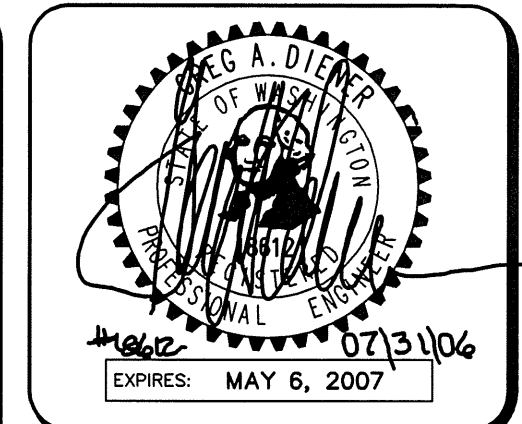


A PORTION OF THE SE1/4, SE1/4, SEC 12, NE1/4, NE1/4, SEC 13, TWP 26N, RGE 4E, W.M. KING COUNTY

PRELIMINARY PLAT CONDITIONS OF APPROVAL NOTES

- PRELIMINARY SUBDIVISION APPROVAL SHALL BE EFFECTIVE FOR A PERIOD OF SIXTY MONTHS (KCC SECTION 19A.12.020.A).
- THE APPLICATION SHALL COMPLY WITH ALL PLATTING PROVISIONS OF TITLE 19A. PRELIMINARY SUBDIVISION APPROVAL SHALL BE CONSIDERED THE BASIS UPON WHICH THE APPLICANT MAY PROCEED TOWARD DEVELOPMENT OF THE SUBDIVISION AND PREPARATION OF THE FINAL PLAT SUBJECT TO ALL CONDITIONS OF APPROVAL (KCC SECTION 19A.12.020.B).
- APPLICATIONS TO REVISE SUBDIVISIONS THAT HAVE RECEIVED PRELIMINARY APPROVAL SHALL COMPLY WITH KCC SECTION 19A.12.030.
- ENGINEERING PLAN REVIEW AND SUBMITTAL SHALL COMPLY WITH KCC SECTION 19A.16.040.
- THE CONTENTS, PREPARATION AND REVIEW OF THE FINAL PLAT MAP SHALL COMPLY WITH KCC TITLE 19A, INCLUDING BUT NOT LIMITED TO KCC SECTION 19A.08.050, 19A.16.030, 19A.16.050, AND 19A.16.060.
- PRIOR TO FINAL RECORDING OF A PLAT, MINIMUM IMPROVEMENTS (PER KCC A.08.160) SHALL BE CONSTRUCTED CONSISTENT WITH THE APPROVED PLANS, EXCEPT THE DIRECTOR MAY ALLOW POSTING OF A FINANCIAL GUARANTEE IN THE EVENT THAT EXPIRATION OF THE PLAT IS IMMINENT OR OTHER EXTRAORDINARY CIRCUMSTANCES PREVENT THE CONSTRUCTION OF SUCH IMPROVEMENTS.
- THE APPLICANT MUST PAY ALL APPLICABLE FEES AND POST REQUIRED FINANCIAL GUARANTEES AT THE TIME OF ENGINEERING AND FINAL PLAT APPROVAL CONSISTENT WITH PROVISIONS OF KCC TITLE 27.
- COMPLIANCE WITH CONDITIONS OF APPROVAL MAY RESULT IN THE NUMBER AND/OR LOCATION OF LOTS SHOWN ON THE PRELIMINARY PLAT MAP.
- FILL OF THE ISOLATED WETLAND ON SITE MUST COMPLY WITH THE DEPARTMENT OF ECOLOGY ORDER.
- A NOTE SHALL BE PLACED ON THE FINAL PLAT MAP REGARDING THE PRESENCE OF SEVERE AND MODERATE EROSION HAZARD AREAS ON SITE.
- PRIOR TO CLEARING AND GRADING, THE APPLICANT'S GEOTECHNICAL ENGINEER MUST PROVIDE CONSTRUCTION MONITORING SERVICES TO ENSURE COMPLIANCE WITH APPROVED ENGINEERING DRAWINGS.
- SECTION 21A.24.200.A NOTES THAT CLEARING ON AN EROSION HAZARD AREA IS ALLOWED ONLY FROM APRIL 1 TO SEPTEMBER 1 WITH THE EXCEPTION OF ALLOWING UP TO 15,000 SQ. FT. TO BE CLEARED SUBJECT TO CLEAR AND GRADE REQUIREMENTS OF SECTION 16.82. THE APPLICANT'S EROSION AND SEDIMENTATION CONTROL PLAN MUST BE APPROVED PRIOR TO CLEARING AND GRADING ON THE SITE.
- SECTION 21A.24.220.C REQUIRES THAT EXISTING VEGETATION BE RETAINED ON ALL LOTS UNTIL BUILDING PERMITS ARE APPROVED FOR DEVELOPMENT ON INDIVIDUAL LOTS. HOWEVER, SECTION 21A.24.220.C.3 DOES ALLOW CLEARING ON LOTS WHEN CLEARING IS PART OF A LARGE SCALE GRADING PLAN, WHEN IT IS NOT FEASIBLE TO PERFORM SUCH GRADING ON AN INDIVIDUAL LOT BASIS, AND DRAINAGE FROM THE GRADED AREA WILL MEET WATER QUALITY STANDARDS. IF THE APPLICANT PROPOSES TO CLEAR THE ENTIRE SITE (WITH THE EXCEPTION OF SIGNIFICANT TREES PROPOSED TO BE RETAINED), THEN THE GRADING PLAN IN CONJUNCTION WITH THE EROSION AND SEDIMENTATION CONTROL PLAN SUBMITTED PRIOR TO CLEARING AND GRADING MUST ADDRESS WHY IT IS NOT FEASIBLE TO GRADE ON AN INDIVIDUAL LOT BASIS AT THE TIME OF BUILDING PERMIT AND ALSO DESCRIBE HOW WATER QUALITY STANDARDS WILL BE MET DURING CONSTRUCTION.
- A NOTE MUST BE SHOWN ON THE FACE OF THE FINAL PLAT THAT THE USE OF HAZARDOUS SUBSTANCES, AND FERTILIZERS IN EROSION HAZARD AREAS MAY BE PROHIBITED BY THE CITY PER SECTION 21A.24.220.E.
- A NOTICE ON TITLE MUST BE RECORDED PRIOR TO OR CONCURRENTLY WITH THE FINAL PLAT MAP REGARDING THE PRESENCE OF EROSION HAZARD AREAS ON SITE.
- THE APPLICANT SHALL CONFIRM PRIOR TO CLEARING THAT THERE ARE NO ACTIVE MIGRATORY BIRDS OR ACTIVE NESTS. IF ACTIVE NESTS ARE FOUND, THEN NO CLEARING, GRADING, OR CONSTRUCTION ACTIVITIES SHALL OCCUR UNTIL THE BIRDS HAVE FLEDGED THEIR NEST. IN THE ALTERNATIVE, THE APPLICANT MAY CLEAR THE SITE DURING ACTIVE NESTING PERIOD IF THE APPLICANT SUBMITS A MANAGEMENT PLAN PREPARED BY A QUALIFIED WILDLIFE BIOLOGIST FOR REVIEW AND APPROVAL BY THE CITY. THE MANAGEMENT PLAN MUST PROVIDE NEST AND HABITAT PROTECTION AND MITIGATION MEASURES. IF A NEST TREE IS PROPOSED TO BE CLEARED, THE APPLICANT CANNOT REMOVE THE TREE UNTIL THE BIRDS HAVE FLEDGED THE NEST AND A QUALIFIED WILDLIFE BIOLOGIST AND THE CITY'S ENVIRONMENTAL CONSULTANT HAS CONFIRMED THAT THE NEST IS INACTIVE.
- THE SIGNIFICANT TREE RETENTION PLAN SHOWS THAT 38 TREES ARE PROPOSED TO BE RETAINED ON SITE TO COMPLY WITH SIGNIFICANT TREE RETENTION RATES. IF TREES CANNOT BE RETAINED THEN REPLACEMENT TREES MUST BE PROVIDED IN ACCORDANCE WITH REPLACEMENT RATIOS. ANY RETAINED SIGNIFICANT TREES MUST BE PROTECTED DURING CONSTRUCTION PER SECTION 21A.38.230.B.4. IN ADDITION, ANY TREES ON NEIGHBORING PROPERTIES WHERE THE DRIPLINE EXTENDS OVER THE PROPERTY LINE MUST ALSO BE PROTECTED DURING CONSTRUCTION. PROTECTION METHODS MUST BE INCLUDED ON AN EROSION AND SEDIMENTATION CONTROL PLAN SUBMITTED AT THE TIME OF ENGINEERING PLAN REVIEW AND APPROVAL PRIOR TO CLEARING AND GRADING OF SITE.
- SEASONAL CLEARING RESTRICTIONS: PER SECTION 16.82.150D, FROM OCTOBER 1 THROUGH MARCH 31, CLEARING AND GRADING SHALL ONLY BE PERMITTED IF SHOWN TO THE SATISFACTION OF THE CITY OF KENMORE THAT SILT-LADEN RUNOFF EXCEEDING STANDARDS IN THE KING COUNTY SURFACE WATER DESIGN MANUAL WILL BE PREVENTED FROM LEAVING THE CONSTRUCTION SITE. CERTAIN ACTIVITIES, SUCH AS ROUTINE MAINTENANCE OF PUBLIC FACILITIES, LANDSCAPING OF EXISTING SINGLE-FAMILY RESIDENCES, ETC, MAY BE EXEMPT FROM THIS RESTRICTION. AN EROSION AND SEDIMENTATION CONTROL PLAN IS REQUIRED AS PART OF ENGINEERING PLAN APPROVAL PRIOR TO CLEARING AND GRADING OF SITE. CLEARING RESTRICTIONS FOR EROSION HAZARD AREAS ARE ONLY PERMITTED BETWEEN APRIL 1 AND SEPTEMBER 1.
- THE APPLICANT MUST COMPLY WITH THE DENSITY AND DIMENSION STANDARDS OF THE R6 ZONE PER SECTION 21A.12.
- COMPLIANCE WITH STREET SETBACKS, INTERIOR SETBACKS, HEIGHT AND IMPERVIOUS SURFACE COVERAGE WILL BE VERIFIED AT THE TIME OF BUILDING PERMIT APPLICATION.
- THE CITY'S IMPACT FEE ORDINANCE (ORDINANCE 01-0109) REQUIRES AN ON-SITE PLAY AREA (45 SQ. FT. PER DWELLING UNIT MINIMUM 400 SQ. FT.). A 540 SQ. FT. RECREATION AREA IS REQUIRED INCLUDING AN ON-SITE PLAY AREA. A 5,199 SQ. FT. RECREATION SPACE IS PROPOSED ON SITE. A RECREATION SPACE PLAN SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL AT THE TIME OF ENGINEERING PLAN REVIEW PRIOR TO CLEARING AND GRADING OF SITE. THE RECREATION PLAN SHALL ADDRESS ALL PORTIONS OF THE SITE THAT WILL BE USED TO MEET RECREATION SPACE REQUIREMENTS. THE PLANS SHALL SHOW DIMENSIONS, FINISHED GRADE, EQUIPMENT, LANDSCAPING AND IMPROVEMENTS.
- KCC SECTION 21A.14.200B WILL REQUIRE THAT THE OWNERSHIP OF THE RECREATION AREA BE VESTED IN THE OWNER OF EACH BUILDING LOT OR IN A HOMEOWNERS' ASSOCIATION OR OTHER LEGAL ENTITY THAT ASSURES OWNERSHIP, MAINTENANCE, AND PROTECTION OF THE RECREATION AREA. THE FINAL PLAT MAP SHALL CONTAIN NOTES REGARDING MAINTENANCE AND OWNERSHIP OF ON-SITE RECREATION SPACE.
- AT THE TIME OF ENGINEERING PLAN REVIEW A RECREATION/LANDSCAPE BOND QUANTITY WORKSHEET MUST BE SUBMITTED FOR REVIEW BASED ON THE ON-SITE RECREATION PLAN PROPOSED IMPROVEMENTS. A FINANCIAL GUARANTEE MUST BE POSTED AT THE TIME OF FINAL PLAT APPROVAL IF ALL IMPROVEMENTS HAVE NOT BEEN COMPLETED.
- THE APPLICANT SHALL BE RESPONSIBLE FOR PAYMENT OF PARK IMPACT FEES AT THE TIME OF BUILDING PERMIT APPLICATION PURSUANT TO THE TERMS OF THE IMPACT FEE ORDINANCE IN EFFECT AT THE TIME OF BUILDING PERMIT APPLICATION.
- KCC SECTION 21A.18.030.A REQUIRES THAT A MINIMUM OF TWO PARKING SPACES BE PROVIDED FOR EACH SINGLE-FAMILY DWELLING. PER KCC SECTION 21A.18.110.F, THE REQUIRED PARKING SPACES FOR SINGLE DETACHED DWELLING UNITS SHALL BE OUTSIDE OF ANY REQUIRED SETBACKS OR LANDSCAPING. PROVIDED DRIVEWAYS CROSSING SETBACKS AND REQUIRED LANDSCAPING MAY BE USED FOR PARKING. KCC SECTION 21A.110.I REQUIRES THAT ALL VEHICLE PARKING AND STORAGE FOR SINGLE DETACHED DWELLINGS MUST BE IN A GARAGE, CARPORT OR ON AN APPROVED IMPERVIOUS SURFACE. COMPLIANCE WITH THESE REQUIREMENTS SHALL BE AT THE TIME OF BUILDING PERMIT APPROVAL FOR EACH SINGLE FAMILY DWELLING.
- FINAL SUBDIVISION APPROVAL SHALL REQUIRE FULL COMPLIANCE WITH DRAINAGE PROVISIONS AND STORM DRAINAGE REQUIREMENTS AND GUIDELINES. COMPLIANCE MAY RESULT IN A REDUCTION IN THE NUMBER AND/OR LOCATION OF LOTS SHOWN ON THE PRELIMINARY PLAT MAP.
- THE PROPOSED PLAT IMPROVEMENTS WILL BE SUBJECT TO FULL DRAINAGE REVIEW PER SECTION 1.2.3 OF THE 1998 KING COUNTY SURFACE WATER DESIGN MANUAL (KCSWDM), STORM DRAINAGE PLANS, EROSION AND SEDIMENT CONTROL PLANS AND A TECHNICAL INFORMATION REPORT (TIR) PREPARED IN ACCORDANCE WITH THE 1998 KCSWDM ARE REQUIRED FOR DRAINAGE REVIEW. THE TIR MUST ADDRESS ALL CORE AND SPECIAL REQUIREMENTS. APPROVAL OF DRAINAGE REVIEW MUST OCCUR PRIOR TO FINAL PLAT APPROVAL.
- FLOW CONTROL FACILITIES SHALL BE DESIGNED SO THAT THE FLOW FROM THE DEVELOPED SITE AT THE 100 YEAR STORM EVENT DOES NOT EXCEED FLOW FROM THE EXISTING SITE DURING THE 100 YEAR STORM EVENT. WATER QUALITY FACILITIES SHALL BE CHOSEN FROM THE BASIC MENU.
- AS REQUIRED BY KCSWDM 1.2.4.3, ROOF DOWNSPOUT CONTROLS FOR THE INDIVIDUAL LOTS MUST ALSO BE EVALUATED AND APPLIED AS APPROPRIATE FOR THE SITE CONDITIONS. ROOF DOWNSPOUT CONTROLS SHALL BE TIGHTLINED TO THE STORM WATER DETENTION SYSTEM. ROOF DOWNSPOUT CONTROLS SHALL BE SHOWN ON THE ENGINEERING PLANS AND A NOTE CONDITIONING SINGLE FAMILY RESIDENTIAL BUILDING PERMIT APPROVAL ON COMPLIANCE WITH APPROVED DOWNSPOUT CONTROLS SHALL BE RECORDED ON THE FACE OF THE FINAL PLAT.
- THE PRELIMINARY DRAINAGE ANALYSIS AND DRAINAGE PLANS SHOW WATER QUALITY TREATMENT TO BE PROVIDED BY THE PROPOSED HAWTHORNE GLEN PLAT. THE PROPOSED WETVAULT MUST BE FULLY OPERATIONAL PRIOR TO CLEARING AND GRADING OF THE SITE.
- THE RECOMMENDATIONS OF THE APPROVED GEOTECHNICAL REPORT RELATING TO SITE PREPARATION AND STRUCTURAL FILL FOUNDATION SUPPORT, RETAINING WALL SUPPORT, SLAB SUPPORT, DRAINAGE, EROSION CONTROL AND SEDIMENT MANAGEMENT MUST BE ADHERED TO DURING CONSTRUCTION OF PLAT IMPROVEMENTS.
- THE APPLICANT MUST SUBMIT A COMPLETED SITE IMPROVEMENT BOND QUANTITY WORKSHEET AT THE TIME OF ENGINEERING PLAN REVIEW FOR REVIEW AND APPROVAL. THE APPLICANT MUST POST REQUIRED FINANCIAL PERFORMANCE AND MAINTENANCE GUARANTEES PER TITLE 27.
- THE LOCATION AND PURPOSE OF ALL TRACTS AND EASEMENTS MUST BE SHOWN ON THE FACE OF THE FINAL PLAT MAP.
- ALL REQUIRED ROAD IMPROVEMENTS MUST COMPLY WITH THE ADOPTED 1993 KING COUNTY ROAD STANDARDS AS AMENDED BY THE CITY.
- ENGINEERING PLANS FOR REQUIRED ROAD IMPROVEMENTS SHALL BE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY'S TRAFFIC ENGINEER PRIOR TO THE COMMENCEMENT OF ON-SITE CLEARING OR CONSTRUCTION ACTIVITIES. EACH PLAN SET OR DOCUMENT SHALL BE STAMPED, SIGNED AND DATED BY A CIVIL ENGINEER.
- FRONTAGE IMPROVEMENT NE 166TH STREET (PUBLIC): NE 166TH STREET IS AN EXISTING 60-FOOT PUBLIC RIGHT-OF-WAY. THE STREET INTERSECTS WITH SIMONS ROAD BUT IS CURRENTLY IMPROVED AND CONNECTED TO 84TH AVENUE NE. THE PROPOSED PLAT IS LOCATED ON THE SOUTH CORNER AT WHAT WOULD BE THE INTERSECTION OF NE 166TH STREET AND 84TH AVENUE NE. HAWTHORNE GLEN, AS A CONDITION OF PRELIMINARY PLAT APPROVAL, HAS BEEN REQUIRED TO EXTEND NE 166TH STREET FROM ITS CURRENT PAVED TERMINUS EASTWARDS TO THE INTERSECTION OF 84TH AVENUE NE. IMPROVEMENTS INCLUDE PROVISION OF A MINIMUM 20 FOOT WIDE PAVED SURFACE (2 INCH ASPHALT TREATED BASE) CENTERED ON THE CENTERLINE OF THE EXISTING RIGHT-OF-WAY. A MINIMUM GRADED SHOULDER, AND FACILITIES TO ACCOMMODATE ROAD SURFACE DRAINAGE MUST BE INCLUDED ON ENGINEERING PLANS FOR THE ROAD EXTENSION. THE HAWTHORNE GLEN DEVELOPMENT MUST ALSO PROVIDE CURB RETURNS PER ADOPTED ROAD STANDARDS AT THE INTERSECTION OF NE 166TH STREET AND 84TH AVENUE NE. IMPROVEMENTS SHALL BE COORDINATED WITH THE HAWTHORNE GLEN PLAT IMPROVEMENTS. BASED ON THE PRELIMINARY CONDITIONS OF APPROVAL FOR THE HAWTHORNE GLEN PLAT NORTHSHORE RIDGE WILL BE REQUIRED TO COMPLETE HALF STREET IMPROVEMENTS OF NE 166TH STREET TO SUB-ACCESS STREET STANDARDS. IN THE EVENT THAT HAWTHORNE GLEN IS NOT DEVELOPED, THE APPLICANT SHALL BE REQUIRED TO EXTEND NE 166TH STREET TO THE INTERSECTION OF 84TH AVENUE NE.
- FRONTAGE IMPROVEMENTS 84TH AVENUE NE (PUBLIC): 84TH AVENUE NE IS CLASSIFIED AS A RESIDENTIAL LOCAL SUB-COLLECTOR STREET WHICH REQUIRES A ROADWAY AND RIGHT-OF-WAY WIDTH OF 28 FEET AND 48 FEET RESPECTIVELY (KCRS 2.03). FRONTAGE IMPROVEMENTS ALONG 84TH AVENUE NE SHALL INCLUDE ROADWAY WIDENING/CONSTRUCTION (14 FEET), DRAINAGE, CURB AND GUTTER AND 5-FOOT SIDEWALK IN ACCORDANCE WITH KCRS 3.02.B. THE PROPOSED ROADWAY WIDTH (28 FEET) AND RIGHT-OF-WAY WIDTH (52 FEET) SATISFY ROAD STANDARDS REQUIREMENTS. IMPROVEMENTS SHALL BE COORDINATED WITH THE HAWTHORNE GLEN PLAT CAST OF 84TH AVENUE. IF THE HAWTHORNE GLEN PROJECT DOES NOT PROCEED, THE APPLICANT WILL BE RESPONSIBLE FOR CONSTRUCTING 84TH AVENUE NE TO A MINIMUM HALF STREET WIDTH OF 20 FEET PER KCRS 2.07. HANDICAPPED ACCESS RAMPS SHALL BE PROVIDED AT THE CORNERS OF 84TH AVENUE NE/NE 166TH STREET INTERSECTION AND 84TH AVENUE NE AND NE 163RD PLACE IN ACCORDANCE WITH KCRS 3.05/3.06. ENGINEERING DRAWINGS FOR REQUIRED FRONTAGE IMPROVEMENTS MUST BE SUBMITTED FOR REVIEW AND APPROVAL IN ACCORDANCE WITH THE 1993 ADOPTED ROAD STANDARDS.
- FRONTAGE IMPROVEMENTS NE 163RD PLACE (PUBLIC): NE 163RD PLACE IS CLASSIFIED AS A MINOR ACCESS STREET WHICH REQUIRES A ROADWAY WIDTH AND RIGHT-OF-WAY WIDTH OF 22 FEET AND 40 FEET RESPECTIVELY. THE PROPOSED STREET IMPROVEMENTS CONSIST OF REMOVING AND REPLACING THE EXISTING ROLLED CURB AND GUTTER ALONG THE STREET AND DEDICATING 1 FOOT OF ADDITIONAL RIGHT-OF-WAY YIELDING A 31 FOOT RIGHT-OF-WAY. THE RIGHT-OF-WAY WIDTH MAY BE REDUCED TO MINIMUM IMPROVEMENT WIDTH PLUS SIDEWALK PER SECTION 2.03.12 PROVIDED THAT ALL POTENTIAL SERVING UTILITIES AND DRAINAGE FACILITIES ARE CONSTRUCTED IN EASEMENTS WITHIN THE DEVELOPMENT. ENGINEERING DRAWINGS FOR REQUIRED FRONTAGE IMPROVEMENTS MUST BE SUBMITTED FOR REVIEW AND APPROVAL IN ACCORDANCE WITH THE 1993 ADOPTED ROAD STANDARDS.
- JOINT USE DRIVEWAY ACCESS TRACTS (PRIVATE): TRACTS "A" AND "B" SERVE AS JOINT USE DRIVEWAYS TRACTS FOR LOTS 4 AND 5 AND LOTS 7 AND 8 RESPECTIVELY. THE TRACTS ARE 25 FEET WIDE. THE JOINT-USE DRIVEWAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH KCRS 3.01.C.3 AND KMC 12.50.080. ALL DRIVEWAY GRADE TRANSITIONS SHALL CONFORM TO KCRS 3.01.C.4 GUIDELINES. ENGINEERING DRAWINGS FOR TRACT IMPROVEMENTS MUST BE SUBMITTED AT THE TIME OF ENGINEERING PLAN REVIEW.
- DRIVEWAY ACCESS (PRIVATE): LOT #1 WILL GAIN ACCESS TO NE 166TH STREET VIA A SINGLE DRIVEWAY. LOTS #3, 6 AND 9 WILL GAIN ACCESS TO 84TH AVENUE NE VIA SINGLE DRIVEWAYS. LOTS #11 AND 12 WILL ACCESS ONTO NE 163RD PLACE VIA SINGLE DRIVEWAYS. LOT #2 IS A CORNER LOT AND WILL GAIN ACCESS TO NE 166TH STREET OR 84TH AVENUE NE VIA A SINGLE DRIVEWAY. ALL DRIVEWAYS SHALL COMPLY WITH MINIMUM DRIVEWAY SPACING REQUIREMENTS OF 18 FEET AND 5-FOOT SETBACKS FROM PROPERTY LINES PER KMC 12.50.080. COMPLIANCE WITH ROAD STANDARDS SHALL BE DETERMINED AT THE TIME OF BUILDING PERMIT APPLICATION FOR EACH INDIVIDUAL LOT.
- FINANCIAL GUARANTEES: A SITE IMPROVEMENT BOND QUANTITY WORKSHEET SHALL BE SUBMITTED FOR REVIEW AND APPROVAL AT THE TIME OF ENGINEERING PLAN REVIEW. THE APPLICANT MUST POST PERFORMANCE FINANCIAL GUARANTEES AND MAINTENANCE GUARANTEES FOR REQUIRED SITE AND ROAD IMPROVEMENTS IN ACCORDANCE WITH KCC TITLE 27.
- THE APPLICANT SHALL BE RESPONSIBLE FOR PAYMENT OF TRAFFIC IMPACT FEES AT THE TIME OF BUILDING PERMIT APPLICATION PURSUANT TO THE TERMS OF THE IMPACT FEE ORDINANCE IN EFFECT AT THE TIME OF APPLICATION.
- IN ACCORDANCE WITH KCRS SECTION 5.04, ROAD IMPROVEMENT PLANS MUST SHOW CLEARLY THE DESIGNATED LOCATION OF RELOCATION OF MAILBOXES WHETHER SINGLE OR IN CLUSTERS. THE DESIGNATED POSTMASTER FOR THE CITY MUST AUTHENTICATE BY STAMP WHEN THIS DATA HAS BEEN CORRECTLY INCORPORATED INTO THE PLANS.
- ALL UTILITIES WITHIN PROPOSED RIGHTS-OF-WAY MUST BE INCLUDED WITHIN A FRANCHISE APPROVED BY THE CITY OF KENMORE PRIOR TO FINAL PLAT RECORDING.
- AS A CONDITION OF FINAL APPROVAL, FIFTY PERCENT (50%) OF THE IMPACT FEES DUE FOR THE PLAT SHALL BE ASSESSED AND COLLECTED BY THE NORTHSHORE SCHOOL DISTRICT IMMEDIATELY PRIOR TO PLAT RECORDING, USING THE FEE SCHEDULES IN EFFECT WHEN THE PLAT RECEIVED FINAL APPROVAL. THE BALANCE OF THE ASSESSED FEE SHALL BE ALLOCATED EVENLY TO THE DWELLING UNITS IN THE PLAT AND SHALL BE COLLECTED BY THE SCHOOL DISTRICT PRIOR TO BUILDING PERMIT ISSUANCE. A NOTE TO THIS EFFECT SHALL BE ON THE FACE OF THE FINAL PLAT.
- THE APPLICANT MUST OBTAIN THE APPROVAL AND ANY REQUIRED PERMITS FROM THE NORTHSHORE FIRE DEPARTMENT (IN ACCORDANCE WITH TITLE 17 FIRE CODE AND KCC TITLE 16 BUILDING AND CONSTRUCTION STANDARDS) FOR ADEQUACY OF THE FIRE HYDRANT, WATER SUPPLY SYSTEM, AND ROAD SYSTEM PRIOR TO CLEARING AND GRADING THE SITE.
- NEW FIRE HYDRANTS PER KCC TITLE 17 MUST BE PROVIDED TO SATISFY THE 700-FOOT MAXIMUM SPACING REQUIREMENT AND TO ENSURE THAT A HYDRANT IS NOT MORE THAN 350 FEET FROM EACH LOT (MEASURED VIA VEHICULAR TRAVEL DISTANCE). A SEPARATE PERMIT IS REQUIRED FOR THE INSTALLATION OF FIRE HYDRANTS AND/OR WATER MAINS. FOUR-INCH STORTZ COUPLINGS ARE REQUIRED ON FIRE HYDRANTS. A SEPARATE FIRE DISTRICT RECEIPT IS REQUIRED FOR EACH DWELLING PRIOR TO CONSTRUCTION. REVIEW AND APPROVAL OF REQUIRED PLANS BY THE NORTHSHORE FIRE DEPARTMENT IS REQUIRED PRIOR TO INSTALLATION. INSPECTION AND APPROVAL OF THE FIRE HYDRANT AND WATER MAIN INSTALLATION BY A FIRE INSPECTOR SHALL OCCUR PRIOR TO FINAL PLAT APPROVAL.
- THE PROPOSED INTERNAL ACCESS ROADS MUST MEET THE FOLLOWING FIRE CODE STANDARDS. THE ENGINEERING DRAWINGS MUST BE REVIEWED AND APPROVED BY THE NORTHSHORE FIRE DEPARTMENT TO VERIFY COMPLIANCE WITH STANDARDS. IF SUCH STANDARDS CANNOT BE SATISFIED, THEN RESIDENTIAL SPRINKLER SYSTEMS CONFORMING TO NFPA 13D SHALL BE REQUIRED FOR RESIDENTIAL STRUCTURES. IF SPRINKLER SYSTEMS ARE REQUIRED, THEN A NOTE TO THIS EFFECT SHALL BE ON THE FACE OF THE FINAL PLAT MAP. SEPARATE SPRINKLER SYSTEM PERMITS MUST THEN BE OBTAINED FROM THE NORTHSHORE FIRE DISTRICT #16: MINIMUM 20 FEET WIDE UNOBSTRUCTED - 13"6" VERTICAL CLEARANCE, UNOBSTRUCTED ALL-WEATHER SURFACE, ABLE TO WITHSTAND 25 TONS. FIRE ACCESS ROADS IN EXCESS OF 150 FEET (DEAD-ENDS) MUST HAVE A TURN-AROUND AREA. REQUIRED TURNAROUNDS MUST BE A MINIMUM 60-FOOT DIAMETER. FIRE ACCESS ROADS MUST PROVIDE 20-FOOT MINIMUM INSIDE TURNING RADIUS AND 40 OUTSIDE TURNING RADIUS WHEN SAID ROADS CHANGE DIRECTION. FIRE ACCESS ROADS SHALL NOT EXCEED 15% GRADE. ALL ACCESS ROADS SHALL BE INSTALLED AND OPERATIONAL PRIOR TO START OF COMBUSTIBLE CONSTRUCTION. ALL PORTIONS OF THE FIRST FLOOR OF OCCUPANCY MUST BE WITHIN 150 FEET OF FIRE APPARATUS ACCESS AS MEASURED BY AN APPROVED ROUTE AROUND THE EXTERIOR OF THE FACILITY. THE REQUIRED WIDTH OF ANY FIRE APPARATUS ACCESS ROAD SHALL NOT BE OBSTRUCTED IN ANY MANNER, INCLUDING PARKING OF VEHICLES. MINIMUM WIDTHS AND CLEARANCES ESTABLISHED UNDER THIS SECTION SHALL BE MAINTAINED AT ALL TIMES. MARKINGS WHEN REQUIRED, APPROVED SIGNS OR OTHER APPROVED NOTICES SHALL BE PROVIDED AND MAINTAINED FOR FIRE APPARATUS ACCESS ROADS TO IDENTIFY SUCH ROADS AND PROHIBIT THE OBSTRUCTION THEREOF OR BOTH. STREET SIGNS SHALL BE POSTED BEFORE BUILDING PERMITS ARE ISSUED FOR THE PLAT. ADDRESSES SHALL BE PLACED AT THE DRIVE CONNECTION POINT TO THE PUBLIC STREET.
- THE NORTHSHORE UTILITY DISTRICT MUST APPROVE THE ENGINEERING DETAILS OF THE REQUIRED SEWER SYSTEM IMPROVEMENTS AT THE TIME OF ENGINEERING APPROVAL.
- THE APPROVED PUBLIC SEWER SYSTEM IMPROVEMENTS SHALL BE INSTALLED AND SEWER SERVICE SHALL BE AVAILABLE TO SERVE EACH LOT PRIOR TO FINAL PLAT RECORDING.
- THE APPLICANT MUST OBTAIN ANY REQUIRED EASEMENTS RELATED TO SEWER SYSTEM IMPROVEMENTS AND DESCRIBE SUCH EASEMENTS ON THE FINAL PLAT DRAWING.
- THE NORTHSHORE UTILITY DISTRICT MUST APPROVE THE ENGINEERING DETAILS OF THE REQUIRED WATER SYSTEM IMPROVEMENTS AT THE TIME OF ENGINEERING APPROVAL.
- THE APPROVED PUBLIC WATER SYSTEM IMPROVEMENTS SHALL BE INSTALLED AND WATER SERVICE SHALL BE AVAILABLE TO SERVE EACH LOT PRIOR TO FINAL PLAT RECORDING.
- THE APPLICANT MUST OBTAIN ANY REQUIRED EASEMENTS RELATED TO SEWER SYSTEM IMPROVEMENTS AND DESCRIBE SUCH EASEMENTS ON THE FINAL PLAT DRAWING.
- CURRENT STANDARD PLAN NOTES SHALL BE SHOWN ON ENGINEERING AND FINAL PLAT DRAWINGS.
- CLEARING AND GRADING ACTIVITIES SHALL COMPLY WITH KCC 16.82. THE APPLICANT SHALL ADDRESS SEASONAL CLEARING AND GRADING RESTRICTIONS AS PART OF AN EROSION AND SEDIMENTATION CONTROL PLAN TO BE SUBMITTED AT THE TIME OF ENGINEERING REVIEW AND APPROVAL.
- PRELIMINARY PLAT APPROVAL DOES NOT LIMIT THE APPLICANT'S RESPONSIBILITY TO OBTAIN ANY REQUIRED PERMIT OR LICENSE FROM THE STATE OR OTHER REGULATORY BODY INCLUDING, BUT NOT LIMITED TO, A FOREST PRACTICE PERMIT FROM THE WASHINGTON STATE DEPARTMENT OF NATURAL RESOURCES, AND A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT FROM THE STATE DEPARTMENT OF ECOLOGY.



15445 59RD AVE S.
SEATTLE, WA., 98188
PHONE: (206) 431-7970
FAX: (206) 388-1648
WEB SITE: PACENG.COM

Pacific Engineering Design, LLC

Civil Engineering and Planning Consultants

NORTHSHORE RIDGE
KENMORE, WA

FOR:
NORTHSHORE UTILITY DISTRICT
C/O BOX 87489 98098-0489
PHONE: (206) 398-4400
FAX: (425) 398-4430

PROJECT NO.: **04094**
DRAWN BY: **JGC**
ISSUE DATE: **06-24-05**
SHEET REV.: **07-31-06**

PRELIMINARY PLAT CONDITIONS OF APPROVAL NOTES

04094NT01.dwg
C02A
SHEET 2A OF 10

NOTE: A COPY OF THESE CONDITIONS MUST BE ON-SITE DURING ANY GRADING ACTIVITY.