ERS LUSD MS: OAK-DE-0100

FISCHER FOREST W/GROEN STEVENS & KLING
11100 NE 8TH ST SUITE 750 BELLEVUE WA 98004

GILLEN NICK ENV SCIENTIST
CAS LUSD MS: OAK-DE-0100

GOLL SHIRLEY ASII
PCS BFS D MS: OAK-DE-0100

HENDERSON, GUS & SHIRLEY
1530 W SNOQUALMIE RD SE FALL CITY, WA 98024

JOHNSON MOLLY SUPERVISING DEV ENGR
ERS LUIS MS: OAK-DE-0100

KC FIRE DISTRICT # 27
P.O. BOX 609 FALL CITY WA 98024-0609

KC HEALTH DEPARTMENT
EASTGATE OFFICE MS: EGT-PH-0100

KC HEARING EXAMINER'S OFFICE
ATTN: GINGER/VONETTA MS: KCC-CC-1200

KELLER JANET & STEVE
P.O. BOX 1377 FALL CITY WA 98024

LANG ASSOCIATES
10658 RIVIERA PL NE SEATTLE WA 98125

LANGLEY KRIS SR ENGR TRAFFIC REV
ERS LUSD MS: OAK-DE-0100

LEWIS JARROD SUPERVISOR
PCS BFS D MS: OAK-DE-0100

MONAHAN, JOE E.
29292 SE 8TH FALL CITY, WA 98024

OFFICE OF THE ATTY GENERAL TEMPLE OF JUSTICE ECOLOGY DIV
P.O. BOX 40117 OLYMPIA WA 98504-0117

PARKS CINDY
2727 303RD AVE SE FALL CITY WA 98024

PORS THOMAS LAW OFFICE OF THOMAS M PORS
1700 SEVENTH AVE, SUITE 2100 SEATTLE WA 98101

SHORELANDS & ENVIRONMENTAL ASSISTANCE PROGRAM
DOE NW REGIONAL OFFICE 3190 160TH AVE SE BELLEVUE WA 98008-5452

SIENNA, BOB
623 W SNOQUALMIE RIVER RD SE CARNATION WA 98014

SNOQUALMIE TRIBE
P.O. BOX 969 SNOQUALMIE WA 98065

TALL CHIEF GOLF INC.
1313 W SNOQUALMIER RIVER RD SE FALL CITY, WA 98024

TOMLINSON, JOHN TALL CHIEF GOLF INC. C/O MR. JIM ZOGG
1738 BELLEVUE WAY NE BELLEVUE, WA 98004

WHEELER DOUGLAS LANE POWELL PC
1420 FIFTH AVENUE SUITE 4100 SEATTLE WA 98101-2238

WHITING KELLY ENGR IV
KC DOT ROAD SERVICES DIVISION MS: KSC - TR - 0231

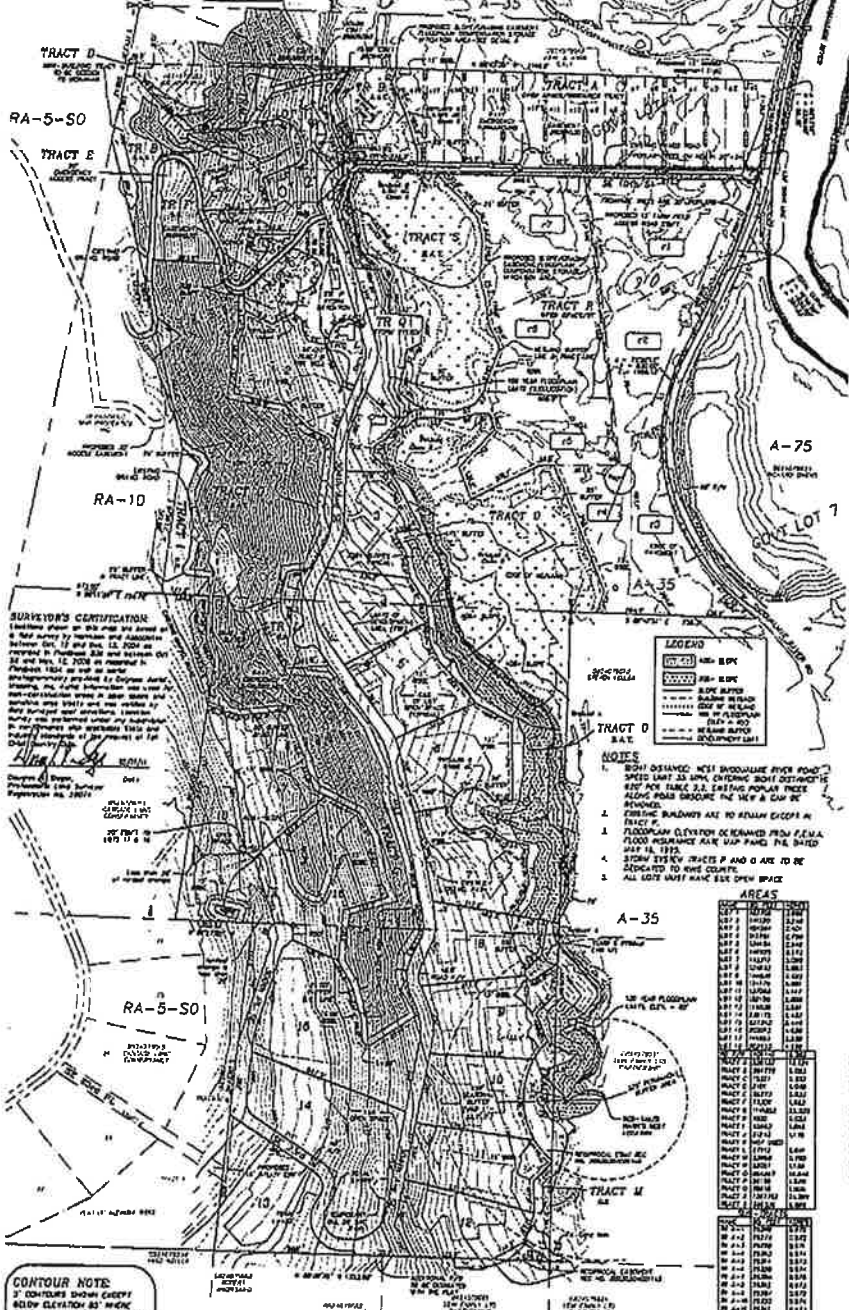
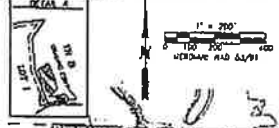
WRIGHT, CHARLIE
29825 SE 15TH PLACE FALL CITY, WA 98024

YASMOOTHR THAM ASII
LUIS LUSD MS: OAK-DE-0100

ZOGG, JIM
1738 BELLEVUE WAY NE BELLEVUE, WA 98004

EAST HALF, SECTION 5, TOWNSHIP 24 NORTH, RANGE 7 EAST, W.M.

NETLAND NOTES
 NETLANDS SHOWN HERE DELINEATED BY
 ALANNE OLIVER ASSOCIATES, L.L.C.
 274-253-4333
 THESE NOTES LOCATED BY NAVIGON 6
 2010.0.0.0.0.0.
 NETLAND 1 A THROUGH F & H-1 ARE
 CLASS B
 NETLAND G & S CLASS H
 THE STREAM IS A CLASS H



PROJECT INFORMATION
PROJECT NAME: The DOW County Club
APPLICANT: The DOW Club, Inc.
 1738 Broadway, Ste. MC
 Superior, WI 54086
 429-43-0723
 ATTN: Don Zeng
PROJECT PLANNER: LANG ASSOCIATES, INC.
 10088 Murray Plaza #L
 Seattle, WA 98148
 206-226-6800
 ATTN: De-En Long
LAND SURVEYOR: HARMSEN & ASSOCIATES, INC.
 PO Box 111
 Superior, WI 54086
 206-226-6800
 ATTN: Doug Zeng
ENGINEER: HARMSEN & ASSOCIATES, INC.
 206 E. 1st St.
 Superior, WI 54086
 206-226-6800
EXISTING ZONING: RA-3-SO R4-10 & A-35
DESIGN CLASSIFICATION: See attached density population
 map of 1077 PROPOSED: 18 (Temporary)
PROPOSED USE: Detached Single Family
 TRACT - AREA 0.0528 ACRES
 043407-3022
RECORD: Knappton Communities
 2400-North 2nd St
 Seattle, WA 98106
PROJECT: Superior School District #10
TELEPHONE: 206-226-6800
LEGAL DESCRIPTION: (Change Plat Order No. 191172, dated
 12-22-2004)

SURVEYOR'S CERTIFICATION
 I, the undersigned, have examined the survey and associated data and certify that the same are true and correct to the best of my knowledge and belief. I am a duly Licensed Professional Engineer in the State of Wisconsin, License No. 12345, and am duly sworn to the accuracy of the survey.

DATE: 05/25/2011
 SURVEYOR: [Signature]
 SUPERVISOR: [Signature]

LEGEND
 --- 10'-0" --- 5'-0" --- 1'-0" --- 6" --- 3" --- 1.5" --- 0.75"
 --- 0.375"
 --- 0.1875"
 --- 0.09375"
 --- 0.046875"
 --- 0.0234375"
 --- 0.01171875"
 --- 0.005859375"
 --- 0.0029296875"
 --- 0.00146484375"
 --- 0.000732421875"

NOTES
 1. SLOW DOWNED WEST SNOQUALMIE RIVER POINT SPEED LIMIT 35 MPH. EXISTING RIGHT OF WAY LINE IS SHOWN FOR REFERENCE. ALL VEHICLES MUST STOP AT THE STOP SIGN AND YIELD TO TRAFFIC ON THE MAIN ROAD. THE SLOW DOWNED RIVER POINT SPEED LIMIT 35 MPH. EXISTING RIGHT OF WAY LINE IS SHOWN FOR REFERENCE. ALL VEHICLES MUST STOP AT THE STOP SIGN AND YIELD TO TRAFFIC ON THE MAIN ROAD.
 2. FLOODING ELEVATION OF WATERSHED FROM F.E.M.A. FLOOD INSURANCE RATE MAP PANEL FIRM DATED 01/18, 1974.
 3. STORM DRAINAGE TRACTS F AND G ARE TO BE RELOCATED TO THIS COASTLINE.
 4. ALL LOTS MUST HAVE 5' SIDE DRIVE SPACE.

AREAS

TRACT	AREA	ACRES
A-35	RA-3-SO	0.0528
A-35	RA-10	0.0528
A-35	RA-S-SO	0.0528
A-35	RA-5-SO	0.0528
A-35	RA-4-SO	0.0528
A-35	RA-3-SO	0.0528
A-35	RA-2-SO	0.0528
A-35	RA-1-SO	0.0528
A-35	RA-0-SO	0.0528
A-35	RA-5-SO	0.0528
A-35	RA-4-SO	0.0528
A-35	RA-3-SO	0.0528
A-35	RA-2-SO	0.0528
A-35	RA-1-SO	0.0528
A-35	RA-0-SO	0.0528
A-35	RA-5-SO	0.0528
A-35	RA-4-SO	0.0528
A-35	RA-3-SO	0.0528
A-35	RA-2-SO	0.0528
A-35	RA-1-SO	0.0528
A-35	RA-0-SO	0.0528

CONTOUR NOTE
 - CONTOURS SHOWN HERE
 SHOW ELEVATION BY FEET
 CONTOURS ARE 5' INTERVALS
 AND 10' HIGHER

Lang Associates, Inc.
 Land Use and Development Consultants
 10088 Murray Plaza #L, Seattle, Washington 98148
 Tel. (206) 226-6800, Fax (206) 226-6843

VERTICAL CURVE
 WOOD POINT 12345, ELEV=2117
 WOOD-39 ON RAMP 488 FEET LOWER
 OTHER FLOOD DATA AS NOTED

**SEE PLAN FOR RAIL IN APPROXIMATE
 E. OF NORTH EDGE OF PAVEMENT
 ON ACCESS RD TO FALL CITY
 GOAL COURSE, 4.8 E. OF POWER
 POLE #1, ELEV=7487**

**SEE PLAN FOR RAIL IN APPROXIMATE
 EAST OF DRIVE ROAD NEAR THE
 CORNER OF MAINTENANCE SHED
 ELEV=7417**

APPROVALS

RECEIVED
 MAY 25 2011
 R. D. D.E.S.

P1-1118

TALL CHIEF COUNTRY CLUB
 1313 W. SNOQUALMIE RIVER RD SE
 FALL CITY, WASHINGTON
PRELIMINARY PLAT (ALT B)
 KING COUNTY DDES #L04P0032



HARMSEN & ASSOCIATES INC
 ENGINEERS - SURVEYORS - PLANNERS - LANDSCAPE ARCHITECTS
 1075 14th St. SE, Ste. 146
 PO Box 8795, BSE #18
 Auburn, WA 98001
 (253) 364-7111
 (253) 364-8863
 (253) 364-9723 (Fax)

DATE: 05/18/2011
 TIME: 09:00 AM
 REVISION: 00
 SHEET: 1 OF 1
 SCALE: 1" = 200'

ATTACHMENT
 1 OF 1

REVISION
 L04P0032



King County

Road Services Division
Department of Transportation
KSC-TR-0313
201 South Jackson Street
Seattle, WA 98104-3856
206-296-6590 Fax 206-296-0566
TTY Relay: 711
www.kingcounty.gov/roads

May 20, 2011

Hal Hagenson, P.E.
6484 -- 48th Avenue SW
Seattle, WA 98136

RE: Road Variance L09V0043 - Tall Chief Plat - Related File L04P0032

Dear Mr. Hagenson:

Thank you for your application for variances from the 1993 King County Road Standards (KCRS). You requested variances from Sections 2.03, 5.11, and Drawing Number 1-006 concerning the shoulder width on the frontage road West Snoqualmie River Road Southeast, modifications to rural road cross-sections for the access road, and an emergency connection to the west. The modifications are for one directional cross slope and to allow the rural roads with reduced pedestrian walkways. A prior variance allowed the long cul-de-sac length of the access road that starts at West Snoqualmie River Road Southeast and stubs to the south property line of the plat. That variance, L04V0109, is still valid.

This plat will replace the existing Tall Chief Golf Course located on the west side of West Snoqualmie River Road Southeast, a rural collector arterial. The plat frontage on West Snoqualmie River Road Southeast has a 4-foot paved shoulder on all but the northerly 700 feet and the southerly 200 feet. The applicant proposes to leave the 1,600-foot paved shoulder and restore the 4-foot gravel shoulder on the last 900 feet. Tom Minichillo, archeologist for the King County Department of Transportation, confirmed that the proposal would be consistent with the goals of the West Snoqualmie River Road Heritage Corridor. The KCRS allow for a 4-foot shoulder on a low volume collector arterial if the traffic count is under 400 ADT. The applicant provided traffic counts ranging from 185 to 299 ADT. Consultation with the Department of Development and Environmental Services (DDES) confirmed that the applicant is required to provide a 4-foot shoulder along the frontage. No variance is necessary for the 4-foot shoulder design, and DDES will be determining whether to restore or pave existing gravel shoulders.

The emergency connection to the west is proposed as a 20-foot-wide paved road. The DDES is requiring that the emergency access road design meet the KCRS for a minor access street. This emergency access road will be gated and used when access on West Snoqualmie River

2

ATTACHMENT 2
1 OF 3

Road Southeast is inundated with floodwater. No shoulders or gravel walkways are proposed, and the road will be used only in emergencies or when the County frontage road is flooded.

The applicant proposed a 5-foot pedestrian gravel path on only one side of the rural subaccess street into the site. This proposed private access road is of considerable length at over 6,000 feet, and the 18 rural lots are spread out along the corridor. Much of the single proposed walkway will be along the east, where residential homes abut the road. Sensitive areas tracts extend along most of the west side of the road. Minimum pedestrian volumes are projected, and the single pedestrian path should be acceptable. The road is proposed with one directional slope (no crown) to facilitate water quality, with flows directed across a filter strip. The private road will serve 19 lots with the potential for 24 lots if the road is extended through to the south in the future.

I approve the following variances to implement the proposed access and emergency access road designs:

1. The emergency access road with the proposed 20-foot paved cross section without shoulder is acceptable. A variance is also approved to reduce roadside obstacles, the rockeries, to 2 feet from extruded curb and to allow a non-crowned one directional road section. The sag curve at the bottom intersection approach must be illuminated to meet minimum nighttime stopping sight distance.
2. The on-site subaccess road is approved as private, with one directional cross slope and a gravel walking path on one side only. The applicant will be providing road access rights to the southerly property owner to allow for future road extension and connection for a loop road. The proposed shoulder and ditch sections on the first one-third-mile of the entry road must fully meet the KCRS for shoulders.

A condition of variance approval is to relocate the utility pole near station seven on West Snoqualmie River Road Southeast so that the pole meets roadside obstacle setback standards. In addition, the project is conditioned to restore the paved shoulder to 4 feet where the pole had been located.

This decision applies only to KCRS identified in the variance request. All other design requirements in the KCRS and other regulations, such as surface water management and zoning, must still be satisfied for a land use permit application. The applicant retains the rights and privileges afforded by King County Code and adopted Public Rules pertaining to road variance processing (KCC 14.42, PUT 10-2). This variance decision is valid for one year from date of letter unless an associated land use permit is pending or submitted within the one-year period. In these cases, the variance decision is valid for the duration of the permit processing.

Hal Hagenson, P.E.
May 20, 2011
Page 3

A copy of staff's analysis, findings, and conclusions is enclosed. If you have any questions, please call Craig Comfort, P.E., Senior Road Variance Engineer, Traffic Engineering Section, at 206-263-6109.

Sincerely,

Paulette Norman for

Paulette Norman, P.E.
Interim Division Director
County Road Engineer

Enclosure

cc: Molly Johnson, P.E., Development Engineer, Land Use Services Division (LUSD),
Department of Development and Environmental Services (DDES)
Pete Dye, P.E., Senior Engineer, Engineering Review Section, LUSD, DDES
Matthew Nolan, P.E., County Traffic Engineer, Traffic Engineering Section (TES),
Road Services Division (RSD), Department of Transportation (DOT)
Fatin Kara, P.E., Supervising Engineer, TES, RSD, DOT
Kris Langley, Senior Engineer, TES, RSD, DOT
Craig Comfort, P.E., Senior Road Variance Engineer, TES, RSD, DOT

ATTACHMENT 2
3 OF 3



King County

**Department of Development
and Environmental Services**
900 Oakesdale Avenue Southwest
Renton, WA 98057-5212
206-296-6600 TTY 206-296-7217
www.kingcounty.gov

August 14, 2008

De-En Lang
Lang Associates Inc.
10658 Riviera Place NE
Seattle, WA 98125

Hal Hagenson, P.E.
Hagenson Consultants, LLC
6484 48th Ave SW
Seattle, WA 98136

RE: Tall Chief Subdivision 1998 KCSWDM Adjustment Request (File No. L07V0057)

Dear Applicant and Engineer:

The Land Use Services Division, Engineering Review Section, has completed review of the adjustment request for the Tall Chief subdivision. You are requesting approval for an adjustment from the 1998 King County Surface Water Design Manual (KCSWDM) Core Requirement No. 1, Section 1.2.1, Discharge at the Natural Location. Our review of the information and a site visit provides the following findings:

1. The proposed subdivision is located near the intersection of Snoqualmie River Road SE and Tall Chief Road. The 18 lots, 191.20 acres, proposed short plat subdivision is filed under Land Use Services Division (LUSD) file number L04P0032.
2. The Tall Chief subdivision is located in the Snoqualmie River and Patterson Creek sub-basins of the Snoqualmie River Basin. The site is subject to the Level II flow control and the Basic water quality requirements of the 1998 KCSWDM.
3. The property is located partially on the valley floor and along its western hill side. The hillside is heavily wooded and contains areas of steep slopes. Very little off-site flow appears to enter the property. The property is split into 2 basins. The northerly 75% of the project lies in the Snoqualmie River sub-basin. The southerly 25% of the project lies in the Patterson Creek sub-basin. Both basins are located in Landslide Hazard Drainage Areas and contain slopes exceeding 40%. The Snoqualmie River sub-basin drainage is intercepted into a series of channels and wetland ponds lying at the base of the hillside. Drainage from this channel is conveyed northerly to its natural discharge point near the northeast portion of the project boundary and eventually toward the offsite "Green" slough and the Snoqualmie River. The Patterson Creek sub-basin storm water run-off flows through several steep ravines located near the east property boundary to the slough

ATTACHMENT 3
1 OF 5

on the valley floor. The slough is thought to flow towards Patterson Creek, some 600 to 800 feet east of the SE property corner. Patterson Creek then joins the Snoqualmie River within 1,000 feet northeast of this point.

4. The proposal is to divert 17.6 acres of the Patterson Creek subbasin to the Snoqualmie River subbasin to the north, directly discharging to the Snoqualmie River in a piped storm water system. The direct discharge conveyance system would collect drainage from the proposed Tall Chief and Aldera Ridge Roads.
5. The Snoqualmie River subbasin portion of the project qualifies for the Direct Discharge Exemption #6 for Flow Control per KCSWDM Section 1.2.3.
6. The Patterson Creek subbasin portion of the project qualifies for the Forested Open Space Exemption for Rural Residential Projects #5 for Flow Control per KCSWDM Section 1.2.3.
7. The Patterson Creek subbasin portion of the project qualifies for the Forested Open Space Exemption for Rural Residential Projects #3 for Water Quality per KCSWDM Section 1.2.8.
8. 2006 Draft FEMA Flood Insurance Rate Map updates indicate the Snoqualmie River and Patterson Creek 100-year floodplains are concurrent at a point upstream from where the project drainage discharges from the site.
9. No decorative ponds or shallow wells have been identified that would be affected by the proposed diversion.
10. The Level One Drainage Analysis identified no restrictions or problems associated with the proposed discharge location.
11. A consolidation of facilities for the proposed subdivision will be more economical in long term maintenance.

Based on these findings, we hereby approve this adjustment to allow the diversion of runoff to an on-site facility (draining to the Snoqualmie River) with the following conditions:

1. The release rates for the detention facility will be based on the land naturally draining from the site in all directions.
2. The volume for the detention facility will be based on all flows directed to the facility at full development under current zoning. The allowed release rate will be reduced by any undetained flows that would bypass the proposed subdivision drainage facilities. The detention volume shall be sized using the Level 2 flow control standard in the 1998 KCSWDM. A 10 to 20 percent volumetric factor of safety must be applied to all storm

events requiring detention. The design Technical Information Report shall state the factor of safety selected and the basis of that determination.

3. Water quality facilities must be sized based on the entire proposed subdivision draining to the facilities including any required frontage improvements.
4. The onsite or offsite drainage facilities must be located in a public right-of-way, recreation space tract with easement or storm drainage tract dedicated to King County.
5. Conveyance (from the R/D facility) in a closed pipe system must be in accordance with Core Requirement #4.
6. Additional storm drainage requirements identified by SEPA or the plat hearing review will apply to this project. The applicant retains all rights and privileges afforded in Section 1.4.

If you have any further questions regarding the SWDM variance or the design requirements, please contact Claire Jonson at 206-296-6641.

Sincerely,

Claire Jonson, P.E. for

Raymond E. Florent, P.L.S.
Acting Supervisor, Engineering Review Section
Land Use Services Division

Mark Bergam

Mark Bergam, P.E.
Site Engineering and Planning Supervisor
Building Services Division

cc: Curt Crawford, P.E., Managing Engineer, Local Drainage Services, KCDNR
Pete Dye, P.E., Engineer III, Engineering Review Section, LUSD
Trishah Bull, Project/Program Manager III, Current Planning Section, LUSD
Claire Jonson, P.E., Engineer III, Engineering Review Section, LUSD



King County
 Department of Development and Environmental Services
 900 Oakesdale Avenue Southwest
 Renton, Washington 98055-1219
 206-296-6600 TTY 206-296-7217

Web Date: 11/18/2005

**SURFACE WATER DESIGN MANUAL
 REQUIREMENTS / STANDARDS
 ADJUSTMENT REQUEST**

For alternate formats, call 206-296-6600.

Project Name: Tail Chief Plat	DDES Project File No: LD4P0032 DDES Engineer/Planner Name: Pete Dye	LOT 70057
Project Address: 1313 W. Snoqualmie River Road	Design Engineer: Hal Hagenson, P.E.	Phone: 206-938-6168
Applicant/Agent: De-En Lang Lang Associates	Phone: 206-360-8880	Signature of Design Engineer: <i>Hal Hagenson</i>
Signature of Applicant/Agent: <i>[Signature]</i>	Date: 6-21-07	Date: 6/20/07
Address: 10959 Riviere Place NE	City, State, ZIP: Seattle, WA 98125	Address: 6484 48 th Ave SW
		City, State, ZIP: Seattle, WA 98136

INSTRUCTIONS TO APPLICANT/DESIGN ENGINEER:

Please be sure to include all materials (Levee One Downstream Analysis, Certification of Applicant Status, sketches, photos, and maps) that may assist in complete review and consideration of this adjustment request. Failure to provide all pertinent information may result in delayed processing or denial of request. Please submit two complete copies of this request, application form, and applicable fee to the Department of Development and Environmental Services, 900 Oakesdale Ave. SW, Renton, WA 98055-1219. For more information, contact Mark Bergam, P.E., at 206-296-7270.

**Applicant/Agent is the individual financially responsible for all fees

REFER TO CHAPTER 1, SECTION 1.4 OF THE SURFACE WATER DESIGN MANUAL FOR ADJUSTMENTS

DESCRIPTION OF ADJUSTMENT REQUEST: Standard Complex Experimental Blanket Pre-application
 Adjustment requested to allow the diversion of a portion of the Patterson Creek sub-basin of the property to be direct discharged to the Snoqualmie River.

APPLICABLE VERSION KCSWDM: 1990 (11/95) 1998 (8/98) 2005 (1/05)
 *(Note: the term "variance" replaced by "adjustment")

APPLICABLE SECTION(S) OF STANDARDS:
 KCSWDM 1.2.1 Discharge at the Natural Location

JUSTIFICATION PER KCSWDM SECTION 1.4.2: See attachments listed below.
 (See Attached Exhibit A)

RECEIVED
 JUN 26 2007

K.C. D.D.E.S.

AUTHORIZATION SIGNATURES:

DETERMINATION: Approval Conditional Approval (see below) Denial

DNRP/WLRD Approval Signed: _____ Date: _____ (Experimental & Blanket only)

DDES Staff Recommendation Signed: *Claire Johnson* Date: *8.14.08*

Conditions of Approval:
 See attached memo dated: *8.14.08*

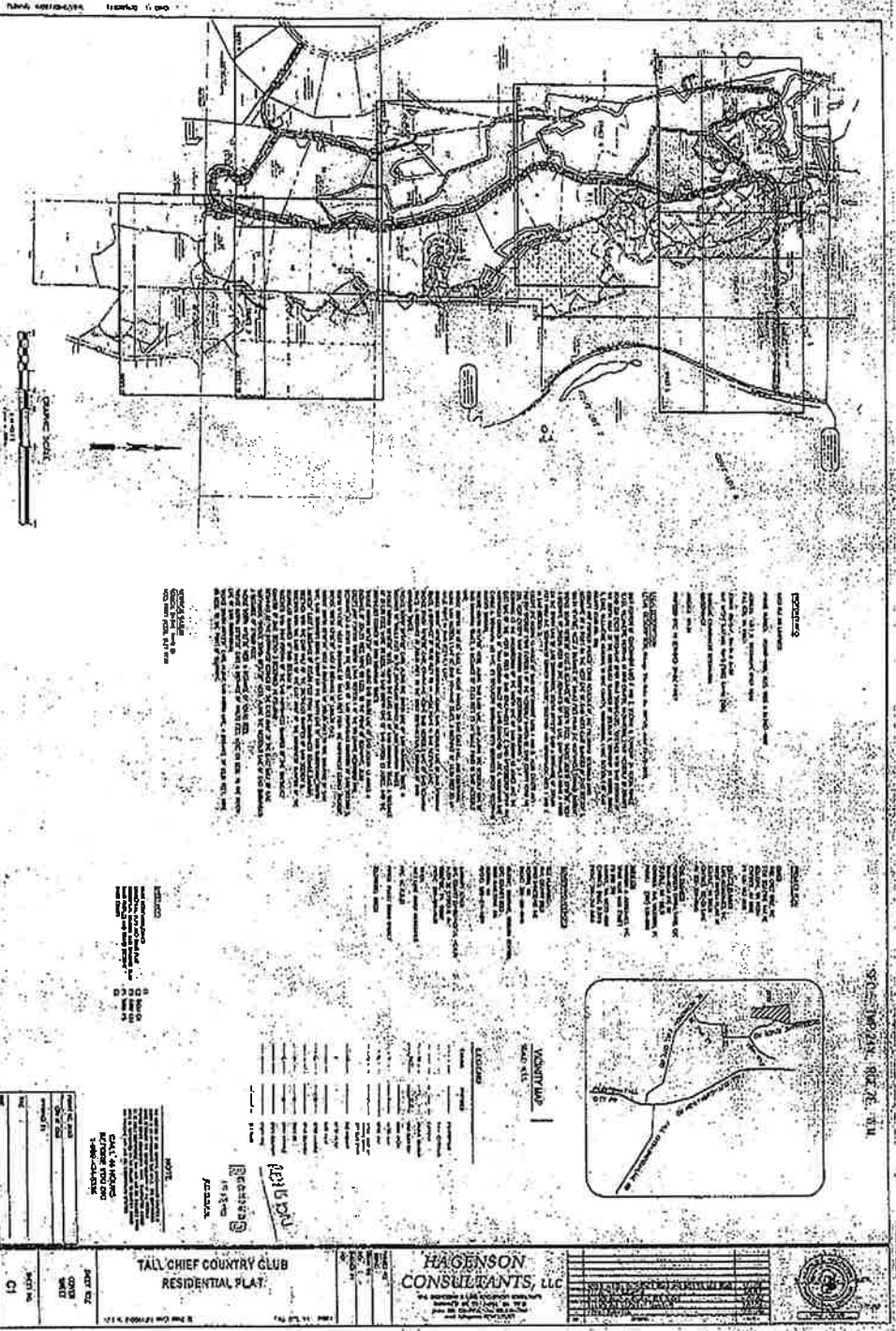
DDES DIRECTOR / DESIGNEE:

DDES, LUSD, Engineering Review Supervisor:
 Signed: *Claire Johnson* Date: *8.14.08*

DDES, BSD, Site Engineering & Planning Supervisor:
 Signed: *Mark J. Bergam* Date: *8.14.08*

Check out the DDES Web site at www.metrokc.gov/ddes

ATTACHMENT 3
4 OF 5



GENERAL NOTES:

1. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

2. THE PROPERTY IS TO BE DEVELOPED AS A RESIDENTIAL PLAT.

3. THE PLAT IS SUBJECT TO ALL APPLICABLE ZONING ORDINANCES AND REGULATIONS.

4. THE PLAT IS SUBJECT TO ALL APPLICABLE EASEMENTS AND ENCUMBRANCES.

5. THE PLAT IS SUBJECT TO ALL APPLICABLE RECORDING REQUIREMENTS.

6. THE PLAT IS SUBJECT TO ALL APPLICABLE TITLE REQUIREMENTS.

7. THE PLAT IS SUBJECT TO ALL APPLICABLE SURVEYING REQUIREMENTS.

8. THE PLAT IS SUBJECT TO ALL APPLICABLE ENGINEERING REQUIREMENTS.

9. THE PLAT IS SUBJECT TO ALL APPLICABLE LEGAL REQUIREMENTS.

10. THE PLAT IS SUBJECT TO ALL APPLICABLE OTHER REQUIREMENTS.

LEGEND:

1. LOT

2. BLOCK

3. ROAD

4. EASEMENT

5. ENCUMBRANCE

6. SURVEY

7. ENGINEERING

8. LEGAL

9. OTHER



NOTES:

1. THE PLAT IS SUBJECT TO ALL APPLICABLE ZONING ORDINANCES AND REGULATIONS.

2. THE PLAT IS SUBJECT TO ALL APPLICABLE EASEMENTS AND ENCUMBRANCES.

3. THE PLAT IS SUBJECT TO ALL APPLICABLE RECORDING REQUIREMENTS.

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7. THE PLAT IS SUBJECT TO ALL APPLICABLE LEGAL REQUIREMENTS.

8. THE PLAT IS SUBJECT TO ALL APPLICABLE OTHER REQUIREMENTS.

**TALL CHIEF COUNTRY CLUB
RESIDENTIAL PLAT**

**HAGENSON
CONSULTANTS, LLC**

NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	NO. 10

