

RESOLUTION NO. R-2502

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE ISSUANCE OF A PRELIMINARY PLANNED UNIT DEVELOPMENT PERMIT AS APPLIED FOR IN DEPARTMENT OF COMMUNITY DEVELOPMENT FILE NO. PUD-77-93(H) PRELIMINARY, BY KEN KESTER AND ROSS HEBB FOR THE PRELIMINARY PLANNED UNIT DEVELOPMENT OF "YARROW HILL", BEING WITHIN AN RS 12.5(S) ZONE, AND SETTING FORTH CONDITIONS TO WHICH SUCH PRELIMINARY PLANNED UNIT DEVELOPMENT PERMIT SHALL BE SUBJECT.

WHEREAS, the Department of Community Development has received an application for a Preliminary Planned Unit Development filed by Ken Kester and Ross Hebb, the owner of said property described in said application and located within an RS 12.5(S) zone.

WHEREAS, the application has been submitted to the Houghton Community Council and Kirkland Planning Commission who held public hearings thereon at their regular meetings of January 3, 1978 and February 7, 1978; and February 9, 1978, respectively, and

WHEREAS, pursuant to City of Kirkland Ordinance No. 0-2319 concerning environmental policy of the State Environmental Policy Act, an environmental assessment has been submitted to the City of Kirkland, reviewed by the responsible official of the City of Kirkland and a negative declaration reached, and

WHEREAS, said environmental assessment and declaration have been available and accompanied the application through the entire review process, and

WHEREAS, the Kirkland Planning Commission after their public hearing and consideration of the recommendations of the Department of Community Development and having available to them the environmental assessment and negative declaration as well as a recommendation for denial from the Houghton Community Council, did adopt certain Findings, Conclusions and Recommendations and did recommend approval of the Preliminary Planned Unit Development Permit subject to the specific conditions set forth in said recommendations.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Kirkland as follows:

Section 1. The Findings, Conclusions and Recommendations of the Kirkland Planning Commission as signed by the Chairperson thereof and filed in the Department of Community Development File No. PUD-77-93(H) are adopted by the Kirkland City Council as though fully set forth herein.

Section 2. The Preliminary Planned Unit Development Permit shall be issued to the applicant subject to the conditions set forth in the Findings, Conclusions and Recommendations hereinabove adopted by the City Council with the further condition that Revised Exhibit "C" (Site Plan) dated February 21, 1978 shall rescind and replace Exhibit "C" of the Planning Commission Advisory Report in File No' PUD-77-93(H).

Section 3. A certified copy of this Resolution, together with the Findings, Conclusions and Recommendations therein adopted shall be attached to and become a part of the Preliminary Planned Unit Development Permit or evidence thereof delivered to the permittee.

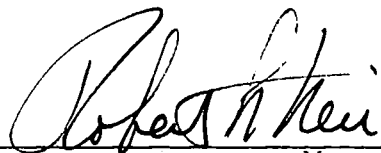
Section 4. Nothing in this section shall be construed as excusing the applicant from compliance with any federal, state or local statutes, ordinances or regulations applicable to this project, other than expressly set forth herein,

Section 5. Notwithstanding, the recommendations heretofore given by the Houghton Community Council, the subject matter of this Resolution and the Preliminary Planned Unit Development Permit herein granted are, pursuant to Ordinance 2001, subject to the disapproval jurisdiction of the Houghton Community Council, and therefore this Resolution shall become effective only upon approval of the Houghton Community Council or the failure of said Community Council to disapprove this Resolution within 60 days of the date of the passage of this Resolution.

Section 6. Certified or conformed copies of this Resolution shall be delivered to the following:

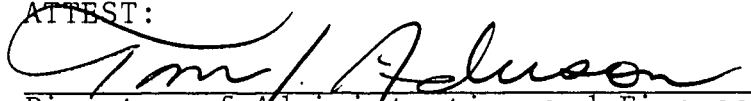
- (a) Applicant
- (b) Department of Community Development of the City of Kirkland
- (c) Building Department of the City of Kirkland
- (d) Fire Department of the City of Kirkland
- (e) Police Department of the City of Kirkland
- (f) Public Service Department of the City of Kirkland
- (g) The Office of the Director of Administration and Finance (ex officio City Clerk) for the City of Kirkland

ADOPTED in regular meeting of the City Council on the 21st day of February, 1978.



Mayor

ATTEST:



Director of Administration and Finance
(ex officio City Clerk)

R-2502



DEPARTMENT OF COMMUNITY DEVELOPMENT

ADVISORY REPORT
FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

____ PREPARED BY _____ DATE _____

XXX RECOMMENDED BY _____ DATE February 9, 1978

____ ADOPTED BY _____ DATE _____

____ STAFF _____

____ BOARD OF ADJUSTMENT _____

____ HOUGHTON COMMUNITY COUNCIL _____

XXX PLANNING COMMISSION _____

David Russell
DAVID RUSSELL, CHAIRPERSON

____ CITY COUNCIL AS INCORPORATED IN

____ RESOLUTION _____ ORDINANCE

NUMBER _____

DATE _____

FILE NUMBER PUD-77-93(H)

APPLICANTS KENNETH KESTER AND ROSS HEBB

PROPERTY LOCATION N.E. 52nd St., and Lake Washington Boulevard

SUBJECT Preliminary Planned Unit Development of "YARROW HILL"

HEARING/MEETING DATE February 21, 1978

BEFORE KIRKLAND CITY COUNCIL

EXHIBITS ATTACHED. "A" Application "B" Area Plan/Sections Key "C" Site Plan

"D" Sections W & X "E" Sections Y & Z "F" East Elevations of north 700' of property
"G" Survey "H" Ravine Areas "I" Storm Drainage "J" N.E. 52nd St. Proposed Re-
alignment/Resurfacing "K" Road profile - Interior Road "L" Traffic Summary "M" Letter
from applicant.

STATEMENTS OF FACT:

A. SUMMARY OF THE PROPOSED ACTION:

1. This is an application for a Preliminary Planned Unit Development by Kenneth P. Kester and Ross Hebb.
2. The applicants propose 89 condominium townhouse units on the 17.2 acre site with a resulting density of approximately 5.17 dwelling units per acre. (See Exhibit "C" - Site Plan).

A private road is proposed for the interior of the site south of NE 52nd Street. The two-way portions of this road are proposed to be 24 feet wide while the one-way portions are proposed to be 14 feet wide. Those units north of the existing NE 52nd Street right-of-way shall access by means of driveways directly off the existing roadway.

3. The subject property extends south from the existing NE 52nd Street for approximately 1800 feet and north for about 175 feet and varies in width generally between 300 and 400 feet along this length. (See Exhibit "B" - Vicinity/Area Map). The Burlington Northern right-of-way abuts the eastern property line of the site.

B. HISTORICAL BACKGROUND: (Not applicable)

C. GOVERNMENTAL COORDINATION:

4. Kirkland Building Department - No comment.
5. Kirkland Police Department - No comment.
6. Kirkland Department of Fire Services - This Department has commented that with the present degree of incline on NE 52nd Street this road would be rendered impassable for emergency vehicles in inclement weather such as snow or ice. The Department also stated "The maximum degree of incline that we could accept would be 15%". The Department also indicated that a minimum turning radius of 53'2" for a 180° turn should be observed.
7. Kirkland Park Department - This Department has indicated a preference to have the fee-in-lieu paid in cash rather than land.

Statements of Fact, Continued

- C. 8. Kirkland Department of Public Services. This Department has indicated that the City should require an overall maximum grade of 15% for the entire run from Lake Washington Boulevard to the Burlington Northern tracks. That Department also indicated a concern for sight distances at the intersection of the interior road and NE 52nd Street.
9. The responsible official made a Proposed Declaration of Non-significance on December 22, 1977. A final declaration was made on January 6, 1978.

D. EXISTING PHYSICAL CHARACTERISTICS:

10. Topography. The grade of the subject property varies between about 5% and about 140%, generally sloping down from east to west. (See Exhibit "G" - Survey). In general, the steeper slopes occur on the sides of the several ravines which traverse the subject property along east-west lines. In addition, on the upland areas between the ravines, the slope tends to steepen toward the western edge of the property. Property east of the Burlington Northern right-of-way is generally higher. (See Exhibits D & E - Sections Through Site).
11. Hydrology. Intermittent streams flow within the 5 largest ravines on the subject property. (See Exhibit "H" - Ravines)
12. Soils/Geology. The surficial soil unit consists of loose to dense fine sands. The applicant has submitted a soils report for the subject property. (The soils report is available for public review at the Kirkland Library and at the Department of Community Development in City Hall, 210 Main Street.)
13. Vegetation. The vegetation on the subject property consists of a mix of second-growth coniferous and deciduous trees along with the normally associated undergrowth. The existing trees range up to 48 inches in diameter. (See Exhibit "G" - Survey).

E. NEIGHBORHOOD CHARACTERISTICS:

14. Zoning. The subject property is zoned Residential Single Family 12,500 square feet minimum lot size (slope), as are properties to the west, south, and north. Properties to the east, across the railroad right-of-way, are zoned Residential Single Family 8,500 square feet minimum lot size. Properties to the west of Lake Washington Boulevard are zoned Waterfront District I.

Statements of Fact, Continued

E. 15. Land Use. The subject property south of NE 52nd Street is currently vacant. That portion north of NE 52nd Street is vacant except for one single family home. The applicants have indicated that this structure would be removed prior to new construction. Single family structures exist on adjacent properties to the south, east, northwest, and west of the subject properties. The property north of the project site supports an 8 unit apartment structure while lands farther north and west of the railroad right-of-way are vacant. (See Exhibit "B" - Vicinity Map).

F. PUBLIC UTILITIES:

16. Streets. The subject properties are currently served by NE 52nd Street. Current average daily traffic on NE 52nd Street between Lake Washington Boulevard and the Burlington Northern tracks is about 200 vehicle trips per day. The two lane facility currently has no parking lanes, nor curb nor sidewalk. It is steepest near the Boulevard (24%) and approaching the tracks (18%).

In between, it has a relatively flatter grade of 14%. The current roadway alignment is located in a natural draw with steeper contours on the north shoulder and a drainage way on the south shoulder. The roadway now encroaches up to approximately 25 feet into the subject private property on the eastern portion of the slope.

Lake Washington Boulevard in the vicinity of NE 52nd Street has an engineering traffic capacity of 20,000 vehicle trips per day whereas the existing level is 16,000 vehicle trips per day. The proposed project would add from 600 to 1000 vehicle trips to the current average daily traffic count. In percentage terms, the existing load on Lake Washington Boulevard at this point is about 80% of capacity. The added increment of Yarrow Hill PUD would raise this figure to 83% or 85% of capacity. (See Exhibit "L"-Traffic Summary)

The applicants also propose to relocate a portion of NE 52nd Street for the purpose of achieving flatter overall and localized grades. They have been supplied with engineering criteria by the City in order to achieve this design. Their criteria included no more than a 6% grade for a 40 foot distance at Lake Washington Boulevard, thence no more than a 15% grade serving the entrance to the PUD. The new alignment (See Exhibit "J" - Roadway and Profiles) for NE 52nd Street would occur in a 150 foot long run extending easterly (up the slope) from Lake Washington Boulevard. The applicants are proposing to leave the balance of the road as it exists today.

The applicants are proposing to serve the interior of the southern

Statements of Fact, Cont'd

F. 16. (Cont'd)

16 acres of the site with a single 24 foot wide access road running parallel to the long dimension of the site and about 75% of its length. A smaller percentage of linear run features a one way roadway 14 feet wide parallel to and adjacent to the main roadway. Together with a turnout feature, this smaller roadway constitutes a looped access system for some of the units. Most of the internal access road is at a grade of 0% to 12% while smaller portions are 15.3%. The maximum vertical cuts are about 16 feet.

The applicants are also proposing some fill sections, particularly around the center of the site where a large ravine traverses the site. At this point in the roadway, the applicants propose to follow the contours around the rim of the ravine avoiding the "floor" and minimizing the required fill.

The portion of the subject properties that lies north of the existing NE 52nd Street right-of-way would be served directly off that public road. (See Exhibit "C" - Site Plan). Two driveways at the eastern and western ends of the realigned NE 52nd Street would provide access to the fifteen units proposed there. Six units would be served off a driveway at the southwest end of the realigned NE 52nd Street.

17. Pedestrian Ways. Currently there are no pedestrian walkways within the NE 52nd or NE 46th rights-of-way.
18. Sanitary Sewer. An 8 inch sewer main exists within the right-of-way of Lake Washington Boulevard.
19. Storm Drainage. An 18 inch storm drain exists within the right-of-way of Lake Washington Boulevard. (See Exhibit "M" - Environmental Assessment, for more information).
20. Domestic Water/Fire Hydrants. There is an existing 6 inch water main within the right-of-way of NE 52nd Street and a 10 inch water main within the right-of-way of Lake Washington Boulevard. Appropriate regulations regarding water service for domestic and fire protection units are found in Ordinance No. 2309.

G. LOCAL ZONING AND/OR LAND USE POLICIES AND PLANS:

21. The applicable parking ratio for this development is 2.2 parking spaces per unit (Kirkland Zoning Ordinance, Section 23.34.020). The proposed parking spaces are more than the spaces required.
22. The proposed Planned Unit Development is required to be consistent with Chapter 23.28 of the Kirkland Zoning Ordinance No. 2183.
23. The sections of the Land Use Policies Plan relevant to this application include Figures 17 and 18 on pages 173 and 174, respectively (revised edition), and the text found on pages 210, 211, and 212 as indicated below:

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Statements of Fact, Continued

G. 23. "The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as unstable."

"The base density for residential development on the unstable slope is one to three dwelling units per acre..."

"Residential densities on the unstable slope may be increased by an extra one to two dwelling units per acre (up to 5 dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards:

- (1) Soils and geologic analyses are required. The City will assist in selecting an appropriate consultant and establish reasonable study parameters. Analysis would cover the area of the site to be developed as well as adjacent sites, and the immediate drainage area.
- (2) The developer will indemnify and hold harmless the City, by a covenant running with the land, in a form approved by the City Attorney.
- (3) The clustering of structures is required.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Water courses are to be retained in a natural state.
- (6) Surface runoff is to be controlled at predevelopment levels.
- (7) Points of access to arterials are to be minimized.
- (8) The City has the present ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There will be public review of the development proposal."

"Up to 7 dwelling units per acre may be permitted on the Houghton Slope area if the following conditions are met subject to staff review. These standards are in addition to those described for potential density up to 5 dwelling units per acre:

- (1) Major aggregations of land, extending from the toe of the Slope to the railroad right-of-way and not less than five acres, are required to assist in formulating a Master Plan for the area. Possible land aggregation and more detailed planning could be for the slope areas north and south of NE 52nd Street.

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Statements of Fact, Cont'd

- G. 23. (2) Area-wide geologic and soils analyses are required in order to determine the best locations for clustered development and ways to mitigate potential adverse impacts.
- (3) Further traffic analysis is required, including ways to minimize access points, anticipated peak and daily traffic analysis and impacts on the existing adjacent arterial roadways. In addition, future planning as to the location, configuration and capability of NE 52nd Street and other rights-of-way in this slope area should be considered and planned prior to any development at this higher density.
- (4) Any development at this higher density is to be processed as a planned unit development or similar procedure.
- (5) Unique isolated parcels, extending from Lake Washington Boulevard or Lakeview Drive to the railroad right-of-way, with access other than the Drive or Boulevard and with less than the minimum acreage, may be considered for a variance with respect to conditions one through three listed above."

24. Section 23.28.050 of the Kirkland Zoning Ordinance reads in part as follows:

"....The minimum area of a PUD shall be as follows: ... (2) Single or Multiple family dwellings 3 acres ... Note: For the purpose of this section, a PUD shall not be phase developed in increments less than the minimum area stated in this section."

The applicants' phases shown on the site plan do not necessarily correspond to construction phases.

CONCLUSIONS:

A. SUMMARY OF THE PROPOSED ACTION:

1. This application for a Preliminary Planned Unit Development is generally consistent with the Kirkland Zoning Ordinance No. 2183 and the Kirkland Land Use Policies Plan.

B. HISTORICAL BACKGROUND: (No relevant conclusions)

C. GOVERNMENTAL COORDINATION:

2. Kirkland Building and Police Departments - No relevant conclusions.
3. Kirkland Park Department - The applicants should be required to provide the Department of Community Development with the assessed valuation of the entire property as determined by the King County Assessor for general tax purposes for the year during which the

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Conclusions, Cont'd

C. 3. (Cont'd)

application is made. Prior to City Council review of the Final Planned Unit Development, the applicants shall be required to pay either 2% of the assessed valuation of the property into the Park and Municipal Facilities Cumulative Reserve Fund or \$200 per newly created unit, whichever is greater.

4. Kirkland Department of Public Services - After a review of that Department's comments, we have concluded that to require a maximum grade of 15% for all of NE 52nd Street would necessitate serious cuts into the upper portions of the slope as well as major fills in the northernmost ravine/drainageway. It is felt that the proposed realignment of NE 52nd Street which levels off (from a current 24% to a proposed 15%) near the base of the slope, gets at the most serious current grade problem, especially in light of the fact that 93% of the proposed units would be accessed in this way. The continued situation of a partial run with 17 to 18% grades serving the upper slope area appears to be a reasonable and acceptable tradeoff for the preservation of the critical contours and vegetation. This is especially so in light of the fact that only 7% of the proposed units would be located up there and these would most likely be served by emergency units responding down 108th Ave. N.E. and west from Central Houghton. We also feel that the applicant should be required to resurface the balance of N.E. 52nd and dedicate right-of-way as indicated in Exhibit "J".

D. EXISTING PHYSICAL CHARACTERISTICS:

5. Topography. The existing topography causes considerable constraints as to the potential location of structures. In general, the proposed site plan locates buildings and roadways such that they minimally encroach on the steeper slopes. Most of the houses east of the Burlington Northern tracks are sufficiently higher up to preclude serious view blockage potentials. (See Exhibits "D", "E", and "F".)
6. Hydrology. In concept, the proposed site plan indicates a minimal encroachment of structures into the 5 watercourses on the subject property. Along with any submittal of an application for a Final Planned Unit Development the applicant should be required to submit plans and construction details for any roadway structures proposed to be placed over or in any of the 5 watercourses on the subject property. Such structures should be designed so that disruption to watercourses is minimal.

Conclusions, Cont'd

- D. 7. Soils/Geology. The soils report submitted by the applicants is more than adequate. There is a high level of professionalism both in the amount and quality of data collected and the level of detail contained in the Conclusions and Recommendations. The report includes specific recommendations concerning construction in areas identified as having soil creep and on wet soils. In any future construction involved in this proposal the applicants should be required to adhere to the Conclusions and Recommendations outlined in the soils report. Copies of the soils report are available for public review at the Department of Community Development in City Hall as well as at the Kirkland Public Library (210 Main Street and 410 Kirkland Avenue, respectively).
8. Vegetation. In general, the proposed location of the buildings would result in the removal of a minimum number of the large "specimen trees" currently existing on site. This, in turn, preserves much of the stabilizing influence on the slope represented by groundcover and trees.

E. NEIGHBORHOOD CHARACTERISTICS:

9. Zoning/Land Use. The proposed development is consistent with the zoning and land use patterns within the area.

The proposed structures are about 25 feet above grade. In no case would structures be higher than a point 20 feet above the railroad tracks.

The proposed density of 5.17 units to the acre is comparable to the permitted density in the RS 8500 zone to the east of the subject property. The properties directly adjoining the subject property on the west and south are subject to the same policies and could potentially develop at densities as high as, or even higher than, the subject property. (See page 213, 214, of Land Use Policies Plan).

F. PUBLIC UTILITIES:

10. Streets. The realignment of NE 52nd Street included as a part of this PUD proposal will improve emergency and other vehicular access to the upper slope and Central Houghton areas from Lake Washington Boulevard. The proposed grade approaching the mouth of the Yarrow Hill development is within the 15% maximum grade recommended by the Fire Department, and is appreciably less than the existing 24% grade. By following the existing natural draw for the easterly 2/3 of its run the realigned NE 52nd Street would avoid disrupting the steep but naturally stable land to the north as well as the drainage way to the south. A resurfacing of the existing roadway for that area would decrease maintenance costs and hazard to the public.

F. 10. (Cont'd)

The addition of 600 to 1000 vehicle trips per day from the proposed development would add 3% to 5% to the existing traffic level on Lake Washington Boulevard in the vicinity of NE 52nd Street. This increase would still leave the Boulevard about 3000 vehicle trips per day below maximum capacity at this point. (See Exhibit "L" - Traffic Summary).

The proposed alignment achieves the City imposed criteria of 6% grade at the base of the Boulevard for a distance of 40 feet and no more than a 15% grade thereafter to the entrance to the proposed PUD.

The interior roadway minimizes the disruption of existing vegetation and natural contours. Cut and fill sections are moderate. Detailed engineering drawings should be submitted with Final PUD application to illustrate the precise scope and nature of these roadway improvements where they traverse the five major ravines on the subject property.

The overall amount of impervious surface represented by roadway is relatively small compared to conventional single family detached development at the same density. This is due to the greater efficiency afforded by clustered units and access. This is significant in that it means both less potential storm water runoff as well as less vegetation and contour disruption for new roadways.

11. Pedestrian Ways. The applicant should provide a 5 foot wide concrete walkway within the right-of-way of NE 52nd Street between the subject property and Lake Washington Boulevard. Such walkway should connect with an internal walkway system and should meet the specifications of the Public Service Department and Department of Community Development. (See Exhibits "C" and "J")
12. Sanitary Sewer/Domestic Water. These utilities will need to be upgraded, at the developer's expense, to serve the proposed development.
13. Storm Drainage. Prior to the public hearing for Final Planned Unit Development, the applicant should be required to submit for review and approval engineering calculations and plans for the storm water runoff and drainage system to the Department of Public Services and the Department of Community Development. The systems should be designed so that the water leaving the site from a storm having an intensity equal to or less than a ten-year storm will not have lesser quality or greater quantity than that which currently leaves the site under identical storm conditions. Reviews to date with City staff indicate that such a condition can be met.

Conclusions, Cont'd

- F. 14. Due to the fact that the City of Kirkland Land Use Policies Plan does not indicate public acquisition of part of this property for park, playground, or public open space, the applicant will be required to pay into the "Fee-in-Lieu of Open Space" account of the Park and Municipal Facilities Cumulative Reserve Fund an amount of money not less than 2% of the assessed valuation of the subject property or \$200 per dwelling unit, whichever is greater. This fee shall be paid to the City of Kirkland prior to the issuance of Building Permits.
- G. LOCAL ZONING AND/OR LAND USE POLICIES AND PLANS:
15. The applicant should reconsider the number of parking spaces proposed. To minimize the amount of site alteration necessary, the applicant should attempt to eliminate any parking spaces (beyond the spaces required) which are found to be unnecessary.
16. The proposed Preliminary Planned Unit Development is consistent with Chapter 23.28 of the Kirkland Zoning Ordinance No. 2183.
17. The following discusses the conformance of the applicants' proposal with the Land Use Policies Plan:
- a. The applicant has submitted a detailed soils and geologic analysis. It indicates that if designed with close attention paid to engineering and environmental facts and principles, the project can be safely constructed.
 - b. Prior to Final PUD approval, the developer should submit a proposed agreement to indemnify and hold harmless the City, by a covenant running with the land, in a form approved by the City Attorney.
 - c. The applicant proposes clustered structures.
 - d. The applicants' proposal generally minimizes the amount of the existing vegetation that is to be removed.
 - e. The proposed development would have a minimal effect, in concept, on the watercourses on the subject property. The applicants are proposing no dwelling units within the major watercourses on the subject property. Specific engineering details on the nature of the roadway within the large central ravine should be supplied along with any submittal of a Final PUD application.
 - f. Surface runoff has been addressed in Conclusion No. 13 above.

Conclusions, Cont'd

- G. 17. g. The applicants propose one point of access onto the south side of NE 52nd Street, to serve 74 units. Two driveways facing onto the north side of NE 52nd Street would serve the other 15 units. No new access points onto Lake Washington Boulevard are proposed. See the discussion under Conclusion No. 10, Streets.
- h. The ability of the City to provide the necessary emergency services to the site is poor given current conditions, most importantly the 24% grade at the foot of NE 52nd Street. The realignment of NE 52nd Street will achieve a maximum grade of 15%, thus greatly enhancing the ability for emergency vehicles to serve the site and the central Houghton area. See the discussion under Conclusion No. 10, Streets.
- i. The applicants' proposal involves approximately 17.2 acres, which is well above the minimum (3 acre) level of aggregation of land needed.
- j. The proposal includes approximately 5 acres of land extending from the toe of the slope to the railroad right-of-way. This aggregation straddles NE 52nd Street and represents the "formulation of a Master Plan for the area".
- k. Areawide geologic and soils analyses have, in fact, resulted in the identification of "the best locations for clustered developments and ways to mitigate potential adverse impacts". These can be found in the soils report and are reflected in the site plan.
- l. The applicants have reviewed five other alignments for NE 52nd Street with the City staff and the current proposed alignment represents an absolute minimum of access points onto public rights-of-way, as well as the least development impact on existing contours and vegetation. The addition of 3 to 5% to average daily and peak hour traffic loads at Lake Washington Boulevard does not appear to rise to the status of significant adverse impact.
- m. The proposal is proceeding as a Planned Unit Development.
18. The applicants should meet with the City, prior to Final Planned Unit Development application, to determine the phasing of the proposed development.

RECOMMENDATIONS:

Subject to the foregoing Statements of Fact, Conclusions and Exhibits "A" through "M", we hereby recommend approval of this application for a Preliminary Planned Unit Development, subject to the following conditions.

1. Along with the submittal of an application for a Final Planned Unit Development, the applicants shall submit plans and construction details for any roadway sections proposed to take place over or in any of the five watercourses on the subject property. Such details shall include proposed methods of handling surface and sub-surface drainage. Such structures shall be designed so that disruption of watercourses is minimal.
2. Prior to being scheduled for the public hearing of the Final Planned Unit Development, the applicants shall submit for review engineering calculations and plans for the storm water runoff drainage system to the Department of Public Services and the Department of Community Development. The systems shall be designed so that the water leaving the site from a storm having an intensity equal to or less than a 10 year storm will not have a lesser quality or greater quantity than that which currently leaves the site under identical storm conditions.
3. The builder shall be required to submit, prior to receiving any building permits, a detailed tree retention plan showing those trees over 6" in caliper which will be cut and which will remain, pursuant to Ordinance No. 2393.
4. All required utilities shall be undergrounded in accordance with the serving utilities' current standards and specifications.
5. The applicant shall be required to meet with the Public Service Department and have that Department approve street, sanitary sewer, and domestic water improvements for the proposed Planned Unit Development.
6. Prior to City Council review of the Final Planned Unit Development, the applicant shall be required to pay either 2% of the assessed valuation of the subject property or \$200 per dwelling unit, whichever is greater, into the "Fee in Lieu of Open Space" account of the Park and Municipal Facilities Cumulative Reserve Fund.
7. The applicants shall work with the Fire Department regarding water line improvements and fire hydrant locations.
8. The applicant shall either eliminate all parking spaces beyond those required by the zoning requirement or else provide sufficient evidence prior to the Final Planned Unit Development showing a necessity for more than the required parking spaces.
9. Along with the submittal of an application for Final Planned Unit Development, the applicant shall detail the measures proposed to minimize erosion during the construction phase.
10. The applicant shall meet with the Department of Community Development prior to Final Planned Unit Development application in order to determine the phasing of the proposed project.

Recommendations, Cont'd

11. Any improvement required on N.E. 52nd Street shall occur at the same time as construction of the first phase of the proposed development.
12. Applicant shall construct N.E. 52nd Street as shown on Memo Exhibits "J" and "K" up to the entrance of the interior road. They shall also re-surface the existing portion of N.E. 52nd Street east of that point up to the tracks. (See Exhibit "J" - Revised N.E. 52nd Relocation.) They shall also dedicate land where required to provide at least 30 feet of right-of-way on either side of the centerline of N.E. 52nd Street both where it will be relocated and resurfaced. Also, a triangular piece of land approximately 47 feet by 17 feet by 50 feet will be dedicated out of the southeast corner of the northern property ownership in order to enable some future further relocation of the roadway as it approaches the rail crossing.
13. Prior to final Planned Unit Development, the City staff will consult with the Washington State Department of Highways concerning the proposed improvements to N.E. 52nd Street and possible effects on Lake Washington Boulevard.