



EXHIBIT # 17.1

January 23, 2018

Ande Flower
Principal Planner-City of Lake Forest Park
17425 Ballinger Way NE
Lake Forest Park, Washington 98155-5556

Subject: Bell Cottages-2017-CU-003
PACE Project No. 18235.40.02

Dear Ms. Flower:

Thank you for the opportunity to complete a review of the proposed cluster housing development Bell Cottages.

We have completed the review of the plans for the above project and below are the comments for the applicant.

Access and Parking

1. While there is currently no guidance for the type/design of the driveway/driveway entrance it is our professional opinion that the development most closely resembles a commercial/multifamily development such as a condo building or a townhome development. As such we would suggest a driveway entrance with a minimum width of 25'. If there were to be no curb and gutter and sidewalk proposed on the project's frontage the driveway approach should meet King County Roadway Standard Figure 3-003 (although there is no ditch in this project). The additional 7' of width vs a joint access tract would be welcomed especially if there are no sidewalk connections from the ROW onto the site.
2. The proposed parking stalls do appear to meet the design requirements found in 18.58.050, however it appears as if the 23' of aisle width between the east and west facing stalls is short by 1' per 18.58.050 as the traffic will be at a 90-degree angle to the traffic.

Drainage Report/Plans

3. The TIR does not address Core Requirement #9-Flow Control BMP as required by the 2016 King County Stormwater Design Manual (KCSWDM).
4. The frontage improvements (parking area, driveway apron) are not accounted for in the developed area summary and hydrology modeling.
5. The referenced "Existing Basin Map" is not included in the report as stated. In addition it would be very helpful if a "Proposed Conditions Basin Map" was provided.
6. Information on the vault control structure needs to be provided on the plans to ensure compliance and consistency with the report.

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7. The connection to the existing catch basin appears to have major pipe cover concerns. The area is located beneath a proposed parking area and therefore will be subject to traffic loads. Additional/revised design information is required.

If you have any questions, please feel free to email me at Johnf@paceengrs.com or call me at (425) 827-2014

Sincerely,

PACE Engineers, Inc.



John Forba, P.E.
City Engineering Consultant

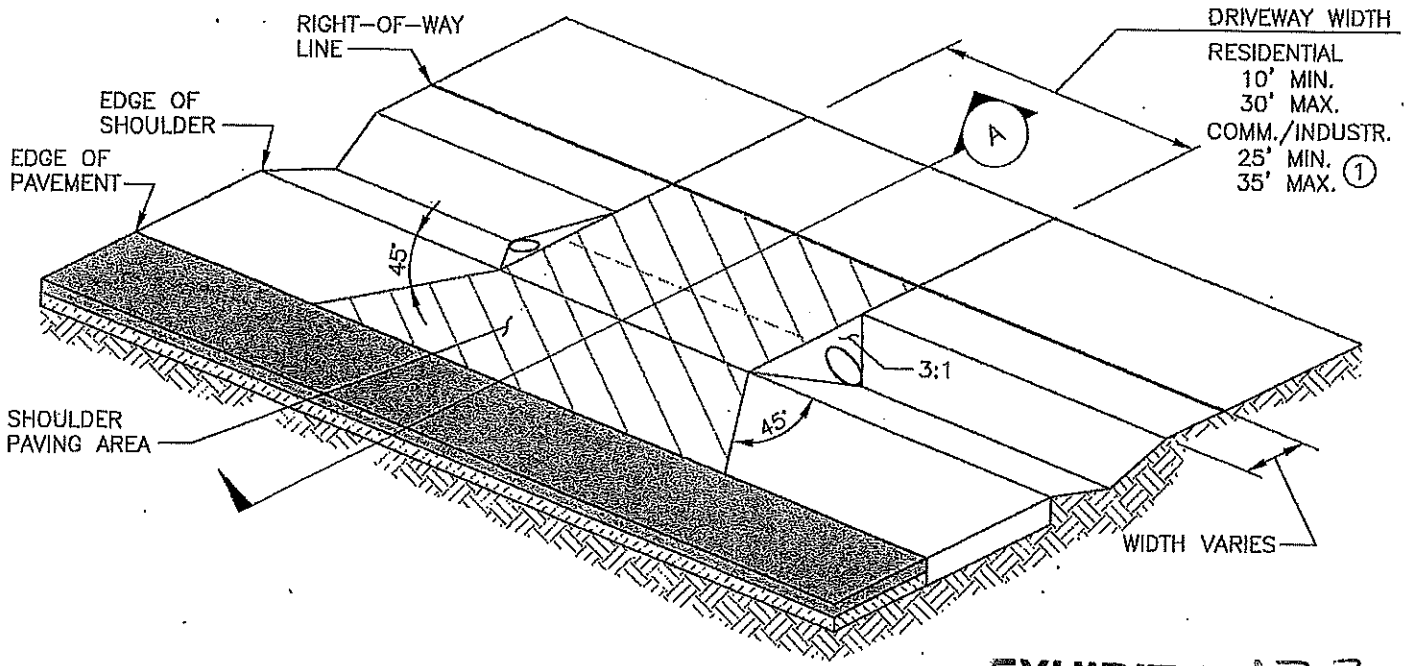
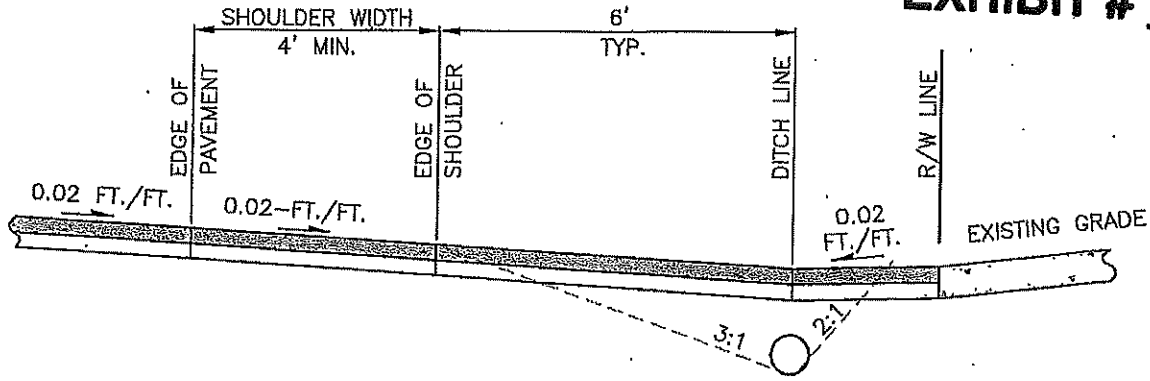


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SECTION A

NOTES:

- ① WITHIN THE RIGHT-OF-WAY DRIVEWAYS SHALL BE PAVED FROM THE RIGHT-OF-WAY LINE TO THE EDGE OF PAVEMENT WITH HOT MIX ASPHALT. NO CONCRETE IS ALLOWED WITHIN THE RIGHT-OF-WAY UNLESS AS SPECIFIED IN SEC.4.02.
2. COMMERCIAL/INDUSTRIAL DRIVEWAYS WIDER THAN 35 FT. MAY BE APPROVED BY THE COUNTY ROAD ENGINEER CONSIDERING BOTH TRAFFIC SAFETY AND THE ACTIVITY BEING SERVED.
ALL COMMERCIAL/INDUSTRIAL DRIVEWAYS SHALL HAVE AN EXPANSION JOINT LOCATED MID-WIDTH. (SEE SEC. 3.04.)
3. PIPE SHALL BE:
 - A. SIZED TO CONVEY COMPUTED STORM WATER RUNOFF, AND
 - B. MIN. 12" DIAM., AND
 - C. EQUAL TO OR LARGER THAN EXISTING PIPES WITHIN 500 FT. UPSTREAM.
4. EXPOSED PIPE ENDS SHALL BE BEVELED TO MATCH THE SLOPE FACE AND PROJECT NO MORE THAN 2" BEYOND SLOPE SURFACE. PROJECTING HEADWALLS ARE NOT ACCEPTABLE.
5. ALL TYPES OF PIPE SHALL HAVE MIN. 12" COVER TO FINISH GRADE.
6. PIPE SHALL BE INSTALLED IN A STRAIGHT UNIFORM ALIGNMENT AT A MIN. 0.5% SLOPE (0.5 FT. PER 100 FT.) WITH THE DOWNSTREAM END LOWER THAN THE UPSTREAM END.
7. PIPE MAY BE OMITTED IF ROADSIDE DITCH DOES NOT EXIST AND DRIVEWAY DOES NOT BLOCK NATURAL FLOW.
8. DRIVEWAY SLOPE SHALL MATCH TO BACK EDGE OF SHOULDER, BUT SHOULDER SLOPE AND EDGE OF SHOULDER SHALL NOT BE ALTERED AS A RESULT OF DRIVEWAY CONSTRUCTION.
9. SEE SEC. 3.01 AND 4.01 FOR DRIVEWAY AND SURFACING STANDARDS.
10. PIPING OF DITCHES SHALL BE ALLOWED ONLY WHERE DRIVEWAY ACCESS IS NECESSARY.

From: [John Forba](#)
To: [Andrea Flower](#)
Cc: [Lauren Hoerr](#); [Stephen Bennett](#)
Subject: RE: seeking clarification for January 23 letter from Pace
Date: Thursday, March 8, 2018 2:29:13 PM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image001.png](#)

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Ande,

The reference to an additional 7' was in reference to the 18' minimum width vs what they were proposing. My apologies for the confusion.

I think that if they agree to put in some sidewalk and curb and gutter that we definitely could allow the 20' width. I was just concerned with pedestrians walking out of the development within the driveway with two-way traffic present. It might not happen frequently but if it does that is not much space and the walkway wouldn't be separated from traffic.

Let me know if you need anything else,

John



John Forba PE | Project Engineer
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From: Andrea Flower [mailto:aflower@ci.lake-forest-park.wa.us]
Sent: Thursday, March 08, 2018 2:17 PM
To: John Forba <johnf@paceengrs.com>
Cc: Lauren Hoerr <lhoerr@ci.lake-forest-park.wa.us>; Stephen Bennett <SBennett@ci.lake-forest-park.wa.us>
Subject: FW: seeking clarification for January 23 letter from Pace

Hi John,

We received the following question for the Bell Cottages proposal in reference to their revision request letter (email thread below signature and letter attached). The current proposal shows a 20' wide driveway, according to the Civil Plans (attached).

I have the following two questions:

- Is it possible that the reference to "an additional 7' width" for a "minimum width of 25'," assumes that the proposal is 18' wide instead of 20' wide, since that is what would be required as a minimum for a joint use driveway?

- Could they propose to keep the driveway width of 20', given that they have now agreed to construct curb, gutter, and sidewalk? The review language seems to predicate the 25' width recommendation on the fact that the sidewalk is not part of the proposal.

Following is an excerpt of the revision request letter:

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1. While there is currently no guidance for the type/design of the driveway/driveway entrance it is our professional opinion that the development most closely resembles a commercial/multifamily development such as a condo building or a townhome development. As such we would suggest a driveway entrance with a minimum width of 25'. If there were to be no curb and gutter and sidewalk proposed on the project's frontage the driveway approach should meet King County Roadway Standard Figure 3-003 (although there is no ditch in this project). The additional 7' of width vs a joint access tract would be welcomed especially if there are no sidewalk connections from the ROW onto the site.

Please give me a call if you'd like to discuss this. I will be out of the office next Tuesday through Friday (March 13-16).

Ande Flower, AICP

Principal Planner

Planning & Building Department

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City of Lake Forest Park, WA
206-957-2832 ext. 127
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Disclaimer: This email is considered a public record and may be subject to public disclosure.

From: Louise Wright <louiseswright@gmail.com>
Sent: Thursday, March 8, 2018 1:07 PM
To: Andrea Flower <aflower@ci.lake-forest-park.wa.us>
Subject: seeking clarification for January 23 letter from Pace

Hello Ande,

I am working to seek clarification of Comment 1 of the letter from Pace Engineering. Specifically, in the last sentence, is the "additional 7'" actually supposed to read "additional 5'"? Also, would the addition of sidewalks, curb and gutter along the street eliminate the desire for a 25' wide driveway access? Or is the Pace engineer suggesting the desirability a 5' sidewalk beside the driveway access in which case couldn't the driveway be 18' wide as is

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standard for a joint access tract?

Would you be able to get some clarification on these questions for me?

We'd be very grateful.

Thank you,

Louise

Louise S. Wright, Residential Designer
Tele. 206-512-7444