



City of Kenmore, Washington

Pre-application **DRAFT**

Date of Report: November 24, 2020
Permit Number: PRE20-0082
Project Name: Pathak Residence
Project Location: 16XXX 76th Place NE (Parcel #563150- 0685, 0681, & 0678)
Reviewer: Thomas Joachimides, P.E. – Civil Engineer
E-mail Address: tjoachimides@kenmorewa.gov
Department: Development Services – Engineering

Regulatory Responsibilities of Department: Review plans in accordance with Kenmore Municipal Code (KMC) 12.50, 13.35, & 18.40 which adopt, with amendments, the 2016 King County Surface Water Design Manual (KCSWDM) & 2016 City of Kenmore Road Standards (COKRS).

Project Description: The project proposes to construct a single-family residence on Lot C (parcel #563150-0678). The home will gain access from 76th Place NE via a driveway through Lot B (parcel #563150-0681). There is an existing stream, wetland and steep slope critical area located on the properties.

Executive Summary: The proposed project may require an engineering permit (ENG) prior to beginning construction. The project will require drainage improvements and roadway improvements as noted in the comments below. The comments below are provided in response to the conceptual plan submitted. These comments are general and subject to change as additional information is provided and/or if the scope of the project changes.

General Comments:

1. An engineering (ENG) permit may be required prior to beginning any construction activity on the site or within the right-of-way.
2. The improvements, as shown on the approved engineering plans, must receive either final construction approval or substantial construction approval (requires additional agreement and financial guarantees) prior to recording the final plat map; see handout Form 509 for more information.
3. Any existing improvements which straddle proposed property lines, or which encroach into the required setbacks from the proposed property lines, must be demolished and removed prior to recording the final plat map.
4. It unclear from the submitted materials if the 3 lots A, B, and C will remain or if they will be combined to create one lot. If they remain, an easement may be required on lots A or B for the benefit of lot C for access and utilities.

Drainage Comments:

5. The project will require the payment of a Stormwater Capital Facilities Charge, and at the rates in affect at the time of, building permit submittal. The current Stormwater Capital Facilities Charge is \$3,500.00 per unit for single-family residential (SFR) development.
6. Any project which generates more than 500 SF of new impervious, 2,000 SF of new plus replaced impervious, or which proposes more than 7,000 SF of land disturbing activity requires drainage review in compliance with KMC 13.35 and the 2016 KCSWDM as amended.
 - a. The level of drainage review required depends on the actual impervious surfaces proposed. It appears that this project will require Full Drainage Review per KCSWDM 1.1.2.4.
 - b. The impervious surfaces created by the project include all portions of any required frontage improvements and an assumed future impervious surface for the future home (4,000 square feet or the maximum allowed by zoning, whichever is less).
7. Prior to issuance of a land-use permit (PSP, PLP, or CSP), a conceptual drainage plan and expanded Level 1 Downstream analysis, consistent with KCSWDM 2.2.1, will be required.
 - a. Downstream analysis shall include preliminary sizing calculations for any proposed storm water facilities and BMPs.
 - b. A soils investigation, performed by a licensed geotechnical engineer, shall be included with the downstream analyses, and shall establish whether infiltration is feasible for this site; if infiltration is feasible, it must be utilized for storm water mitigation.
8. Engineering plans per KCSWDM 2.3.1, prepared by a licensed civil engineer, need to be submitted to and approved by the City prior to issuance of the engineering permit.
 - a. A Technical Information Report (TIR), consistent with KCSWDM 2.3.1.1, will be required.
 - b. Site improvements plans, consistent with KCSWDM 2.3.1.2, will be required for the project frontage improvements
 - c. An erosion and sediment control (ESC) plan, consistent with KCSWDM 2.3.1.3, and Stormwater Pollution Prevention & Spill (SWPPS) Plan, consistent with KCSWDM 2.3.1.4, will be required.
9. The engineering plans and reports must also address Core Requirement #9 for the application of flow control BMPs.
 - a. The site must be evaluated for infiltration feasibility
 - b. Areas treated by LID features shall be modeled as directed in KCSWDM Table 5.2.2.A.
 - c. The City encourages the use of pervious pavements in the private road & parking area.
10. If there is more than 5,000 square feet of new plus replaced impervious area, a flow control facility will be required. This requirement is anticipated for this project.
 - a. If infiltration is feasible, it must be utilized for storm water mitigation.
 - i. Ensure soils investigation goes deep enough to show the minimum separation requirements; at least 5' below the bottom of the proposed surface must be investigated and a minimum of 1 foot below the infiltration facility to determine adequate separation to the hardpan layer or groundwater table.
 - b. Since the project is located outside the Swamp Creek drainage basin the flow control facility shall meet Level 2 flow control standards (KCSWDM 1.2.3.1.B).

11. A water quality facility is required if more than 5,000 square feet of pollution generating impervious surfaces (PGIS) is added and/or replaced. Pollution generating surfaces are typically any surfaces subject to potential vehicle traffic. This is anticipated for this project
12. All storm water facilities must comply with access and setback requirements per the appropriate section of KCSWDM.

Street/Traffic Comments:

13. This project shall comply with the design standards outlined in the 2016 City of Kenmore Road Standards (COKRS) and Kenmore Municipal Code (KMC) Section 12.50 Street Standards.
14. Per COKRS 1.06 frontage improvements are required along the entire property frontage along 76th Place NE. Per Section 1.06.B.2, flag or panhandle lots, the frontage shall be the segment of roadway equal to the widest portion of the parcel. 76th Place NE is classified as Local Access Road and will require frontage improvements that meet requirements of COKRS 2.05 and Local Access Road requirements of COKRS Table 6.1. Table 6.1 is presented below and notes the Residential Access Road Standards.

Table 6.1: Residential Access Roads

Road Type	Collector	Local Access	Private Access
General Description	Providing access to a large number of lots and/or multiple developments; adjacent property owners may not be the primary users.	Generally providing access to a fixed number of lots; adjacent property owners are typically the primary users.	Generally providing access to a fixed number of lots; adjacent property owners are typically the primary users.
Public or Private	Public	Public	Private
Number of Lots/ Dwelling Units	Over 50	50 Maximum	4 Maximum
Design Speed¹	30 mph	25 mph	15 mph
Maximum Grade	15%	15%	15%
Minimum Pavement Width (Curb to Curb)	28 feet ²	20 feet	18 feet
Total Improvement Width (Back of walk to back of walk)	47 feet ²	39 feet	18 feet
Total Right-of-Way Width	48 feet ²	40 feet	24 feet (may be reduced to 20' when not adjacent to property line)
Sidewalk Requirement	Both Sides	Each side with proposed lots/structures (one side minimum)	None
Minimum Sidewalk Width	5 feet	5 feet	N/A
Amenity Zone Requirement	Both Sides	Any side with a sidewalk	None
Minimum Amenity Zone Width	4 feet	4 feet	N/A
Min. Half-street Pavement Width³	20 feet	20 feet	N/A (Full section required)
Min. Half-street ROW Width³	35 feet	35 feet	N/A (Full section required)
Curb Type	Vertical	Vertical	As needed for drainage
Striping⁴	Fog lines (only)	None	None
Parking Restrictions⁵	One side	One side	Both Sides
Typical Lane Width⁴	10 feet	10 feet	N/A

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15. Additional overlays may be required depending on final utility cuts required, per COKRS 11.03.E.
16. All driveways must meet the requirements of COKRS Section 5.04.
17. The project will require the payment of traffic impacts fees at the time of, and at the rates in affect at the time of, building permit submittal. The current traffic impact fee is \$10,114.72 per single-family residence.
18. The minimum parking requirements for single-family are outlined in KMC 18.40.030. Parking requirements are 2 per single-family residence and garages count as part of the requirement.
19. A 5' setback is required between any property line and any paved surfaces and/or any driving, parking, or other areas intended for vehicle use.
20. Garbage pick-up and mail delivery should be evaluated and addressed with the permit application. The applicant should contact Republic Services (Allied Waste) to inquire about garbage collection (contact Janet Prichard, jprichard@republicservices.com) and USPS for mail delivery (Carlo Salazar, carlo.salazar@usps.gov; 425-482-9755).

Reviewer Signature and Date: _____



11/24/2020

Attachments: none