



LETTER OF ADDENDUM

TO: City of Bellevue Planning Department
FROM: Seattle Boat Company and Suzanne Tomassi, The Watershed Company
DATE: October 22, 2007
SUBJECT: Seattle Boat/Newport Redevelopment Project Critical Areas Report

This letter is an addendum to the document entitled Critical Areas Report, Seattle Boat/Newport Redevelopment completed by The Watershed Company and dated March 16, 2007. It is submitted to update the Critical Areas Report per revisions to the proposed work made since the report was completed. The following information replaces the specified portions of the report.

- □ **INTRODUCTION:** The study property is 1.77 acres in size, not 1.78 acres as stated in the first sentence.
- □ **METHODS, General Site Description:** The existing area of landscaping is stated as 6,872 square feet; total existing pervious surface actually totals 8,331 square feet (first paragraph).
- □ **PROJECT DESCRIPTION:** Table 1 is updated with revised calculations as follows:

Table 1. Existing and proposed impervious surface in Shoreline buffer and structure setback.

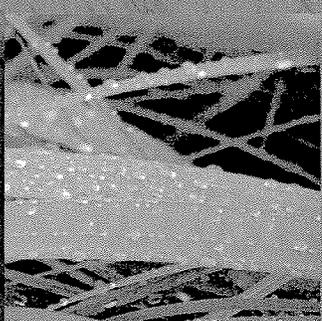
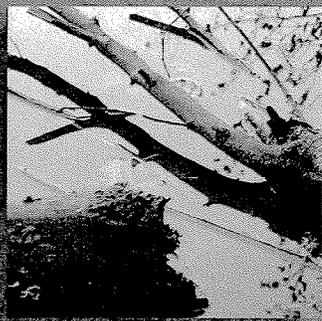
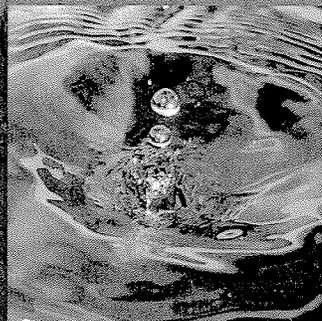
	Existing impervious surface (sf)	Proposed impervious surface (sf)	Existing structure footprint (sf)	Proposed structure footprint (sf)
Within 25' buffer	16,523 (97%)	13,555 (80%)		
Within 25' buffer plus 25' structure setback	32,168 (90%)	28,237 (80%)	2,087	1,380*

This includes roof area of open-sided structures

- □ Also in **PROJECT DESCRIPTION:** The proposed project will replace the existing buildings with four boat storage racks and one combined storage rack and enclosed office and shop building (first paragraph). The redeveloped site will have 62 parking spaces. Four of the storage units will be covered. The combined-use building will be in the western half of the property, not the west end, as stated (second paragraph).
- □ **IMPACTS AND MITIGATION:** Parking will approach the OHWM to within four feet at most points, but to less than one foot at a single point. Structures will approach the west and east OHWMs to 25 and 36 feet, respectively. Mitigation plantings will comprise 6,793 square feet of native plants and 2,010 square feet of permeable Grasspave™ (second paragraph). Plants will be installed along the site boundaries as shown on the planting plan (third paragraph).



The Watershed Company



Critical Areas Report
Seattle Boat/Newport
Redevelopment Project
City of Bellevue, WA

Prepared for:

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16 March 2007

**CRITICAL AREAS REPORT
SEATTLE BOAT/NEWPORT REDEVELOPMENT
BELLEVUE, WASHINGTON**

Prepared for:

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Prepared by:



THE
WATERSHED
COMPANY

750 Sixth Street South, Kirkland WA 98033

16 March 2007

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MAR 16 2007
PERMIT PROCESSING

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TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
INTRODUCTION	2
METHODS	3
RESULTS	3
General Site Description	3
Critical Areas	4
Habitat/Wildlife Observations	5
PROJECT DESCRIPTION	6
REGULATORY IMPLICATIONS	6
Local Regulations	6
State and Federal Regulations	7
IMPACTS AND MITIGATION	7
SUMMARY	8

- Appendix A: Landscape Plan
- Appendix B: Site Plans
- Appendix C: Site Photos

List of Tables

Table 1. Existing and proposed impervious surface in Shoreline buffer and structure setback...	6
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List of Figures

Figure 1. Vicinity Map from MapQuest	2
Figure 2. Aerial view from King County iMap 2005	4

SEATTLE BOAT/NEWPORT CRITICAL AREAS REPORT BELLEVUE, WASHINGTON

INTRODUCTION

This report presents the results of a critical areas study on a 1.78-acre property located on Lake Washington in the City of Bellevue (Figure 1). The site is accessed from the south from SE 40th Street, west of 118th Avenue SE. The Seattle Boat Company proposes redevelopment of this property for expanded use as a boat repair facility and new boat storage.

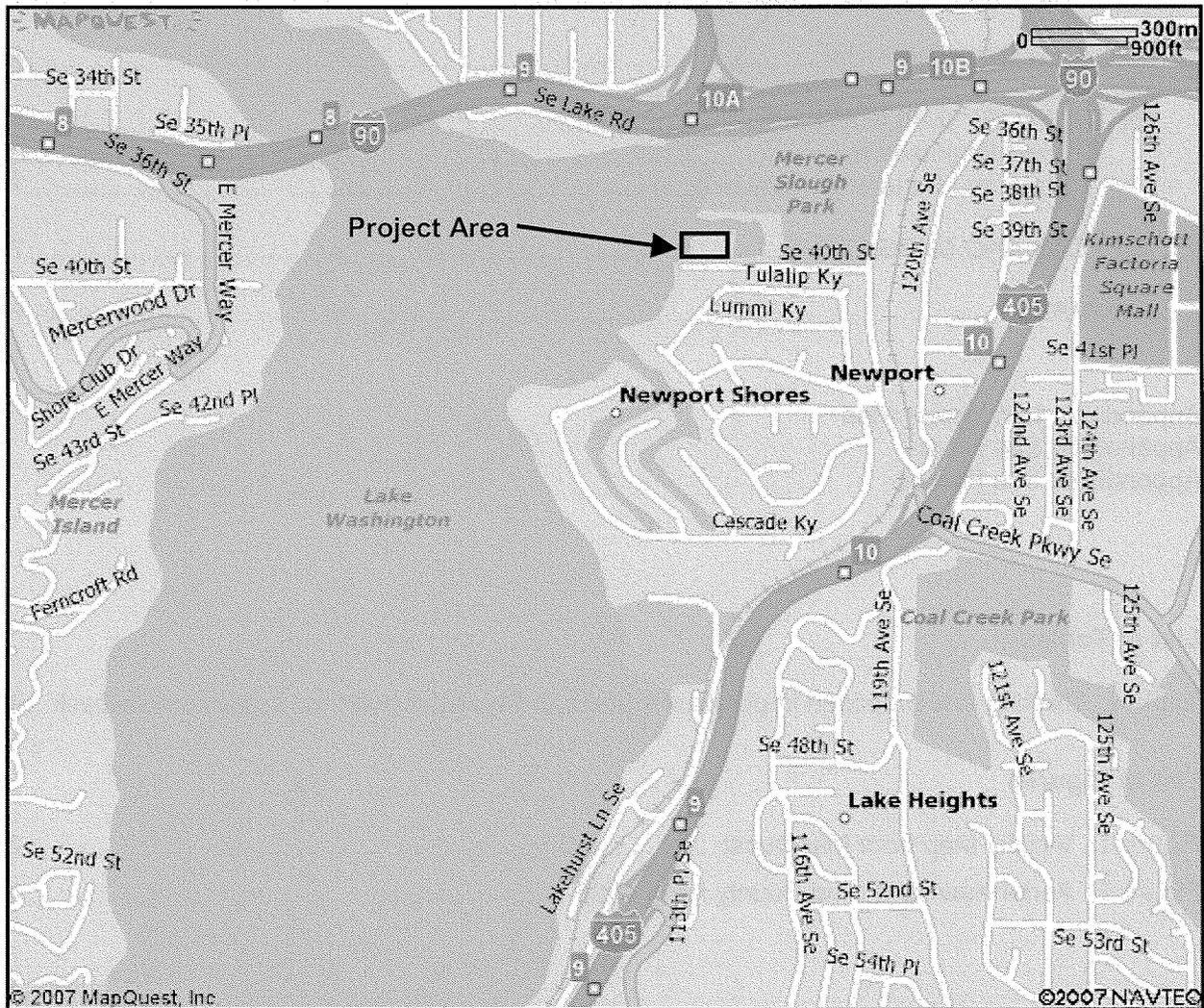


Figure 1. Vicinity Map from MapQuest

The purpose of this report is to describe conditions on the subject property as they relate to functions and values of critical areas. The report is in fulfillment of the requirements of Bellevue Land Use Code (LUC) 20.25H.230 and is intended for submittal with applications for Critical Areas Land Use, Shoreline Substantial Development, and Shoreline Conditional Use permits.

The project complies with standard regulatory requirements wherever possible. The proposed work includes demolition of existing structures and construction of new structures and repaved/restriped parking within the regulatory buffer of Lake Washington, a designated Shoreline Critical Area. Mitigation for potential impacts of the redevelopment is proposed herein and includes planting with native trees and shrubs, recycling wash water for servicing boats in the new facility, and treating storm water before discharging it to Lake Washington.

METHODS

The property was assessed by an ecologist for critical areas, with particular attention to areas within Shoreline Critical Areas buffers. In addition, adjacent wetland areas were examined and fully described herein and in a report completed by The Watershed Company for Douglas Burbridge and dated June 8, 2006. This report is available for review if required.

A landscape architect also visited the site to assess existing landscape features and potential improvements. A landscape plan (Appendix A) is included with this report.

The ordinary high water mark (OHWM) of Lake Washington was surveyed for the site plan submitted with this report (Appendix B, Sheet 1). Mitigating features described herein are depicted on the site plan to the extent feasible at this stage of project design.

RESULTS

No sensitive areas occur on the subject property. The property is adjacent to Mercer Slough, a Category I wetland. Lake Washington, a Shoreline of Statewide Significance and Shoreline Critical Area, borders the property to the west, north, and east, although Newport Yacht Club Condominium Association owns covered boat moorage along most of the project site perimeter and within the Lake. The property is encumbered by the regulatory buffer of Lake Washington.

General Site Description

The subject property is fully developed with buildings, pavement, parking, and landscaping (Appendix C, Photos 1 and 2). It presently contains four buildings housing an office and boat service facility, as well as several outbuildings and roofed structures providing protection for stored boats. Much of the remaining area is paved and used for parking (42 spaces) and access. A total area of 6,872 square feet comprises landscaping, which is primarily grass with some ornamental shrubs (Appendix C, Photos 3 and 4). Much of the area immediately bordering the Lake is in easements belonging to the Newport Yacht Club Condominium Association (Appendix B, Sheet 3). As well, parking to the south of the subject property is in easements. Figure 2 shows an aerial view of the site and surrounding area.



Figure 2. Aerial view from King County iMap 2005.

Critical Areas

The site itself does not contain any critical areas. The south end of the Mercer Slough wetland is approximately 200 feet northeast of the subject property. The portions of this wetland closest to the project area include emergent, scrub-shrub, and forest vegetation. The emergent area is dominated by cattail and reed canarygrass. Scrub-shrub areas are primarily dense Himalayan blackberry, with scattered willow, Oregon ash, and red-osier dogwood and a ground layer

comprising slough sedge, lady fern, field horsetail, stinging nettle, and creeping buttercup. Forest vegetation is primarily willow with a dense shrub layer.

Soils in much of the wetland are generally very dark brown and very dark grayish brown (10YR 2/2 and 10 YR 3/2) with distinct and prominent mottles, and range from silty loam to silty clay loam. The *Soil Survey of King County Area, Washington* (Soil Conservation Service 1973) indicates the predominance of Seattle muck, a hydric soil, on the site.

Overall functional value of the wetland is high. The Mercer Slough wetland as a whole is large, contains ponds and depressions, supports dense vegetation, and drains developed areas, providing both potential and opportunity for water quality and hydrological functions. Its size and structural complexity, the variety of interspersed vegetation types it contains, the plant species diversity it supports, and the abundance of habitat features in the wetland provide high value for wildlife, particularly in its largely urban setting on Lake Washington.

The wetland's buffer includes raised gravel and fill lots in the area between the wetland and the subject property. Vegetation in this part of the buffer is predominantly Himalayan blackberry and functional value is low. The buffer in this area does not provide the typical buffer functions, such as the water quality and wildlife habitat functions, provided by vegetated buffers.

Lake Washington abuts or nearly abuts the subject property on three edges. As a Shoreline Critical Area (LUC 20.25E.017.D), it has a regulatory buffer (see Regulatory Implications, below) that encumbers portions of the site. The actual on-site buffer is highly developed with pavement and buildings, and vehicles drive and park within the regulatory setbacks (Appendix C, Photo 5). No significant woody vegetation borders the Lake, and very little exists within the regulatory buffer (Appendix C, Photos 2, 5, and 6). Thus, the buffer presently provides no habitat value. As well, drainage from the site allows pollutants and sediment to enter the Lake.

Habitat/Wildlife Observations

Habitat conditions on the property are highly degraded. Vegetation consists only of maintained grass and ornamental shrubs. A few larger trees grow in the easement south of the property. House sparrows are the only species commonly observed on the site.

Nearly all of the areas where the property or immediately adjacent easements are bordered by Lake Washington are being used for boat moorage. It is thus very unlikely that wildlife using the Lake would approach the subject property closely. Many bird and mammal species also use Lake Washington in the Mercer Slough area. Most of these would avoid the densely developed subject property. Bald eagles, great blue herons, gulls, muskrat, beaver, and other species common in and around the slough could potentially travel through the project area vicinity, and eagles, herons, gulls, and other water birds in particular likely forage and perch on the periphery of the subject property.

Salmon use of the Lake is well documented. Species documented in the Lake include fall chinook, winter steelhead, coho, sockeye, and bull trout. Other fish species use the lake right up to the bulkhead and site edge. Presently there is little suitable habitat for fish immediately adjacent to the site. The habitat that is present is of low value for fish.

PROJECT DESCRIPTION

The Seattle Boat Company proposes to redevelop the site with continued boat repair facilities and with more intensive boat storage (Appendix B, Sheet 2). The project will replace five existing buildings totaling 9,822 square feet (footprint) with one enclosed two-story commercial structure, and three sets of roofed boat storage racks. The redeveloped site will have 44 standard parking spaces. The amounts of existing and proposed pervious and impervious surface within the regulatory shoreline setback are presented in Table 1.

Table 1. Existing and proposed impervious surface in Shoreline buffer and structure setback.

	Existing impervious surface (sf)	Proposed impervious surface (sf)	Existing structure footprint (sf)	Proposed structure footprint (sf)
Within 25' buffer	16,231 (98%)	13,321 (80%)		
Within 25' buffer plus 25' structure setback			2,087	7,591*

This includes roof area of open-sided structures

The redeveloped site will function as a storage and service facility for privately owned boats. The storage units will consist of three levels of racks; two of the units will be completely roofed and half of the third will be uncovered. The area beneath the uncovered portion will be constructed of permeable GrassPave. A forklift will move boats from the storage racks into the water via a haul-out at the east end of the property. A warehouse office, showroom, and service center will comprise one building at the west end of the property. The area surrounding these facilities will provide parking and will be enhanced with native plants (Appendix A).

Water used for boat servicing and washing will be collected separately from stormwater and other runoff. It will be recycled using a washwater recycling system that does not release water. Sludge distilled during recycling will be disposed of off-site.

The site will grade mildly from the outer edges toward the center. Stormwater runoff will be collected in a series of catch basins and routed through compost filters for water quality treatment. Treated water will discharge to Lake Washington. Water quality of discharged water will meet or exceed water quality standards.

REGULATORY IMPLICATIONS

Local Regulations

The Mercer Slough wetland is contained in a Natural Growth Protection Area (NGPA) on the property east of the subject property. As such, the regulatory buffer is defined by the LUC as the NGPA and does not extend onto the subject property.

The City of Bellevue has designated Lake Washington as a Shoreline Critical Area (LUC 20.25E.017.D). The LUC (20.25H.035.A) requires a buffer setback of 25 feet and an additional

25-foot structure setback. The Seattle Boat/Newport project proposes to reduce this buffer under LUC 20.25H.230 by constructing parking and improving facilities within area that is largely paved. Mitigation for this work is described below.

State and Federal Regulations

Non-isolated wetlands and Lake Washington are regulated by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. If any fill is to be placed in the wetland or Lake, the USACE must be notified and the appropriate permits obtained. If any proposed wetland or lake alteration requires a federal permit, Washington Department of Ecology Individual 401 Water Quality Certification and Coastal Zone Management Consistency determination would also be required. Any work in Lake Washington or the associated Mercer Slough wetland would also required Hydraulic Project Approval from the Washington Department of Fish and Wildlife.

IMPACTS AND MITIGATION

The site is presently fully developed with little vegetation. Existing vegetation is grass and ornamental shrubs and is located roughly at the center of the site. The edges abutting Lake Washington are bulkhead, gravel, and dirt. Pavement on the site is in poor condition and does not uniformly slope toward drainage facilities. Presently, storm water runs directly to Lake Washington.

No net increase in impervious surface is proposed (see Table 1). Project construction will result in removal of 6,872 square feet of permeable landscaping to accommodate proposed buildings and parking. Parking will approach the OHWM to approximately 6 feet at the north edge of the site. At their closest points, structures will be 24 feet and 22 feet from the OHWM at the east and west site edges, respectively. To mitigate for this, 7,697 square feet of native plants will be installed. Most of this will be along Lake Washington at the northern extent of the site (Appendix A). This will provide a buffer between the water and proposed parking spaces. Most importantly, it will improve habitat for fish in this area. Vegetation will extend to the water's edge and overhang the lake, providing shade, structural diversity, and an allocthonous source of organic debris and insects.

The remainder of native plantings will be along the proposed office and showroom and one-story building. This area also represents an improvement over the small group of ornamental shrubs that exists along the office presently on the site. The balance of permeable surface to be installed will be beneath the open storage facility and will be maintained grass.

As described above, storm water presently flows to Lake Washington directly from the site. Pollutants such as oil and fuel likely enter the Lake in runoff. The proposed compost filtration system will result in a considerable improvement in the quality of water leaving the site and entering the Lake. Water quality will be better than that of Lake Washington as a whole, meaning it will improve the Lake's overall quality, however minutely. The containment, treatment, and recycling of boat wash water will also result in an overall improvement in the quality of water entering the Lake, as presently such runoff is not recycled. Both the filter and

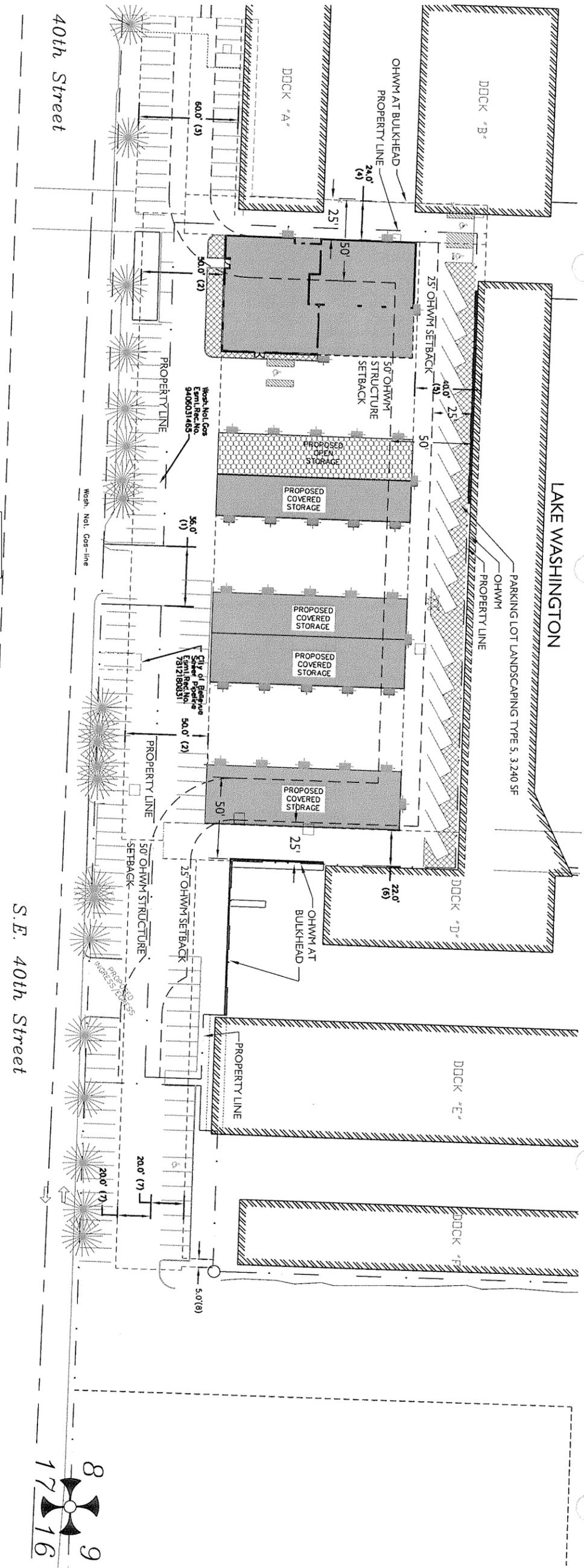
recycling systems will be maintained regularly and checked for water quality performance throughout the life of the completed project.

SUMMARY

As a whole, the proposed redevelopment represents an improvement in the function and value of the site. Although no sensitive areas exist on the site, the proximity of a Shoreline Critical Area allows for potential impacts from runoff to Lake Washington. Presently, the buffer provides no habitat and little protection to the shoreline.

Specifically, a band of native vegetation will provide fish and wildlife habitat where none presently exists at the edge of the property, where fish are known to occur. Water quality of storm water will improve greatly with the filtering and recycling systems. The addition of native plants on the property will provide perching and nesting cover for birds and other wildlife; although habitat values will remain relatively low, they will be greater than current values because of this addition.

APPENDIX A
Landscape Plan



LANDSCAPE PLAN NOTES

SEE SHEET L2 FOR DETAILED PLANTING PLAN AND LEGEND.
SEE CIVIL PLANS FOR ALL GRADING AND DETAILED EASEMENT INFORMATION.
SEE ARCHITECTURAL PLANS FOR ALL BUILDING INFORMATION.

EXISTING LANDSCAPE (PERMEABLE SURFACE) AREA = APPROX. 6,872 S.F.
PROPOSED PERMEABLE SURFACE AREA = 7,697 S.F.

TOTAL NUMBER PARKING STALLS = 44
TYPE V PARKING AREA LANDSCAPE REQUIRED = 44 X 17.5 SF = 770 S.F.
TYPE V PARKING AREA LANDSCAPE PROVIDED = 3,240 S.F.

AREA OF PROPOSED LANDSCAPING = 7,697 S.F.
AREA OF PROPOSED LANDSCAPING ADJACENT TO RIGHT OF WAY = NOT APPLICABLE
AREA OF PROPOSED LANDSCAPING ADJACENT TO INTERIOR PROPERTY LINES = 3,240 S.F.
AREA OF PROPOSED LANDSCAPING WITHIN THE PARKING AREA = 3,240 S.F.
SIGNIFICANT TREES EXISTING = 0
EXISTING TREES TO BE RETAINED = 0

PLANTING KEY NOTES:

- LANDSCAPE PLANTING AREA, SEE SHEET L2
- GRASSPAVE WITH LAWN SEEDING, SEE CIVIL DRAWINGS FOR INSTALLATION DETAIL

EXTERIOR LIGHTING KEY NOTES:

MHS SERIES FLOODLIGHT FIXTURE, MOUNTED TO STORAGE RACKS AND BUILDING, 32 TOTAL, SEE ATTACHED PRODUCT CUT SHEET FROM SECURITY LIGHTING SYSTEMS, HUBBELL LIGHTING, INC.

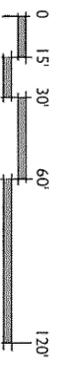
ALTERNATIVE SITE LANDSCAPING OPTION REQUESTED

DESCRIPTION OF SITE IMPROVEMENTS:

1. THE SITE IMPROVEMENTS WILL MAINTAIN AND PROTECT PROPERTY VALUES. THE SITE WILL BE REDEVELOPED FOR THE SAME LAND USE, WITH IMPROVED SITE EFFICIENCY, BUILDING AND PARKING LAYOUT, AND VISUAL AESTHETICS.
2. THE SITE LANDSCAPE IMPROVEMENTS INCLUDE AN INCREASE OF 825 S.F. OF PERMEABLE SURFACE AREA. THE PROPOSAL ALSO INCLUDES REMOVAL OF ALL LAWN AND NON-NATIVE PLANT MATERIAL IN THE LANDSCAPE AREAS, AND REPLACEMENT WITH A PACIFIC NORTHWEST NATIVE PLANT PALETTE, INCLUDING TREES, SHRUBS AND GROUNDCOVERS.
3. THE SITE LANDSCAPE IMPROVEMENTS INCLUDE 3,240 SF OF NATIVE PLANTING ADJACENT AND OVERHANGING THE LAKE WASHINGTON OHWM, PROVIDING SHADE AND IMPROVING FISH HABITAT IN THE AREA.
4. THE SITE IMPROVEMENTS WILL REDUCE THE IMPACTS OF DEVELOPMENT ON THE STORM DRAINAGE SYSTEM AND WATER RESOURCES. CURRENTLY THE STORMWATER IS DISCHARGED DIRECTLY INTO THE LAKE. PROPOSED STORMWATER RUNOFF WILL BE COLLECTED IN A SERIES OF CATCH BASINS AND ROUTED THROUGH COMPOST FILTERS FOR WATER QUALITY TREATMENT. TREATED WATER WILL DISCHARGE TO LAKE WASHINGTON. WATER QUALITY OF DISCHARGED WATER WILL MEET OR EXCEED WATER QUALITY STANDARDS. WATER USED FOR BOAT SERVICING AND WASHING WILL BE COLLECTED SEPARATELY FROM STORMWATER AND OTHER RUNOFF. IT WILL BE RECYCLED USING A WASHWATER RECYCLING SYSTEM THAT DOES NOT RELEASE WATER. SLUDGE DISTILLED DURING RECYCLING WILL BE DISPOSED OF OFF-SITE.
5. THE SITE IMPROVEMENTS WILL PROVIDE ADDITIONAL AESTHETIC, VISUAL, AND FUNCTIONAL AMENITIES TO ADJACENT SITE/PROPERTY OWNERS.

PRELIMINARY LANDSCAPE PLAN, EXTERIOR LIGHTING PLAN, AND NOTES

SCALE: 1" = 30'-0"



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Science & Design

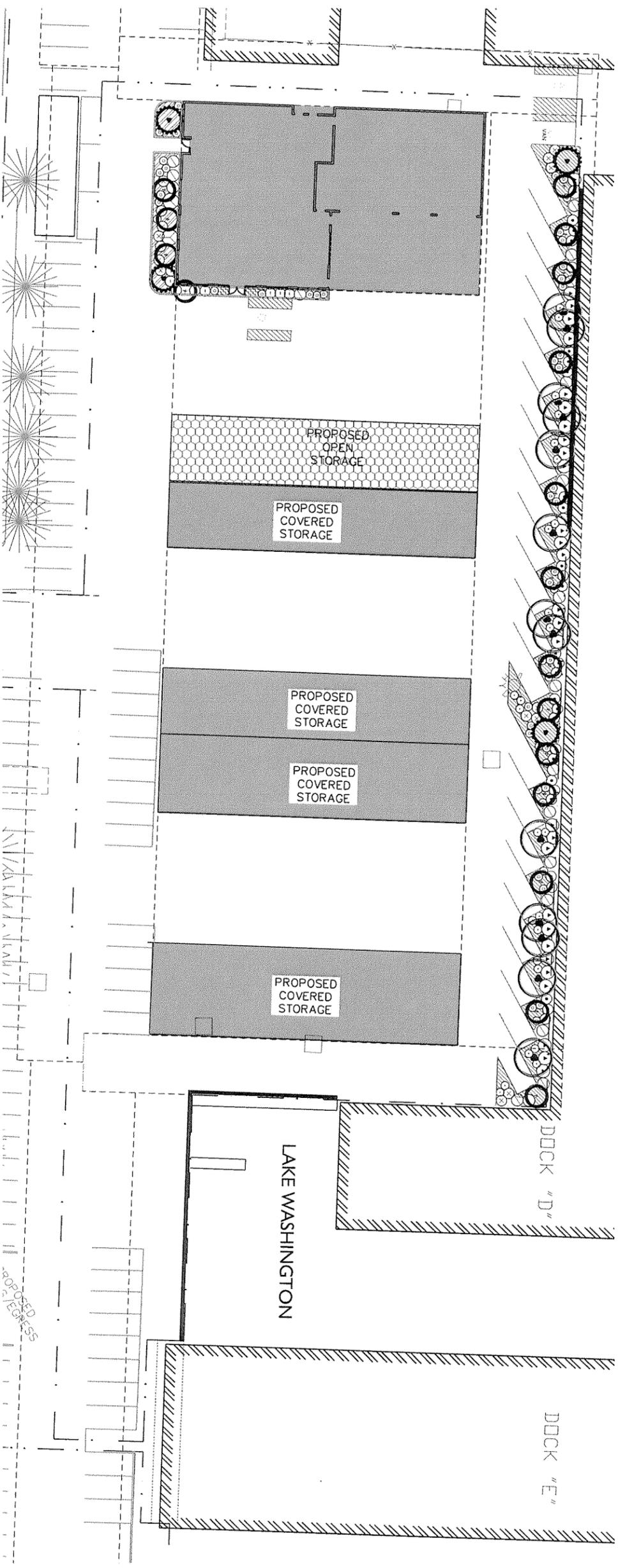
PRELIMINARY LANDSCAPE PLAN
SEATTLE BOAT/ NEWPORT
MARINA REDEVELOPMENT
SE 40TH STREET & LAKE WASHINGTON BLVD.
BELLEVUE, WA

PHASE:	PRELIMINARY
NO. DATE	ISSUE
1 3/16/07	PERMIT SET

REMARKS/NOTES:
ORIGINAL PLAN 24" X 36"
ADJUST SCALES ACCORDINGLY

STATE OF WASHINGTON
LANDSCAPE ARCHITECT
MANOJ K. MITAL
CERTIFICATE NO. 896

Project Manager: ST
Designed: MH
Drafted: MH
Checked: ST
File name:
LANDSCAPE PLAN PERMIT.DWG
JOB NUMBER:
070213
SHEET NUMBER:
LI OF 2



SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS
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TREES

	ACER CIRCINATUM	VINE MAPLE	6-8 HT.	17	MULTI-STEM, WELL-BRANCHED
	BETULA PAPERIFERA	PAPER BIRCH	2" CAL./10' HT.	13	WELL BRANCHED, STRAIGHT TRUNK
	PINUS CONTORTA	SHORE PINE	10' HT. (MIN)	4	FULL GROWTH HABIT, FULL & BUSHY

SHRUBS

	ARBUTUS UNEDO	STRAWBERRY TREE	5 GAL.	20	WELL-BRANCHED, 3.5' HT. MIN.
	CORNUS STOLONIFERA	REDTWIG DOGWOOD	5 GAL.	30	WELL-BRANCHED, 3.5' HT. MIN.
	MAHONIA AQUIFOLIUM	OREGON GRAPE	5 GAL.	25	WELL-BRANCHED, 3.5' HT. MIN.
	MYRICA CALIFORNICA	CALIFORNIA WAX MYRTLE	5 GAL.	2	WELL-BRANCHED, 3.5' HT. MIN.
	RIBES SANGUINEUM	FLOWERING CURRANT	5 GAL.	50	WELL-BRANCHED, 3.5' HT. MIN.
	ROSA GYMNOCARPA	BALDHIP ROSE	5 GAL.	15	WELL-BRANCHED, 3.5' HT. MIN.
	SYMPHORICARPOS ALBUS	SNOWBERRY	5 GAL.	28	WELL-BRANCHED, 3.5' HT. MIN.
	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	5 GAL.	8	WELL-BRANCHED, 3.5' HT. MIN.

GROUND COVERS

	FRAGARIA CHILOENSIS	COAST STRAWBERRY	4" POTS	130	18" O.C.
	MAHONIA (BERBERIS) NERVOSA	LOW OREGON GRAPE	1 GAL.	200	PLANT IN DRIFTS.
	POLYSTICHUM MUNITUM	SWORD FERN	1 GAL.	100	18" O.C.
	BLECHNUM SPICANT	DEER FERN	1 GAL.	10	PLANT IN DRIFTS.
	DICENTRA FORNOSA	PACIFIC BLEEDING HEART	1 GAL.	10	24" O.C.

GRASSPAVE WITH LAWN SEEDING, 2,988 S.F., SEE CIVIL DRAWINGS FOR INSTALLATION DETAILS

GENERAL PLANTING NOTES:

1. REMOVE ALL INVASIVE NON-NATIVE PLANT SPECIES (ENGLISH IVY, HIMALAYAN BLACKBERRY, SCOT'S BROOM, BITTERSWEET, NIGHTSHADE, REED CANARYGRASS, ETC) THROUGHOUT THE PROJECT AREA. GRUB OUT ALL ROOTS AND RHIZOMES.
2. PRIOR TO PLANT LAYOUT, AMEND SOIL ACROSS ENTIRE PROJECT AREA WITH 6" DEPTH CEDAR GROVE COMPOST (OR APPROVED EQUAL), TILLED TO 9" DEPTH.
3. A FULLY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED AND FUNCTIONAL PRIOR TO PLANT INSTALLATION.
4. INSTALL PLANT MATERIAL AS SHOWN ON PLAN. FIELD ADJUST AS NECESSARY FOR LOCAL MICROSITE CONDITIONS.

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Science & Design

PRELIMINARY LANDSCAPE PLAN
SEATTLE BOAT NEWPORT
MARINA REDEVELOPMENT
SE 40TH STREET & LAKE WASHINGTON BLVD.
BELLEVUE, WA

PHASE:
PRELIMINARY

NO.	DATE	ISSUE
1	3/12/07	REVIEW SET

REMARKS/NOTES:

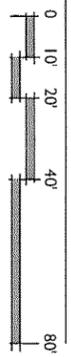
Project Manager: ST
Designed: MH
Drafted: MH
Checked: ST

File name:
LANDSCAPE PLAN PERMIT.DWG

JOB NUMBER:
070213

SHEET NUMBER:
L2 OF 2

PRELIMINARY LANDSCAPE PLAN AND LEGEND
SCALE: 1" = 20'-0"



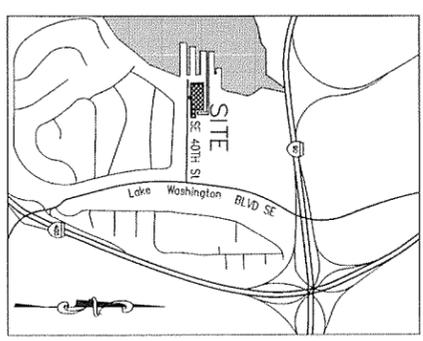
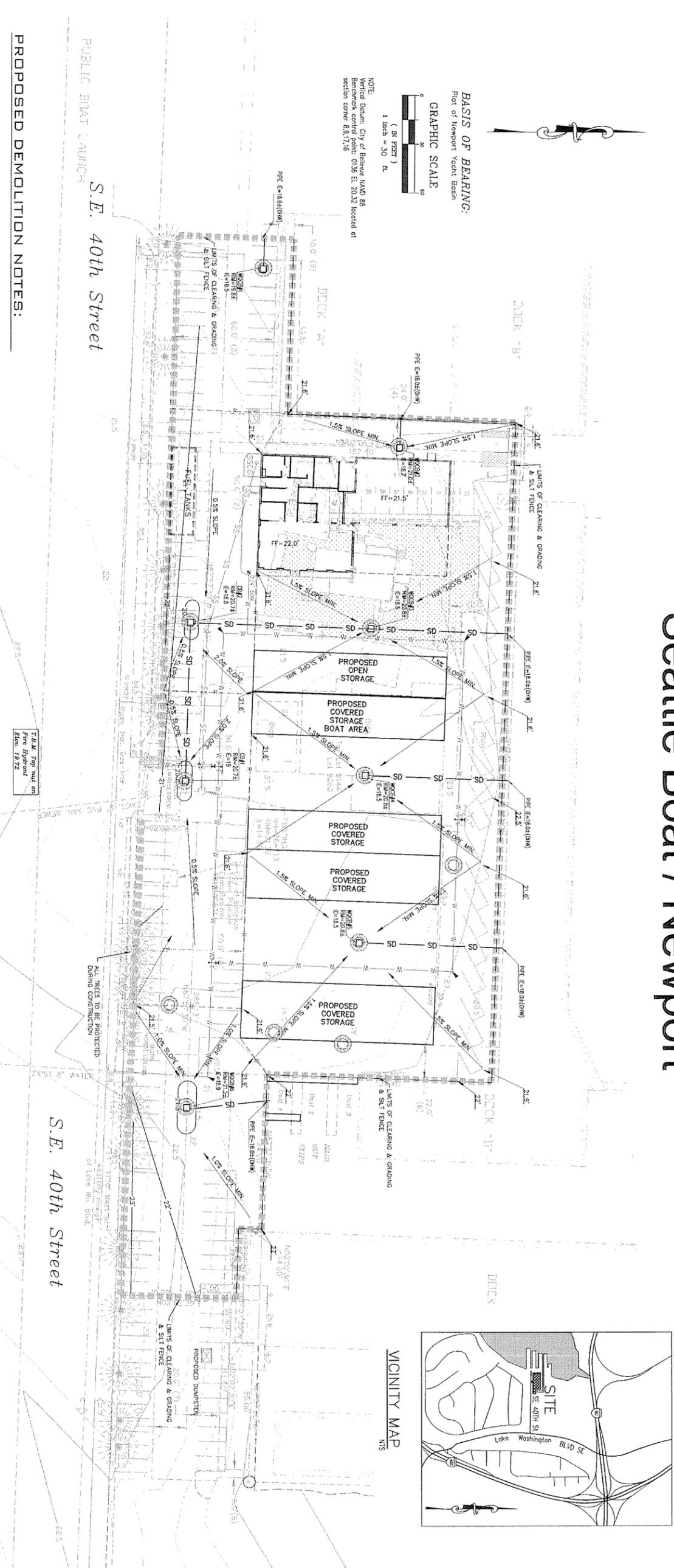
SE 1/4, Sec. 9, Twp. 24N, R. 5E, W.M.
Seattle Boat / Newport



BASIS OF BEARING:
Plot of Newport Yacht Basin



NOTE:
Vertical Datum: City of Bellevue (MAD 88)
Reference: Section 10000, Part 0136 Et. 2012 located at
section corner 83.17/8



PRELIMINARY - NOT FOR CONSTRUCTION

PROPOSED DEMOLITION NOTES:

- ① EXISTING BUILDING TO BE DEMOLISHED. REMOVE BUILDING, SLAB AND FOOTINGS.
- ② CAP UTILITIES TO BE ABANDONED AND REMOVED DURING SITE GRADING.
- ③ EXISTING CONCRETE RETAINMENT WALL TO BE DEMOLISHED.
- ④ PLUG EXISTING C.B. STUBS WHERE STORM DRAINAGE PIPES LED TO DEMO'D STORM C.B.
- ⑤ ALL POWER, GAS, ELECTRIC AND TELEPHONE LINES TO BE REMOVED/RELOCATED OR ABANDONED BY INDIVIDUAL FRANCHISEES. CONTRACTOR TO COORDINATE WITH THOSE FRANCHISEES PRIOR TO CONSTRUCTION.
- ⑥ ALL WATER AND SEWER LATERALS TO BE ABANDONED AT THE MAIN PER CITY OF BELLEVUE SPECIFICATIONS.

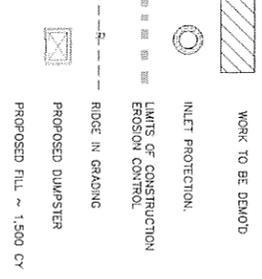
CLEAR AND GRADE CONSTRUCTION SEQUENCE

- THIS SEQUENCE IS A GENERAL GUIDE AND IS NOT INTENDED TO BE ALL-INCLUSIVE
1. AT PERMIT ISSUANCE, INSTALL EMERGENCY PHONE NUMBER SIGN.
 2. DEMONSTRATE TO CLEARING AND GRADING ESTABLISH BOUNDARY BY TAKING SAMPLES AT BEFORE ARRANGE AND ATEND PRE-CONSTRUCTION MEETING WITH CITY OF BELLEVUE INSPECTOR.
 3. FLAG CONSTRUCTION CLEARING LIMITS.
 4. FLAG CONSTRUCTION GRADING LIMITS.
 5. INSTALL SET FENCE ALONG ALL PROPERTY LINES OR 2 FEET FROM OWN MARK.
 6. INSTALL GAS RIGS.
 7. INSTALL ALL NECESSARY CONSTRUCTION DRAINAGE/VENT.
 8. INSTALL ALL NECESSARY EROSION CONTROL.
 9. CONSTRUCT BERM AND INTERCEPT SWALES.
 10. CLEAR AND GRADE SITE.
 11. MONITOR SURFACE WATER RUNOFF AS DIRECTED IN APPROVED MONITORING PLAN. MAKE ADJUSTMENTS TO EROSION CONTROL MEASURES AS REQUIRED.
 12. MONITOR CONSTRUCTION TO DESIGN GRASS.
 13. CONSTRUCT BUILDING, UTILITIES, STORMWATER, STREET IMPROVEMENTS, ETC.
 14. LANDSCAPE SITE. HORIZONTAL SLOPES NOT COVERED BY THE LANDSCAPE PLAN.
 15. REMOVE REMAINING TEST FACILITIES ONLY AFTER SITE HAS STABILIZED.
 16. CLEAN STORM DRAINAGE SYSTEM. DO NOT FLUSH SEDIMENT OFF SITE.

PROJECT TEAM

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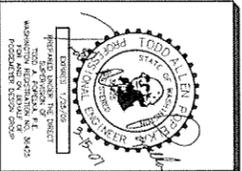
LEGEND:



GENERAL NOTES:

1. ALL CLEARING & GRADING CONSTRUCTION MUST BE IN ACCORDANCE WITH CITY OF BELLEVUE (200) CLEARING & GRADING CODE. CLEARING & GRADING EROSION CONTROL STANDARDS, LAND USE CODE, UTILITIES REGULATIONS, TREE REMOVAL CONDITIONS, AND ALL OTHER APPLICABLE CODES, ORDINANCES AND STANDARDS. THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THESE REQUIREMENTS. ANY VARIANCE FROM ADOPTED EROSION CONTROL STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY THE CITY OF BELLEVUE DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT (PCD). PRIOR TO CONSTRUCTION, IT IS THE SOLE RESPONSIBILITY OF THE APPLICANT AND THE PROFESSIONAL CIVIL ENGINEER TO CORRECT ANY ERROR, OMISSION, OR VARIATION FROM THE ABOVE REQUIREMENTS FOUND IN THESE PLANS. ALL CORRECTIONS WILL BE AT AN ADDITIONAL COST TO THE OWNER. ALL DETAILS FOR STRUCTURAL WALLS, ROCKERS OVER FOUR FEET IN HEIGHT, GEOROD REINFORCED ROCKERS, AND GEOROD REINFORCED MODULAR BLOCK WALLS MUST BE STAMPED BY A PROFESSIONAL ENGINEER.
2. A COPY OF THE APPROVED PLANS MUST BE ON-SITE DURING CONSTRUCTION. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ANY OTHER REQUIRED OR RELATED PERMITS PRIOR TO BEGINNING CONSTRUCTION.
3. ALL LOCATIONS OF EXISTING UTILITIES HAVE BEEN ESTABLISHED BY FIELD SURVEY OR OBTAINED FROM AVAILABLE RECORDS AND SHOULD, THEREFORE, BE CONSIDERED ONLY APPROXIMATE AND NOT NECESSARILY COMPLETE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO INDEPENDENTLY VERIFY THE ACCURACY OF ALL UTILITY LOCATIONS AND TO DISCOVER AND AVOID ANY OTHER UTILITIES NOT SHOWN WHICH MAY BE AFFECTED BY THE IMPLEMENTATION OF THIS PLAN.
4. THE AREA TO BE CLEARED AND GRADED MUST BE FLAGGED BY THE CONTRACTOR AND APPROVED BY THE CLEARING & GRADING INSPECTOR PRIOR TO BEGINNING ANY WORK ON THE SITE.
5. A REINFORCED SET FENCE MUST BE INSTALLED IN ACCORDANCE WITH COB EC-5 AND LOCATED AS SHOWN ON THE APPROVED PLANS OR PER THE CLEARING & GRADING INSPECTOR, ALONG SLOPE CONTROLS AND DOWN SLOPE FROM THE BUILDING SITE.
6. A HARD-SURFACE CONSTRUCTION ACCESS PAD IS REQUIRED PER CLEARING & GRADING STANDARD DETAIL EC-1 OR EC-2. THIS PAD MUST REMAIN IN PLACE UNTIL PLANNING IS INSTALLED.
7. CLEARING WILL BE LIMITED TO THE AREAS WITHIN THE APPROVED DISTURBANCE LIMITS. EXPOSED SOILS MUST BE COVERED AT THE END OF EACH WORKING DAY WHEN WORKING FROM OCTOBER 1ST THROUGH APRIL 30TH. FROM MAY 1ST THROUGH SEPTEMBER 30TH, EXPOSED SOILS MUST BE COVERED AT THE END OF EACH CONSTRUCTION WORK DAY AND ALSO AT THE THREAT OF RAIN.
8. ANY EXPOSED MATERIAL, REMOVED FROM THE CONSTRUCTION SITE AND DEPOSITED ON PROPERTY WITHIN THE CITY LIMITS MUST BE IN COMPLIANCE WITH A VALID CLEARING & GRADING PERMIT. LOCATIONS FOR THE WABILIZATION AREA AND STOCKPILING MATERIAL MUST BE APPROVED BY THE CLEARING & GRADING INSPECTOR AT LEAST 24 HOURS IN ADVANCE OF ANY STOCKPILING.
9. TO REDUCE THE POTENTIAL FOR EROSION OF EXPOSED SOILS, OR WHEN RAINY SEASON CONSTRUCTION IS PERMITTED, THE FOLLOWING BEST MANAGEMENT PRACTICES (BMPs) ARE REQUIRED:
• PREVENT NATURAL VEGETATION FROM AS LONG AS POSSIBLE OR AS REQUIRED BY THE CLEARING & GRADING INSPECTOR.
• PROTECT EXPOSED SOIL USING PLASTIC (EC-14), EROSION CONTROL, EASMENTS, STRAW OR MULCH (COB GUIDE TO MULCH MATERIALS, BATES, AND USE CHART), OR AS DIRECTED BY THE CLEARING & GRADING INSPECTOR.
• INSTALL A TEMPORARY SEDIMENT POND, A SERIES OF SEDIMENTATION TANKS, TRENCHES, FILTER VAULTS, OR OTHER SEDIMENT CONTROL FACILITIES. INSTALLATION OF EXPOSED AGGREGATE SURFACES REQUIRES A SEPARATE EFFLUENT COLLECTION POND ON-SITE.
10. FINAL SITE GRADING MUST DIRECT DRAINAGE AWAY FROM ALL BUILDING STRUCTURES AT A MINIMUM 2% SLOPE, PER THE UNIFORM BUILDING CODE.
11. THE CONTRACTOR MUST MAINTAIN A SWEEPER ON-SITE DURING EARLY WORK AND IMMEDIATELY REMOVE SOIL THAT HAS BEEN TRACKED ONTO PAVED AREAS AS RESULT OF CONSTRUCTION.
12. A PUBLIC INFORMATION SIGN LISTING 24-HOUR EMERGENCY PHONE NUMBERS FOR THE CITY AND THE CONTRACTOR MAY BE PROVIDED TO THE APPLICANT AT THE TIME THE CLEARING & GRADING PERMIT IS ISSUED. THE APPLICANT MUST POST THE SIGN AT THE PROJECT SITE IN FULL VIEW OF THE PUBLIC AND THE CONTRACTORS, AND IT MUST REMAIN POSTED UNTIL FINAL SIGN-OFF BY THE CLEARING & GRADING INSPECTOR.
13. THEROBY MONITORING WILL BE REQUIRED AS A CONDITION OF CLEARING & GRADING PERMIT APPROVAL. THEROBY MONITORING MUST BE PERFORMED IN ACCORDANCE WITH THE APPROVED THEROBY MONITORING PLAN AND AS DIRECTED BY THE CLEARING & GRADING INSPECTOR. MONITORING MUST CONTINUE DURING SITE (EARTHWORK) CONSTRUCTION UNTIL THE FINAL SIGN-OFF BY THE CLEARING & GRADING INSPECTOR. SIGNATURES AND STAMPS OF THE CLEARING & GRADING INSPECTOR AND THE APPLICANT MUST BE OBTAINED IN SECTION 2276.05(3) OF THE CLEARING & GRADING CODE.

PRELIMINARY CLEARING AND GRADING PLAN
SEATTLE BOAT / NEWPORT
SE 40th & Lake Washinton Blvd
BELLEVUE, WASHINGTON



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