



CITY OF KIRKLAND

Planning and Community Development Department
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www.kirklandwa.gov

MEMORANDUM

To: Eric R. Shields, AICP, SEPA Responsible Official

From: Jon Regala, Senior Planner

Date: October 8, 2014

File: SEP14-01380

Subject: GOOGLE/SRMK II, LLC CROSS KIRKLAND CORRIDOR IMPROVEMENTS
STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL DETERMINATION

GENERAL

The subject property is the portion of the Cross Kirkland Corridor (CKC) which runs between and adjacent to the Google office building located at 451 7th Avenue South and the three Google office buildings at 747, 777, and 787 6th Street South (see Attachment 1). The applicant, SRMK II, LLC, is proposing to construct public amenities within the CKC that include a 16-foot wide hard surface trail, a meandering secondary trail, a basketball court, resting and gathering spots, landscaping, beach dunes with a volleyball court, and a children's play structure. Improvements proposed within the CKC also include an at-grade vehicular crossing and pedestrian bridge that connects the two Google campuses.

Development of the CKC is also affected to various extents by the following:

- The CKC is a rail-banked corridor under federal law and is subject to reactivation for freight rail use.
- Sound Transit High Capacity Transportation easement
- Puget Sound Energy easement
- King County Department of Natural Resources and Parks trail easement
- King County Wastewater Treatment Division sewer easement

ANALYSIS

The SEPA "threshold determination" is the formal decision as to whether the proposal is likely to cause a significant adverse environmental impact for which mitigation cannot be identified. Where City regulations or other regulations imposed by agencies with jurisdiction address an environmental impact, it is presumed that such regulations are adequate to achieve sufficient mitigation [WAC 197-11-660(1)(e)]. Therefore, when requiring project mitigation based on adverse environmental impacts, the City first considers whether a regulation has been adopted for the purpose of mitigating the environmental impact in question.

I have had an opportunity to visit the subject property and review the following documents/comment letters:

- Attachment 2 – Environmental Checklist dated July 8, 2014
- Attachment 3 - King County Department of Natural Resources and Parks letter dated July 18, 2014

- Attachment 4 – King County Department of Natural Resources and Parks letter dated August 8, 2014
- Attachment 5 – Sound Transit letter dated August 15, 2014
- Attachment 6 – King County Wastewater email dated August 19, 2014
- Attachment 7 – Traffic Impact Analysis by Thang Nguyen, City of Kirkland Transportation Engineer dated September 4, 2013, pages 4-5, *Connection through the Cross Kirkland Corridor*
- Attachment 8 – Grading Permit (file no. LSM14-03988) dated July 7, 2014
- Attachment 9 – Pedestrian Bridge building permit (file no. BNR14-03425) dated April 29, 2014
- Attachment 10 – Cross Kirkland Corridor Improvement and Use Agreement
- Attachment 11 – Geotechnical Report by Terracon Consultants Inc. dated March 19, 2014

It will be necessary to further analyze certain aspects of the proposal to determine if the project complies with all the applicable City codes and policies. That analysis is most appropriately addressed with the grading and/or building permit review for the project. In contrast, State law specifies that this environmental review under the State Environmental Policy Act (SEPA) is to focus only on potential significant impacts to the environment that could not be adequately mitigated through Kirkland regulations and the Comprehensive Plan.¹

In August 2013, the City Council passed Resolution 4992 authorizing the City Manager to sign an agreement allowing the applicant an easement to cross and develop the CKC. In October 2013, the CKC Improvement and Use Agreement was finalized (see Attachment 10) and specifies among other things the rail-banked status of the CKC (Section II.4), reservation of the transit corridor (Section II.5), coordination with Sound Transit (Section II.10), and coordination with PSE (Section II.11).

On September 19, 2013, the City issued a Mitigated Determination of Nonsignificance for the Google Phase II office building (see Attachment 12). The SEPA determination and staff memo can also be found online:

http://www.kirklandwa.gov/depart/planning/Development_Info/projects/Google_Phase_II/Google_SEPA.htm

One of the requirements with the previous SEPA Determination was to design the CKC at-grade vehicular crossing between the two Google campuses consistent with City Public Works, AASHTO, and MUTCD design guidelines. The crossing design was required to take into account potential signalization.

CONCLUSION

Based on my review of all available information and adopted policies of the City, I did not find any significant impacts created by the project that could not be addressed with current regulations, were not addressed with the previous SEPA determination, or have not been addressed with the CKC Improvement and Use Agreement. However, upon review of the Department of Natural Resources and Parks letter July 18, 2014 (see Attachment 3), mitigation is necessary to reduce transportation related safety impacts that could be created by the project. Mitigation should address minimizing conflicts between pedestrians, bicyclists, vehicles, and users of the various trail activity areas. Therefore, I am recommending that the proposal be changed or clarified to include the following mitigating measures so that a Mitigated Determination of Nonsignificance (MDNS) can be issued:

¹ESHB 1724, adopted April 23, 1995

Provide detailed plans for review and approval by the City that address trail safety concerns within the proposed Cross Kirkland Corridor improvements. The plans should address safety issues such as but not limited to setting back concrete wall features a safe distance from the trail edge, providing adequate sight distance at intersections, adding design elements that would limit unexpected pedestrian entries onto the trail, and emphasizing the distinction between the trail and the adjacent recreational areas to reduce conflicts between the different use areas.

This recommendation is based on adopted goals and policies of the City as found in the City's Comprehensive Plan. Specifically, the following elements of the 1995 Comprehensive Plan support the recommendations described above:

Transportation

- Policy T-2.1: Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Kirkland and connect to adjacent communities, regional destinations, and routes.
- Policy T-4.7: Maintain a road system in a safe and usable form for all modes of travel where possible.
- Policy T-5.4: Require new development to mitigate site specific transportation impacts.

ATTACHMENTS

1. Vicinity Map
2. Checklist dated July 8, 2014
3. King County Department of Natural Resources and Parks letter dated July 18, 2014
4. King County Department of Natural Resources and Parks letter dated August 8, 2014
5. Sound Transit letter dated August 15, 2014
6. King County Wastewater email dated August 19, 2014
7. Traffic Impact Analysis by Thang Nguyen, City of Kirkland Transportation Engineer dated September 4, 2013, pages 4-5, *Connection through the Cross Kirkland Corridor*
8. Grading Permit (file no. LSM14-03988) dated July 7, 2014
9. Pedestrian Bridge building permit (file no. BNR14-03425) dated April 29, 2014
10. Cross Kirkland Corridor Improvement and Use Agreement
11. Geotechnical Report by Terracon Consultants Inc. dated March 19, 2014
12. Google II SEPA Determination dated September 19, 2013

Review by Responsible Official:

I concur I do not concur

Comments: _____



October 9, 2014

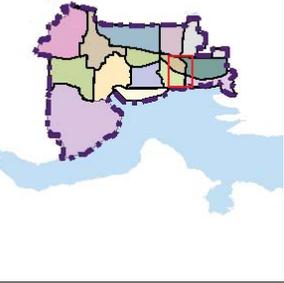
Eric R. Shields, Planning Director Date

cc: Dave Tomson, Development Manager
SRM Development
720 6th Street South, Suite 100
Kirkland, WA 98033

City of Kirkland

John Burkhalter, Development Engineering Supervisor
David Godfrey, Transportation Engineering Manager
Thang Nguyen, Transportation Engineer
Kari Page, Cross Kirkland Corridor Coordinator

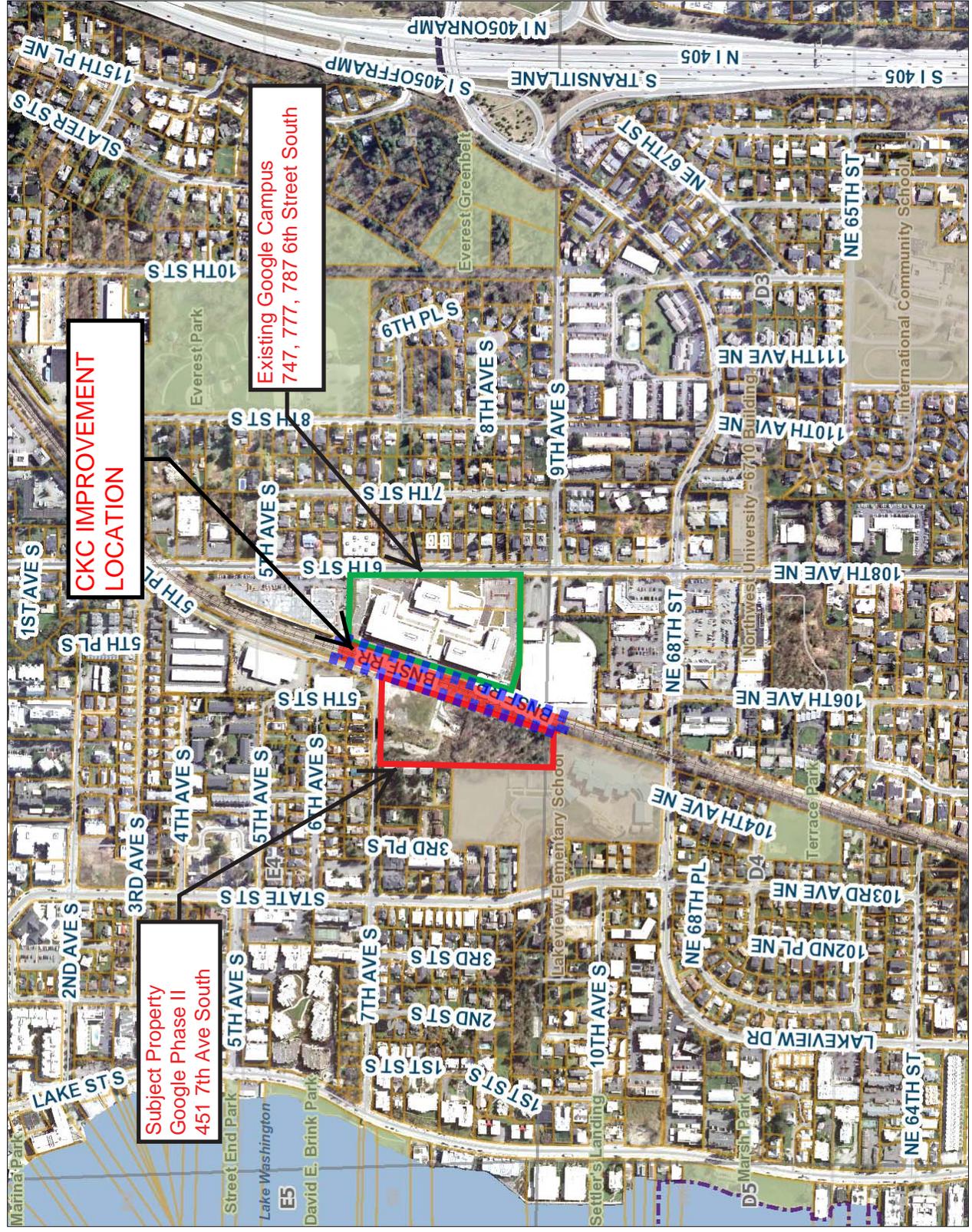
GIS MAPPING PORTAL ~ City of Kirkland, Washington ~ Department of Information Technology



- Legend**
- City Limits
 - Grid
 - QQ Grid
 - Railroad
 - Streets
 - Parcels
 - Lakes
 - Parks
 - Schools
 - z_Image09
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3

1:7,836

Notes
 Enter Map Description



CKC IMPROVEMENT LOCATION

**Existing Google Campus
 747, 777, 787 6th Street South**

**Subject Property
 Google Phase II
 451 7th Ave South**

0.25 Miles

0.12

0

0.2

No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet
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THIS MAP IS NOT TO BE USED FOR NAVIGATION

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants: [\[help\]](#)

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)
Cross Kirkland Corridor Improvements
2. Name of applicant: [\[help\]](#)
SRMK II
3. Address and phone number of applicant and contact person: [\[help\]](#)
111 N. Post St., Ste. 200; Spokane, WA 99201; 425-629-4437, Dave Tomson
4. Date checklist prepared: [\[help\]](#)
5. Agency requesting checklist: [\[help\]](#)
City of Kirkland
6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)
Begin earthwork in September, 2014.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#) City of Kirkland does. This project is part of the Cross Kirkland Corridor Master Plan.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)
Geotechnical Engineering Report by Terracon Consultants, Inc., dated 3/19/14.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)
Yes, BNR14-03425 - Google Pedestrian Bridge. The bridge project will span over the CKC, and also has 3 columns that fall within the CKC boundary.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)
Land Surface Modification (Grading) Permit, City of Kirkland

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)
The project is a privately developed park approximately 2.75 acres in size. The project includes the following: basketball court, volleyball court, play area, plaza, bicycle/pedestrian trail, open space areas.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)
The project is part of the larger Cross Kirkland Corridor Master Plan. The project is located between 6th St. S. and 5th Pl. S. opposite 7th Ave. S. It lies between the Google Phase 1 and Phase 2 campuses.

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth

a. General description of the site [\[help\]](#)
(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)
The steepest slope on the site is 50% on the east side of the site.
The rest of the site slopes at approximately 2% from east to west.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)
See the Geotechnical Engineering Report (attached with permit application).

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)
No
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)
The purpose of filling, excavation and grading is to execute the design intent of the project. Excavation equals 8400 cy, fill equals 200cy.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#) Significant erosion is unlikely to occur. The steep but relatively short slope along the eastern edge may produce some temporary localized erosion which will be confined within the project limits.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)
30%
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)
A temporary erosion and sediment control plan will be implemented during construction. Planting with native plants will control erosion in the permanent condition

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#) During construction there would be motor vehicle emissions from construction equipment. When the project is completed there will be no emissions.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)
No.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)
Best management practices including watering of bare soil shall be done as required by the City and County to control dust on site.

3. Water

- a. Surface Water: [\[help\]](#)
- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)
No
- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#)
No
- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#)
Not applicable
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)
No

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

[\[help\]](#)

No ?

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

No

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

None

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow?

Will this water flow into other waters? If so, describe. [\[help\]](#) The source of water will be from precipitation. A system of drains and conveyance piping will connect to the City's storm drain system and be discharged directly to Lake Washington.

2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

No

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

An overall reduction of impervious surfaces will result in reduced runoff.

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site: [\[help\]](#)

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

Orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)
Any existing vegetation will be removed from within the limits of work.
- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)
None known.
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)
Other than the two play areas all pervious areas of the site will be covered with plants. Native plants will be used wherever possible.
- e. List all noxious weeds and invasive species known to be on or near the site.
None known.

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [\[help\]](#)

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other: squirrels
fish: bass, salmon, trout, herring, shellfish, other _____

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)
None known
- c. Is the site part of a migration route? If so, explain. [\[help\]](#)
No
- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)
The project enhances wildlife by using many native plants.
- e. List any invasive animal species known to be on or near the site.
None known

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)
Electric energy will be used to power lights and the irrigation controller.
- b. Would your project affect the potential use of solar energy by adjacent properties?
If so, generally describe. [\[help\]](#)
No
- c. What kinds of energy conservation features are included in the plans of this proposal?
List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)
High efficiency LED lighting will be used throughout the project. There are no other elements or equipment that will require energy.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal?
If so, describe. [\[help\]](#)
No

- 1) Describe any known or possible contamination at the site from present or past uses.
None known.
- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.
None known
- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
None known
- 4) Describe special emergency services that might be required. [Temporary Fire Dept Access will be required to the West of Google Phase I site 747 6th St. S. Kirkland, WA 98033. while an on-site fire lane is reconstructed Nov 2014 through Dec. 31st 2014.](#)
- 5) Proposed measures to reduce or control environmental health hazards, if any:
No known health hazards.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)
Traffic noise from 7th Ave. S. and 5th Pl. S. my affect the project.
- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#) On a short term basis there will be noise from construction related activities during the day time. On a long term basis there might be noise from the project play areas.
- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)
Construction equipment employ mufflers to reduce noise.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#) The site was a former railroad line. It is currently being used as a staging area for Google Phase 2. The proposal will not affect land uses on adjacent properties.
- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [\[help\]](#) The project site has not been used as working farmlands or forestlands.
 - 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:
Not applicable. There are no working farm of forestlands nearby.
- c. Describe any structures on the site. [\[help\]](#)
There are no structures on the site.
- d. Will any structures be demolished? If so, what? [\[help\]](#)
No.
- e. What is the current zoning classification of the site? [\[help\]](#) The site is part of the proposed Cross Kirkland Corridor Master Plan. The property directly east is zoned LIT. The property directly west is zoned PLA 6G(2).
- f. What is the current comprehensive plan designation of the site? [\[help\]](#)
Commercial
- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)
Not applicable

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.
[\[help\]](#)
No
- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)
The project is a park. No people would reside or work there.
- j. Approximately how many people would the completed project displace? [\[help\]](#)
None
- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)
There are no displacement impacts.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#) The proposal is a park compatible with the Cross Kirkland Corridor Master Plan.
- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:
Not applicable. There are no nearby agricultural or forestlands.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)
Not applicable. Proposal is a park.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)
None
- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)
Not applicable. Proposal is a park.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#) The tallest proposed structure is a climbing structure for the play area. It will be approximately 12-15 feet in height.
- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#) Views to and from adjacent properties will be partially obstructed by screening vegetation.
- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)
The proposal is a park and will employ aesthetically pleasing plants, paving and hardscape materials, and site furniture.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#) There will be several pole lights in the project approximately 15-18 feet in height. The lights would generally be on during the night.
- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)
No
- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)
There are lights from existing nearby commercial buildings and residences that may affect the project.
- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#) None proposed for offsite sources but proposed vegetation for the project might reduce some light and glare. Onsite pole lights will have cutoff shields.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)
Lakeview Elementary School is in the immediate vicinity. The school has a soccer/softball field and basketball courts.
- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)
No
- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#) The project will not displace any existing recreational uses. The project will provide a full court basketball court, sand volleyball court, climbing/play structure and open space for informal recreation.

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [\[help\]](#)
None known.
- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)
None known.
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#) Since there are no known cultural or historic resources on or near the project site potential impacts were not assessed.
- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.
Not applicable.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#) The site is served by 7th Ave. S. and 5th Pl. S. to the west. See site plan. Access to 6th St. S. is through the Google Phase 1 campus.
- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#) The site is not currently served by public transit. The nearest transit stop is the Metro #236 on 3rd St. to the west of the site.
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)
The project will not have any parking spaces. The project will not eliminate any parking spaces.
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)
No improvements are planned to existing roads, etc. but the project is part of the larger Cross Kirkland Corridor Master Plan.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)

No
No

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#) It is estimated that the project would generate an average of 6 trips per day for the average weekday condition. The peak volume is estimated to occur between 6pm and 8pm. The project is estimated to generate an average of 23 trips per day for the average weekend condition, the peak volume occurrence is assumed to be random. Trucks would be 0% of the volume.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)
None proposed.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

No

b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)
SRM Development will maintain the proposed improvements after the project is completed.

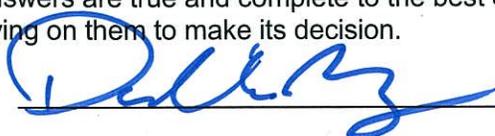
16. Utilities

a. Circle utilities currently available at the site: [\[help\]](#)
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other storm drain

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#) Proposed utilities for the site include storm drain collection and separate water services for an onsite drinking fountain and irrigation. Improvements to the existing storm drain line to the west will be required to allow the onsite system to gravity flow to the city's system. Water points of connection will take place just off site in the adjacent water easement to the west.

C. SIGNATURE [\[HELP\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee Daniel W. Murray, AIA

Position and Agency/Organization Sr. Associate, DLR Group

Date Submitted: July 8, 2014

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.



King County

Parks and Recreation Division
Department of Natural Resources and Parks
King Street Center
201 S Jackson St, Suite 700
Seattle, WA 98104-3855

July 18, 2014

To: Kari Page, Neighborhood Outreach Coordinator, City of Kirkland

From: Linda J. Sullivan, Project Manager, Project Manager, Eastside Rail Corridor (ERC) Regional Trail Project 

Subject: SRM Public Improvement Application (#002 – Process B)

Thank you for the opportunity to review 100% Design Development drawings for the Cross Kirkland Corridor Improvements, which you forwarded June 19. We at King County appreciate the importance to Kirkland of Google's development plans and recognize the vitality the Google complex can bring to the Cross Kirkland Corridor. Wastewater Treatment Division comments on the June 19 submittal have been forwarded by separate e-mail. Comments related to compliance with railbanking requirements under the National Trails System Act will be addressed in a separate correspondence from King County after review of the pedestrian bridge plans that you forwarded July 16.

King County Parks is currently working on its master plan for a regional trail in the ERC. As owner of a trail easement in the Kirkland portion of the ERC, King County is committed to working with Kirkland to assure that the ERC/CKC trail meets accepted guidelines for safe pedestrian and bicycle travel by the general public. In that spirit, we offer several comments relating to this project and the County's regional trail guidelines.

The proposed design is most typical of a regional trail passing through an active recreational park. In such locations, trail guidelines are often modified to recognize differences in user types, user volumes, and higher likelihood of uncontrolled pedestrian trail crossings. We understand that as a City of Kirkland facility, the proposed trail will sometimes vary from county guidelines. At the same time, it is in all of our interests and a goal of the ERC Regional Advisory Council to create seamless trail connections and reasonable similarity in design standards for trail facilities within the ERC. The comments below describe where the trail segment under review is not consistent with County regional trail guidelines:

- The proposed trail surface appears to be concrete. Asphalt is preferred under the County trail guidelines. However, we recognize concrete may be appropriate in this location as a

traffic calming strategy and to provide a signal to trail users to expect congestion and pedestrian cross traffic.

- The proposed trail section is 16' paved with no soft-surface shoulder. This is not consistent with County guidelines. However, we recognize it may be appropriate for this location given the proposed use and character of this segment of the trail.
- Several concrete seating wall features are located directly adjacent to the trail edge, with no shy distance. Although the trail is wider than standard, providing minimum one-foot shy distance or preferred five-foot shy distance as per County guidelines would reduce the potential for accidents. In some cases the seat walls seem to be designed to encourage users to sit with their feet on the trail surface, which we do not recommend.
- The planting design for the northeast quadrant of the proposed vehicle crossing may not provide adequate sight distance. Low-growing multi-stemmed trees are located where they could potentially obscure approaching trail users from drivers. Independent of the planting design, sight distance is also reduced by the horizontal alignment of the trail as it approaches the crossing from the north. We recommend that trees be either removed or relocated in this quadrant, and that the groundcover planting design emphasize lower growing species.
- The trail crossing appears to be raised on a speed table at the proposed crossing. No other traffic control devices are indicated on the plans. We recommend that vehicles be stopped at the crossing. Warning strips are included in the proposed design, however there is no detail shown to indicate how they would provide tactile feedback to trail users, since the entire path in this section is concrete.
- Three designated "mixing zones" are included in the proposed design to define areas where non-motorized users will either cross, enter, or leave the trail. These locations are preceded by concrete warning strips in the trails surface, and appear to be surfaced with either textured concrete or unit pavers. Texture in the mixing zones should be compatible with ADA, and should not include vertical relief that would cause users of small-wheeled recreational devices (e.g. skateboards, in-line skates, roller skis) challenges with control or comfort.

Some general comments below apply to potential concerns not specifically addressed by the County's trail guidelines.

- Bike racks are not specifically called out on the plans and should be included.
- An activity zone adjacent to the path is shown to be surfaced in sand and/or safety surfacing (likely either granular rubber or engineered wood playground surfacing.) Sand on the trail is a hazard which should be avoided if possible. We recommend modifying the design to include a landscape or grass buffer between the trail and the sand surfacing.
- As with many similar locations where shared-use trails pass through active recreational sites, there is high potential for user conflicts and accidents. Conflicts will increase as more segments of the trail are developed and trail use correspondingly increases. Adding design elements that would limit unexpected pedestrian entries onto the trail or

basketballs bouncing onto the trail, or emphasize the distinction between the trail and the adjacent recreational areas, would potentially reduce user conflicts and accidents. These are easier to include now than to retrofit the design in the future.

Please feel free to contact me at 206-477-4533 if you would like to discuss further.

cc: Christie True, Director, King County Department of Natural Resources and Parks (DNRP)
David St. John, Policy Advisory, DNRP
Robert Foxworthy, King County Parks Regional Trails Coordinator, DNRP



King County
Department of
Natural Resources and Parks
Director's Office
King Street Center
201 S Jackson St, Suite 700
Seattle, WA 98104-3855

August 8, 2014

Kurt Triplett
City Manager, City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

Subject: SRM Development Plans at Google Complex – Campus Bridge Permit Drawings

Dear Kurt:

On behalf of King County Department of Natural Resources and Parks, I would like to thank the City of Kirkland for the opportunity to review plans submitted by SRM Development for corridor improvements in the Cross Kirkland Corridor adjacent to the Google campus. As fellow members of the Eastside Rail Corridor (ERC) Regional Advisory Council, King County shares with Kirkland a commitment to thoughtful development of the corridor to enhance regional mobility, utilities, and recreation. The Google development provides an excellent example of how corridor owners can work with the private sector on projects that bring vitality to the corridor.

It is King County's responsibility as Interim Trail Sponsor under the National Trails Act to manage the ERC consistent with federal railbanking requirements. In this role, our staff's review of the SRM plans has highlighted a concern which I must bring to your attention: The pedestrian bridge as shown in these drawings does not appear to meet minimum vertical requirements for the establishment of freight rail, should freight service be reactivated in the future. Minimum railroad clearances are defined in WAC 480-60-060 as 22'-6" vertical clearance. Campus Bridge Permit drawings dated 4.29.14 and submitted to King County for review 7.16.14 show the bridge on Sheet A7.1 as providing only 18'-0" of vertical clearance. Even though a future freight service may ultimately have to pay for modifications, we recommend that you consider accommodating this potential at the outset of development to avoid unnecessary disruption to users should freight service be resumed. I would request that your staff and design team make the necessary design modifications and resubmit plans showing the freight rail envelope.

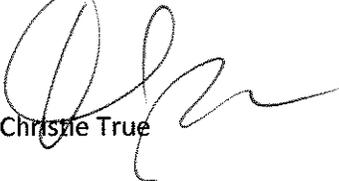
In addition to our responsibility as Interim Trail Sponsor under federal railbanking, King County owns a Public Multipurpose Easement authorizing trail use and implementing railbanking in the Cross Kirkland Corridor. King County's primary intent in obtaining this easement was to provide for a regional trail that would offer the general public an opportunity for safe, non-motorized travel. Kirkland's current plans in the rail corridor between Google buildings call for creation of a trail and an adjacent active recreation area with volleyball and basketball courts, seating areas, children's play zone, and other site amenities.

Kurt Triplett
City Manager, City of Kirkland
August 8, 2014
Page 2

King County Parks reviewed design of these site improvements for consistency with the county's regional trail guidelines. Comments were forwarded to Kari Page (7.18.14 letter from Linda Sullivan), with suggestions for improving safety and reducing risks related to this confluence of activities. We look forward to receiving Kirkland's response to these comments.

Finally, King County's Wastewater Treatment Division maintains an 84" diameter wastewater line in the corridor at the Google location. King County Code 28.84 stipulates developer and agency requirements for protecting this line. Wastewater Treatment Division comments were forwarded to Kari Page (7.18.14 L. Sullivan e-mail transmitting comments by Mark Lampard). Your staff and consultants have since been in contact with Mark regarding his concerns.

Sincerely,



Christie True

cc: Linda Sullivan, ERC Trail Master Plan Project Manager, Department of Natural Resources and Parks (DNRP)
David St. John, Government Relations Administrator, DNRP
Mark Lampard, P.E., Local Public Agency (LPA) Coordinator, Wastewater Treatment Division, DNRP
Kari Page, Neighborhood Outreach Coordinator, City of Kirkland



August 15, 2014

Kari Page
City of Kirkland
City Manager's Office/Public Works Department
123 5th Avenue
Kirkland, WA 98033

RE: HCT Easement – Eastside Rail Corridor
SRM Public Improvement Application (#002 – Process B) and SRM Pedestrian Bridge Application – (#006 - Process B)

Dear Kari:

Sound Transit has reviewed the final drawings for the proposed SRM improvements along the Cross Kirkland Corridor and has the comments described below. These comments do not pertain to any proposed trail improvements, as we have previously provided comment to you on the interim trail proposal through the corridor in Kirkland.

We request that Kirkland impose comments 1 – 4 on the project proponent as permit requirements.

1. If Sound Transit implements high capacity transit in the portion of the corridor where improvements are proposed, any structures that conflict with the high capacity transit project will need to be removed. This could include above grade features, pedestrian bridge (but see note below about the proposed bridge) and foundations, utilities, and fiber optic duct banks.
2. Depending on where in the corridor Sound Transit builds any future high capacity transit project, the supports of the proposed elevated pedestrian crossing create a potential conflict. To avoid the possibility of having to remove the bridge, we suggest that the bridge span the entire 100 foot corridor without supports below. We also note that the height of the bridge is inadequate to accommodate HCT or possible future freight. In order to accommodate future freight, the bridge should be constructed at a minimum height of 23.5 feet from the top of the railbed. A minimum height of 21.5 feet from the top of the railbed is needed to accommodate light rail.
3. We noted that the proposed roadway has been redesigned somewhat since earlier proposals so that it has less of a curve and is now close to being a perpendicular crossing. This improves the safety of the crossing in the event high capacity transit is developed in this area of the corridor. Nevertheless, we note that this access road will likely need to be closed temporarily or

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CHIEF EXECUTIVE OFFICER

Joni Earl

access limited during any high capacity transit construction project. For the long-term, if safety mitigation measures (such as gates and bells) are inadequate to provide a safe crossing, the roadway may need to be permanently closed. ST would not be responsible for finding an alternative route or constructing it.

4. Proposed pedestrian crossings likely would need to be eliminated for safety purposes except at major signalized intersections.
5. Sound Transit requests to be included in the SEPA review process and be provided an opportunity to review and comment prior to completion of the SEPA review.
6. Finally, as expressed in our comment letter dated April 1, 2014, given that Sound Transit has acquired its HCT Easement in order to develop portions of the corridor for transportation purposes such as a transit or rail facility, we have requested clarity that projects permitted by the city in the corridor do not constitute a recreational trail, public park, recreation area, or wildlife and waterfowl refuge within the meaning of 23 USC 138 and 49 USC 1653(f) and that Sound Transit's future use of its easement for any transportation purposes, regardless of the actual use or the uses that SRM/Google has made or will make of the easement area, will not be considered to be the use of a resource protected by Section 4(f), as defined in 23 USC 138 and 49 USC 1653(f) and the regulations issued thereunder. We understand this issue remains unresolved at this time, and propose further staff-level discussions with Kirkland on the matter in September.

Thank you for the opportunity to comment. Please contact me at 206.398.5040 if you have any questions.

Sincerely,



Andrea F. Tull
Senior Project Manager
Planning and Project Development

cc: Angie Marmion
Jennifer Belk
Review Team

From: Lampard, Mark [mailto:Mark.Lampard@kingcounty.gov]
Sent: Tuesday, August 19, 2014 10:13 AM
To: Kari Page
Cc: Christian, Claire; Sullivan, Linda-DNRP; Jacobs, Erica
Subject: Comments on the SRMKII LLC Campus Bridge

Kari,

Here are my comments on the SRMKII LLC Campus Bridge

1. Add a location map sheet. Include the 72-inch and 84-inch diameter King County sewer pipeline and easement. Note any cased sections of pipe on the map.
2. Add a scale bar and scale reference on all plan sheets.
3. Clearly show to scale the location of 72-inch or 84-inch diameter King County Wastewater/METRO sewer line on the plan sheets. The pipes and any MH's also need to be clearly labeled. Use King County MH names on the King County MH's. see the King County/METRO record drawings, Sheet 28 of 30 and 29 of 30, ESI section 14.
4. Include the pipeline easement on the plan sheets.
5. All plan sheets and the note page notes shall include the following:
 - a. "Call King County at 206-477-5414 a minimum of 72 hours in advance of construction within 50 feet of the 72-inch or 84-inch King County Wastewater/METRO sewer line. A King County monitor shall be on site at all times while construction is taking place over or within 50 feet of the sewer line."
 - b. "All work over and adjacent to the 72-inch or 84-inch King County Wastewater/METRO sewer line, including excavation and compaction of backfill, shall be performed with methods utilizing equipment whose weight and pressures shall be limited to 3000 pounds and 10 PSI respectively, within a horizontal distance from the springline of the sewer equal to the depth of fill."
6. The bridge elevation drawing on sheet A7.1 needs to show to scale the location of the 84-inch diameter sewer pipeline.
7. The project owner shall submit to King County Wastewater Treatment Division structural calculations stamped and signed by a professional engineer licensed in the State of Washington that provides details of the loads on the sewer pipe from the proposed foundations. Depending upon the results of the analysis the foundations may require design modification to protect the 84-inch diameter King County Sewer. The analysis shall also include any structural or vibration impacts associated with the construction of the foundations and the bridge structure.
8. The plan sheets have a note on sheet # S2.1 that states the following:

"(E) 84" diameter KING COUNTY SEWER LINE, FIELD VERIFY LOCATION"

This note should be on all the plan sheets where the 72-inch or 84-inch sewer is shown.

9. In addition:

Please note and pass on the following statement related to the Record drawing plan sheets for Eastside Interceptor.

“KING COUNTY DEPARTMENT OF NATURAL RESOURCES AND PARKS DOES NOT WARRANT OR
GUARANTEE THE ACCURACY OR COMPLETENESS OF THE DATA SHOWN HEREIN”

Thank you,

Mark Lampard, P.E.
Local Public Agency (LPA) Coordinator
King County Wastewater Treatment Division
KSC-NR-0503
201 South Jackson Street
Seattle, WA 98104-3855

mark.lampard@kingcounty.gov

206-477-5414 (phone) ← Note new Phone #
206-684-1710 (fax)

Memorandum to Jon Regala
September 4, 2013
Page 4 of 14

prevent access to and from the west via 7th Avenue South. The driveway will be designed with turn restrictions. As shown on Figure 14 of the traffic report, c-curb will be installed so that project traffic cannot exit and turn left to 7th Avenue South and the driveway will be designed so that traffic cannot enter the site from the west via 7th Avenue South. This will force project traffic to access from 5th Place South via 6th Street South. It is anticipated that most of the traffic to and from the north would access the parking garage using this driveway. Final detailed design of the driveway and c-curb will be submitted to Public Works for review and approval prior to the occupancy of the building. AM and PM peak hour level of service was calculated for this driveway. The LOS analysis forecast that this driveway will operate at a good level of service, LOS-A during the AM and PM peak hours. The driveway will be designed to meet the City of Kirkland safe sight distance requirements. Roadway signs shall be installed to restrict commercial trucks from accessing the site from 5th Place South. Trucks will be required to access the site from 6th Street South.

An emergency access driveway is also proposed along the project site's west property line accessible via 7th Avenue South. This driveway will be closed with bollards and only be used by emergency vehicles. The driveway will be designed to meet the City of Kirkland driveway guidelines and safe sight distance requirements.

Project traffic to/from the south of the development will access the site via the existing south driveway of the existing Google Campus off 6th Street South. This driveway is calculated to operate at LOS-B or better during the AM and PM peak hours with the development traffic as currently configured.

A traffic signal warrant study was completed for this driveway where the largest amount of the Google traffic is expected to be. The warrants include Warrant 1A, 1B, 1A/1B, 2, and 3 (Minimum Vehicular Volume warrant, Interruption of Continuous Flow warrant, Combined warrant, Four Hour warrant and Peak Hour Volume warrant, respectively). Only the Peak Hour Volume warrant was partially met. The City typically requires all warrants to be met.

In response to the Everest neighborhood concern about the development traffic impacting 9th Avenue South, SRM is proposing to signalize the intersection of 6th Street South/9th Avenue South to improve westbound left-turn traffic from 9th Avenue South. The traffic signal would also provide safer pedestrian crossing. Staff supports SRM proposal to signalize 6th Street South/9th Avenue South.

Connection through the Cross Kirkland Corridor

An at-grade vehicular connection between the two campuses is proposed at the Cross Kirkland Corridor (CKC). The proposed connection would be toward the south property line in alignment with the existing Google campus driveway off 6th Street South. Vehicle traffic will be controlled by STOP signs. Pedestrian and bicycle warning signs will be installed per MUTCD and AASHTO guidelines to warn vehicle and CKC traffic. The crossing is proposed to be designed to slow vehicular as well as bicycle traffic. Pavement marking will highlight the crossing per MUTCD and AASHTO guidelines. The non-motorized corridor will have the right-of-way; project traffic will have to yield to traffic on the CKC. The crossing will be lit to provide safe visibility. This crossing will be designed in coordination with the CKC Master Plan.

Memorandum to Jon Regala
September 4, 2013
Page 5 of 14

It is too early to provide sight distance analysis for the crossing because substantial grading will be done with the land surface modification of the project site. The crossing will be design to meet City's guidelines and provide a safe sight distance for trail and driveway users. Final design and sight distance analysis of the crossing shall be submitted for staff review and approval prior to constructing the crossing.

A level of service and operational analysis was completed for the trail crossing. It is forecasted that there will be approximately 840 vehicles crossing per day with approximately 120 vehicle crossings during a peak one hour. Assuming a very conservative combined 600 trail users in both directions with 500 users in the peak hour and peak direction the vehicular level of service at the crossing would be LOS-C with a maximum queue length of approximately three vehicles and an average vehicle delay of approximate 17 seconds. Since trail users will have the right of way, there is no delay to trail users. There is no need to signalize the crossing at this time, but the crossing design should take eventual signalization into account.

There will also be two pedestrian connections between the two buildings; one at-grade and an overpass. These crossing connections will be designed in coordination with the CKC Master Plan.

Other Neighborhood Traffic Concerns

Queuing at NE 68th Street

The Everest Neighborhood has commented that the short southbound Left-turn lane at the intersection of NE 68th Street/108th Avenue NE creates queues that back up beyond 9th Avenue South. Without a refuge lane on 6th Street South, the southbound queue on 6th Street South restricts the ability for westbound vehicle from 9th Avenue South to make a left-turn to enter the southbound traffic stream on 6th Street South during the AM and PM commute peak periods. During other times of the day, traffic from 9th Avenue South can enter 6th Street South without significant delay. The City's traffic engineering staff is in the process of analyzing and reprogramming the signal at NE 68th Street/108th Avenue NE to lessen the southbound queue. If necessary, staff will lengthen the southbound left-turn lane to provide a refuge lane and more capacity. However, lengthening the left-turn lane requires removal of the on-street parking between NE 68th Street and 9th Avenue South. As discussed earlier, the traffic signal proposed by SRM for 6th Street South/9th Avenue South will mitigate westbound left-turn delay from 9th Avenue South. Therefore, it may not be necessary to extend the southbound left-turn lane at NE 68th Street.

On-street Parking

Residents have raised concerns about bus commuters parking along 9th Avenue South and 6th Street South and blocking driveways and creating a narrow roadway on 9th Avenue South. This issue is an existing issue and is not created by the proposed development. Under SEPA rules, the City cannot require a developer to mitigate traffic issues that are not created by development. Thus, City staff have and will continue to work with the neighborhood to find a feasible solution outside of the SEPA process for the proposed development.

Sidewalk Connections

CROSS KIRKLAND CORRIDOR IMPROVEMENTS

SRMKII LSM GRADING PERMIT COK FILE # LSM 14-03988

LSM GRADING
PERMIT SUBMITTAL

10-02-14

REVISIONS
MARK DESCRIP. DATE
GRADING 10/3/
PERMIT
REVISIONS

PROJECT TEAM

CONSULTANTS

DLR GROUP
ARCHITECTURE
901 5TH AVE., SUITE 700
SEATTLE, WASHINGTON 98164
CONTACT: DAN MURRAY
PH 206.461.6000

KAREN KIEST LANDSCAPE ARCHITECTS
LANDSCAPE ARCHITECTURE
111 WEST JOHN STREET SUITE 305
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ELECTRICAL ENGINEER
901 5TH AVE., SUITE 700
SEATTLE, WASHINGTON 98164
CONTACT: DAN MURRAY
PH 206.461.6000

ABBREVIATIONS

AL	ALIGN	HT	HEIGHT
APPROX	APPROXIMATE	MAX	MAXIMUM
BLW	BELOW	MIN	MINIMUM
BS	BOTTOM OF STAIR	MTD	MOUNTED
BW	BOTTOM OF WALL	N/E	NORTHING & EASTING
CB	CATCH BASIN	NIC	NOT IN CONTRACT
CF	CUBIC FEET	NTS	NOT TO SCALE
CL	CENTER LINE	PA	PLANTING AREA
CIP	CAST IN PLACE	PCST	PRECAST
CONC	CONCRETE	PERIM	PERIMETER
CONT	CONTINUOUS	POT	POINT OF TANGENT
CTR	CENTER	R	RADIUS
DET	DETAIL	REF	REFERENCE
DIAG	DIAGONAL	REQD	REQUIRED
DIA	DIAMETER	RET	RETAINING
DIM	DIMENSION	RM	ROOM
DWG	DRAWING	SF	SQUARE FEET
EJ	EXPANSION JOINT	SS	STAINLESS STEEL
EL	ELEVATION	STL	STEEL
ELEC	ELECTRICAL	TEL	TELEPHONE
EQ	EQUAL	TS	TOP OF STAIR
EQPT	EQUIPMENT	TW	TOP OF WALL
EXP	EXPOSED	TYP	TYPICAL
EX	EXISTING	W/	WITH
FS	FINISHED SURFACE	W/O	WITHOUT
GA	GAUGE	UNO	UNLESS NOTED OTHERWISE
GFCI	GROUND FAULT CIRCUIT INTERRUPTER	OFCI	OWNER FURNISHED CONTRACTOR INSTALLED
HB	HOSE BIB		
HH	HAND HOLE		

GENERAL NOTES

- ALL WORK SHALL CONFORM TO CITY OF KIRKLAND STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION WHERE APPLICABLE AND ALL OTHER APPLICABLE CODES AND REGULATIONS.
- A COPY OF THE APPROVED CONSTRUCTION DOCUMENTS SHALL BE ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
- KEEP ALL WALKWAYS CLEAR AND FREE OF DEBRIS. PAVED SURFACES THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER AT NO COST TO THE OWNER.
- STORAGE OF MATERIALS AND EQUIPMENT WILL BE ALLOWED ONLY IN AREAS DESIGNATED FOR CONSTRUCTION OR STORAGE.
- ALL IMPROVEMENTS SCHEDULED TO REMAIN THAT ARE DAMAGED DURING THE COURSE OF EXECUTION OF THE CONTRACT WORK SHALL BE REPLACED BY THE CONTRACTOR TO THE ENGINEERS SPECIFICATIONS AT NO ADDED COST TO THE OWNER. THESE IMPROVEMENTS MAY INCLUDE, BUT ARE NOT LIMITED TO, ASPHALT AND CONCRETE PAVING, BENCHES, RAILINGS, IRRIGATION, VEGETATION, AND VARIOUS OTHER UTILITIES.
- DO NOT SCALE DRAWINGS. USE DIMENSIONS SHOWN ON THE DRAWINGS. IF THERE ARE ANY DISCREPANCIES, NOTIFY THE ENGINEER IMMEDIATELY FOR RESOLUTION.
- KING COUNTY DEPT. OF NATURAL RESOURCES AND PARKS DOES NOT WARRANT OR GUARANTEE THE ACCURACY OR COMPLETENESS OF THE DATA SHOWN HEREIN.
- CALL KING COUNTY AT 206-477-5414 A MINIMUM OF 72 HOURS IN ADVANCE OF CONSTRUCTION WITHIN 50 FEET OF THE 72-INCH OR 84-INCH KING COUNTY WASTWATER/METRO SEWER LINE. A KING COUNTY MONITOR SHALL BE ON SITE AT ALL TIMES WHILE CONSTRUCTION IS TAKING PLACE OVER OR WITHIN 50 FEET OF THE SEWER LINE.
- ALL WORK OVER AND ADJACENT TO THE 72-INCH OR 84-INCH KING COUNTY WASTWATER/METRO SEWER LINE, INCLUDING EXCAVATION AND COMPACTION OF BACKFILL, SHALL BE PERFORMED WITH METHODS UTILIZING EQUIPMENT WHOSE WEIGHT AND PRESSURES SHALL BE LIMITED TO 3000 POUNDS AND 10 PSI RESPECTIVELY, WITHIN A HORIZONTAL DISTANCE FROM THE SPRINGLINE OF THE SEWER EQUAL TO THE DEPTH OF FILL.
- GEOTECHNICAL REPORT BY TERRACON CONSULTANTS INC., DATED MARCH 19, 2014, IS PART OF THESE CONTRACT DOCUMENTS.

DRAWING INDEX

SHT#	DRAWING TITLE
G1.0	TITLE SHEET
L1.0	SITE PLAN
CK1.00	T.E.S.C. PLAN
CK1.01	T.E.S.C. PLAN
CK1.02	T.E.S.C. DETAILS
CK2.00	UTILITY PLAN
CK2.01	UTILITY PLAN
CK2.02	UTILITY DETAILS
CK2.03	CITY OF KIRKLAND DETAILS
CK2.04	CITY OF KIRKLAND DETAILS
CK2.05	CITY OF KIRKLAND DETAILS
L1.1	LANDSCAPE MATERIALS PLAN NORTH
L1.1	LANDSCAPE MATERIALS PLAN SOUTH
L1.3	LANDSCAPE LAYOUT PLAN NORTH (NOT USED)
L1.4	LANDSCAPE LAYOUT PLAN SOUTH (NOT USED)
L2.1	LANDSCAPE GRADING PLAN NORTH
L2.2	LANDSCAPE GRADING PLAN SOUTH
L3.1	LANDSCAPE DETAILS
L3.2	LANDSCAPE DETAILS
L3.3	LANDSCAPE DETAILS
L3.4	LANDSCAPE DETAILS
L3.5	LANDSCAPE DETAILS
L3.6	LANDSCAPE DETAILS
L4.1	IRRIGATION PLAN NORTH
L4.2	IRRIGATION PLAN SOUTH
L4.3	IRRIGATION DETAILS
L5.1	PLANTING PLAN NORTH
L5.2	PLANTING PLAN SOUTH
L5.3	PLANTING DETAILS
ES1.0	ELECTRICAL SITE PLAN



1 VICINITY MAP

ONE-CALL NUMBER: 1-800-425-5555

SURVEYOR: D.R. STRONG CONSULTING ENGINEERS, 425-827-3063

OWNER/AGENT: SRMK II LLC

APPLICANT: SRM CONSTRUCTION LLC

COK PUBLIC WORKS INSPECTION: 425-587-3805

SYMBOLS

	TITLE SCALE	DRAWING TITLE		KEY NOTE
	DETAIL NUMBER SHEET NUMBER			MATERIAL INDICATION
	SECTION			REVISION
	RIGHT-OF-WAY LINE			FLUSH/ALIGN
	LIMIT OF WORK LINE			PROPOSED SPOT ELEVATION
				EXISTING SPOT ELEVATION
				PROPOSED CONTOUR
				EXISTING CONTOUR

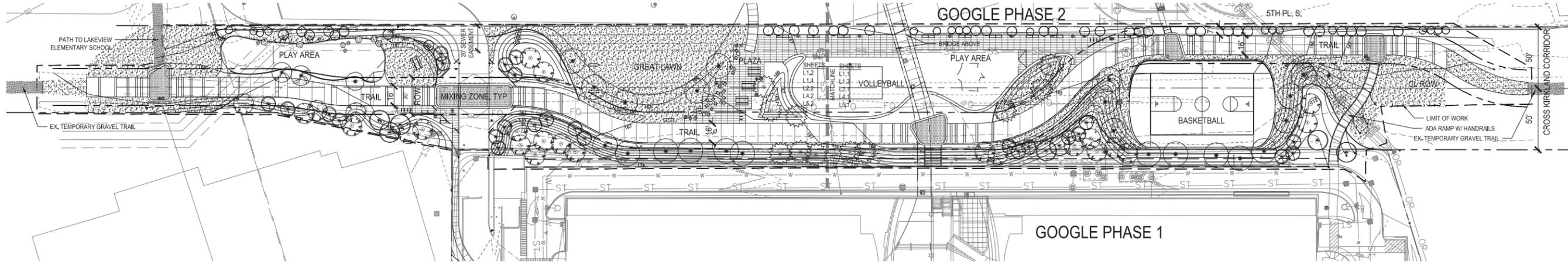


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LICENSE NO. 850
EXPIRES ON 12/10/2015

TITLE SHEET
SRMKII
CKC IMPROVEMENTS

G1.0
79-12144-00
05.21.2014

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1 SITE PLAN
1" = 40'



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STATE OF WASHINGTON
LICENSED
LANDSCAPE ARCHITECT
KAREN S. KIEST
LICENSE NO. 850
EXPIRES ON 12/10/2015



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**SITE PLAN
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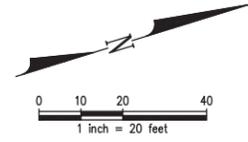
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	GRADING	10/3/14
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10-05-14

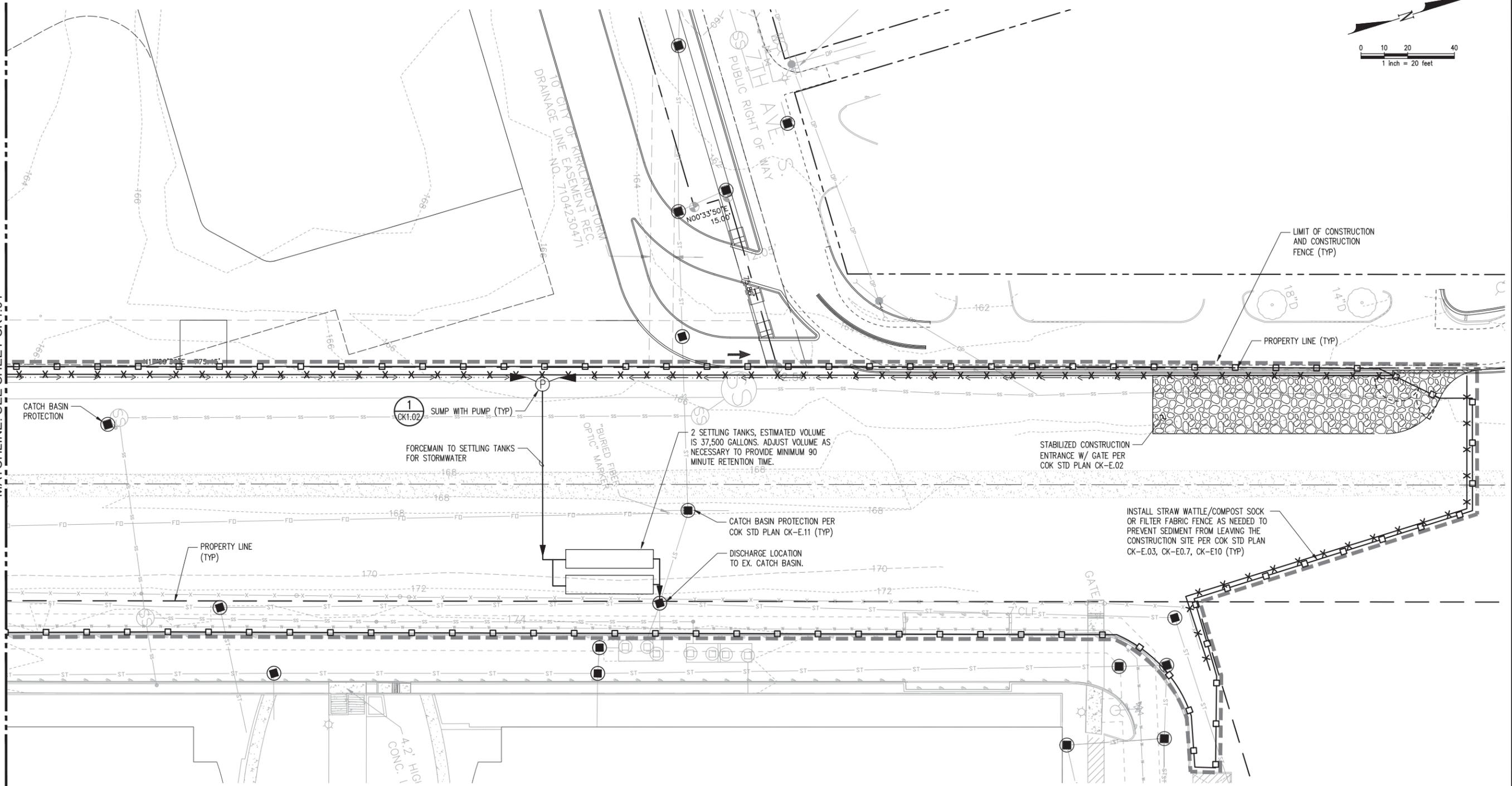
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10-03-14

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MATCHLINE: SEE SHEET CK1.01



NOTES:

1. PROVIDE INLET PROTECTION TO ALL DOWNSTREAM INLETS AND CATCH BASINS WITHIN 500 FEET OF THE PROPERTY.
2. SEE SHEET CK1.02 FOR TEMPORARY EROSION AND SEDIMENT CONTROL NOTES AND CONSTRUCTION SEQUENCE.
3. PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION SITE THROUGH THE USE OF PERIMETER CONTROLS SUCH AS FILTER FABRIC FENCE, COMPOST SOCKS, STRAW WATTLES, INTERCEPTOR DITCHES OR BERMS.
4. SETTLING TANKS SHALL NOT BE PLACED OVER OR ADJACENT TO THE EXISTING 84 OR 72-INCH KING COUNTY WASHINGTON/METRO SEWER LINE. HORIZONTAL SPACING FROM SETTLING TANKS TO METRO LINES SHALL BE EQUAL TO THE DEPTH OF FILL FROM THE PIPE SPRING LINE TO EXISTING GRADE.

LEGEND:

- LIMIT OF CONSTRUCTION/ CONSTRUCTION FENCE
- - - - - PROPERTY LINE
- >->->- INTERCEPTOR DITCH
- x-x-x-x STRAW WATTLE/COMPOST SOCK OR SILT FENCE PER COK STD PLAN CK-E.03, CK-E.07, CK-E.10 ON SHEET CK2.03
- CONSTRUCTION FENCE
- CATCH BASIN PROTECTION PER COK STD PLAN CK-E.11 ON SHEET CK2.03

T.E.S.C. PLAN
SRMKII
CKC IMPROVEMENTS

CK1.00
73-12144-00
05.21.2014

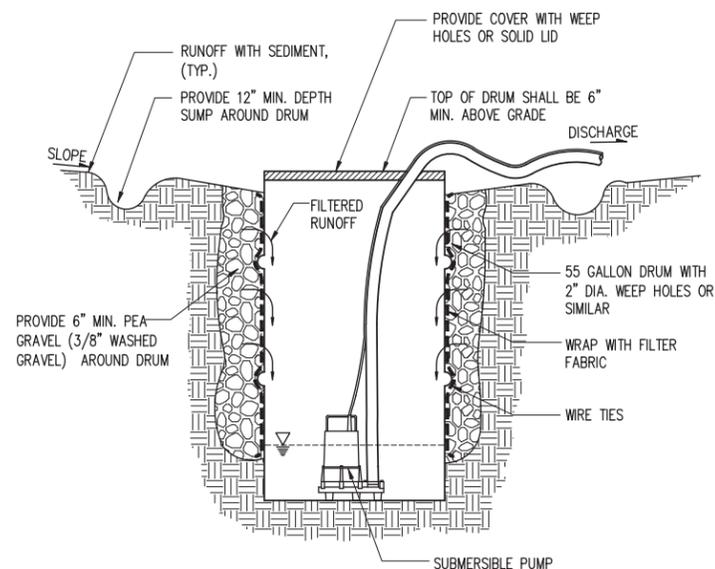
kpf Consulting Engineers
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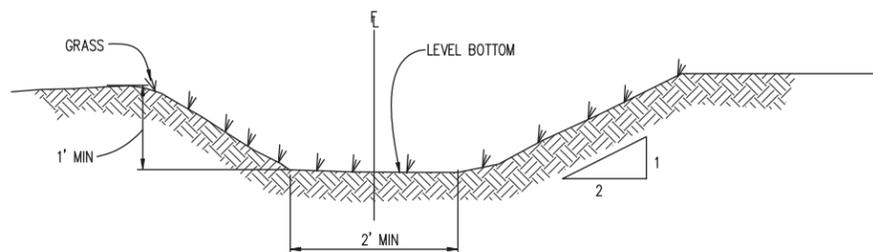
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EROSION/SEDIMENT CONTROL NOTES AND CONSTRUCTION SEQUENCE



TEMPORARY SUMP WITH PUMP DETAIL 1
NTS CK1.00



INTERCEPTOR DITCH 2
NTS CK1.00, CK1.01

1. THE APPROVED CONSTRUCTION SEQUENCE SHALL BE AS FOLLOWS:
 - A. CONDUCT PRE-CONSTRUCTION MEETING.
 - B. FLAG OR FENCE CLEARING LIMITS.
 - C. POST SIGN WITH NAME AND PHONE NUMBER OF TESC SUPERVISOR.
 - D. INSTALL CATCH BASIN PROTECTION IF REQUIRED.
 - E. GRADE AND INSTALL CONSTRUCTION ENTRANCE(S).
 - F. INSTALL PERIMETER PROTECTION (SILT FENCE, BRUSH BARRIER, ETC.).
 - G. CONSTRUCT SETTLING TANKS, SEDIMENT PONDS AND TRAPS.
 - H. GRADE AND STABILIZE CONSTRUCTION ROADS.
 - I. CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKS, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING FOR PROJECT DEVELOPMENT.
 - J. MAINTAIN EROSION CONTROL MEASURE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
 - K. RELOCATE EROSION CONTROL MEASURES OR INSTALL NEW MEASURES SO THAT AS SITE CONDITIONS CHANGE, THE EROSION AND SEDIMENT CONTROL IS IN ACCORDANCE WITH THE CITY TESC MINIMUM REQUIREMENTS.
 - L. COVER ALL AREAS WITHIN THE SPECIFIED TIME FRAME WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, CRUSHED ROCK OR EQUIVALENT.
 - M. STABILIZE ALL AREAS THAT REACH FINAL GRADE WITHIN 7 DAYS.
 - N. SEED OR SOD ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
 - O. UPON COMPLETION OF THE PROJECT, ALL DISTURBED AREAS MUST BE STABILIZED AND BEST MANAGEMENT PRACTICES REMOVED IF APPROPRIATE.
2. APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
3. THE IMPLEMENTATION OF THIS ESC PLAN AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE PERMITEE/CONTRACTOR UNTIL ALL CONSTRUCTION IS APPROVED.
4. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE SET BY SURVEY AND CLEARLY FLAGGED IN THE FIELD BY A CLEARING CONTROL FENCE PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE OR REMOVAL OF ANY GROUND COVER BEYOND THE FLAGGED CLEARING LIMITS SHALL BE PERMITTED. THE FLAGGING SHALL BE MAINTAINED BY THE PERMITEE/CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
5. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM OR VIOLATE APPLICABLE WATER STANDARDS. WHEREVER POSSIBLE, MAINTAIN NATURAL VEGETATION FOR SILT CONTROL.
6. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED (E.G., ADDITIONAL SUMPS, RELOCATION OF DITCHES AND SILT FENCES, ETC.) AS NEEDED FOR UNEXPECTED STORM EVENTS. ADDITIONALLY, MORE ESC FACILITIES MAY BE REQUIRED TO ENSURE COMPLETE SILTATION CONTROL. THEREFORE, DURING THE COURSE OF CONSTRUCTION IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES OVER AND ABOVE THE MINIMUM REQUIREMENTS AS MAY BE NEEDED.
7. THE ESC FACILITIES SHALL BE INSPECTED BY THE PERMITEE/CONTRACTOR DAILY DURING NON-RAINFALL PERIODS, EVERY HOUR (DAYLIGHT) DURING A RAINFALL EVENT, AND AT THE END OF EVERY RAINFALL, AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING. IN ADDITION, TEMPORARY SILTATION PONDS AND ALL TEMPORARY SILTATION CONTROLS SHALL BE MAINTAINED IN A SATISFACTORY CONDITION UNTIL SUCH TIME THAT CLEARING AND/OR CONSTRUCTION IS COMPLETED, PERMANENT DRAINAGE FACILITIES ARE OPERATIONAL, AND THE POTENTIAL FOR EROSION HAS PASSED. WRITTEN RECORDS SHALL BE KEPT DOCUMENTING THE REVIEWS OF THE ESC FACILITIES.
8. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN 48 HOURS FOLLOWING A STORM EVENT.
9. ALL DENUDED SOILS MUST BE STABILIZED WITH AN APPROVED TESC METHOD (E.G. SEEDING, MULCHING, PLASTIC COVERING, CRUSHED ROCK) WITHIN THE FOLLOWING TIMELINES: MAY 1 TO SEPTEMBER 30 - SOILS MUST BE STABILIZED WITHIN 7 DAYS OF GRADING; OCTOBER 1 TO APRIL 30 - SOILS MUST BE STABILIZED WITHIN 2 DAYS OF GRADING; STABILIZE SOILS AT THE END OF THE WORKDAY PRIOR TO A WEEKEND, HOLIDAY, OR PREDICTED RAIN EVENT.
10. AT NO TIME SHALL MORE THAN 1' OF SEDIMENT BE ALLOWED TO ACCUMULATE WITHIN A CATCH BASIN. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM SYSTEM.
11. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
12. ANY PERMANENT RETENTION/DETENTION FACILITY USED AS A TEMPORARY SETTLING BASIN SHALL BE MODIFIED WITH THE NECESSARY EROSION CONTROL MEASURES AND SHALL PROVIDE ADEQUATE STORAGE CAPACITY. IF THE PERMANENT FACILITY IS TO FUNCTION ULTIMATELY AS AN INFILTRATION OR DISPERSION SYSTEM, THE FACILITY SHALL NOT BE USED AS A TEMPORARY SETTLING BASIN. NO UNDERGROUND DETENTION TANK, DETENTION VAULT, OR SYSTEM WHICH BACKS UNDER OR INTO A POND SHALL BE USED AS A TEMPORARY SETTLING BASIN.
13. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (EXAMPLE: ANNUAL OR PERENNIAL RYE APPLIED AT APPROXIMATELY 80 POUNDS PER ACRE). ZERO EROSION - PLAN NOTES (CONTINUED)
14. WHERE STRAW MULCH IS REQUIRED FOR TEMPORARY EROSION CONTROL, IT SHALL BE APPLIED AT A MINIMUM THICKNESS OF 2".
15. ALL EROSION/SEDIMENTATION CONTROL PONDS WITH A DEAD STORAGE DEPTH EXCEEDING 6" MUST HAVE A PERIMETER FENCE WITH A MINIMUM HEIGHT OF 3'.
16. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH CITY OF KIRKLAND STANDARDS AND SPECIFICATIONS.
17. THE ESC FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS ON THE APPROVED PLANS. LOCATIONS MAY BE MOVED TO SUIT FIELD CONDITIONS, SUBJECT TO APPROVAL BY THE ENGINEER AND THE CITY OF KIRKLAND INSPECTOR.
18. A COPY OF THE APPROVED EROSION CONTROL PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
19. ALL LOTS ADJOINING OR HAVING ANY NATIVE GROWTH PROTECTION EASEMENTS (NGPE) SHALL HAVE A 6' HIGH TEMPORARY CONSTRUCTION FENCE (CHAIN LINK WITH PIER BLOCKS) SEPARATING THE LOT (OR BUILDABLE PORTIONS OF THE LOT) FROM THE AREA RESTRICTED BY THE NGPE AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR CLEARING AND REMAIN IN PLACE UNTIL THE PLANNING DEPARTMENT AUTHORIZES REMOVAL.
20. CLEARING LIMITS SHALL BE DELINEATED WITH A CLEARING CONTROL FENCE. THE CLEARING CONTROL FENCE SHALL CONSIST OF A 6'-FT. HIGH CHAIN LINK FENCE ADJACENT THE DRIP LINE OF TREES TO BE SAVED, WETLAND OR STREAM BUFFERS, AND SENSITIVE SLOPES. CLEARING CONTROL FENCES ALONG WETLAND OR STREAM BUFFERS OR UPSLOPE OF SENSITIVE SLOPES SHALL BE ACCOMPANIED BY AN EROSION CONTROL FENCE. IF APPROVED BY THE CITY, A FOUR-FOOT HIGH ORANGE MESH CLEARING CONTROL FENCE MAY BE USED TO DELINEATE CLEARING LIMITS IN ALL OTHER AREAS.
21. OFF-SITE STREETS MUST BE KEPT CLEAN AT ALL TIMES. IF DIRT IS DEPOSITED ON THE PUBLIC STREET SYSTEM, THE STREET SHALL BE IMMEDIATELY CLEANED WITH POWER SWEEPER OR OTHER EQUIPMENT. ALL VEHICLES SHALL LEAVE THE SITE BY WAY OF THE CONSTRUCTION ENTRANCE AND SHALL BE CLEANED OF ALL DIRT THAT WOULD BE DEPOSITED ON THE PUBLIC STREETS.
22. ANY CATCH BASINS COLLECTING RUNOFF FROM THE SITE, WHETHER THEY ARE ON OR OFF THE SITE, SHALL HAVE ADEQUATE PROTECTION FROM SEDIMENT. CATCH BASINS DIRECTLY DOWNSTREAM OF THE CONSTRUCTION ENTRANCE OR ANY OTHER CATCH BASIN AS DETERMINED BY THE CITY INSPECTOR SHALL BE PROTECTED WITH A "STORM DRAIN PROTECTION INSERT" OR EQUIVALENT.
23. THE WASHED GRAVEL BACKFILL ADJACENT TO THE FILTER FABRIC FENCE SHALL BE REPLACED AND THE FILTER FABRIC CLEANED IF IT IS NONFUNCTIONAL BY EXCESSIVE SILT ACCUMULATION AS DETERMINED BY THE CITY OF KIRKLAND. ALSO, ALL INTERCEPTOR SWALES SHALL BE CLEANED IF SILT ACCUMULATION EXCEEDS ONE-QUARTER DEPTH.
24. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF 1' AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8" ROCK/40%-70% PASSING; 2"-4" ROCK/30%-40% PASSING; AND 1"-2" ROCK/10%-20% PASSING.
25. IF ANY PART(S) OF THE CLEARING LIMIT BOUNDARY OR TEMPORARY EROSION/SEDIMENTATION CONTROL PLAN IS/ARE DAMAGED, IT SHALL BE REPAIRED IMMEDIATELY.
26. ALL PROPERTIES ADJACENT TO THE PROJECT SITE SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND RUNOFF.
27. DO NOT FLUSH CONCRETE BY-PRODUCTS OR TRUCKS NEAR OR INTO THE STORM DRAINAGE SYSTEM. IF EXPOSED AGGREGATE IS FLUSHED INTO THE STORM SYSTEM, IT COULD MEAN RE-CLEANING THE ENTIRE DOWNSTREAM STORM SYSTEM, OR POSSIBLY RE-LAYING THE STORM LINE.
28. PRIOR TO THE OCTOBER 1 OF EACH YEAR (THE BEGINNING OF THE WET SEASON), ALL DISTURBED AREAS SHALL BE REVIEWED TO IDENTIFY WHICH ONES CAN BE SEEDED IN PREPARATION FOR THE WINTER RAINS. THE IDENTIFIED DISTURBED AREA SHALL BE SEEDED WITHIN ONE WEEK AFTER OCTOBER 1. A SITE PLAN DEPICTING THE AREAS TO BE SEEDED AND THE AREAS TO REMAIN UNCOVERED SHALL BE SUBMITTED TO THE PUBLIC WORKS CONSTRUCTION INSPECTOR. THE INSPECTOR CAN REQUIRE SEEDING OF ADDITIONAL AREAS IN ORDER TO PROTECT SURFACE WATERS, ADJACENT PROPERTIES, OR DRAINAGE FACILITIES.
29. IF A SEDIMENT POND IS NOT PROPOSED, A BAKER TANK OR OTHER TEMPORARY GROUND AND/OR SURFACE WATER STORAGE TANK MAY BE REQUIRED DURING CONSTRUCTION, DEPENDING ON WEATHER CONDITIONS. SETTLING TANKS SHALL NOT BE PLACED OVER OR ADJACENT TO THE EXISTING 84-INCH OR 72-INCH KING COUNTY WASTEWATER/METRO SEWER LINE. HORIZONTAL SPACING FROM SETTLING TANKS TO METRO LINES SHALL BE EQUAL TO THE DEPTH OF FILL FROM THE PIPE SPRING LINE TO EXISTING GRADE.
30. ANY AREA TO BE USED FOR INFILTRATION OR PERVIOUS PAVEMENT (INCLUDING A 5-FOOT BUFFER) MUST BE SURROUNDED BY SILT FENCE PRIOR TO CONSTRUCTION AND UNTIL FINAL STABILIZATION OF THE SITE TO PREVENT SOIL COMPACTION AND SILTATION BY CONSTRUCTION ACTIVITIES.

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T.E.S.C. DETAILS
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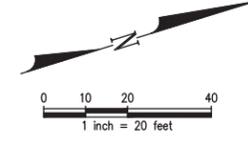
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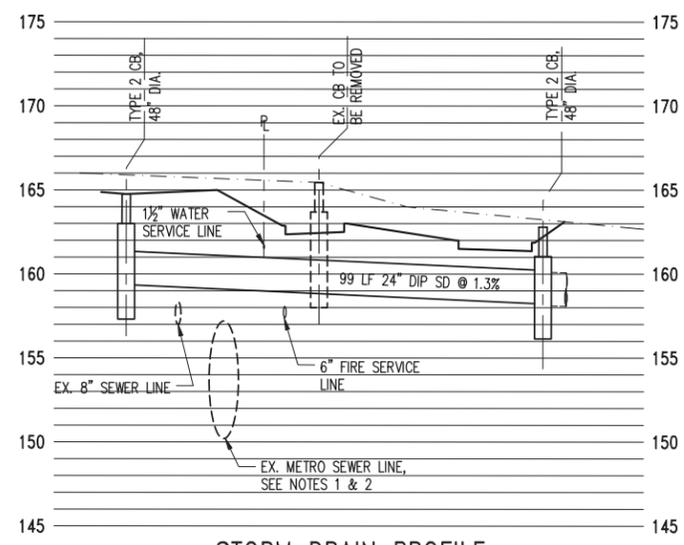
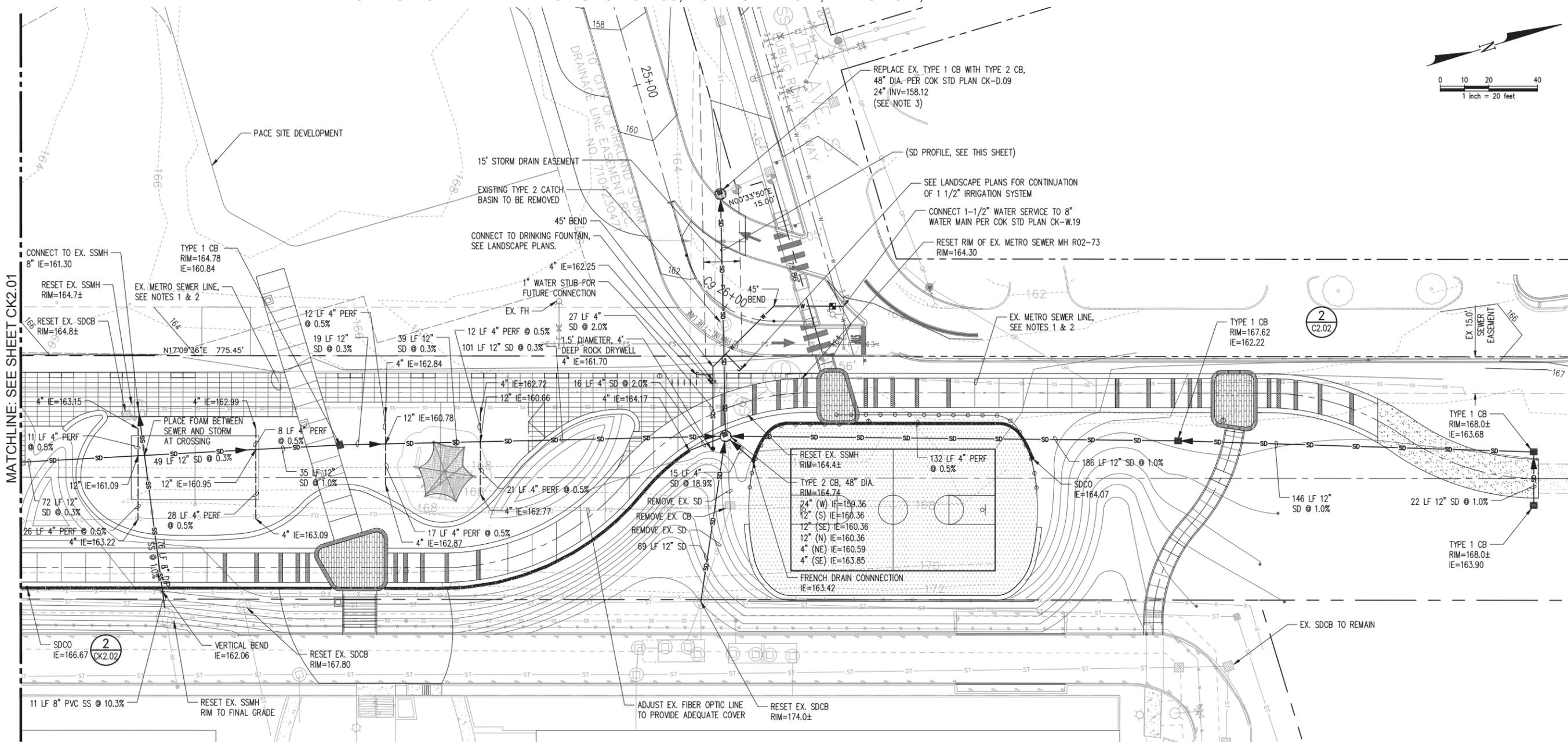
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UTILITY PLAN
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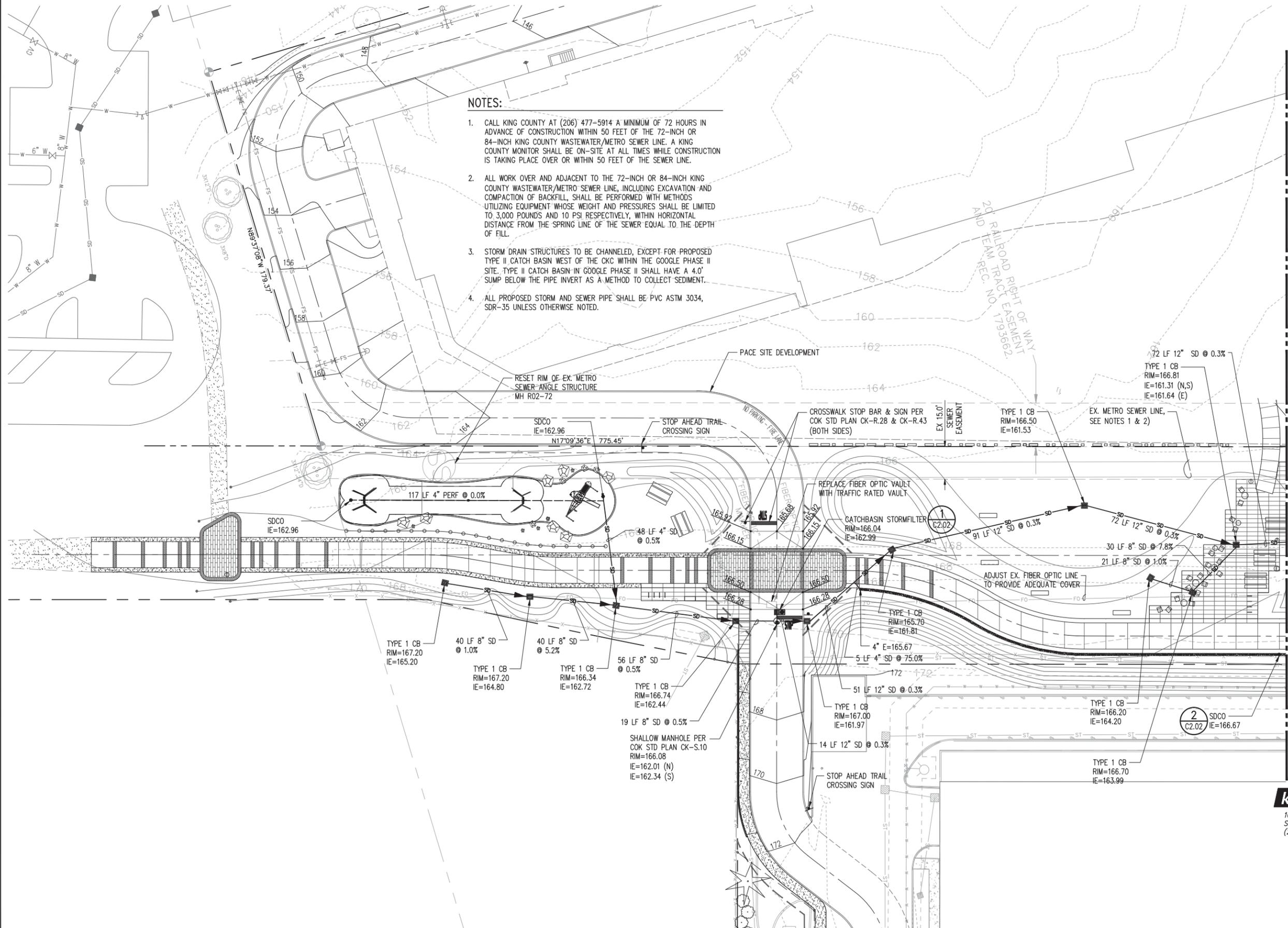
- NOTES:
- CALL KING COUNTY AT (206) 477-5914 A MINIMUM OF 72 HOURS IN ADVANCE OF CONSTRUCTION WITHIN 50 FEET OF THE 72-INCH OR 84-INCH KING COUNTY WASTEWATER/METRO SEWER LINE. A KING COUNTY MONITOR SHALL BE ON-SITE AT ALL TIMES WHILE CONSTRUCTION IS TAKING PLACE OVER OR WITHIN 50 FEET OF THE SEWER LINE.
 - ALL WORK OVER AND ADJACENT TO THE 72-INCH OR 84-INCH KING COUNTY WASTEWATER/METRO SEWER LINE, INCLUDING EXCAVATION AND COMPACTION OF BACKFILL, SHALL BE PERFORMED WITH METHODS UTILIZING EQUIPMENT WHOSE WEIGHT AND PRESSURES SHALL BE LIMITED TO 3,000 POUNDS AND 10 PSI RESPECTIVELY, WITHIN HORIZONTAL DISTANCE FROM THE SPRING LINE OF THE SEWER EQUAL TO THE DEPTH OF FILL.
 - STORM DRAIN STRUCTURES TO BE CHanneled, EXCEPT FOR PROPOSED TYPE II CATCH BASIN WEST OF THE CKC WITHIN THE GOOGLE PHASE II SITE. TYPE II CATCH BASIN IN GOOGLE PHASE II SHALL HAVE A 4.0' SUMP BELOW THE PIPE INVERT AS A METHOD TO COLLECT SEDIMENT.
 - ALL PROPOSED STORM AND SEWER PIPE SHALL BE PVC ASTM 3034, SDR-35 UNLESS OTHERWISE NOTED.

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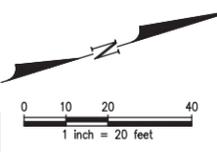


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- NOTES:**
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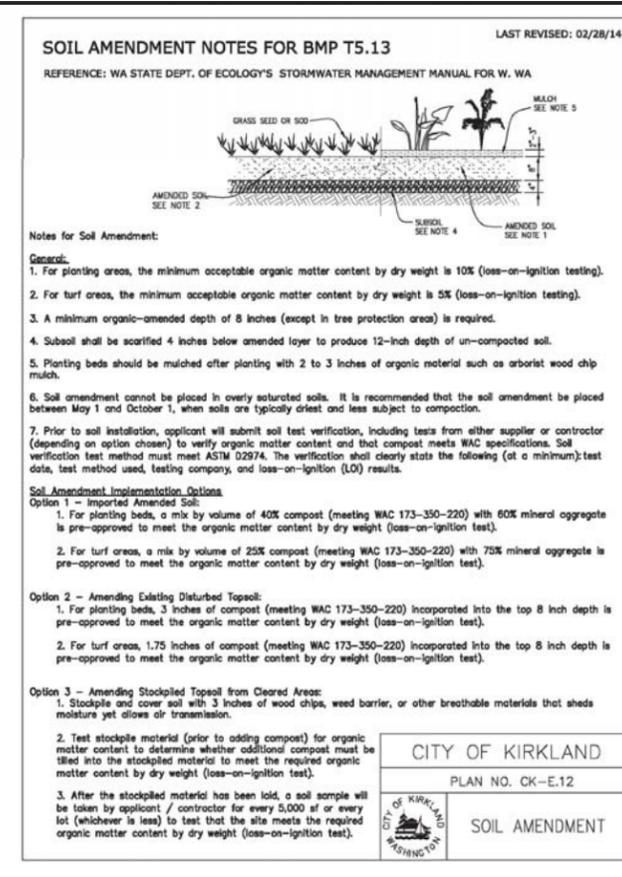
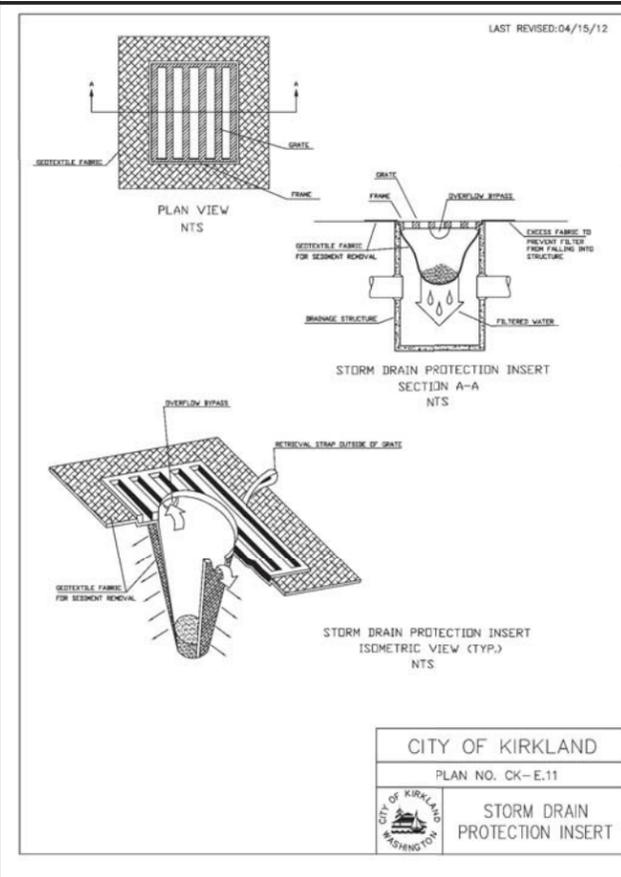
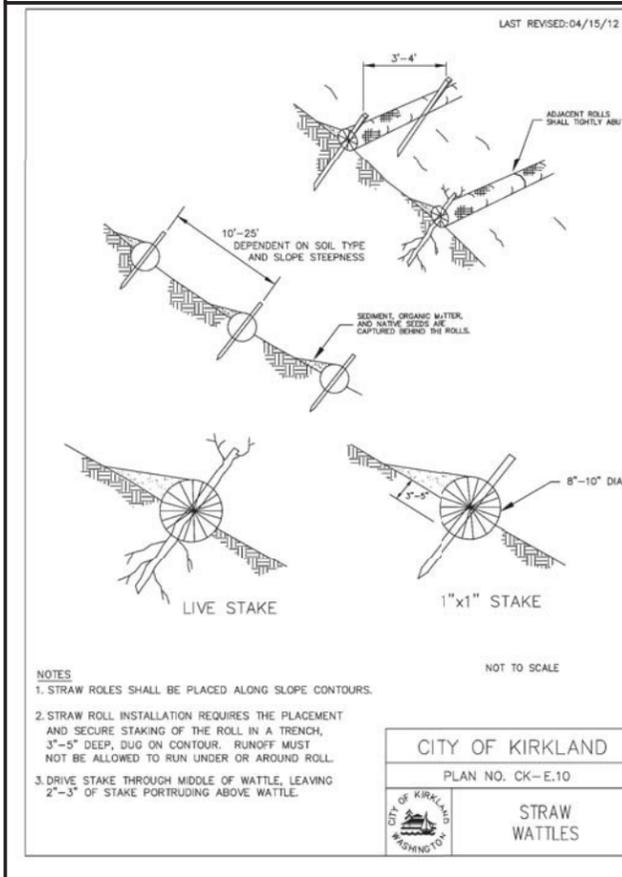
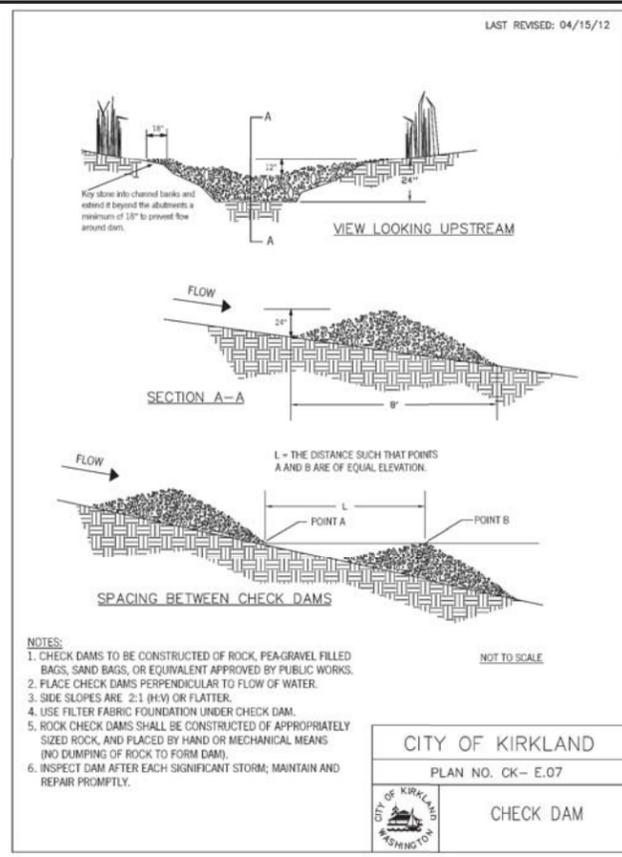
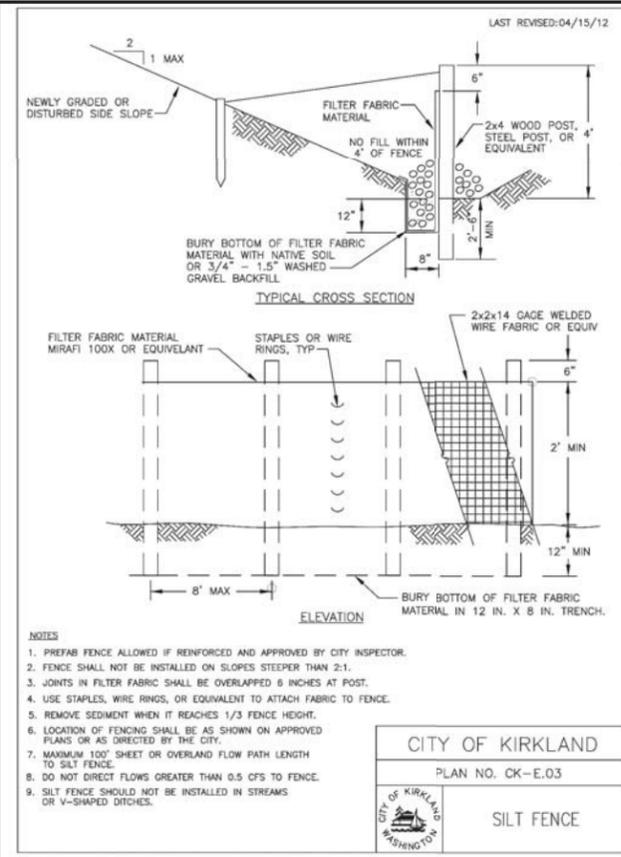
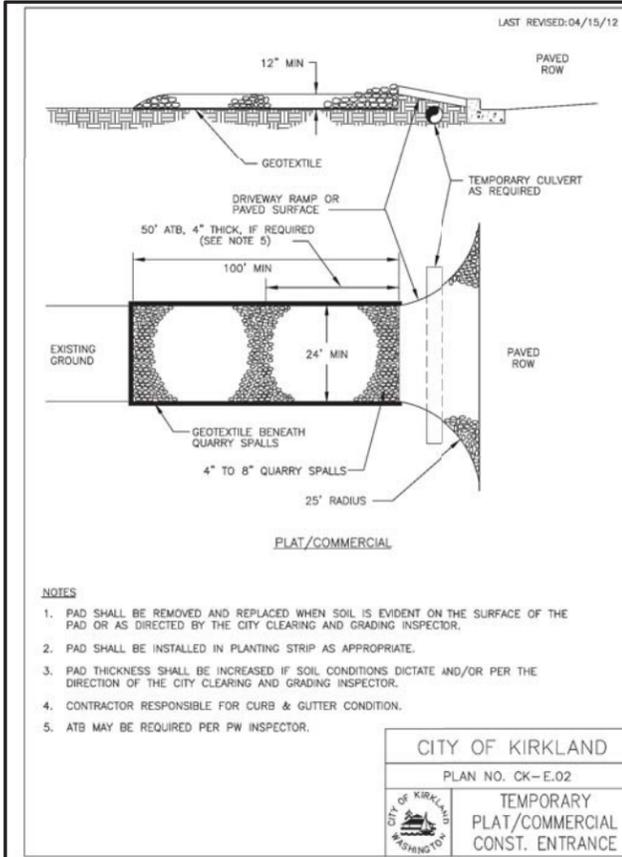
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CITY OF KIRKLAND DETAILS SRMKII CKC IMPROVEMENTS

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NOTES:

- CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (ASHTO M 199) & C890 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE STANDARD SPECIFICATIONS.
- HANDHOLDS IN ADJUSTMENT SECTION SHALL HAVE 3" MIN. CLEARANCE. STEPS IN CATCH BASIN SHALL HAVE 2" MIN. CLEARANCE. SEE STD. DET. NO. CK-D-12, CATCH BASIN DETAILS. HANDHOLDS SHALL BE PLACED IN ALTERNATING GRADE RINGS OR LEVELING BRICK COURSE WITH A MIN. OF ONE HANDHOLD BETWEEN THE LAST STEP AND TOP OF THE FINISHED GRADE.
- ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000. ALL PRECAST CONCRETE SHALL BE CLASS 4000.
- PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE WALL THICKNESS OF 2" MIN. UNLESS KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT. PIPES SHALL BE INSTALLED ONLY IN FACTORY KNOCKOUTS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- KNOCKOUT OR CUTOUT HOLE SIZE SHALL EQUAL PIPE OUTER DIA. PLUS CATCH BASIN WALL THICKNESS. MAX. HOLE SIZE SHALL BE 24" FOR 48" CATCH BASIN, 27" FOR 54" C.B., 30" FOR 60" C.B., 33" FOR 72" C.B., 45" FOR 84" C.B., MIN. DISTANCE BETWEEN HOLES SHALL BE 8" FOR 48", 54", AND 60" C.B.; 12" FOR 72" AND 84" C.B.
- CATCH BASIN FRAMES AND GRATES OR COVERS SHALL BE IN ACCORDANCE WITH SEC. 7.05 OF THE STANDARD SPECIFICATIONS. FINISHING SURFACES SHALL BE FINISHED TO ASSURE NON-SHOOTING FIT WITH ANY COVER POSITION.
- ALL BASE REINFORCING STEEL SHALL HAVE A MIN. YIELD STRENGTH OF 60,000 PSI AND BE PLACED IN THE UPPER HALF OF THE BASIN WITH 1" MIN. CLEARANCE.
- MIN. SOIL BEARING VALUE SHALL EQUAL 3,000 POUNDS PER SQUARE FOOT.
- FOR DETAILS SHOWING LADDER, STEPS, HANDHOLDS AND TOP SLABS, SEE STD. DET. NO. CK-D-12 AND CK-S-14.
- ALL MANHOLE JOINTS SHALL USE A GROUTED RUBBER GASKET AND GROUTED (INSIDE AND OUT) TO MEET ASTM C-443 SPECIFICATIONS.

CITY OF KIRKLAND
PLAN NO. CK-D.09
CATCH BASIN TYPE 2
48", 54", 60", 72", 96"

LAST REVISED: 1/31/12

NOTES:

- WHERE DEPTH OF NECK EXCEEDS 18 INCHES, ADJUST MANHOLE/CATCH BASIN TO GRADE BY INSERTING NEW BARREL SECTION BETWEEN THE CONE/SLAB AND EXISTING BARREL.
- GRADE RINGS, RISERS, BRICK AND FRAME SHALL BE SET IN 3/4" NON-SHRINK GROUT. GROUT BETWEEN ALL JOINTS. GROUT BETWEEN ALL JOINTS. ALL SURFACES MUST BE CLEAN OF DEBRIS AND DIRT, AND WETTED PRIOR TO GROUTING. GROUT SMOOTH INSIDE AND OUTSIDE SURFACES.
- STEPS OR HAND HOLDS SHALL BE ADDED AS NEEDED.
- PRECAST GRADE RINGS AND RISERS MUST BE CAST WITH GROOVE TO ALLOW FIELD INSTALLATION OF SAFETY STEP.
- REPLACE EXISTING FRAME AND COVER/GRATE IF NON-STANDARD.
- IF REQUIRED: LOCKING MH FRAMES SHALL BE POSITIONED WITH ONE LUG CENTERED OVER STEPS.

CITY OF KIRKLAND
PLAN NO. CK-D.11
MANHOLE/CB FRAME AND GRATE ADJUSTMENT

LAST REVISED: 3/18/2008

CITY OF KIRKLAND
PLAN NO. CK-R.26
HANDICAP RAMP NON-RADIAL SIDEWALK

LAST REVISED: 05/07/12

CITY OF KIRKLAND
PLAN NO. CK-S.01
SANITARY SEWER TRENCH DETAIL

NOTES:

- TRENCH BACKFILL BELOW TOP 4 FEET MAY BE NATIVE MATERIALS OR AS REQUIRED BY THE SPECIFICATIONS, OR AS DIRECTED BY THE PUBLIC WORKS INSPECTOR.
- MAXIMUM WIDTH OF TRENCH AT TOP OF PIPE
 - 30 INCHES FOR PIPE UP TO AND INCLUDING 12" NOMINAL DIAMETER
 - O.D. PLUS 16 INCHES FOR PIPE LARGER THAN 12" NOMINAL DIAMETER.
- IN PAVED AREAS USE CRUSHED ROCK BACKFILL
 - FULL DEPTH OF TRENCH WHERE SEWER MAIN CROSSES PERPENDICULAR TO THE TRAVELED LANE OR DRIVEWAY.
 - TOP FOUR FEET WHERE SEWER MAIN RUNS PARALLEL TO THE TRAVELED LANE, UNLESS EXISTING MATERIAL IS DETERMINED BY THE ENGINEER TO BE SUITABLE FOR BACKFILL.
- THE STREET SHALL BE OVERLAIN WHEN THE ASPHALT ROADWAY IS LESS THAN 50 YEARS OLD FOR UTILITY CROSSINGS. THE STREET SHALL BE OVERLAIN AT LEAST 15 FEET ON EACH SIDE OF THE TRENCH. SEE OVERLAY POLICY R-7.

LAST REVISED: 11/30/00

PARALLEL CONSTRUCTION

TABLE 1
WATER MAIN STANDARD PIPE MATERIAL

TYPE OF PIPE	AWWA STANDARD	
	PIPE	FITTINGS
DUCTILE IRON	C 152	C 111
CONCRETE CYLINDER	C 303	C 110

CITY OF KIRKLAND
PLAN NO. CK-S.02
WATER AND SEWER SPACING AND CLEARANCE

LAST REVISED: 2/3/05

PIPE BEDDING CLASSES

NOTES:

- COMPACTED CRUSHED SURFACING TOP COURSE PER WSDOT/APWA SECTION 9-03.9(3) STANDARD SPECIFICATIONS CAN ALSO BE USED AS BEDDING GRAVEL.
- EXCAVATE UNSTABLE MATERIAL DOWN TO FIRM SOIL AND REPLACE WITH FOUNDATION GRAVEL PER SECTION 9-03.9(1) OF THE STANDARD SPECIFICATIONS
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANCHORING PIPE TO PREVENT FLOTATION DURING CONCRETE PLACEMENT.

CITY OF KIRKLAND
PLAN NO. CK-S.03
PIPE BEDDING

LAST REVISED: 01/07/08

NOTES:

- CATCH BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478 (ASHTO M 199) & C890 UNLESS OTHERWISE SHOWN ON PLANS OR NOTED IN THE STANDARD SPECIFICATIONS.
- AS AN ACCEPTABLE ALTERNATIVE TO REBAR, WELDED WIRE FABRIC HAVING A MIN. AREA OF 0.12 SQUARE INCHES PER FOOT MAY BE USED. WELDED WIRE FABRIC SHALL COMPLY TO ASTM A675 (ASHTO M 221). WIRE FABRIC SHALL NOT BE PLACED IN KNOCKOUTS.
- ALL REINFORCED CAST-IN-PLACE CONCRETE SHALL BE CLASS 4000.
- PRECAST BASES SHALL BE FURNISHED WITH CUTOUTS OR KNOCKOUTS. KNOCKOUTS SHALL HAVE A WALL THICKNESS OF 2" MIN. ALL PIPES SHALL BE INSTALLED IN FACTORY PROVIDED KNOCKOUTS. UNUSED KNOCKOUTS NEED NOT BE GROUTED IF WALL IS LEFT INTACT.
- KNOCKOUT OR CUTOUT HOLE SIZE IS EQUAL TO PIPE OUTER DIA. PLUS CATCH BASIN WALL THICKNESS.
- ROUND KNOCKOUTS MAY BE ON ALL 4 SIDES, WITH MAX. DIA. OF 20". KNOCKOUTS MAY BE EITHER ROUND OR 1/2" SHAPE. THE MAX. DEPTH FROM THE FINISHED GRADE TO THE PIPE INVERT IS 5'-0".
- THE TAPER ON THE SIDES OF THE PRECAST BASE SECTION AND RISER SECTION SHALL NOT EXCEED 1/2"/FT.
- CATCH BASIN FRAME AND GRATE SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATIONS. FINISHING SURFACES SHALL BE FINISHED TO ASSURE NON-SHOOTING FIT WITH ANY COVER POSITION.
- FRAME AND GRATE MAY BE INSTALLED WITH FLANGE DOWN OR CAST INTO RISER.
- EDGE OF RISER OR BRICK SHALL NOT BE MORE THAN 2" FROM VERTICAL EDGE OF CATCH BASIN WALL.

CITY OF KIRKLAND
PLAN NO. CK-D.07
CATCH BASIN TYPE 1

LAST REVISED: 11/30/99

CITY OF KIRKLAND
PLAN NO. CK-S.10
SHALLOW MANHOLE ASSEMBLY

NOTES:

- TO BE USED WHEN 10' MINIMUM SEPARATION CANNOT BE OBTAINED.

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REVISIONS MARK DESCRIP. DATE

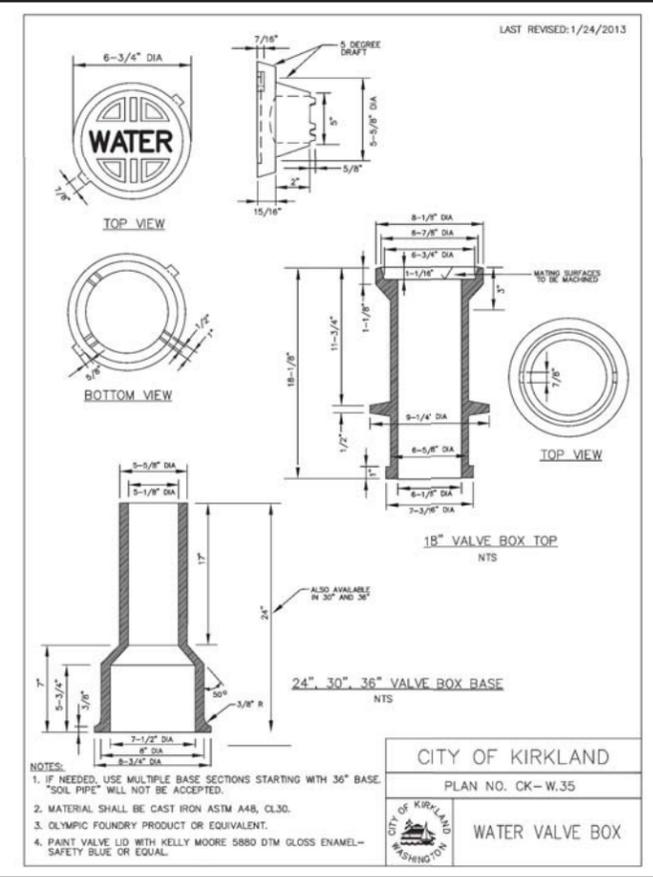
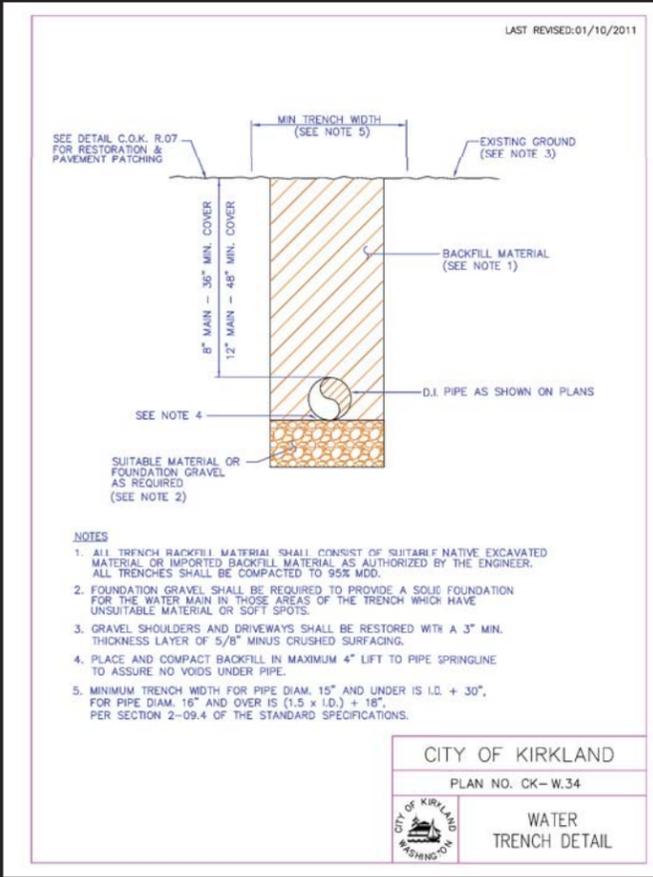
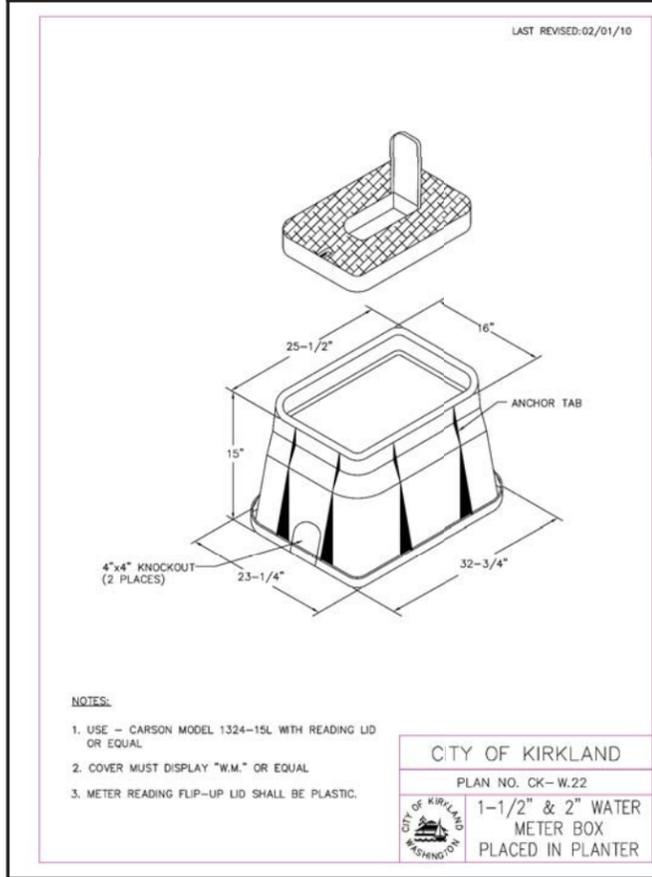
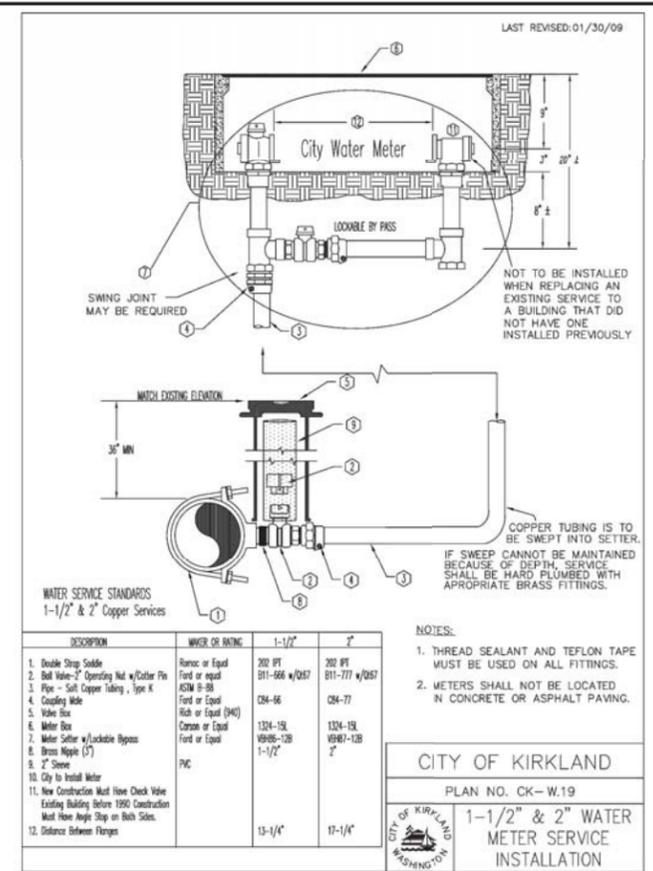
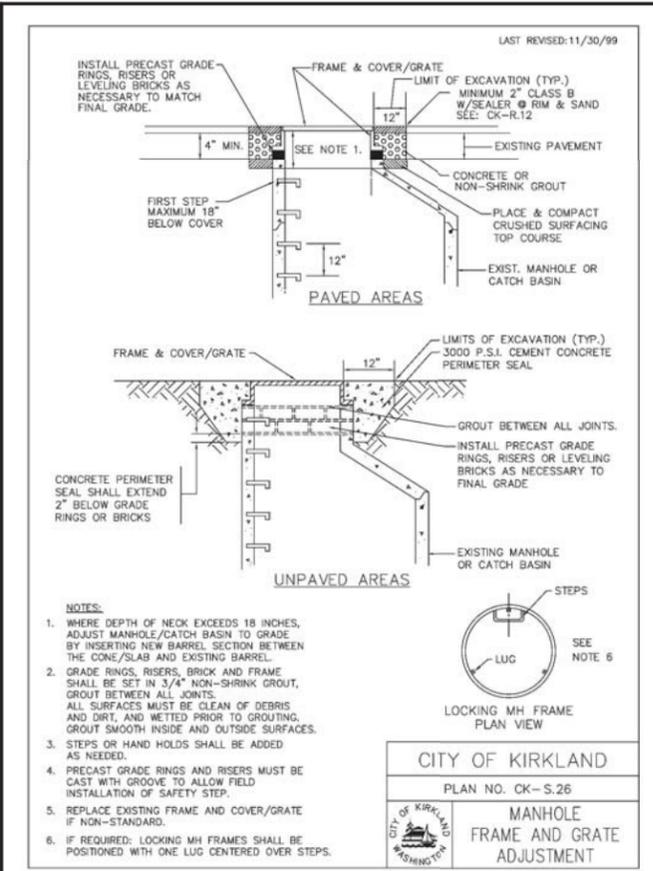
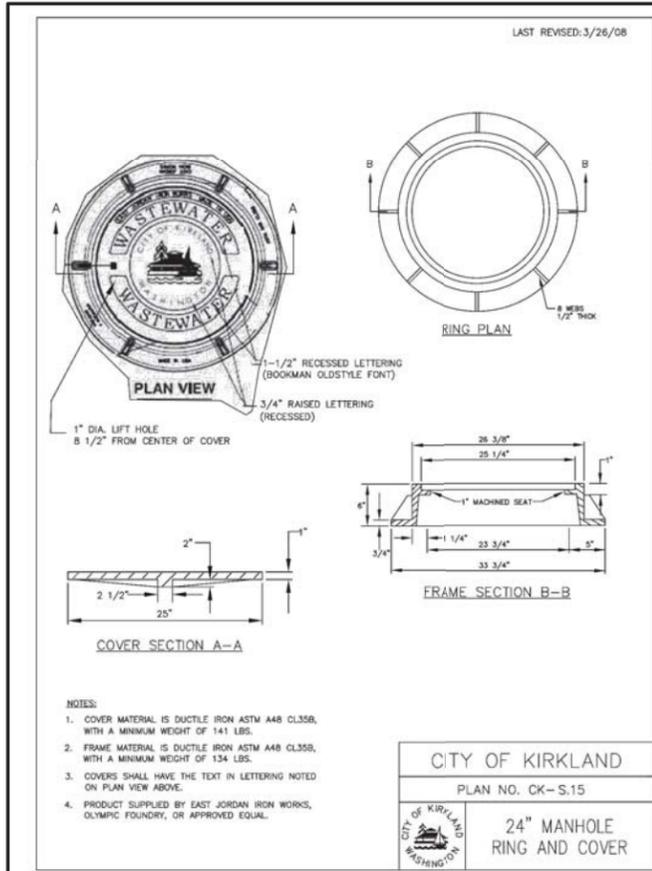
CITY OF KIRKLAND DETAILS SRMKII CKC IMPROVEMENTS

CK2.04 73-12144-00 05.21.2014

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kpf Consulting Engineers
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Seattle, Washington 98101-3665
(206) 622-5822 Fax (206) 622-8130

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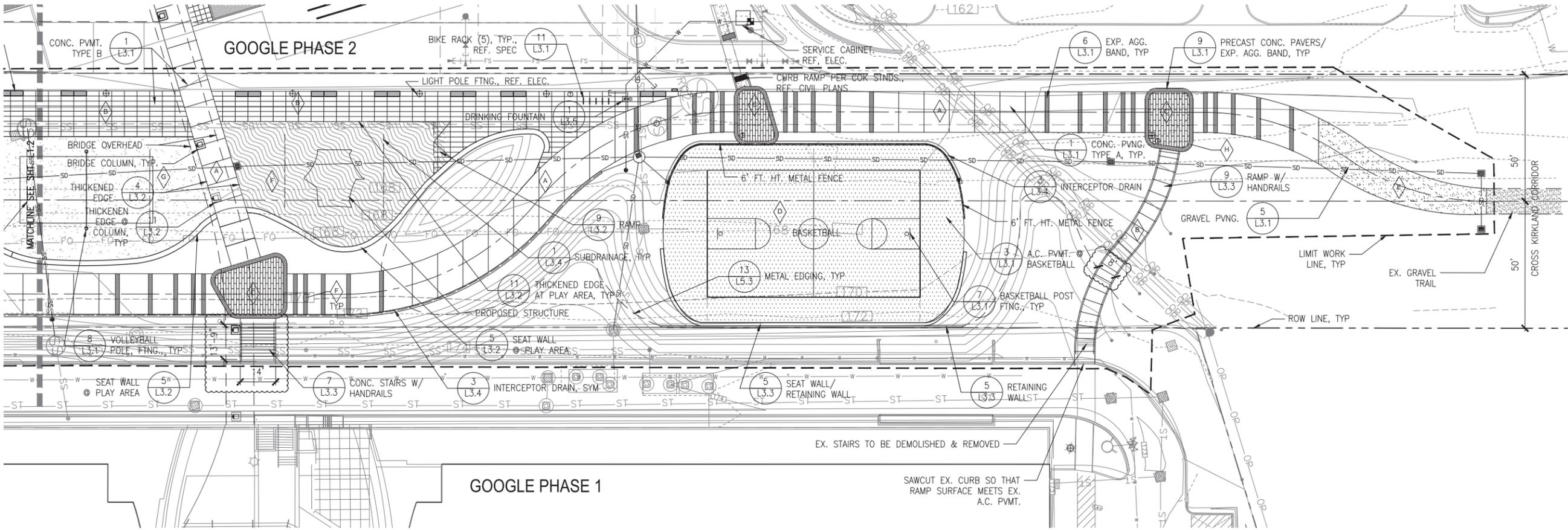
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73-12144-00
05.21.2014

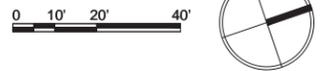
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two business days
before you dig



1 LANDSCAPE MATERIALS PLAN NORTH
1" = 20'



MATERIALS & FINISHES - ROW

- CONCRETE PAVING TYPE A
BROOM FINISH, NATURAL GREY,
SAWCUT JOINTS
DTL. 1/L3.1
- CONCRETE PAVING TPE B
LT. SANDBLAST FINISH, NATURAL
GREY, SAWCUT JOINTS
DTL. 1/L3.1
- PRECAST CONCRETE PAVERS
DTL. 9/L3.1
- A.C. PVMT
DTL. 3/L3.1
- GRAVEL PAVING
DTL. 5/L3.1
- ENGINEERED WOOD FIBER SAFETY SURFACING
DTL. 11/L3.2
- SAND SAFETY SURFACING
DTL. 11/L3.2
- EXPOSED AGGREGATE CONCRETE BANDS
18" WIDE BANDS, DTL. 6,9/L3.1

SITE FURNISHINGS - ROW

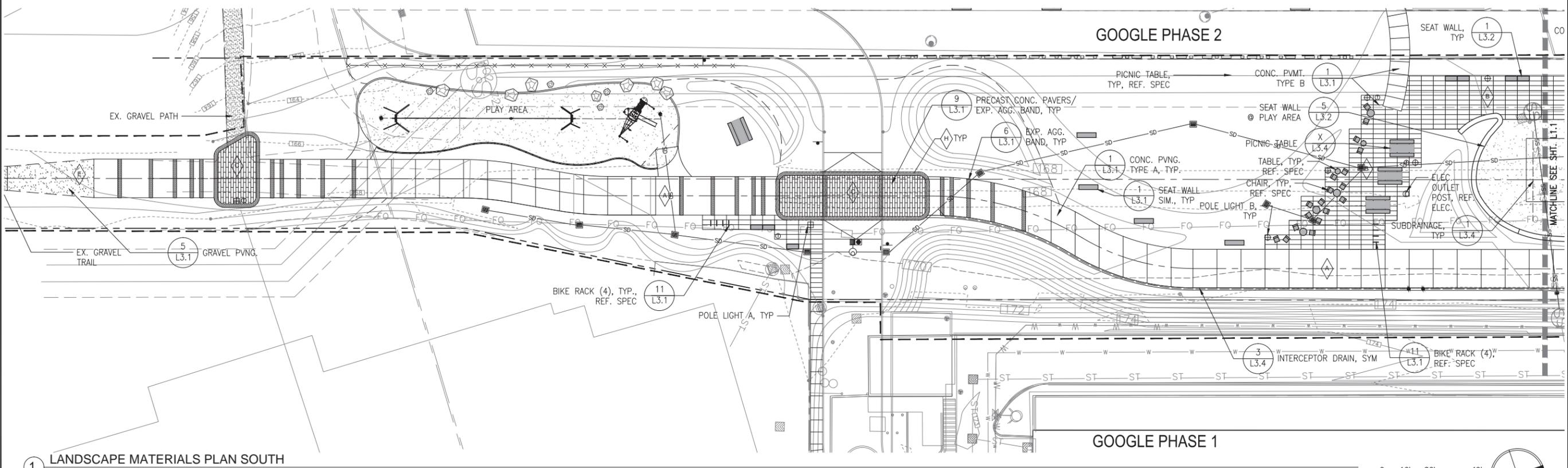
- CIP CONC. SEATWALL W/ FTNG. - 18" HT. X 2' W @ FIN. GR.
- CIP CONC. SEATWALL W/ FTNG. - 18" HT. X 2' W @ FIN. GR.
- GRANITE BOULDERS - AVERAGE SIZE 5' X 4' X 3', 5 TONS TOTAL±,
HIGH CASCADE GRANITE, MARENAKOS ROCK CENTER, 425-392-3313
- (13) PREMANUFACTURED BIKE RACK, REF. SPEC
- (5) PREMANUFACTURED TRASH RECEPTACLE, REF. SPEC
- (2) PREMANUFACTURED BASKETBALL POLE, HOOP, BACKBOARD, REF. SPEC
- (3) PREMANUFACTURED POLE LIGHT TYPE A, REF. SPEC & ELEC.
- (9) PREMANUFACTURED POLE LIGHT TYPE B, REF. SPEC & ELEC.
- (1) FREESTANDING ELECTRICAL OUTLET POST, REF. ELEC.
- (1) DRINKING FOUNTAIN, REF. SPEC
- CUSTOM PICNIC TABLE
- TABLE, REF. SPEC
- CHAIR, REF. SPEC



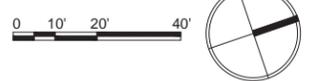
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STATE OF WASHINGTON
LANDSCAPE ARCHITECT
LICENSE NO. 1850
EXPIRES ON 12/10/2015

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MARK	DESCRIP.	DATE
	GRADING	10/3/14
	PERMIT	
	REVISIONS	



1 LANDSCAPE MATERIALS PLAN SOUTH
1" = 20'



MATERIALS & FINISHES - ROW

- CONCRETE PAVING TYPE A
BROOM FINISH, NATURAL GREY,
SAWCUT JOINTS
DTL. 1/L3.1
- CONCRETE PAVING TPE B
LT. SANDBLAST FINISH, NATURAL
GREY, SAWCUT JOINTS
DTL. 1/L3.1
- PRECAST CONCRETE PAVERS
DTL. 9/L3.1
- A.C. PVMT
DTL. 3/L3.1
- GRAVEL PAVING
DTL.5/L3.1
- ENGINEERED WOOD FIBER SAFETY SURFACING
DTL. 11/L3.2
- SAND SAFETY SURFACING
DTL. 11/L3.2
- EXPOSED AGGREGATE CONCRETE BANDS
18" WIDE BANDS, DTL. 6.9/L3.1

SITE FURNISHINGS - ROW

- CIP CONC. SEATWALL W/ FTNG. - 18" HT. X 2' W @ FIN. GR.
- GRANITE BOULDERS - AVERAGE SIZE 5' X 4' X 3', 5 TONS EA±, 50 TONS TOTAL±,
HIGH CASCADE GRANITE, MARENAKOS ROCK CENTER, 425-392-3313
- (13) PREMANUFACTURED BIKE RACK, REF. SPEC
- (5) PREMANUFACTURED TRASH RECEPTACLE, REF. SPEC
- (2) PREMANUFACTURED BASKETBALL POLE, HOOP, BACKBOARD, REF. SPEC
- (3) PREMANUFACTURED POLE LIGHT TYPE A, REF. SPEC & ELEC.
- (9) PREMANUFACTURED POLE LIGHT TYPE B, REF. SPEC & ELEC.
- (1) FREESTANDING ELECTRICAL OUTLET POST, REF. ELEC.
- (1) DRINKING FOUNTAIN, REF. SPEC
- CUSTOM PICNIC TABLE
- TABLE, REF. SPEC
- CHAIR, REF. SPEC

LANDSCAPE MATERIALS PLAN SOUTH
SRMKII
CKC IMPROVEMENTS

L1.2
79-12144-00
05.21.2014

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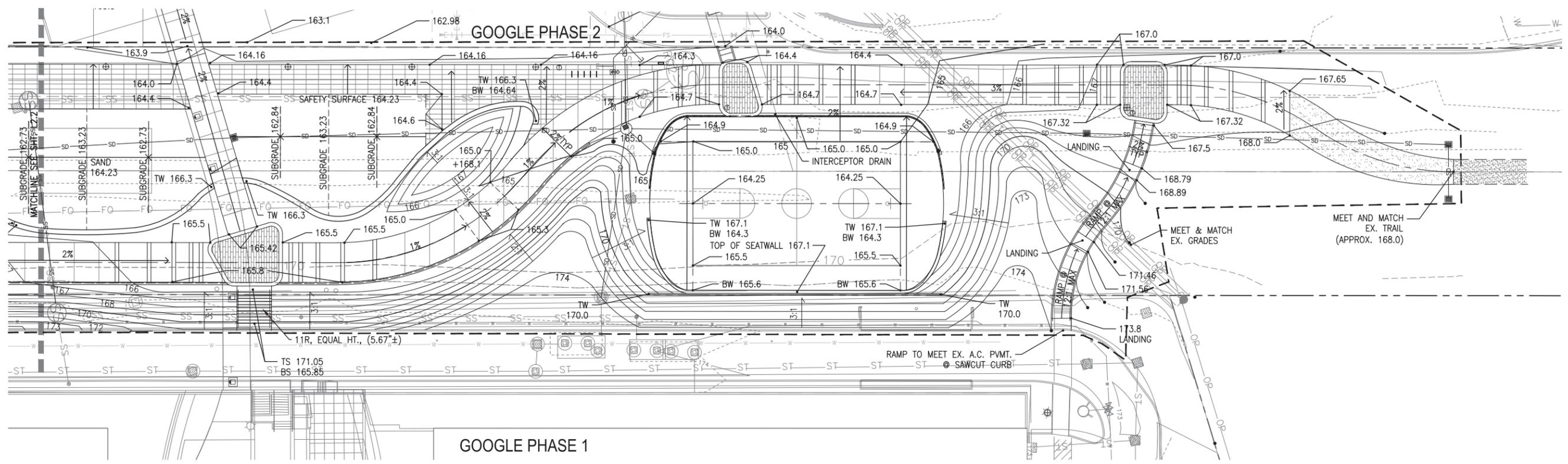
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LANDSCAPE GRADING PLAN NORTH
SRMKII
CKC IMPROVEMENTS

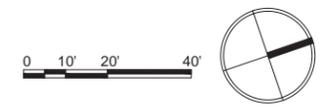
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1 LANDSCAPE GRADING PLAN NORTH
1" = 20'



GENERAL NOTES

- CALL KING COUNTY AT 206-477-5414 A MINIMUM OF 72 HOURS IN ADVANCE OF CONSTRUCTION WITHIN 50 FEET OF THE 72-INCH OR 84-INCH KING COUNTY WASTWATER/METRO SEWER LINE. A KING COUNTY MONITOR SHALL BE ON SITE AT ALL TIMES WHILE CONSTRUCTION IS TAKING PLACE OVER OR WITHIN 50 FEET OF THE SEWER LINE.
- ALL WORK OVER AND ADJACENT TO THE 72-INCH OR 84-INCH KING COUNTY WASTWATER/METRO SEWER LINE, INCLUDING EXCAVATION AND COMPACTION OF BACKFILL, SHALL BE PERFORMED WITH METHODS UTILIZING EQUIPMENT WHOSE WEIGHT AND PRESSURES SHALL BE LIMITED TO 3000 POUNDS AND 10 PSI RESPECTIVELY, WITHIN A HORIZONTAL DISTANCE FROM THE SPRINGLINE OF THE SEWER EQUAL TO THE DEPTH OF FILL.

LEGEND

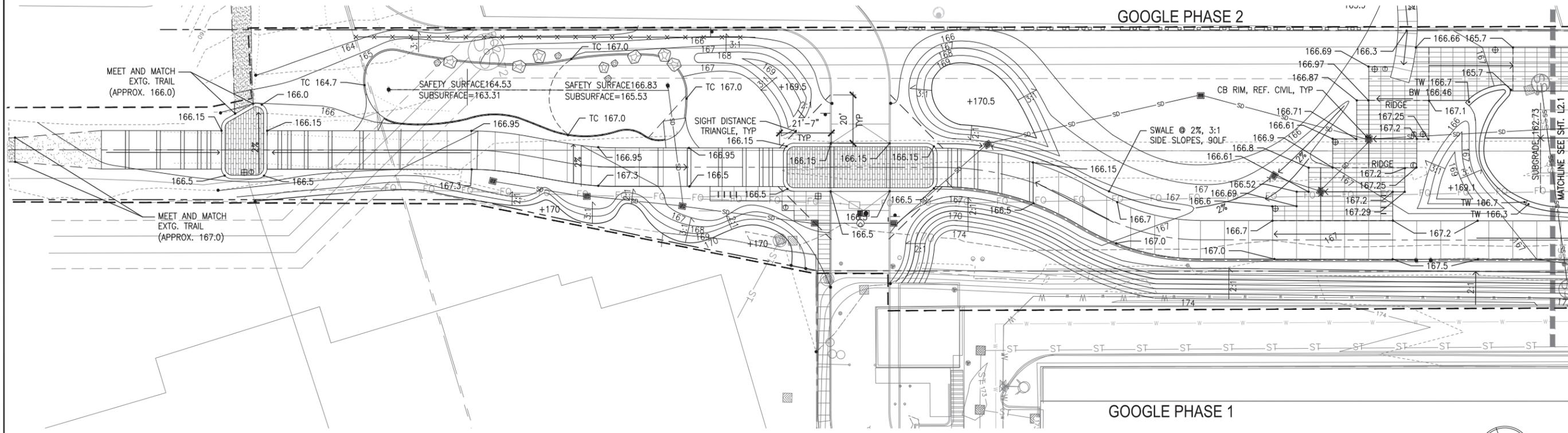
SYMBOL	DESCRIPTION
164.5	SPOT ELEVATION
BS	BOTTOM OF STAIR
TS	TOP OF STAIR
BW	BOTTOM OF WALL
TW	TOP OF WALL
BR	BOTTOM OF RAMP
TR	TOP OF RAMP
FFE	FINISH FLOOR ELEVATION
(Dashed line)	EXISTING CONTOUR
(Solid line)	PROPOSED CONTOUR
(Arrow)	DIRECTION OF FLOW



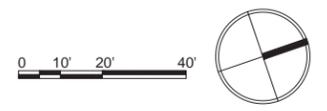
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EXPIRES ON 12/10/2015

REVISIONS

MARK	DESCRIP.	DATE
	GRADING	10/3/14
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1 LANDSCAPE GRADING PLAN SOUTH
1" = 20'



GENERAL NOTES

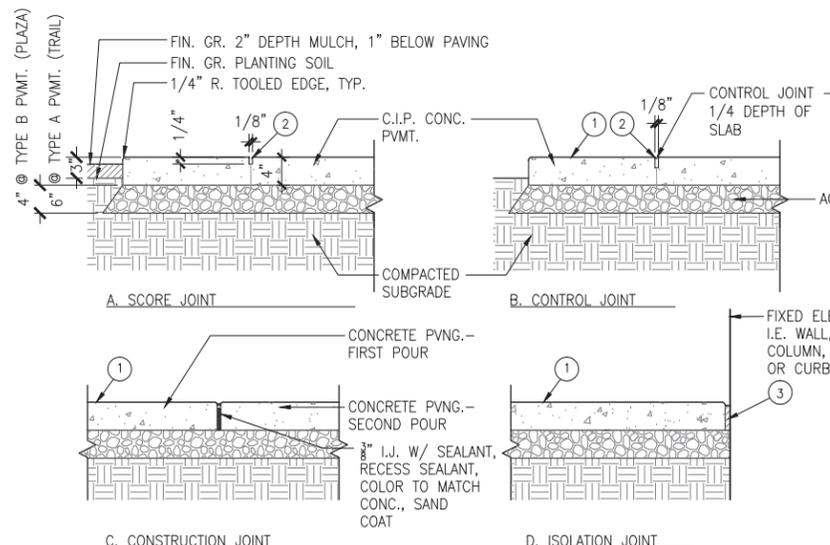
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2. ALL WORK OVER AND ADJACENT TO THE 72-INCH OR 84-INCH KING COUNTY WASTEWATER/METRO SEWER LINE, INCLUDING EXCAVATION AND COMPACTON OF BACKFILL, SHALL BE PERFORMED WITH METHODS UTILIZING EQUIPMENT WHOSE WEIGHT AND PRESSURES SHALL BE LIMITED TO 3000 POUNDS AND 10 PSI RESPECTIVELY, WITHIN A HORIZONTAL DISTANCE FROM THE SPRINGLINE OF THE SEWER EQUAL TO THE DEPTH OF FILL.

LEGEND

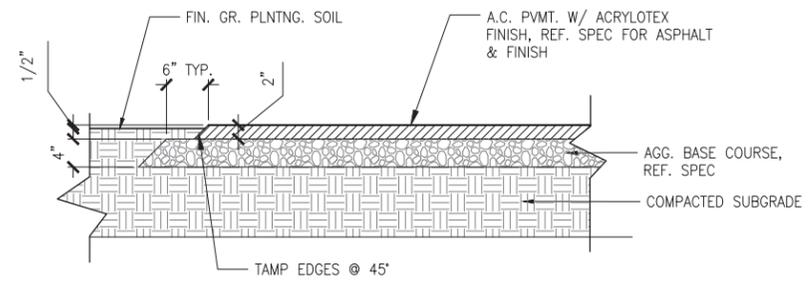
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BS	BOTTOM OF STAIR
TS	TOP OF STAIR
BW	BOTTOM OF WALL
TW	TOP OF WALL
BR	BOTTOM OF RAMP
TR	TOP OF RAMP
FFE	FINISH FLOOR ELEVATION
- - -	EXISTING CONTOUR
—	PROPOSED CONTOUR
→	DIRECTION OF FLOW



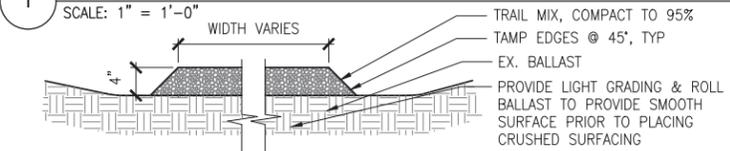
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- LEGEND**
- ① CONCRETE PVMT. W/ LT. BROOM FIN.
 - ② 1/8" SAWCUT JOINTS. NO SHINERS.
 - ③ 3/8" ISOLATION JOINT MATERIAL.



1 CONCRETE PAVEMENT TYPE A & TYPE B



SCALE: 1" = 1'-0" L3.1 DETAILS.DWG

TRAIL MIX, COMPACT TO 95%
TAMP EDGES @ 45°, TYP
EX. BALLAST
PROVIDE LIGHT GRADING & ROLL BALLAST TO PROVIDE SMOOTH SURFACE PRIOR TO PLACING CRUSHED SURFACING

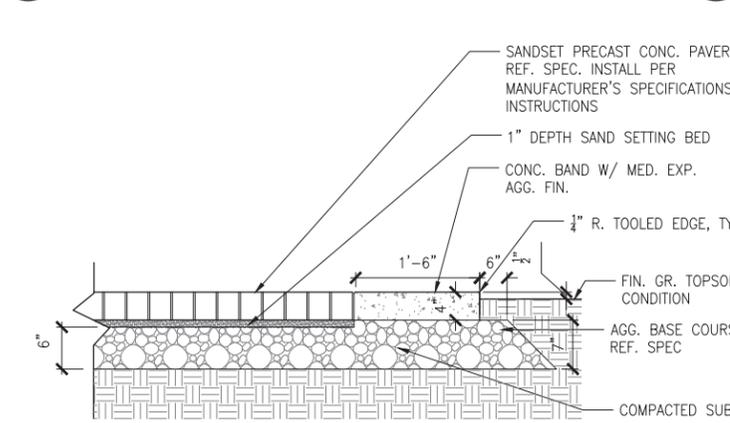
TRAIL MIX - SHALL BE MANUFACTURED FROM 100% LEDGER ROCK, SHALL BE UNIFORM IN QUALITY & SUBSTANTIALLY FREE FROM WOOD, ROOTS, BARK & OTHER EXTRANEOUS MATERIALS & SHALL MEET THE FOLLOWING REQUIREMENTS:

SIEVE	SPECIFICATION
#8	100-100
#4	85-100
#10	40-65
#16	30-75
#30	15-40
#200	5-15
%FRACTURE	100%

THE MATERIAL FROM WHICH BALLAST IS TO BE MANUFACTURED SHALL MEET THE FOLLOWING TEST REQUIREMENTS:
LOS ANGELES WEAR, 500 REV 25 PERCENT MAX.
DEGRADATION FACTOR 15 MIN.

THE PORTION OF CRUSHED SURFACING RETAINED ON A NO. 4 SIEVE SHALL NOT CONTAIN MORE THAN 0.15 PERCENT WOOD WASTE. FOR APPROVAL OF SOURCE THE CONTRACTOR SHALL SUPPLY ONE SAMPLE OF MATERIAL & TEST REPORTS TO SHOW THE PRODUCT MEETS THE ABOVE REQUIREMENTS.

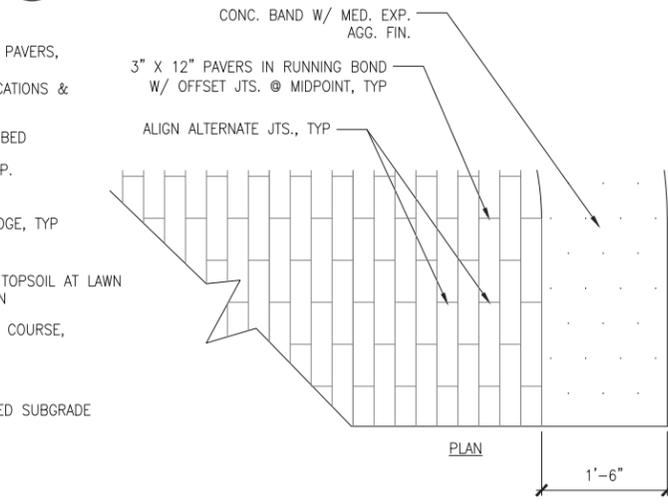
5 GRAVEL PAVING



9 PRECAST CONC. UNIT PAVERS W/ EXP. AGG. CONC. BAND

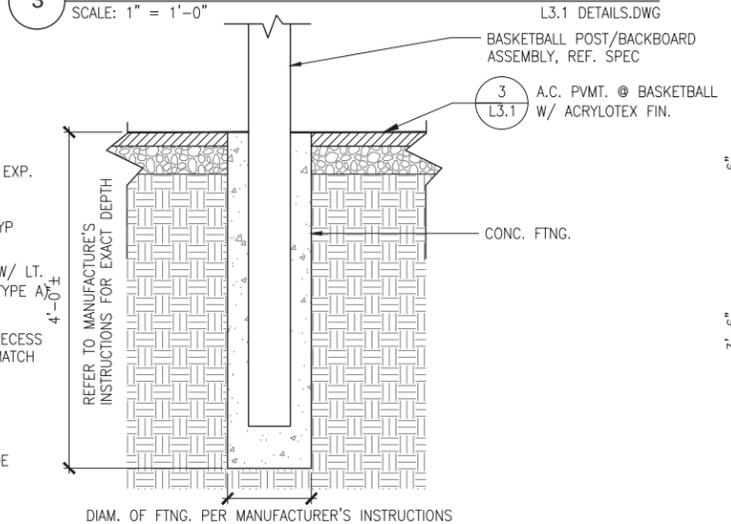
SCALE: 1" = 1'-0" L3.1 DETAILS.DWG

6 EXP. AGG. CONC. BAND & CONC. PVNG. (@ TRAIL)

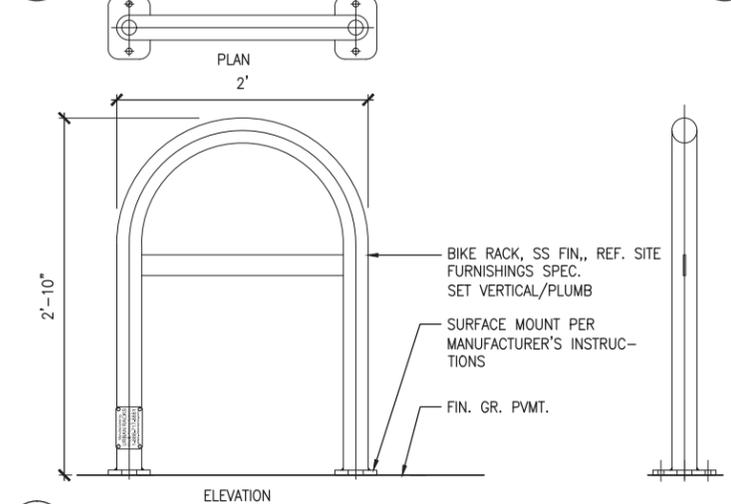


SCALE: 1" = 1'-0" L3.1 DETAILS.DWG

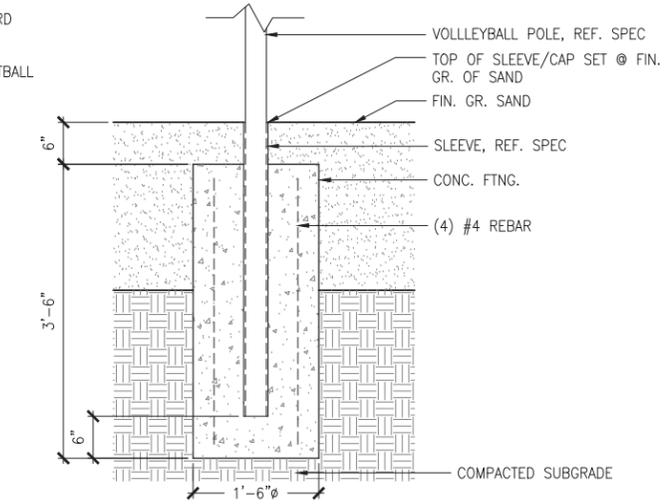
3 A.C. PVMT. AT BASKETBALL



7 BASKETBALL POST FTNG.



SCALE: 1 1/2" = 1'-0" L3.1 DETAILS.DWG

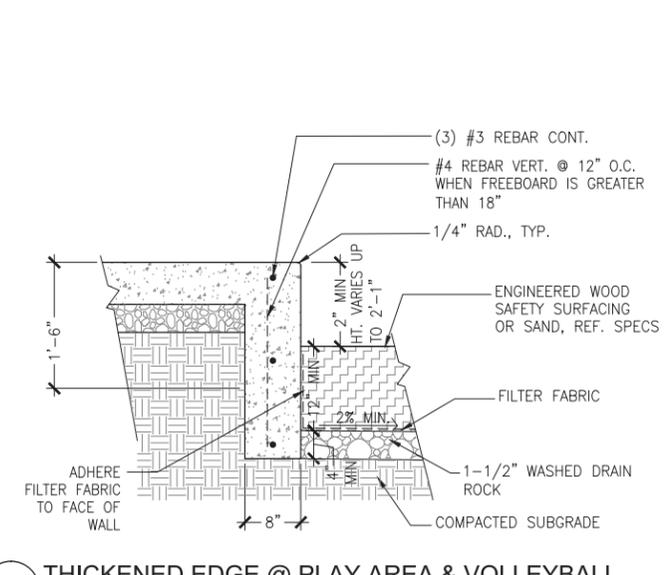
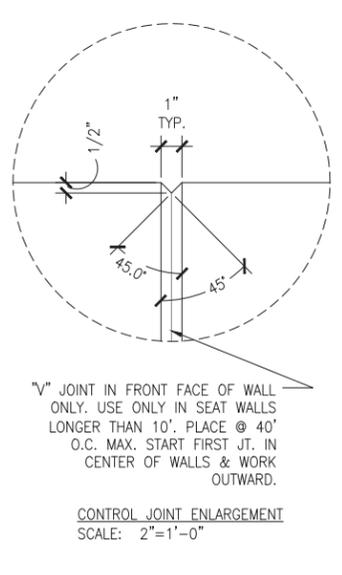
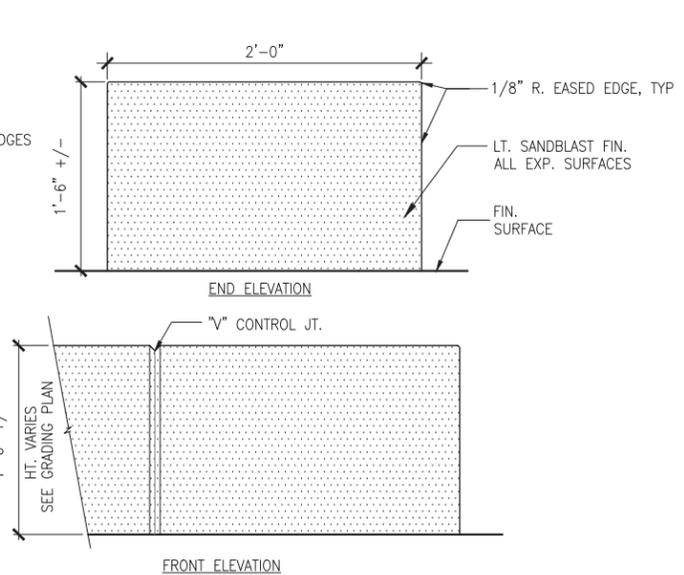
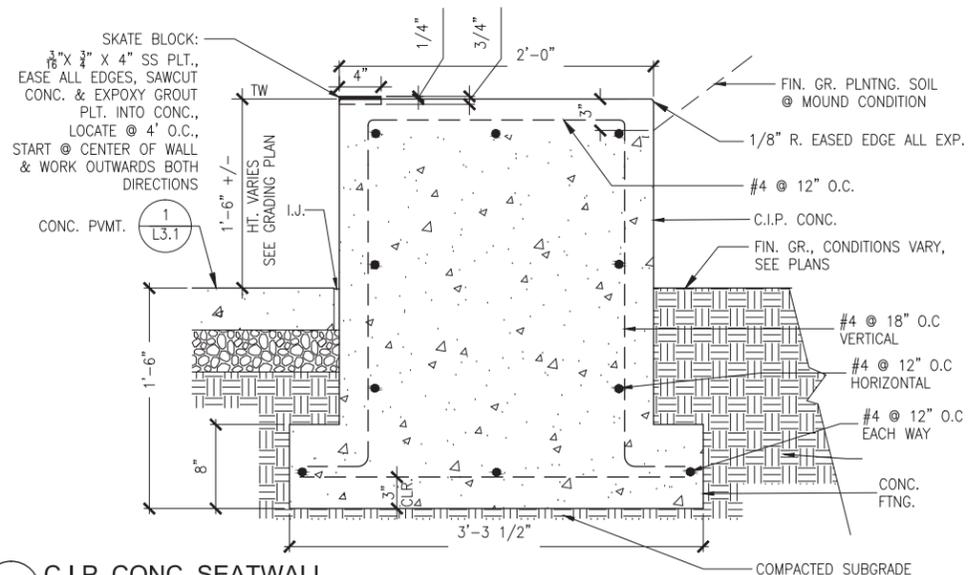


8 VOLLEYBALL POLE FTNG

SCALE: 1" = 1'-0" L3.1 DETAILS.DWG

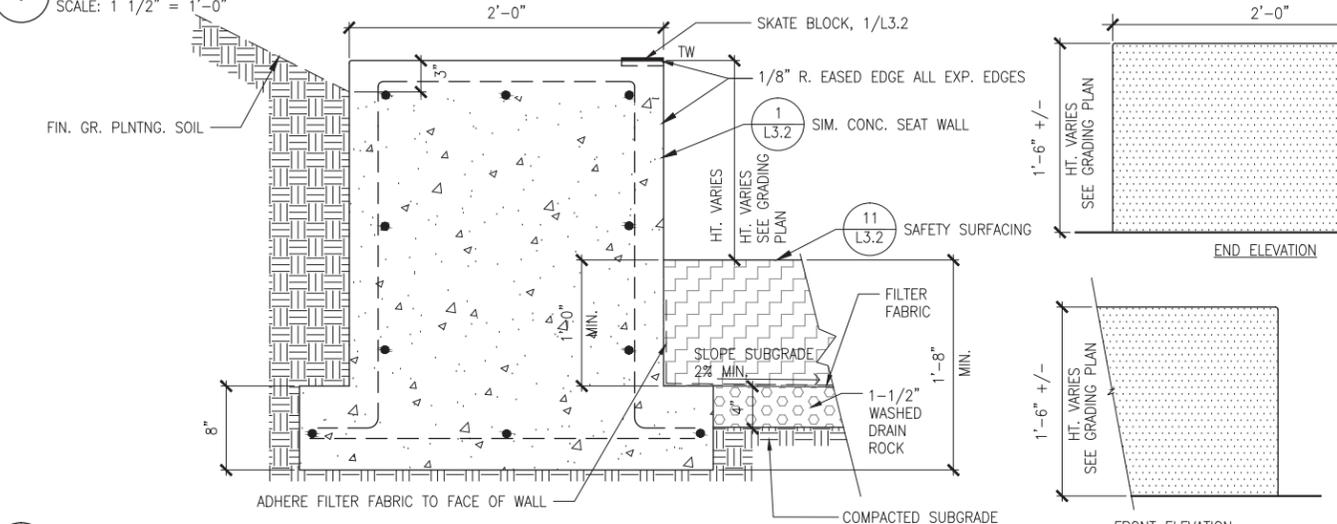


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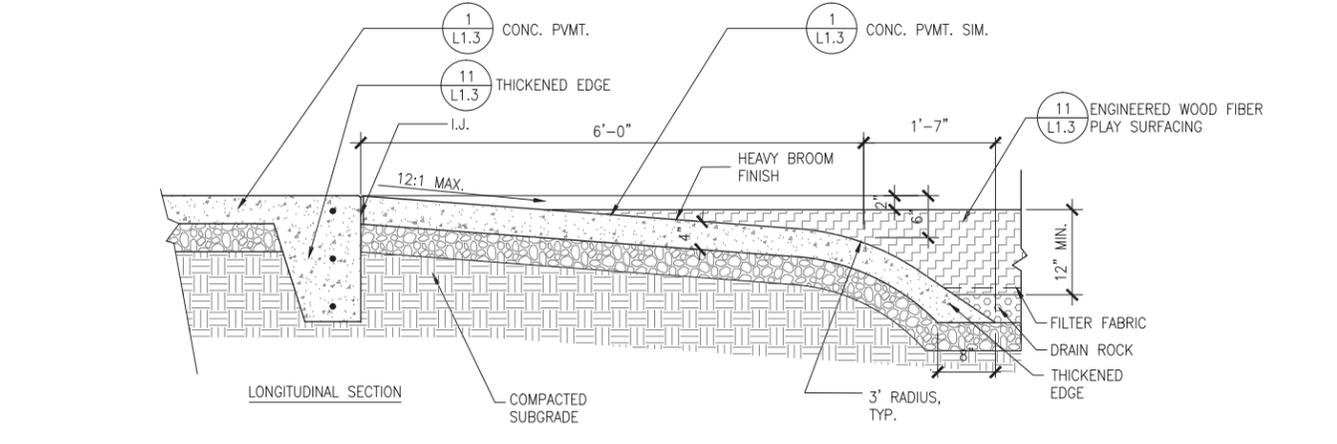
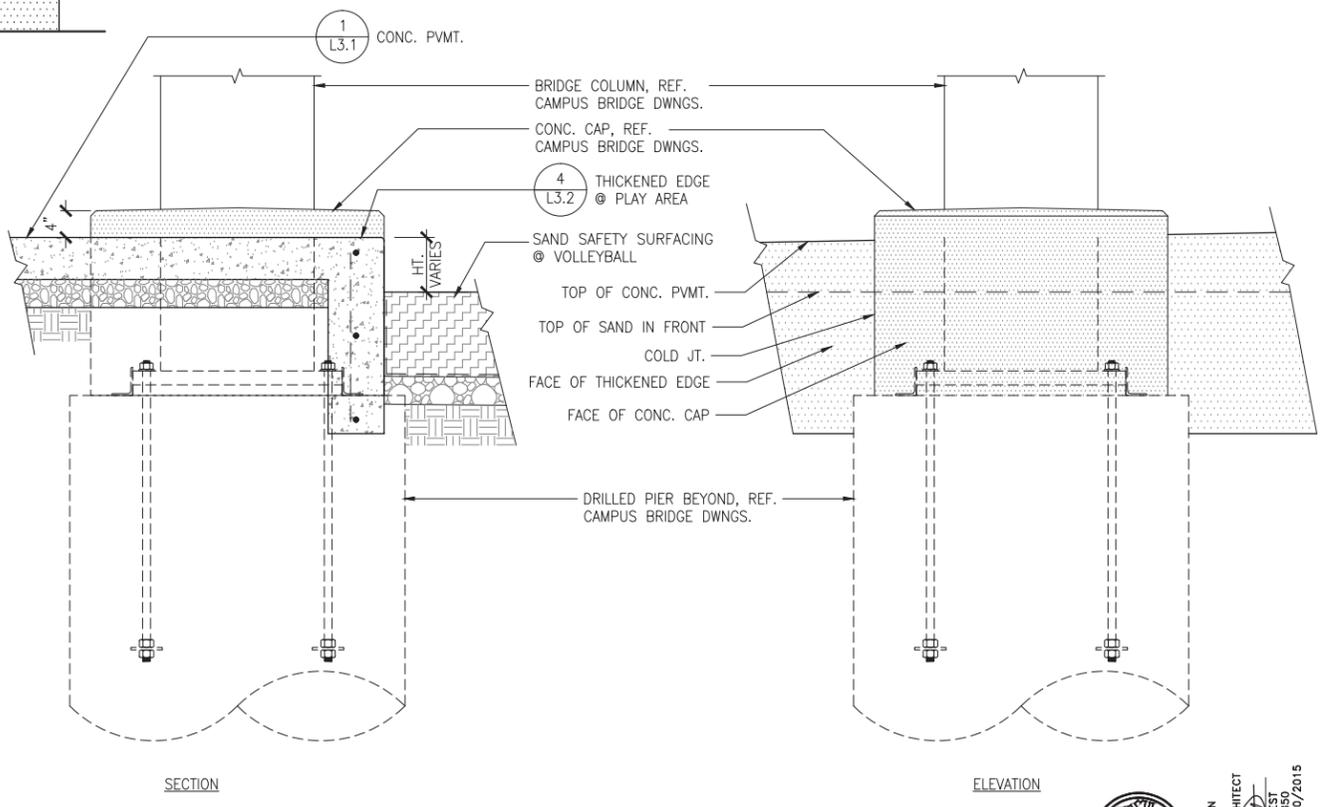


1 C.I.P. CONC. SEATWALL
 SCALE: 1 1/2" = 1'-0"

4 THICKENED EDGE @ PLAY AREA & VOLLEYBALL
 SCALE: 1" = 1'-0"



5 C.I.P. CONC. SEATWALL @ PLAY AREA
 SCALE: 1 1/2" = 1'-0"



9 RAMP @ PLAY AREA
 SCALE: 1" = 1'-0"

11 THICKENED EDGE @ BRIDGE COLUMN
 SCALE: 1" = 1'-0"

LSM GRADING
 PERMIT SUBMITTAL

REVISIONS
 MARK DESCRIP. DATE

LANDSCAPE DETAILS
 SRMKII
 CKC IMPROVEMENTS

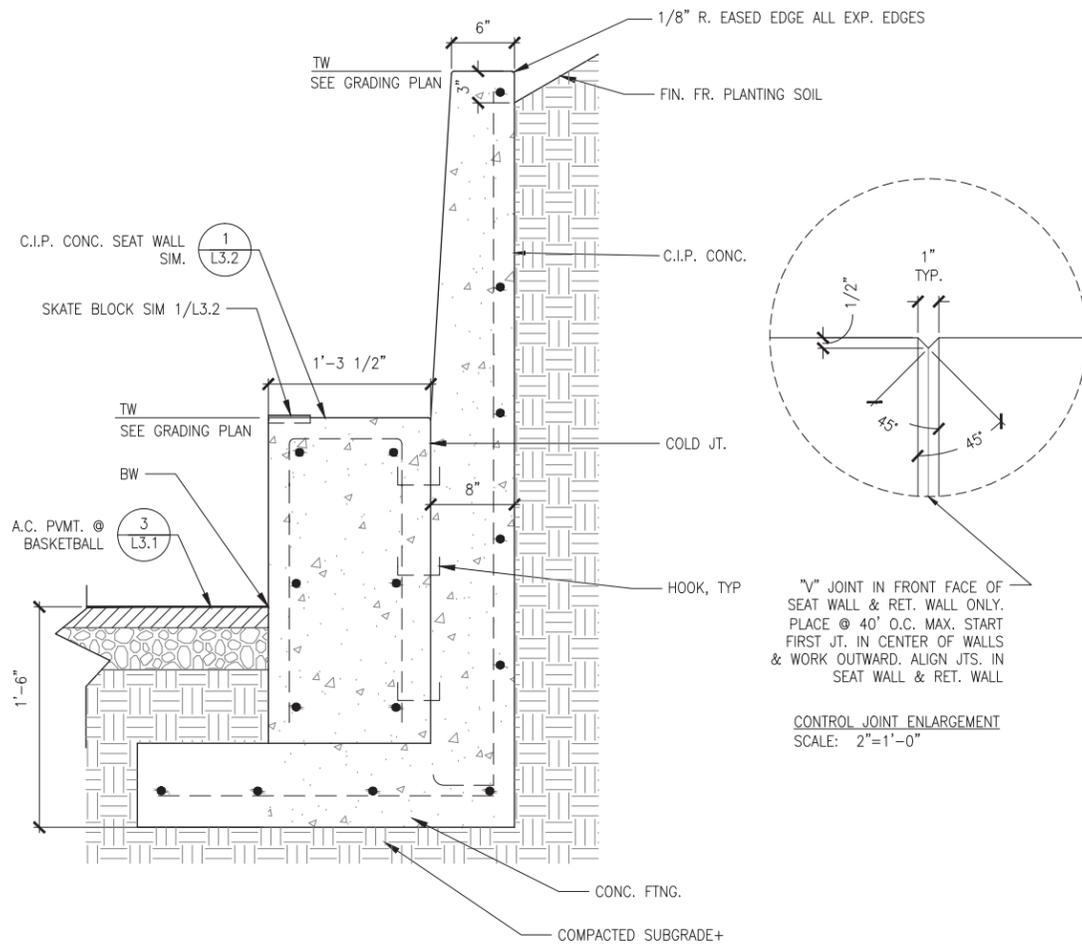
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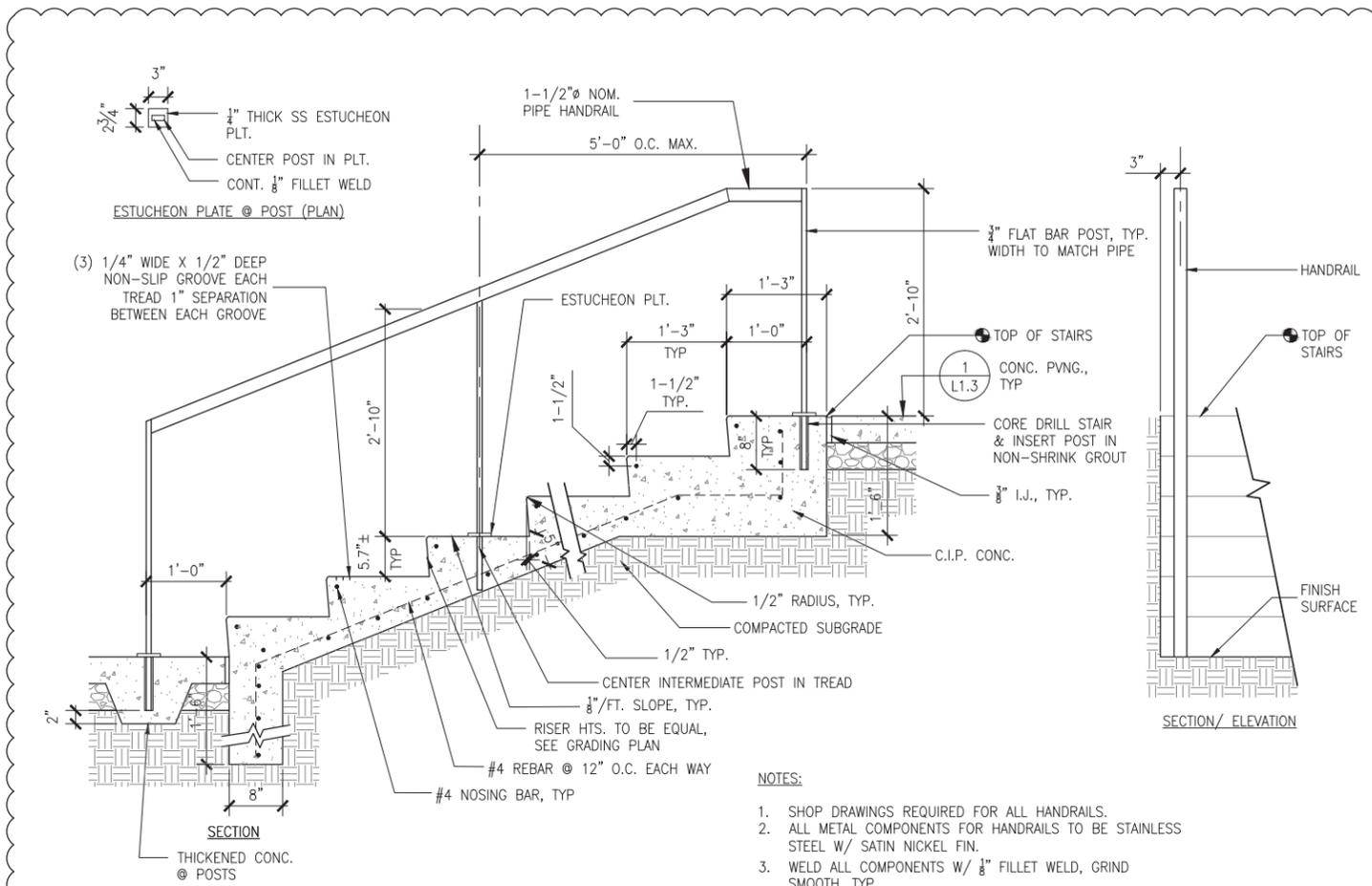
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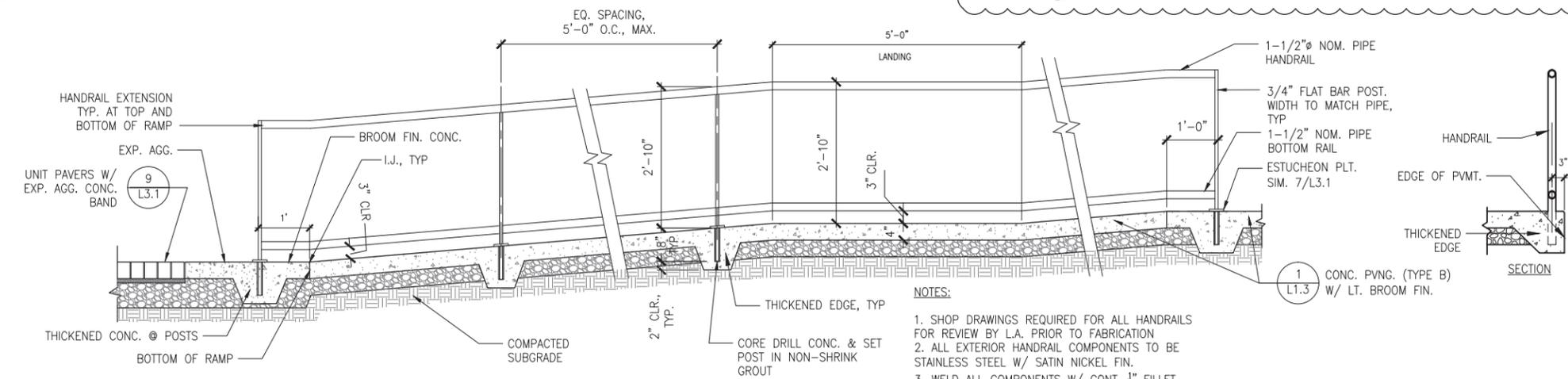
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5 C.I.P. CONC. SEATWALL/RETAINING WALL
SCALE: 1 1/2" = 1'-0"



7 C.I.P. CONC. STAIRS & HANDRAIL
SCALE: 1" = 1'-0"



9 RAMP W/ HANDRAILS
SCALE: 3/4" = 1'-0"

LSM GRADING
PERMIT SUBMITTAL

REVISIONS

MARK	DESCRIP.	DATE
1	GRADING	10/3/14
2	PERMIT	
3	REVISIONS	

LANDSCAPE DETAILS
SRMKII
CKC IMPROVEMENTS

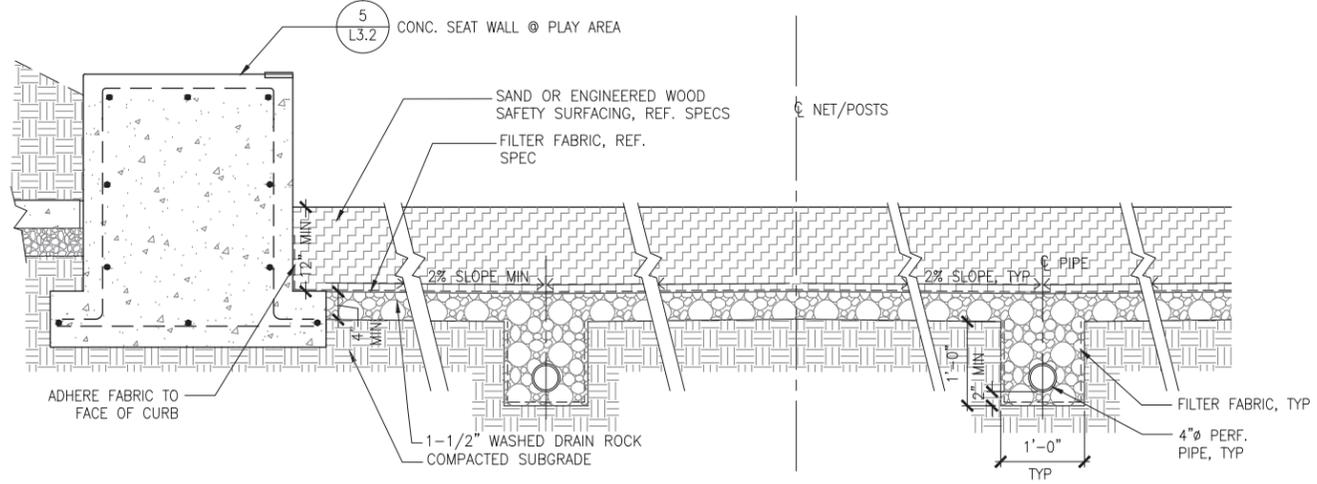
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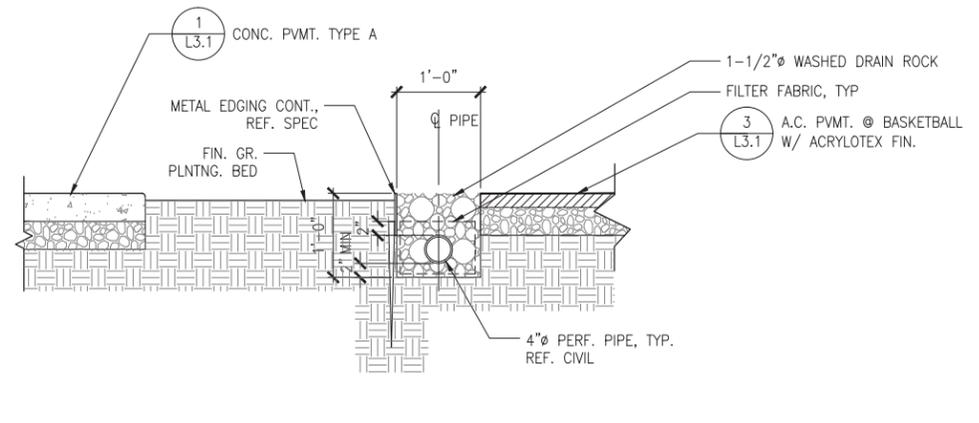
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1 SUB-DRAINAGE @ VOLLEYBALL & PLAY AREA
SCALE: 1" = 1'-0"
STS_CURB8

L3.1 DETAILS.DWG



3 INTERCEPTOR DRAIN
SCALE: 1" = 1'-0"

L3.1 DETAILS.DWG

5

6



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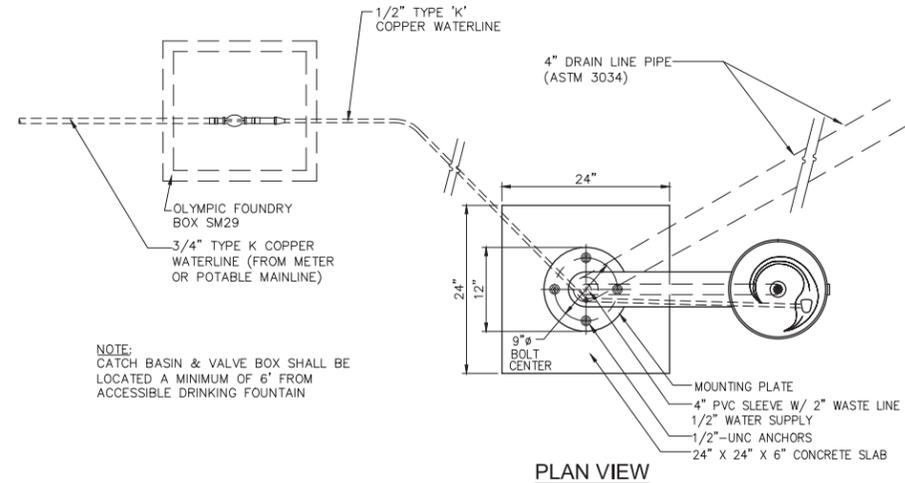
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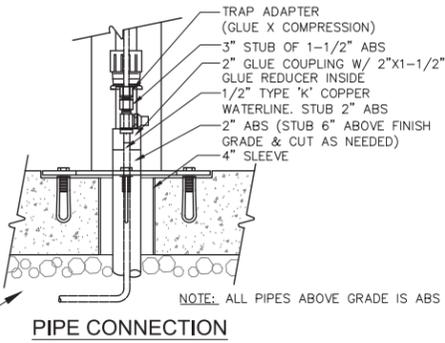
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NOTE:
CATCH BASIN & VALVE BOX SHALL BE
LOCATED A MINIMUM OF 6' FROM
ACCESSIBLE DRINKING FOUNTAIN

PLAN VIEW

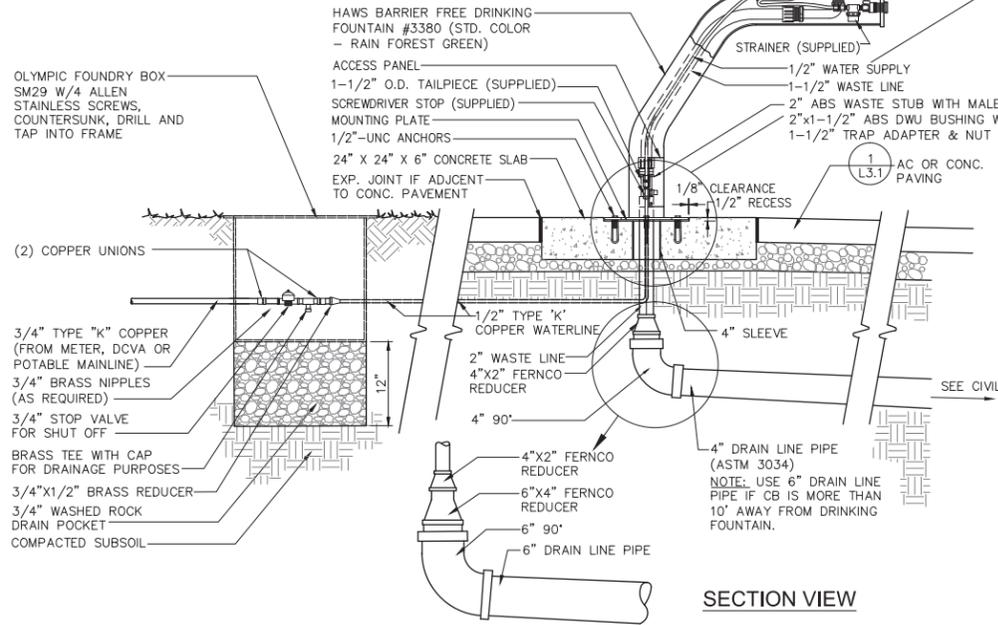


NOTE: ALL PIPES ABOVE GRADE IS ABS

PIPE CONNECTION

ATTENTION INSTALLER:
DURING INSTALLATION OF THIS FOUNTAIN, MAKE
SURE SUPPLY LINE AND LINE FROM VALVE TO
BUBBLER DOES NOT KINK. ALLOW EXTRA SLACK
FOR FRONT PLATE REMOVAL AND VALVE ACCESS.

ALLOW 8\"/>



SECTION VIEW

1 DRINKING FOUNTAIN
SCALE: 1" = 1'-0"

L3.1 DETAILS.DWG

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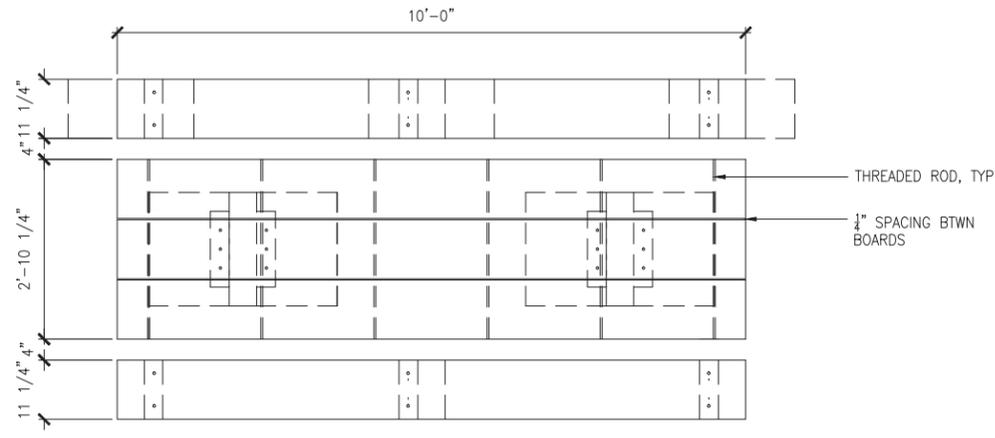
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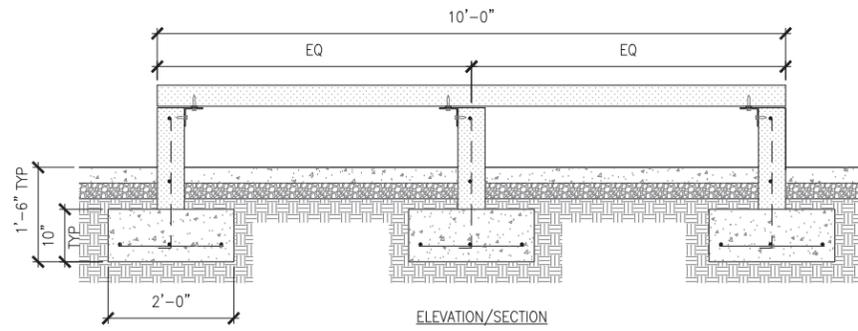
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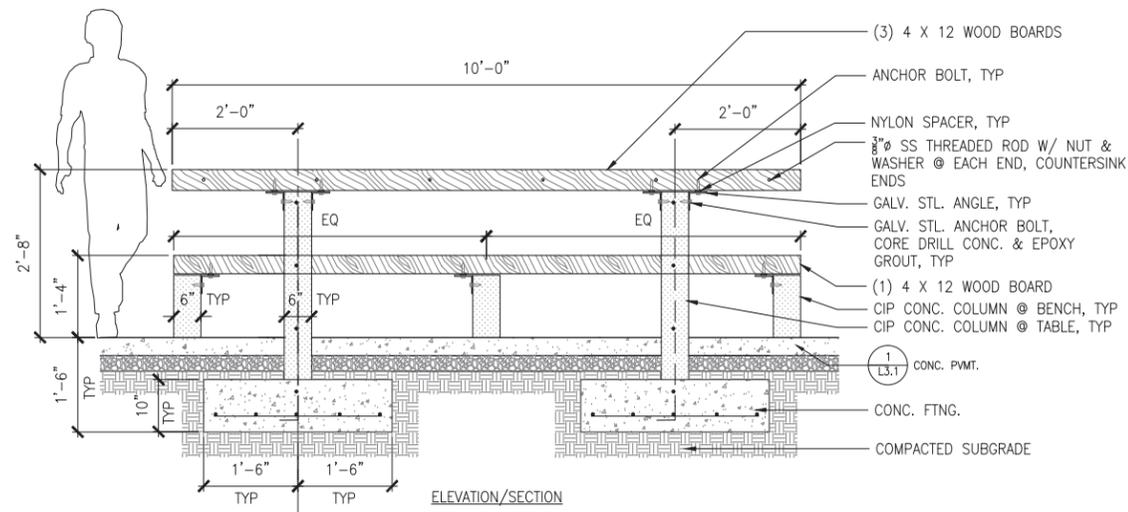
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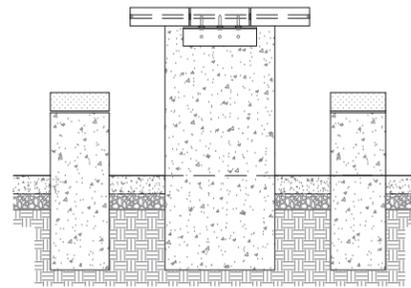
PLAN



ELEVATION/SECTION



ELEVATION/SECTION



END ELEVATION

1 PICNIC TABLE
SCALE: 3/4" = 1'-0"

THREADED ROD, TYP
1/4" SPACING BTWN
BOARDS

(3) 4 X 12 WOOD BOARDS
ANCHOR BOLT, TYP
NYLON SPACER, TYP
3/8" SS THREADED ROD W/ NUT & WASHER @ EACH END, COUNTERSINK ENDS
GALV. STL. ANGLE, TYP
GALV. STL. ANCHOR BOLT, CORE DRILL CONC. & EPOXY GROUT, TYP
(1) 4 X 12 WOOD BOARD
CIP CONC. COLUMN @ BENCH, TYP
CIP CONC. COLUMN @ TABLE, TYP
1 CONC. PVMT.
L3.1
CONC. FTNG.
COMPACTED SUBGRADE

L3.1 DETAILS.DWG



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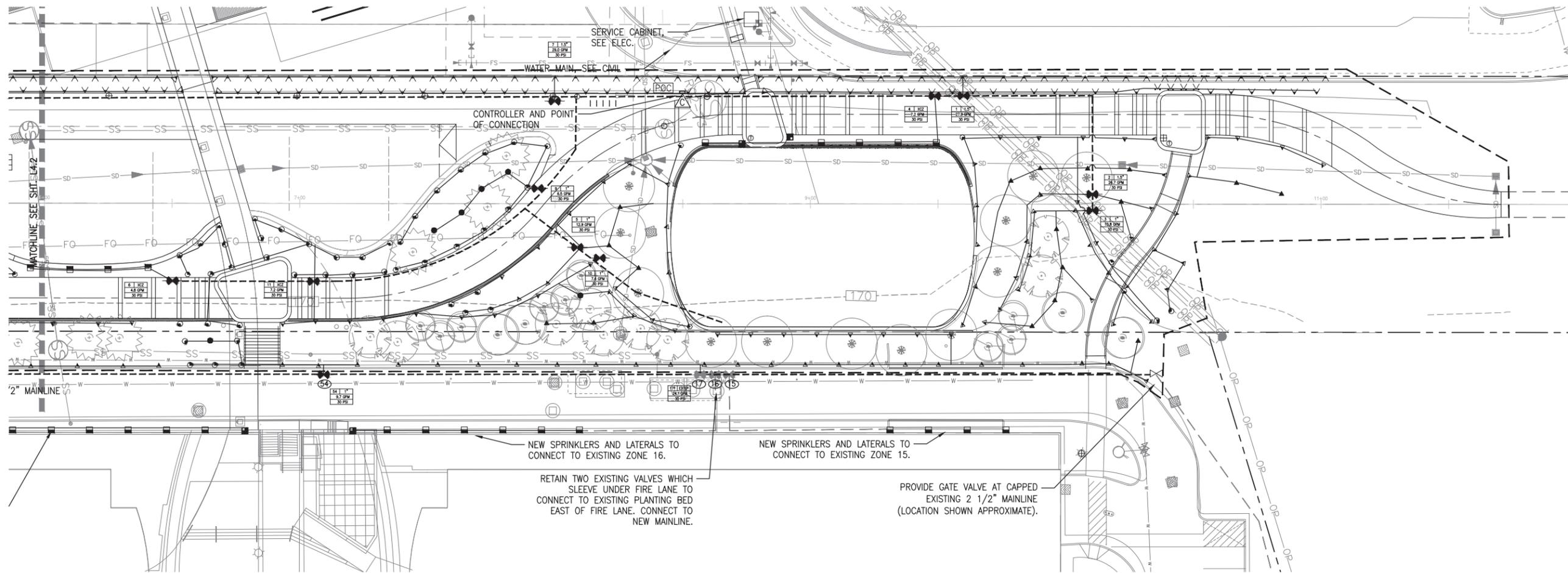
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LANDSCAPE DETAILS
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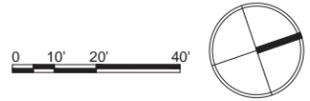
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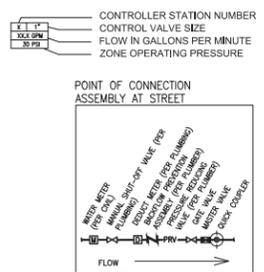
1 IRRIGATION PLAN NORTH
1" = 20'



IRRIGATION EQUIPMENT LEGEND

SYMBOL	DESCRIPTION
Q T H T F	SPRAY SPRINKLERS (ALL AT 30 PSI)
⊙	RAINBRD 1812-PRS-5Q, 5H, 5F
⊙	RAINBRD 1812-PRS-8Q, 8H, 8F
⊙	RAINBRD 1812-PRS-10Q, 10H, 10F
⊙	RAINBRD 1812-PRS-12Q, 12H, 12F
⊙	RAINBRD 1812-PRS-15Q, 15H, 15TQ, 15F
⊙	RAINBRD 1812-PRS-SST
⊙	RAINBRD 1812-PRS-ESTC1
90-210, 210-270, 360	MULTI-STREAM ROTOR SPRINKLERS (ALL AT 30 PSI): RAINBRD POP-UP BODY WITH HUNTER MP ROTATOR NOZZLE
●	RAINBRD 1804-PRS-MP1000-90 (MAROON), 210 (LT. BLUE), 360 (OLIVE)
▲	RAINBRD 1804-PRS-MP2000-90 (BLACK), 210 (GREEN, 210-270), 360 (RED)
■	RAINBRD 1804-PRS-MP3000-90 (BLUE, 90-210)
90	RAINBRD 1804-SAM-PRS-MPCORNER (TURQUOISE)
⊙	RAINBRD 1401 STREAM BUBBLER
⊙	EXISTING VALVE PER SURVEY: FIELD VERIFY
⊙	REMOTE CONTROL VALVE - RAINBRD PEB - SIZE PER PLAN
⊙	XCZ-100PEB-COM FOR ZONES UNDER 10 GPM
⊙	POINT OF CONNECTION
⊙	QUICK COUPLER - RAINBRD 44LRC, SUPPLY HOSE KEY AND SWIVEL
⊙	GATE VALVE - NIBCO T-113, BRASS, LINE SIZE
---	MAINLINE - PVC SCH 40, SIZE 2 1/2", PROVIDE 18" COVER.
---	EXISTING PIPE TO RECONNECT TO NEW SYSTEM, LOCATION SHOWN APPROXIMATE, VERIFY PRIOR TO ROUTING.
---	LATERAL LINE - PVC CLASS 200, SIZE PER PLAN, 12" COVER.
---	SLEEVE - PVC SCH 40, SIZE = 2 x LINE SIZE, 2" MIN. ALLOW FOR PIPING AND RELATED COUPLINGS TO EASILY SLIDE THROUGH SLEEVE. EXTEND SLEEVES 18" BEYOND PAVING.
⊙	CONTROLLER - RAINBRD LXME 8 TO 48 STATION CONTROLLER IN FREESTANDING METAL PEDESTAL (LSMMPED)

zone	type	GPM
1	SHRUB	27.9
2	TURF	26.7
3	SHRUB	10.8
4	SHRUB	7.2
5	TURF	12.9
6	SHRUB	4.8
7	SHRUB	29.0
8	SHRUB	8.2
9	TURF	6.5
10	SHRUB	7.6
11	SHRUB	7.2
12	SHRUB	7.8
13	SHRUB	12.3
14	TURF	25.3
15	TURF	24.1
16	SHRUB	10.5
17	SHRUB	20.0
18	SHRUB	18.4
19	TURF	3.3
20	SHRUB	19.0
21	TURF	11.4
0	TOTAL	300.9



IRRIGATION NOTES

- ALL PROPOSED PLANTING AREAS WILL BE WATERED WITH A COMPLETE IN-GROUND AUTOMATIC IRRIGATION SYSTEM AS SHOWN.
- IRRIGATION SYSTEM IS BASED ON THE MINIMUM OPERATING PRESSURE OF THE SPRINKLERS AND THE MAXIMUM FLOW DEMAND OF 50 GPM FOR STATIONS PROPOSED. THE ESTIMATED STATIC PRESSURE FOR THE POINT OF CONNECTION IS APPROXIMATELY 80 PSI. THE CONTRACTOR SHALL VERIFY POINT OF CONNECTION LOCATION AND WATER PRESSURE PRIOR TO CONSTRUCTION.
- LOCATION OF POINT OF CONNECTION, MAINLINE AND SLEEVES AS SHOWN ARE SCHEMATIC. LOCATE MAINLINE AND VALVES AS APPROPRIATE TO THE INSTRUCTIONS CONTAINED IN THE SPECIFICATIONS. AVOID ANY CONFLICTS BETWEEN THE SPRINKLER SYSTEM AND PLANTING, UTILITIES, PAVEMENTS AND ARCHITECTURAL FEATURES.
- DO NOT WILLFULLY DESIGN AND INSTALL THE SPRINKLER SYSTEM WHERE IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES, OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.
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- INSTALL BACKFLOW PREVENTION DEVICE AS REQUIRED BY LOCAL CODES AND HEALTH DEPARTMENT REQUIREMENTS. REFER TO PLUMBING PLANS.
- IN ADDITION TO THE PIPE SLEEVES SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF CONTROL WIRE SLEEVES OF SUFFICIENT SIZE UNDER ALL PAVED AREAS AND TO CLOCK LOCATION AT INTERIOR OF BUILDING.
- ROUTE COMMON AND CONTROL WIRE FROM THE CONTROLLER TO CONTROL VALVES, CONNECT TO MAINLINE, EXCEPT AT SLEEVES, PROVIDE ONE SPARE WIRE FROM THE CONTROLLER TO THE FARTHEST VALVE ON THE SITE AND AT THE ENDS OF THE MAINLINE RUNS.
- COORDINATE RAIN SENSOR LOCATION WITH ARCHITECT. PROVIDE HARD-WIRED RAIN SENSOR IN CONDUIT TO SITE IRRIGATION CONTROLLER LOCATION PER MANUFACTURER'S RECOMMENDATION.
- ANY DAMAGED CONCRETE OR OTHER PAVING SHALL BE REPLACED TO MATCH EXISTING AS PART OF THE CONTRACT COST.
- THE IRRIGATION SYSTEM IS DESIGNED TO BE WINTERIZED THROUGH THE QUICK COUPLER AT THE POINT OF CONNECTION. COMPRESSED AIR CAN ALSO BE USED THROUGH THE QUICK COUPLER VALVE AT THE POINT OF CONNECTION FOR BLOW-OUT.



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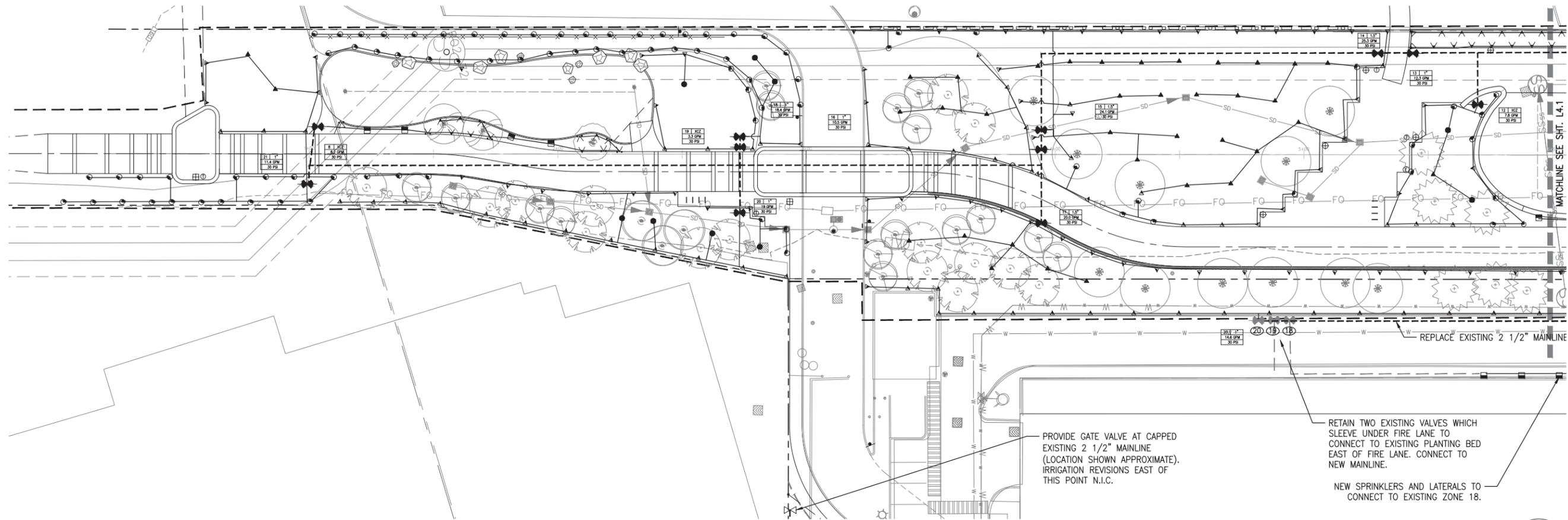
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IRRIGATION PLAN NORTH
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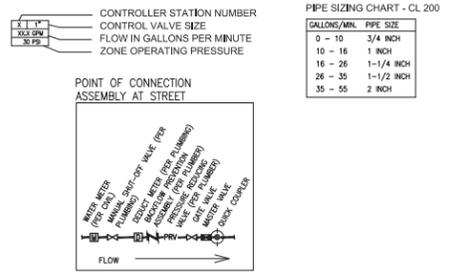
1 IRRIGATION PLAN SOUTH
1" = 20'

IRRIGATION EQUIPMENT LEGEND

SYMBOL	DESCRIPTION
SPRAY SPRINKLERS (ALL AT 30 PSI)	
Q	RAINBRD 1812-PRS-SQ, 5H, 5F
T	RAINBRD 1812-PRS-SQ, 8H, 8F
H	RAINBRD 1812-PRS-10Q, 10H, 10F
I	RAINBRD 1812-PRS-12Q, 12H, 12F
F	RAINBRD 1812-PRS-15Q, 15H, 15TQ, 15F
RAINBRD 1812-PRS-SST	
	RAINBRD 1812-PRS-ESTC1
MULTI-STREAM ROTOR SPRINKLERS (ALL AT 30 PSI)	
90-210, 210-270, 360	RAINBRD POP-UP BODY WITH HUNTER MP ROTATOR NOZZLE
●	RAINBRD 1804-PRS-MP1000-90 (MAROON), 210 (LT. BLUE), 360 (OLIVE)
▲	RAINBRD 1804-PRS-MP2000-90 (BLACK), 210 (GREEN, 210-270), 360 (RED)
■	RAINBRD 1804-PRS-MP3000-90 (BLUE, 90-210)
90	RAINBRD 1804-SAM-PRS-MPCORNER (TURQUOISE)
RAINBRD 1401 STREAM BUBBLER	
●	EXISTING VALVE PER SURVEY: FIELD VERIFY
▲	REMOTE CONTROL VALVE - RAINBIRD PEB - SIZE PER PLAN
□	XCZ-100PEB-COM FOR ZONES UNDER 10 GPM
POC	POINT OF CONNECTION
⊗	QUICK COUPLER - RAINBIRD 44LRC, SUPPLY HOSE KEY AND SWIVEL
⊕	GATE VALVE - NIBCO T-113, BRASS, LINE SIZE
---	MAINLINE - PVC SCH 40, SIZE 2 1/2", PROVIDE 18" COVER.
---	EXISTING PIPE TO RECONNECT TO NEW SYSTEM, LOCATION SHOWN APPROXIMATE, VERIFY PRIOR TO ROUTING.
---	LATERAL LINE - PVC CLASS 200, SIZE PER PLAN, 12" COVER.
---	SLEEVE - PVC SCH 40, SIZE = 2 x LINE SIZE, 2" MIN. ALLOW FOR PIPING AND RELATED COUPLINGS TO EASILY SLIDE THROUGH SLEEVE. EXTEND SLEEVES 18" BEYOND PAVING.
△	CONTROLLER - RAINBIRD LXME 8 TO 48 STATION CONTROLLER IN FREESTANDING METAL PEDESTAL (LSMMIPED)

ROW IRRIGATION ZONES

zone	type	GPM
1	SHRUB	27.9
2	TURF	26.7
3	SHRUB	8.2
4	SHRUB	7.2
5	TURF	12.9
6	SHRUB	4.8
7	SHRUB	29.0
8	SHRUB	8.2
9	TURF	6.5
10	SHRUB	7.6
11	SHRUB	7.2
12	SHRUB	7.8
13	SHRUB	12.3
14	TURF	25.3
15	TURF	24.1
16	SHRUB	10.5
17	SHRUB	20.0
18	SHRUB	18.4
19	TURF	3.3
20	SHRUB	19.0
21	TURF	11.4
0	TOTAL	300.9



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PROVIDE GATE VALVE AT CAPPED EXISTING 2 1/2" MAINLINE (LOCATION SHOWN APPROXIMATE). IRRIGATION REVISIONS EAST OF THIS POINT N.I.C.

REPLACE EXISTING 2 1/2" MAINLINE

RETAIN TWO EXISTING VALVES WHICH SLEEVE UNDER FIRE LANE TO CONNECT TO EXISTING PLANTING BED EAST OF FIRE LANE. CONNECT TO NEW MAINLINE.

NEW SPRINKLERS AND LATERALS TO CONNECT TO EXISTING ZONE 18.



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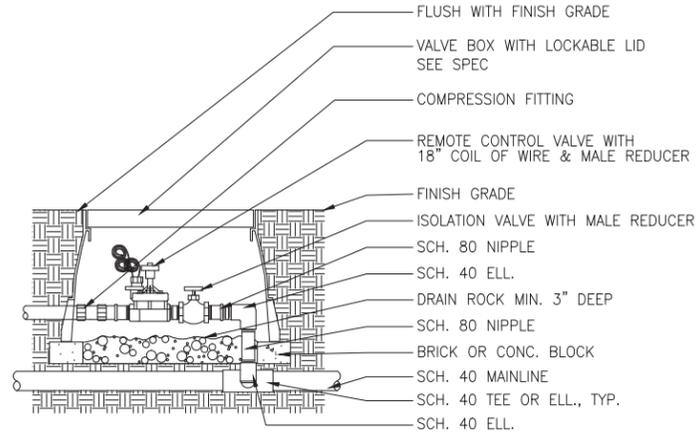
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IRRIGATION PLAN SOUTH
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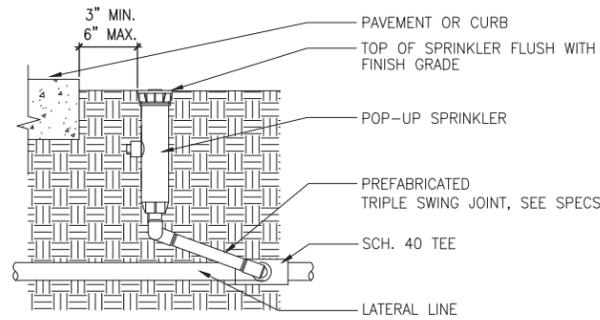


NOTES:
 1- THE ISOLATION VALVE TO BE THE SAME SIZE AS THE MAINLINE. PVC PIPE & FITTINGS DOWNSTREAM OF ISOLATION VALVE SAME SIZE AS REMOTE CONTROL VALVE.

2- ASSEMBLY AT INTERIOR VALVE MANIFOLD TO BE SIMILAR CONFIGURATION WITHOUT VALVE BOX, SUPPORT BRICKS, AND DRAIN ROCK. MOUNT TO WALL PER MANUFACTURER'S RECOMMENDATION

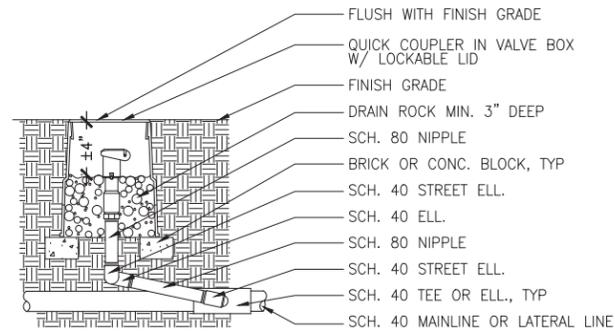
1 REMOTE CONTROL VALVE
 SCALE: 1" = 1'-0"

L4.3 IRRIG DETAILS.DWG



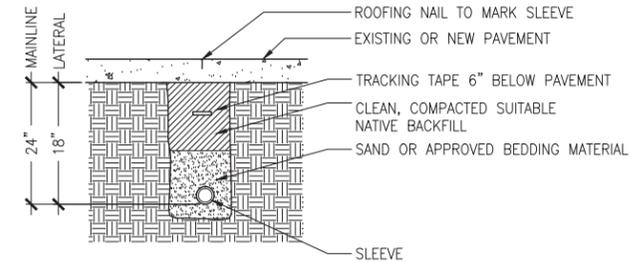
2 POP-UP SPRINKLER
 SCALE: 1" = 1'-0"

L4.3 IRRIG DETAILS.DWG



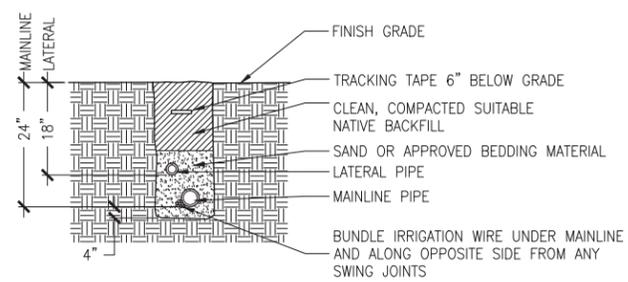
3 QUICK COUPLER
 SCALE: 1" = 1'-0"

L4.3 IRRIG DETAILS.DWG



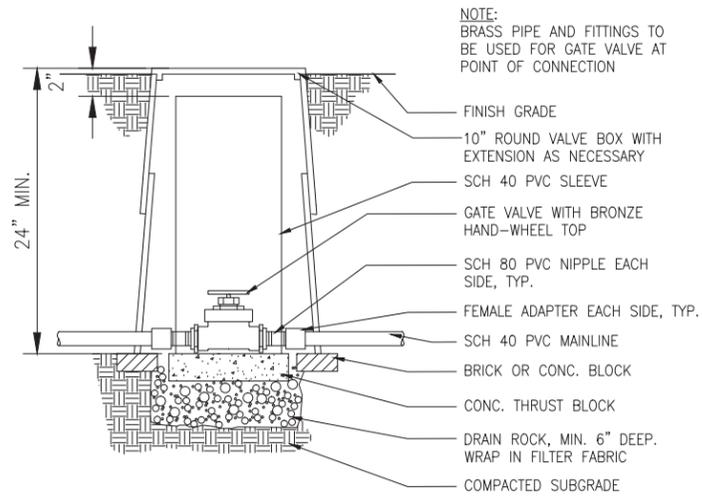
4 IRRIGATION SLEEVE
 SCALE: 1" = 1'-0"

L4.3 IRRIG DETAILS.DWG



5 IRRIGATION TRENCH
 SCALE: 1" = 1'-0"

L4.3 IRRIG DETAILS.DWG



NOTE:
 BRASS PIPE AND FITTINGS TO BE USED FOR GATE VALVE AT POINT OF CONNECTION

6 GATE VALVE
 SCALE: 1" = 1'-0"

L4.3 IRRIG DETAILS.DWG



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STATE OF WASHINGTON
 LICENSED LANDSCAPE ARCHITECT
 KAREN S. KIEST
 LICENSE NO. 1850
 EXPIRES ON 12/10/2015



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 Architecture Engineering Planning Interiors

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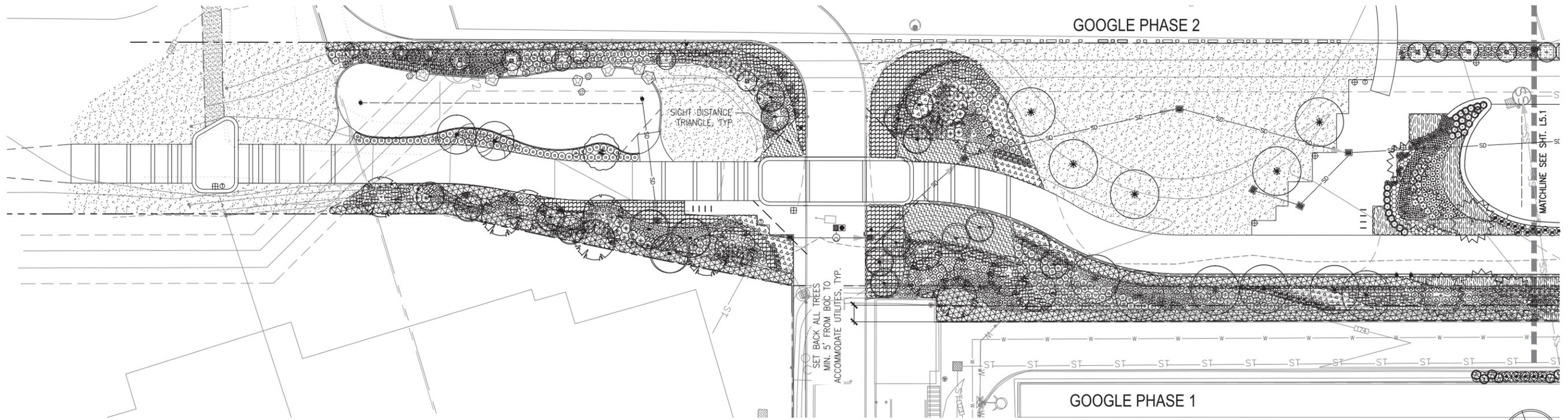
IRRIGATION DETAILS
 SRMKII
 CKC IMPROVEMENTS

L4.3
 75-12144-00
 05.21.2014

LSM GRADING
 PERMIT SUBMITTAL

10-05-14

REVISIONS
 MARK DESCRIP. DATE



1 PLANTING PLAN SOUTH
1" = 20'

PLANT LIST

BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	SPACING	QUANTITY
TREES					
LARGE TREES:					
BETULA JACQUEMONTII	HIMALAYAN BIRCH	2" CAL.	B&B		PER PLAN
SMALL TREES:					
AMELANCHIER GRANDIFLORA 'AUTUMN BRILLIANCE'	'AUTUMN BRILLIANCE' SERVICEBERRY	1 1/2" CAL.	B&B, MULTI.		PER PLAN
CORNUS X 'EDDIE'S WHITE WONDER'	EDDIE'S WHITE WONDER DOGWOOD	2" CAL.	B&B		PER PLAN
ACER CIRCINATUM	VINE MAPLE	8'-10' HT.	B&B, MULTI.		PER PLAN
ACER GRISEUM	PAPERBARK MAPLE	1 1/2" CAL.	B&B		PER PLAN
CONIFEROUS TREES:					
PSEUDOTSUGA MENZIESII	DOUGLAS FIR	10'-12' HT.	B&B		PER PLAN
PINUS CONTORTA 'CONTORTA'	SHORE PINE	10'-12' HT.	B&B		PER PLAN
SHRUBS/GRASSES /PERENNIALS:					
PHYSOCARPUS OPULUS	NINEBARK, GREEN VARIETY	5 GAL.	CONTAINER	6" O.C.	
AMELANCHIER ALNIFOLIA	SASKATOON	5 GAL.	CONTAINER	8" O.C.	
OEMLERIA CERASIFORMUS	INDIAN PLUM	5 GAL.	CONTAINER	8" O.C.	
RHODODENDRON OCCIDENTALE	WESTERN AZALEA	5 GAL.	CONTAINER	48" O.C.	
CORNUS SERICEA 'ARCTIC FIRE'	'ARCTIC FIRE' REDTWIG DOGWOOD	1 GAL.	CONTAINER	36" O.C.	
MAHONIA AQUIFOLIUM	TALL OREGON-GRAPE	5 GAL.	CONTAINER	36" O.C.	
SYMPHORICARPUS ALBUS	SNOWBERRY	5 GAL.	CONTAINER	36" O.C.	
RIBES SANGUINEUM 'KING EDWARD VII'	RED FLOWERING CURRANT	5 GAL.	CONTAINER	5" O.C.	
ARBUTUS UNEDO 'COMPACTA'	DWARF STRAWBERRY TREE	5 GAL.	CONTAINER	48" O.C.	
MYRICA CALIFORNICA	CALIFORNIA WAX MYRTLE	5 GAL.	CONTAINER	48" O.C.	

SHRUBS/GRASSES/PERENNIALS (CON'T)

PENNISETUM ALOPECUROIDES 'MONDRY'	BLACK FLOWERING FOUNTAINGRASS	5 GAL.	CONTAINER	30" O.C.
PINUS MUGO	DWARF MUGO PINE	5 GAL.	CONTAINER	48" O.C.
VIBURNUM TINUS	LAURENSTINUS VIBURNUM	2 GAL.	CONTAINER	36" O.C.
VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	2 GAL.	CONTAINER	36" O.C.
VACCINIUM X 'SUNSHINE BLUE'	'SUNSHINE BLUE' BLUEBERRY	2 GAL.	CONTAINER	30" O.C.
POLYSTICHUM MUNIUM	SWORD FERN	1 GAL.	CONTAINER	24" O.C.
PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	1 GAL.	CONTAINER	24" O.C.
DESCHAMPSIA SEPATOSA	TUFTED HAIRGRASS	1 GAL.	CONTAINER	24" O.C.
CALAMAGROSTIS GIGANTEA	FEATHER REED GRASS	1 GAL.	CONTAINER	36" O.C.
ASTER SUBSPICATUS	DOUGLAS ASTER	1 GAL.	CONTAINER	24" O.C.
CAREX OBNUPTA	SLOUGH SEDGE	1 GAL.	CONTAINER	36" O.C.
ACHILLEA MILLEFOLIUM	YARROW	1 GAL.	CONTAINER	24" O.C.
IRIS DOUGLASII	DOUGLAS IRIS	1 GAL.	CONTAINER	24" O.C.
PENSTEMON	BEARDTONGUE	1 GAL.	CONTAINER	24" O.C.
ACONITUM NAPELLUS	MONKSHOOD	1 GAL.	CONTAINER	24" O.C.

GROUNDCOVERS:

80% GAULTHERIA SHALLON	SALAL	1 GAL.	CONTAINER	24" O.C.
20% POLYSTICHUM MINITUM	SWORDFERN	1 GAL.	CONTAINER	24" O.C.
80% FRAGARIA CHILOENSIS	BEACH STRAWBERRY	4" POT	CONTAINER	12" O.C.
20% BLECHNUM SPICANT	DEER FERN	1 GAL.	CONTAINER	24" O.C.
75% RUBUS CALYCINOIDES	CREeping RASPBERRY	1 GAL.	CONTAINER	18" O.C.
25% IRIS DOUGLASII	DOUGLAS IRIS	1 GAL.	CONTAINER	24" O.C.
80% CORNUS KELSyii	KELSEY'S DOGWOOD	1 GAL.	CONTAINER	18" O.C.
20% POLYSTICHUM MINITUM	SWORDFERN	1 GAL.	CONTAINER	24" O.C.
ARMERIA MARTIMA	SEA THRIFT	1 GAL.	CONTAINER	18" O.C.
75% MAHONIA REPENS	DWARF OREGON GRAPE	1 GAL.	CONTAINER	24" O.C.
25% POLYSTICHUM MINITUM	SWORDFERN	1 GAL.	CONTAINER	24" O.C.
ARCTOSTAPHYLOS UVA URSI	KINNICKICK	1 GAL.	CONTAINER	24" O.C.
HYDROSEEDDED LAWN, REF. SPECS				

NOTES

1. ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC IN-GROUND IRRIGATION SYSTEM.
2. ALL SHRUB/GROUND COVER PLANTING AREAS TO RECEIVE 8" DEPTH TOPSOIL MINIMUM.
3. ALL LAWN/GRASSES AREAS TO RECEIVE 4" DEPTH TOPSOIL MINIMUM.
4. ALL SHRUB/GROUND COVER PLANTING AREAS TO RECEIVE 2" DEPTH BARK MULCH MINIMUM.
5. 5' MIN. CLEARANCE FROM CENTERLINE TREES TO CENTERLINE UNDERGROUND UTILITY LINES.

0 10' 20' 40'



PLANTING PLAN SOUTH
SRMKII
CKC IMPROVEMENTS

L5.2
73-12144-00
08.21.2014

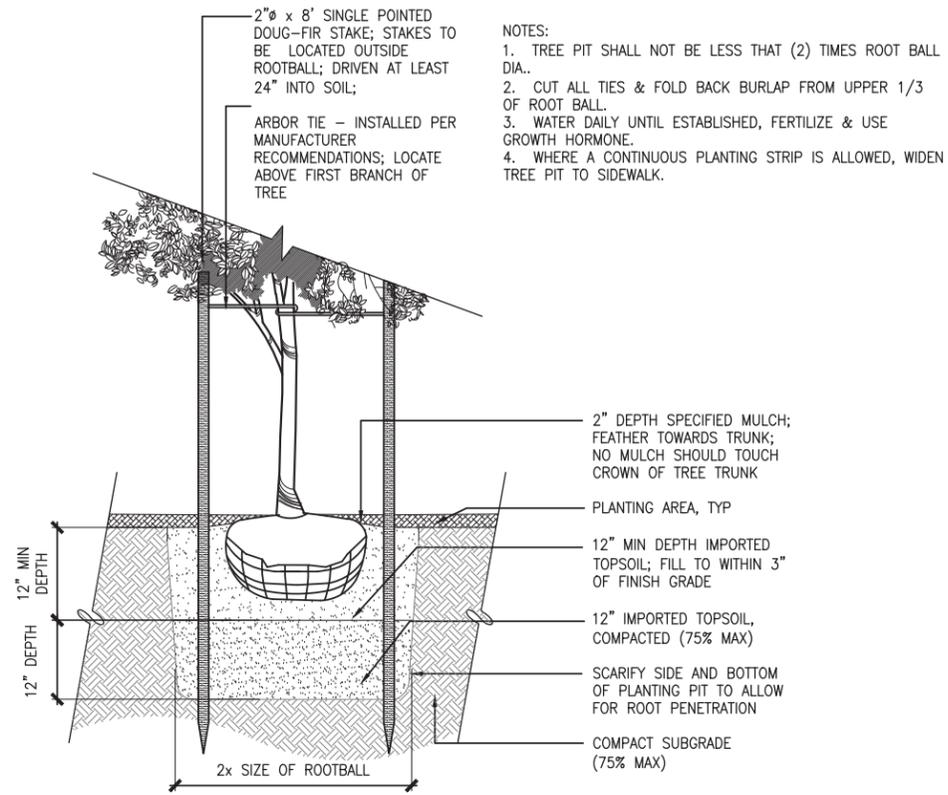
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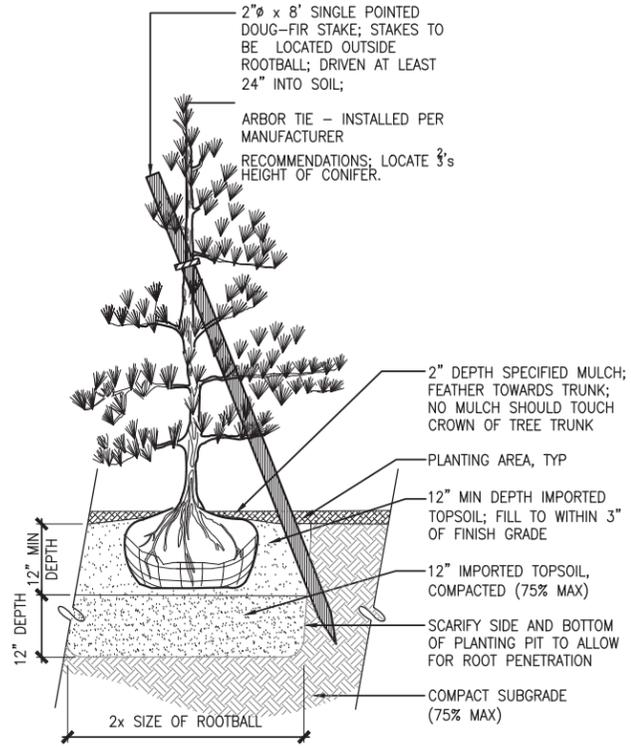
REVISIONS
MARK DESCRIP. DATE



5 SECTION: DECIDUOUS TREE
 SCALE: 3/4" = 1'-0"

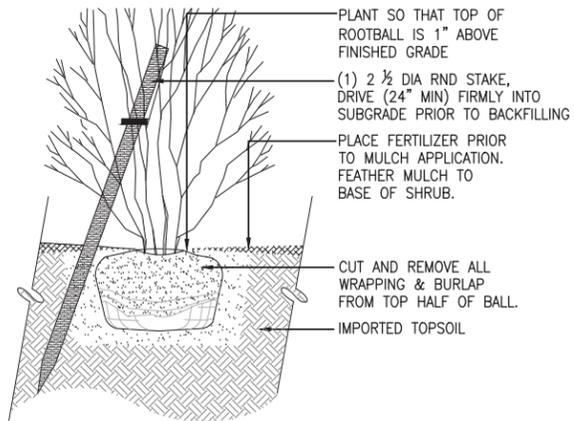
L5.3 PLANTING DETAILS.DWG

- NOTES:
 1. TREE PIT SHALL NOT BE LESS THAT (2) TIMES ROOT BALL DIA..
 2. CUT ALL TIES & FOLD BACK BURLAP FROM UPPER 1/3 OF ROOT BALL.
 3. WATER DAILY UNTIL ESTABLISHED, FERTILIZE & USE GROWTH HORMONE.
 4. WHERE A CONTINUOUS PLANTING STRIP IS ALLOWED, WIDEN TREE PIT TO SIDEWALK.



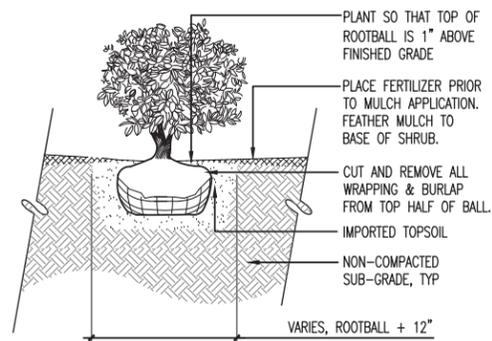
7 SECTION: CONIFER TREE
 SCALE: 3/4" = 1'-0"

L5.3 PLANTING DETAILS.DWG



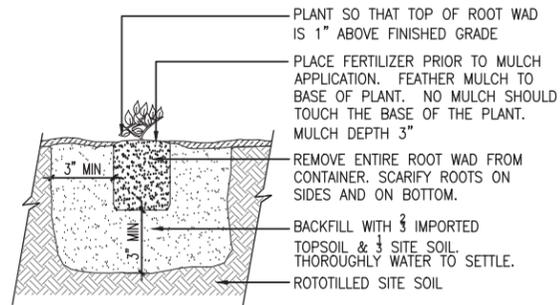
9 SECTION: MULTI-STEM TREE
 SCALE: 3/4" = 1'-0"

L5.3 PLANTING DETAILS.DWG



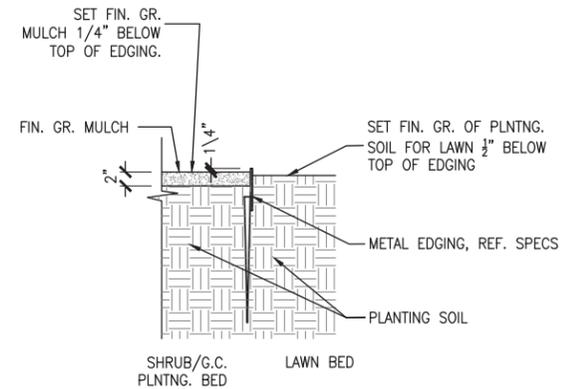
10 DETAIL
 SCALE: 3/4" = 1'-0"

L5.3 PLANTING DETAILS.DWG



11 SECTION: GROUNDCOVER - 4" CONT
 SCALE: 3/4" = 1'-0"

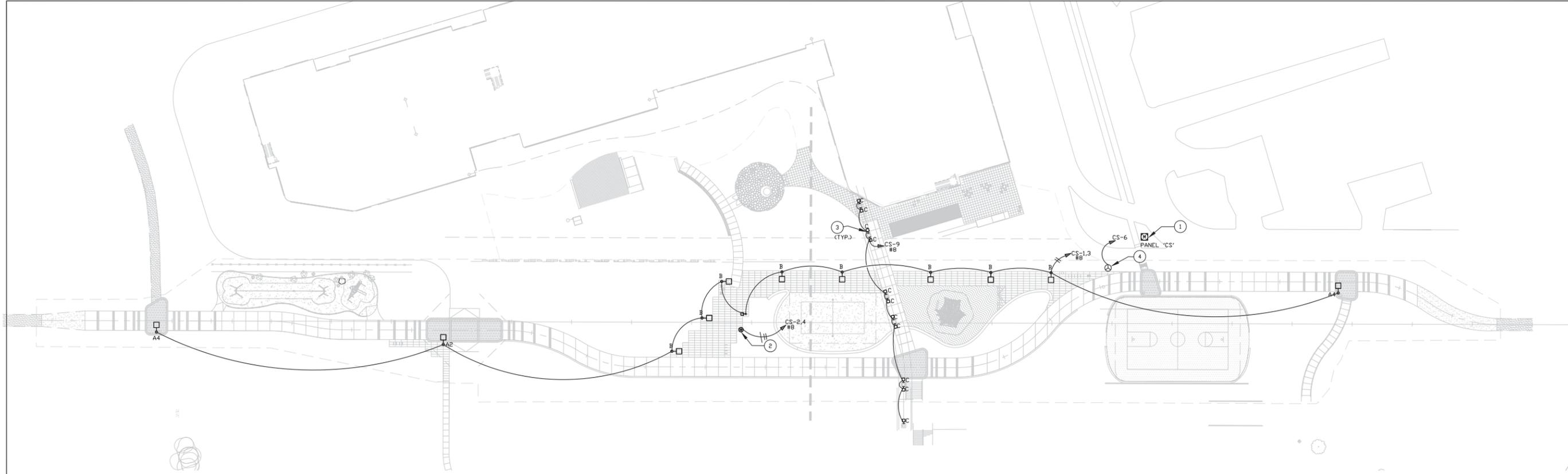
L5.3 PLANTING DETAILS.DWG



13 METAL EDGING
 SCALE: 1" = 1'-0"



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LIGHTING FIXTURE SCHEDULE

TYPE	MFR.	CATALOG NUMBER	LAMP		DRIVER			INPUT		MOUNTING	TYPE	DESCRIPTION
			TYPE	WATT/VOLT	120	240	277	WATT				
A2	PHILIPS-LUMEC	MPTC-55W48LED4K-T-LE2-240V-CLO-GR-(URBAN SCAPE)	LED	55W 4000K			X		55	POST TDP	2	5200 NOMINAL LUMEN POST TOP, ROUNDED HOOD WITH FLAT LENS, FULL CUTOFF OPTICS, DIE CAST ALUMINUM CONSTRUCTION WITH POLYESTER POWDERCOAT GRAY FINISH, PROVIDE 20' POLE, TYPE 2 OPTICS, UL LISTED
A4	PHILIPS-LUMEC	MPTC-55W48LED4K-T-LE4-240V-CLO-GR-(URBAN SCAPE)	LED	55W 4000K			X		55	POST TDP	4	5200 NOMINAL LUMEN POST TOP, ROUNDED HOOD WITH FLAT LENS, FULL CUTOFF OPTICS, DIE CAST ALUMINUM CONSTRUCTION WITH POLYESTER POWDERCOAT GRAY FINISH, PROVIDE 20' POLE, TYPE 4 OPTICS, UL LISTED
B	PHILIPS-LUMEC	ULLC100-35W32LED4K-R-LEV3-240-CLO-12-GR (SOLE C ITY)	LED	35W 4000K			X		45	POST TDP	3	2250 NOMINAL LUMEN LIGHT COLUMN WITH SOURCE ON ONE SIDE, VERTICAL OPTICS, DIE CAST ALUMINUM CONSTRUCTION WITH POLYESTER POWDERCOAT GRAY FINISH, PROVIDE 12' POLE, TYPE 3 OPTICS, UL LISTED
C	ERCO	33203.023 (LIGHTSCDDP)	LED	24W 4000K		X		X	27	WALL		3000 NOMINAL LUMEN WALL MOUNTED CEILING LIGHTER, CAST ALUMINUM HOUSING, DOUBLE POWDER COAT GRAY FINISH, FORWARD THROW OPTICS, IP65 RATED, UL WET LOCATION LISTED.

PANEL SCHEDULE

PANEL: CS
LOCATION: 7TH AVE
MOUNT: PEDESTAL

VOLTS: 240/120V, 1-PH, 3-W
MAIN BRKR: 200 A
SCCR: 22,000 A

CIRCUIT DESCRIPTION	LOAD VA	CKT	P	CIR		P	CKT	LOAD KVA	CIRCUIT DESCRIPTION
				#	H				
PATHWAY LIGHTS (TYPE A&B)	285	20	2	1	A	2	1	20	PEDESTAL DUPLEX RECEPTACLE
SPARE	285	-	-	3	B	4	1	20	PEDESTAL DUPLEX RECEPTACLE
SPARE	20	2	5	A	6	1	20	200	IRRIGATION CONTROLLER
BRIDGE LIGHTS (TYPE C)	300	20	-	9	A	10	1	20	RECEPTACLE IN SERVICE CABINET
SPARE	20	-	-	11	B	12	1	20	SPARE
SPACE				13	A	14			SPACE
SPACE				15	B	16			SPACE
SPACE				17	A	18			SPACE

LOAD SUMMARY:

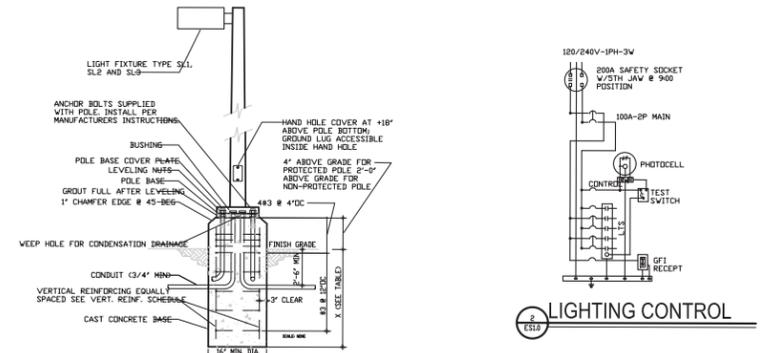
	CONNECTED	FEEDER / SERVICE CALCULATION	
LIGHTING	0.87 KVA	1.09 KVA	(125%)
LARGEST MOTOR	0.00 KVA	0.00 KVA	(125%)
MOTORS	0.00 KVA	0.00 KVA	(100%)
RECEPT	0.54 KVA	0.54 KVA	(10KVA @ 100%, REMAIN @ 50%)
KITCHEN EQUIPMENT	0.00 KVA	0.00 KVA	(65%)
ELECTRONIC LOADS	0.00 KVA	0.00 KVA	(100)
ELECTRIC HEATING	0.00 KVA	0.00 KVA	(100%)
MISC.	0.20 KVA	0.20 KVA	(100%)
TOTALS	2 KVA 7 AMPS	2 KVA 8 AMPS	HI-PHASE 10 A

GENERAL NOTES

- A. BURY CONDUIT A MINIMUM OF 30" BELOW GRADE WHEN NOT COVERED BY CONCRETE.
- B. SEE DETAIL 1 THIS SHEET FOR LIGHT POLE BASE CONSTRUCTION.

KEY NOTES

- PROVIDE KIRKLAND CITY STANDARD PAD MOUNTED 200A 120/240V SERVICE PEDESTAL WITH SPLIT BUS LOAD CENTER, PHOTOCELL/CONTRACTOR CONTROL, FOR HALF OF LOAD CENTER, MANUFACTURE TO BE SKYLINE ELECTRIC AND MFG. COMPANY, SEE CITY PLAN NO. CK-TS-05A THRU C FOR MORE INFORMATION, COORDINATE WITH CITY OF KIRKLAND FOR POWER CONNECTION.
- PROVIDE 2-GANG RECEPTACLE PEDESTAL WITH (2) 20A GFI RECEPTACLES, 24" TALL, STAINLESS STEEL, LOCKING TILTING TOP COVER SUITABLE AS IN-USE COVER, PEDCC POWER #SP24-SS-HT-1 OR EQUAL.
- MOUNT FIXTURES 3'-0" BELOW BOTTOM OF BRIDGE STRUCTURE AND AIM UP, FIXTURE TO LIGHT PATH INDIRECTLY BY ILLUMINATING BOTTOM OF BRIDGE, COORDINATE WITH BRIDGE CONTRACTOR FOR LIGHTING CONDUITS AND BACKBOXES.
- PROVIDE CONNECTION TO IRRIGATION CONTROLLER, SEE LANDSCAPE PLANS FOR EXACT LOCATION.



VERT. REINF. SCHED.

CONCRETE BASE DIA.	REIN.
16"	#4
18"	#4
20"	#4
22"	#4
24"	#4

TABLE - EMBEDMENT DEPTH, X

CONCRETE BASE DIA.	POLE HEIGHT	X =
16"	0'-0" TO 16'-0"	4'-0"
	16'-1" TO 20'-0"	5'-0"
18"	0'-0" TO 16'-0"	4'-0"
	16'-1" TO 20'-0"	5'-0"
20"	0'-0" TO 16'-0"	4'-0"
	16'-1" TO 20'-0"	5'-0"
22"	0'-0" TO 16'-0"	4'-0"
	16'-1" TO 20'-0"	5'-0"
24"	0'-0" TO 16'-0"	4'-0"
	16'-1" TO 20'-0"	5'-0"

LIGHT POLE W/BASE