DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE
BELLEVUE, WA 98009-9012

DETERMINATION OF NON-SIGNIFICANCE

PROPONENT: Larry L. Peterson

LOCATION OF PROPOSAL: 6220 Hazelwood Lane SE

DESCRIPTION OF PROPOSAL: Relocation of an existing boat lift into a slip under an existing covered moorage on Lake Washington

FILE NUMBERS: 14-142133-WE **PLANNER:** Reilly Pittman

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is available to the public on request.

☐ There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on _____.

☒ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **6/11/2015**

☐ This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on _____. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5:00 p.m. on _____.

This DNS may be withdrawn at any time if the proposal is modified so as to have significant adverse environmental impacts; if there is significant new information indicating a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project): or if the DNS was procured by misrepresentation or lack of material disclosure.

_____ __**5/28/2015**_____
Environmental Coordinator Date

OTHERS TO RECEIVE THIS DOCUMENT:

☒ State Department of Fish and Wildlife / Stewart.Reinbold@dfw.gov; Christa.Heller@dfw.wa.gov;
☒ State Department of Ecology, Shoreline Planner N.W. Region / Jobu461@ecy.wa.gov; sepaunit@ecy.wa.gov
☒ Army Corps of Engineers Susan.M.Powell@nws02.usace.army.mil
☒ Attorney General ecyolyef@atg.wa.gov
☒ Muckleshoot Indian Tribe Karen.Walter@muckleshoot.nsn.us; Fisheries.fileroom@muckleshoot.nsn.us

City of Bellevue
Development Services Department
Land Use Staff Report

Proposal Name:	**Peterson Boat Lift Relocation**
Proposal Address:	6220 Hazelwood Lane SE
Proposal Description:	Proposal to relocate an existing boat lift into a slip under an existing covered moorage on Lake Washington. Review under SEPA is required as part of the exemption from a Shoreline Substantial Development Permit. SEPA review is a standalone Process II decision when not consolidated with another Process II decision.
File Number:	14-142133-WE
Applicant:	Larry L. Peterson
Planner:	Reilly Pittman, Land Use Planner
Decisions Included:	SEPA Threshold Determination
State Environmental Policy Act Threshold Determination:	**Determination of Non-Significance (DNS)**

Carol V. Helland, Environmental Coordinator
Development Services Department

Application Date:	October 3, 2014
Notice of Application Date:	October 16, 2014
Re-Notice of Application Date:	March 26, 2015 (date corrections)
Decision Publication Date:	May 28, 2015
Project Appeal Deadline:	June 11, 2015 (14 days)

For information on how to appeal a proposal, visit the Permit Center at City Hall or call (425) 452-6864. Comments on State Environmental Policy Act (SEPA) Determinations can be made with or without appealing the proposal within the noted comment period for a SEPA Determination. Appeal of the Decision must be received in the City Clerk's Office by 5 PM on the date noted for appeal of the decision.

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VII. Conditions of Approval ..... Pg 9-10

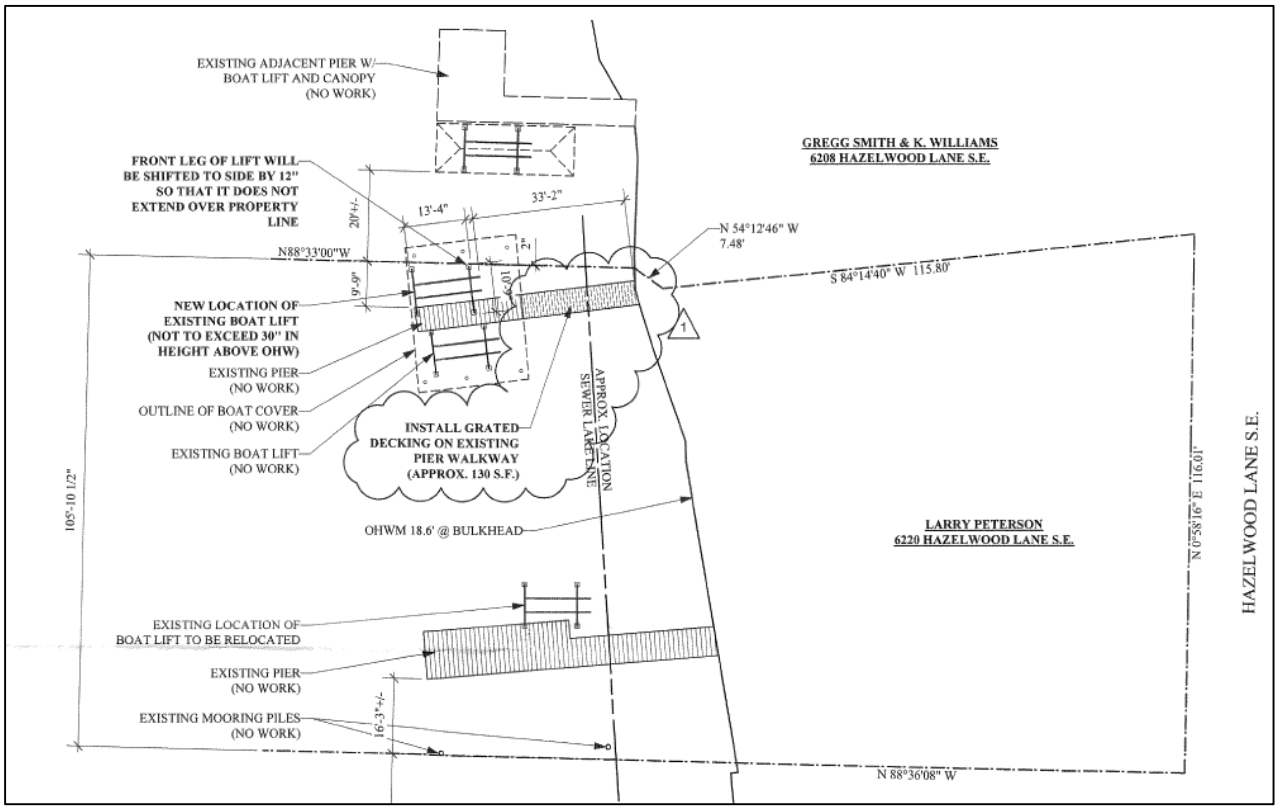
Attachments

1. Project Plans – Enclosed
2. Survey – Enclosed
3. 1970 Aerial Photo – Enclosed
4. Cost Estimate – Enclosed
5. Gregg Smith v. Larry Peterson Court Documents – In File
6. Public Comments – In File
7. SEPA Checklist, Permit Application Forms and Materials, Communication – In File

I. Project Description

This project concerns the proposed relocation of an existing boat lift to a new location on the same property in Lake Washington. The boat lift is proposed to be relocated to a dock that has two slips under a covered moorage. The lift relocation will involve work below the Ordinary High Water Mark and requires review under the State Environmental Policy Act (SEPA). The project qualifies as an exemption from a Shoreline Substantial Development Permit. See Figure 1 for site plan.

Figure 1



II. SITE DESCRIPTION, ZONING, LAND USE, AND CRITICAL AREAS

A. SITE DESCRIPTION

The project site is located on Lake Washington and is accessed by vehicle from Hazelwood Lane which is a private road easement that crosses the properties in vicinity of the site.

- The property has two exiting docks. The northern dock has a covered moorage structure and the southern dock is uncovered. See Figure 2 below for existing site.

Figure 2

- The dock with the covered moorage pre-dates the Shoreline Management Act and was built before 1971. See attachment 3 for 1970 aerial photo showing the dock.
- There are two boat lifts; one in the southern slip of the covered moorage and the second next to the uncovered southern dock.
- The boat lift to be relocated is currently associated with the uncovered dock. The proposal is to relocate this lift to the northern-most slip, under the covered moorage.

B. ZONING

The property is zoned R-5, Single-Family Residential. Relocation of an existing boatlift is consistent with single-family land uses.

C. LAND USE CONTEXT

The property has a Comprehensive Plan Land Use Designation of SF-H (Single Family High Density). Relocation of an existing boatlift is consistent with single-family land uses.

D. CRITICAL AREAS AND SHORELINES

The project is located in Lake Washington which is a shoreline that is a critical area regulated in Land Use Code 20.25H which can provide the functions and values

described below.

i. Shorelines

Shorelines provide a variety of functions including shade, temperature control, water purification, woody debris recruitment, channel, bank and beach erosion, sediment delivery, and terrestrial-based food supply (Gregory et al. 1991; Naiman et al. 1993; Spence et al.1996).

Shorelines provide a wide variety of functions related to aquatic and riparian habitat, flood control and water quality, economic resources, and recreation, among others. Each function is a product of physical, chemical, and biological processes at work within the overall landscape. In lakes, these processes take place within an integrated system (ecosystem) of coupled aquatic and riparian habitats (Schindler and Scheuerell 2002). Hence, it is important to have an ecosystem approach which incorporates an understanding of shoreline functions and values.

III. CONSISTENCY WITH LAND USE CODE REQUIREMENTS:

A. Zoning District Dimensional Requirements:

The dimensional requirements found in LUC 20.20.010 do not apply to this project as no structure is proposed to be built or altered on land.

B. Shoreline Overlay District LUC 20.25E:

Pursuant to WAC 173-27-040(1) (b), the project to relocate the existing lift is exempt from a Shoreline Substantial Development Permit. The cost or fair market value of the project does not exceed $6,416 as adjusted by the State in 2012 based on the consumer price index. See attachment 4 for a cost estimate of the labor required.

IV. PUBLIC NOTICE & COMMENT

Application Date:	October 3, 2014
Public Notice (500 feet):	October 16, 2014
Minimum Comment Period:	October 30, 2014

The Notice of Application for this project was published in the City of Bellevue weekly permit bulletin and Seattle Times on October 16, 2014. The application was re-noticed October 30, 2014 to provide a courtesy notice in the mail and on March 26, 2014 to correct the date of application and completeness to the correct year. Numerous comments and code complaints regarding this proposal and property were submitted by Mr. Gregg Smith, the neighbor to the north of the subject property. Mr. Smith's comments and complaints along with the City's responses are summarized below.

No Mitigation Proposed

Smith Comment Summary: The existing shoreline exceeds the allowable improvements that

have "taken their toll on the environment" and there is no mitigation proposed to offset any impacts "of these multiple structures" on the Peterson property.

City's Response: The boat lift in question is an existing lift on the Peterson property and was approved under permit 05-117691-WB. The Land Use Code does not require mitigation for installation of new lifts nor for relocation of an existing lift. Under permit 05-117691-WB, the decking for the second dock on the Peterson property was replaced with open grating which is a common mitigation measure. Although no mitigation is required, the applicant proposes to convert the approximately 130 square foot portion of the dock that is not covered by the covered moorage roof to open grating as part of this current proposal. See Section VII for a related condition of approval.

Unpermitted Boat Lifts

Smith Comment Summary: No permit was obtained for either existing boat lift and the property exceeds the limit of one boat lift per property.

City's Response: The boat lift in question is an existing lift on the Peterson property and was approved under permit 05-117691-WB. This permit approval was prior to any limits on the number of boat lifts allowed on a property. The plans for the past WB permit application show an existing lift in the southern slip of the covered moorage in addition to the lift that was proposed to be placed adjacent to the uncovered southern dock. There is no permit record for the lift existing under the covered moorage. However, the City did not determine there was any nonconformance or code violation when it approved the lift proposed in 2005 which is now proposed for relocation, knowing it was the second lift on the property. As no construction permit is required for a lift, the 2005 WB permit legitimizes the presence of both lifts.

Disputed Right to Use the Slip

Smith Comment Summary: The use of the covered slip in question was not exclusively granted to the Petersons.

City 's Response: Per the information provided by Mr. Smith, attachment 5, the court determined the property line as found on the recorded survey 20101118900002 and that the Petersons could use the slip even though the "slip may cross slightly the Smith south boundary in the water."1 The three piles north of the property line were determined to be owned by Mr. Smith. The covered moorage roof, dock, and other improvements are on the Peterson property and owned by the Petersons. According to the court's Judgment and the Findings of Fact and Conclusions of Law provided by Mr. Smith, the Petersons have the right to place the boat lift on their property and within the slip, located under their moorage cover.

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1 See *Gregg Smith v. Larry Peterson, No. 08-2-22750-2 SEA, Judgment, Conclusion 8, (October 14, 2010); see also Gregg Smith v. Larry Peterson, No. 08-2-22750-2 SEA, Findings of Fact and Conclusions of Law, (October 14, 2010).*

Boat Lift Safety
Smith Comment Summary: The proposed modification of the lift structure to locate it entirely on the Petersons' property is not safe.

City's Response: In order to locate the lift entirely on the Peterson property, the lift structure is proposed to be adjusted by sliding the lift legs so that no portion of the lift is located on the Smith property. The project plans show the lift located on the Peterson property. Verification by a surveyor will be required to ensure the lift is located on the Peterson property. If the survey finds the lift is not located correctly the lift will be required to be repositioned.

The Petersons have provided statements from the lift manufacturer, Sunstream, that the lift can be safely adjusted in keeping with the lift design and functionality. Mr. Smith has also provided statements from Sunstream regarding general stability of lifts. Mr. Peterson has consulted with Sunstream specifically regarding his lift and accepts any instability issues resulting from the change which are made per the manufacturer recommendations and within the functionality designed. Any safety concerns about using the adjusted lift will not have implications off of the project site or any environmental impact. No approval from the City is required to adjust the lift as proposed. Given the owner is modifying the lift and is accepting any risk, the City cannot deny the modification to address a problem that does not yet exist, may never exist, and can be fixed.

Unpermitted Improvements and Nonconforming Structures:
Smith Comment Summary: The original status of the dock and canopy was shared but was maintained by the Petersons who made numerous repairs and additions to the dock and canopy without permits. Other structures on the Peterson property were also modified without permits. Installing the lift in the open slip is making the dock even more nonconforming.

City's Response: There is no information that shows the dock is shared or jointly owned and it is not regulated as a shared facility. Per the Court's Findings of Fact and Conclusions of Law provided by Mr. Smith, conclusions 10-13, the court found that the dock was not a shared facility. The court decision gave full ownership of the dock to the Petersons, with the exception of the piles that are owned by Mr. Smith. The dock and covered moorage in question predate the State Shoreline Management Act and the City of Bellevue Shoreline Master Plan based on aerial photograph, see attachment 3 for aerial photo. As a result, the structure is a legally-established nonconforming structure that can remain and be maintained consistent with the nonconforming provisions in the Shoreline Overlay District (Part 20.25E LUC). Over the decades, the Petersons have maintained the structure, which has not significantly changed location, expanded in size, or been altered to a state that was noticeably different from the original condition. It is clear that the work done would have required permits, but those permits would have been granted. The only gain from permit review of the work done would have been to ensure temporary construction impacts were

minimized or mitigated to prevent damage to the environment. The past work does not present a current emergency or on-going environmental impact and is not an active construction violation. As past maintenance done by the Petersons have largely maintained the shoreline improvements and is no longer in progress, the Land Use Director has determined that no corrective permits for past improvements are required, and the boat lift can be relocated as proposed. The practice of the City when addressing code violations is to ensure a property is brought into substantial conformance with the code and address any active safety or environmental issues. The covered moorage and associated dock is substantially in conformance with requirements for nonconforming structures as there has not been any substantial change or alteration to require a retroactive permit or require removal of any structure.

Unsafe Structure

Smith Comment Summary: The pilings that hold up the roof of the covered moorage are rotten, weak, and failing. The lift should not be placed under the covered moorage as the piles are not safe and a risk for failure. Unpermitted electrical work has also been done.

City's Response: Based on inspection of the piles by City Building Inspectors, the Building Official has determined there is not an imminent danger that requires the City to condemn the structure or require structural repairs to allow the lift to be located as proposed. The placement of the boat lift does not alter or increase the level of risk of collapse. The placement of the lift in the slip will alleviate weight on the piles and roof by supporting the boat from the ground rather than the existing hoist that is supported from the roof and piles. The applicant is knowingly placing a lift under the roof that Mr. Smith has characterized as unstable and it may someday collapse if the piles are not repaired. However, placing the lift under the roof does not increase the risk of failure and potentially reduces the risk by removing weight from the roof. The City assumes Mr. Peterson is aware of the safety risk but he has the right to use the slip and place the lift on his property. In the absence of a determination that the structure is in imminent danger or collapse, the City cannot condemn a structure because it could someday be a danger. There is no work proposed on the covered moorage or piles and none can be required for approval of this boat lift.

The City did require Mr. Peterson to obtain an electrical permit to address the wiring and system that powers the lift motors and lights on the dock with the covered moorage. This permit was issued and the work completed.

V. STATE ENVIRONMENTAL POLICY ACT (SEPA)

The environmental review indicates no probability of significant adverse environmental impacts occurring as a result of the proposal. The Environmental Checklist submitted with the application adequately discloses expected environmental impacts associated with the project. The City codes and requirements, including the Clear and Grade Code, Utility Code, Land Use Code, Noise Ordinance, Building Code and other construction codes are expected to mitigate potential environmental impacts. Therefore, issuance of a

Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements.

A. EARTH, AIR, AND WATER

The project does not propose any modification of soils. The lift will be placed within Lake Washington. No dredging, withdrawals, diversions, or discharges are anticipated from the relocation of a boatlift.

B. ANIMALS AND PLANTS

Chinook salmon, bull trout, and steelhead are found in Lake Washington. The relocation of the lift under an existing solid canopy cover will slightly reduce the amount of overwater coverage in the habitat for juvenile salmon species.

C. NOISE

No noise is anticipated to be caused by relocating the lift but the site is adjacent to single-family residences whose residents are most sensitive to disturbance from noise during evening, late night and weekend hours when they are likely to be at home. Any construction noise shall be limited by the City's Noise Ordinance (Chapter 9.18 BCC) which regulates construction hours and noise levels. <u>See Section VII for a related condition of approval.</u>

VI. <u>CONCLUSION AND DECISION</u>

After conducting the various administrative reviews associated with this proposal, including Land Use Code consistency, City Code, SEPA, and Standard compliance reviews, the Director of the Development Services Department does hereby **approve with conditions** the relocation of the boat lift to be under the existing covered moorage.

VII. <u>CONDITIONS OF APPROVAL</u>

The following conditions are imposed under the Bellevue City Code or SEPA authority referenced:

1. **Surveyor Verification:** The boat lift is required to be located entirely on the property belonging to the Petersons. Verification of the lift location on the Petersons' property is required by a licensed surveyor. The form of verification can be a memo stamped by the surveyor that verifies the lift is located on the Petersons' property per the approved plans and recorded survey.

   Authority: Land Use Code 20.30R.155
   Reviewer: Reilly Pittman, Development Services Department

2. **Building Permit:** A building permit is required to replace the dock decking on the

uncovered dock with grating as proposed to reduce over-water coverage.

Authority: Land Use Code 20.30R.155
Reviewer: Reilly Pittman, Development Services Department

3. **Federal And State Permits:** All required federal and state permits and approvals must be received by the applicant prior to commencement of any work. Copies of the approvals are required to be submitted to the City.

   Authority: Land Use Code 20.30R.155
   Reviewer: Reilly Pittman, Development Services Department

4. **In-Water Work Window:** The US Army Corps of Engineers regulates work windows for when work can occur in Lake Washington. The lift relocation shall comply with the allowed work windows.

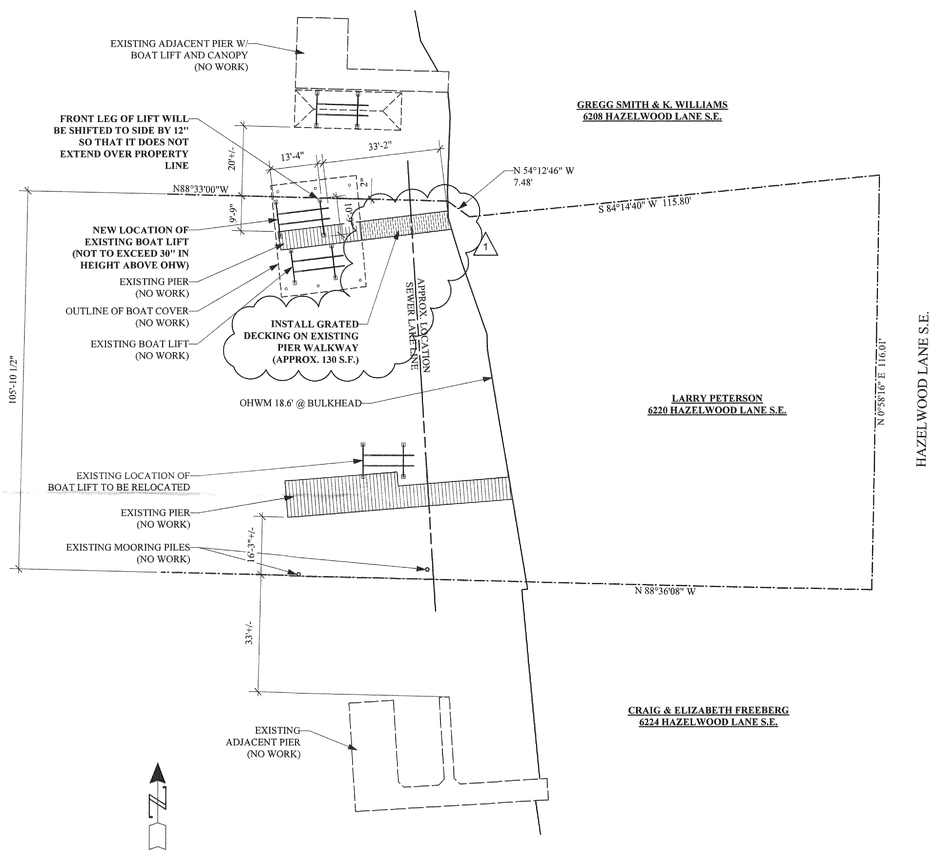
   Authority: Land Use Code 20.30R.155
   Reviewer: Reilly Pittman, Development Services Department

5. **Noise Control:** Noise related to construction is exempt from the provisions of BCC 9.18 between the hours of 7 am to 6 pm Monday through Friday and 9 am to 6 pm on Saturdays, except for Federal holidays and as further defined by the Bellevue City Code. Noise emanating from construction is prohibited on Sundays or legal holidays unless expanded hours of operation are specifically authorized in advance. Requests for construction hour extension must be done in advance with submittal of a construction noise expanded exempt hours permit.

   Authority: Bellevue City Code 9.18
   Reviewer: Reilly Pittman, Development Services Department

P E T E R S O N

BOAT LIFT RELOCATION

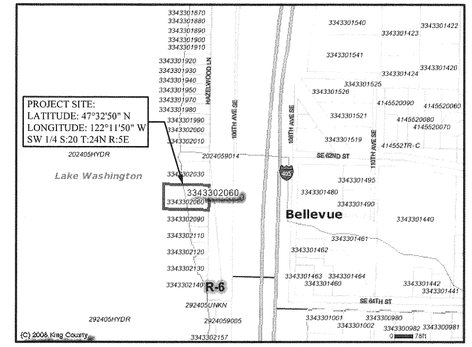


SITE PLAN

SCALE 1" = 20'-0"

0 10 20 40 60

VICINITY MAP



PROJECT INFORMATION

OWNER:
LARRY PETERSON

SITE ADDRESS:
6220 HAZELWOOD LANE SE
BELLEVUE, WA 98006

PARCEL NUMBER:
334330260

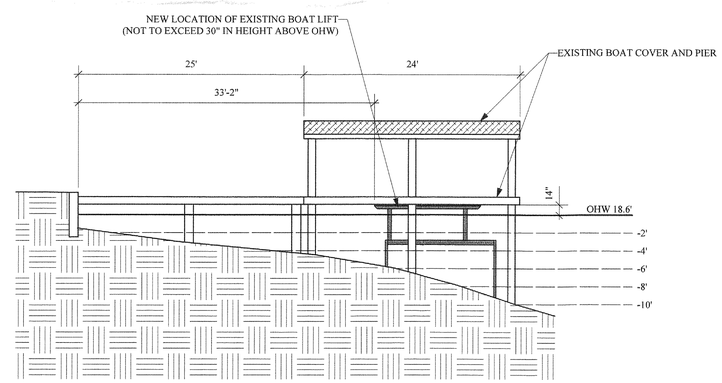
LAND USE ZONE:
R - 5

LOT AREA:
11,130 SF (.26 ARCES)

LEGAL DESCRIPTION:
HILLMANS LK WN GARDEN OF EDEN # 3 & SH LDS ADJ

PROJECT DESCRIPTION:
RELOCATE AN EXISTING BOAT LIFT. INSTALL 130 SQUARE FEET OF GRATED DECKING ON THE EXISTING PIER WALKWAY.

1



ELEVATION VIEW

SCALE 1/8" = 1'-0"

PROJECT INFORMATION, SITE PLAN, ELEVATION

c c o
d e s i g n i n c.
A r c h i t e c t u r e

203 N 36th St, Suite 201
Seattle, WA 98103 206 706 3937

LARRY PETERSON
6220 HAZELWOOD LANE SE
BELLEVUE, WA 98006

DATE: 10/2/2014
REVISIONS:
1 1/13/2015

Received
JAN 15 2015
Permit Processing

A1

RECORD OF SURVEY

SE 1/4, SW 1/4, SEC. 20, TWP. 24 N., RGE. 5 E., W.M.
KING COUNTY, WASHINGTON

BOOK 276 PG. 158

REC. NO.

LOTS 21–26, BLOCK A, C.D. HILLMAN'S LK WA. GARDEN OF EDEN ADD. #3

LEGAL DESCRIPTION AREA "A"

COMMENCING AT THE SOUTHEAST CORNER OF LOT 23 IN BLOCK A OF HILLMAN'S LAKE WASHINGTON GARDEN OF EDEN NO. 3, AS PER PLAT RECORDED IN VOLUME 11 OF PLATS, PAGE 81, RECORDS OF KING COUNTY AUDITOR;
THENCE NORTH 00°58'16" EAST ALONG THE EAST LINE OF SAID LOT 23 A DISTANCE OF 8.10 FEET;
THENCE SOUTH 84°13'50" WEST A DISTANCE OF 64.46 FEET TO THE SOUTH LINE OF SAID LOT 23;
THENCE CONTINUING SOUTH 84°13'50" WEST A DISTANCE OF 52.60 FEET;
THENCE NORTH 46°46'27" WEST, A DISTANCE OF 6.61 FEET TO THE WESTERLY EDGE OF A CONCRETE BULKHEAD;
THENCE NORTH 88°33'00" WEST, PARALLEL TO THE COMMON LINE OF SAID LOT 24 AND LOT 23, A DISTANCE OF 25.27 FEET TO THE EAST LINE OF A BOATHOUSE ROOF OVERHANG AS IT NOW EXISTS AND THE POINT OF BEGINNING;
THENCE CONTINUING NORTH 88°33'00" WEST A DISTANCE OF 24.27 FEET TO THE WEST LINE OF SAID BOATHOUSE ROOF OVERHANG;
THENCE NORTH 05°26'54" WEST A DISTANCE OF 3.10 FEET TO THE NORTH LINE OF SAID BOATHOUSE ROOF OVERHANG;
THENCE NORTH 83°18'30" EAST A DISTANCE OF 24.11 FEET TO THE EAST LINE OF SAID BOATHOUSE ROOF OVERHANG;
THENCE SOUTH 05°18'53" EAST A DISTANCE OF 6.54 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION SE 62ND STREET

(DERIVED FROM THE LEGAL DESCRIPTIONS FOR TAX PARCEL NUMBERS 3343302030 AND 3343302010)

THE SOUTH 20.75 FEET OF LOT 19, ALL OF LOT 20 AND THE NORTH 4.25 FEET OF LOT 21 IN BLOCK A OF HILLMAN'S LAKE WASHINGTON GARDEN OF EDEN NO. 3, AS PER PLAT RECORDED IN VOLUME 11 OF PLATS, PAGE 81, RECORDS OF KING COUNTY AUDITOR; SITUATE IN THE CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.

NEW LEGAL DESCRIPTION TAX PARCEL NO. 3343302060

LOTS 24, 25 AND 26 IN BLOCK A OF HILLMANS LAKE WASHINGTON GARDEN OF EDEN NO. 3, AS PER PLAT RECORDED IN VOLUME 11 OF PLATS, PAGE 81, RECORDS OF KING COUNTY AUDITOR; TOGETHER WITH SECOND CLASS SHORELANDS AS CONVEYED BY THE STATE OF WASHINGTON, SITUATE IN FRONT OF , ADJACENT TO, OR ABUTTING THEREON; SITUATE IN THE CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.

TOGETHER WITH THAT PORTION OF LOT 23 LYING SOUTH OF THE FOLLOWING DESCRIBED LINE,
COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 23;
THENCE NORTH 00°58'16" EAST ALONG THE EAST LINE OF SAID LOT 23 A DISTANCE OF 8.10 FEET TO THE POINT OF BEGINNING;
THENCE SOUTH 84°14'40" WEST A DISTANCE OF 64.58 FEET TO THE SOUTH LINE OF SAID LOT 23;

EXCEPT THAT PORTION OF LOT 24 LYING NORTH OF THE FOLLOWING DESCRIBED LINE;
COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 23;
THENCE NORTH 00°58'16" EAST ALONG THE EAST LINE OF SAID LOT 23 A DISTANCE OF 8.10 FEET;
THENCE SOUTH 84°14'40" WEST A DISTANCE OF 64.58 FEET TO THE SOUTH LINE OF SAID LOT 23 AND THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 84°14'40" WEST A DISTANCE OF 51.22 FEET;
THENCE NORTH 54°12'46" WEST A DISTANCE OF 7.48 FEET TO THE WESTERLY EDGE OF A CONCRETE BULKHEAD;
THENCE NORTH 88°33'00" WEST TO THE LIMITS OF SAID SECOND CLASS SHORELANDS.

NEW LEGAL DESCRIPTION TAX PARCEL NO. 3343302030

LOT 21, EXCEPT THE NORTH 4.25 FEET THEREOF AND LOTS 22 AND 23 IN BLOCK A OF HILLMAN'S LAKE WASHINGTON GARDEN OF EDEN NO. 3, AS PER PLAT RECORDED IN VOLUME 11 OF PLATS, PAGE 81, RECORDS OF KING COUNTY AUDITOR; TOGETHER WITH SECOND CLASS SHORELANDS, AS CONVEYED BY THE STATE OF WASHINGTON. SITUATE IN FRONT OF, ADJACENT TO, OR ABUTTING THEREON, AS TO LOTS 22 AND 23; SITUATE IN THE CITY OF BELLEVUE, COUNTY OF KING, STATE OF WASHINGTON.

TOGETHER WITH THAT PORTION OF LOT 24 LYING NORTH OF THE FOLLOWING DESCRIBED LINE;
COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 23;
THENCE NORTH 00°58'16" EAST ALONG THE EAST LINE OF SAID LOT 23 A DISTANCE OF 8.10 FEET;
THENCE SOUTH 84°14'40" WEST A DISTANCE OF 64.58 FEET TO THE SOUTH LINE OF SAID LOT 23 AND THE POINT OF BEGINNING;
THENCE CONTINUING SOUTH 84°14'40" WEST A DISTANCE OF 51.22 FEET;
THENCE NORTH 54°12'46" WEST A DISTANCE OF 7.48 FEET TO THE WESTERLY EDGE OF A CONCRETE BULKHEAD;
THENCE NORTH 88°33'00" WEST TO THE LIMITS OF SAID SECOND CLASS SHORELANDS.

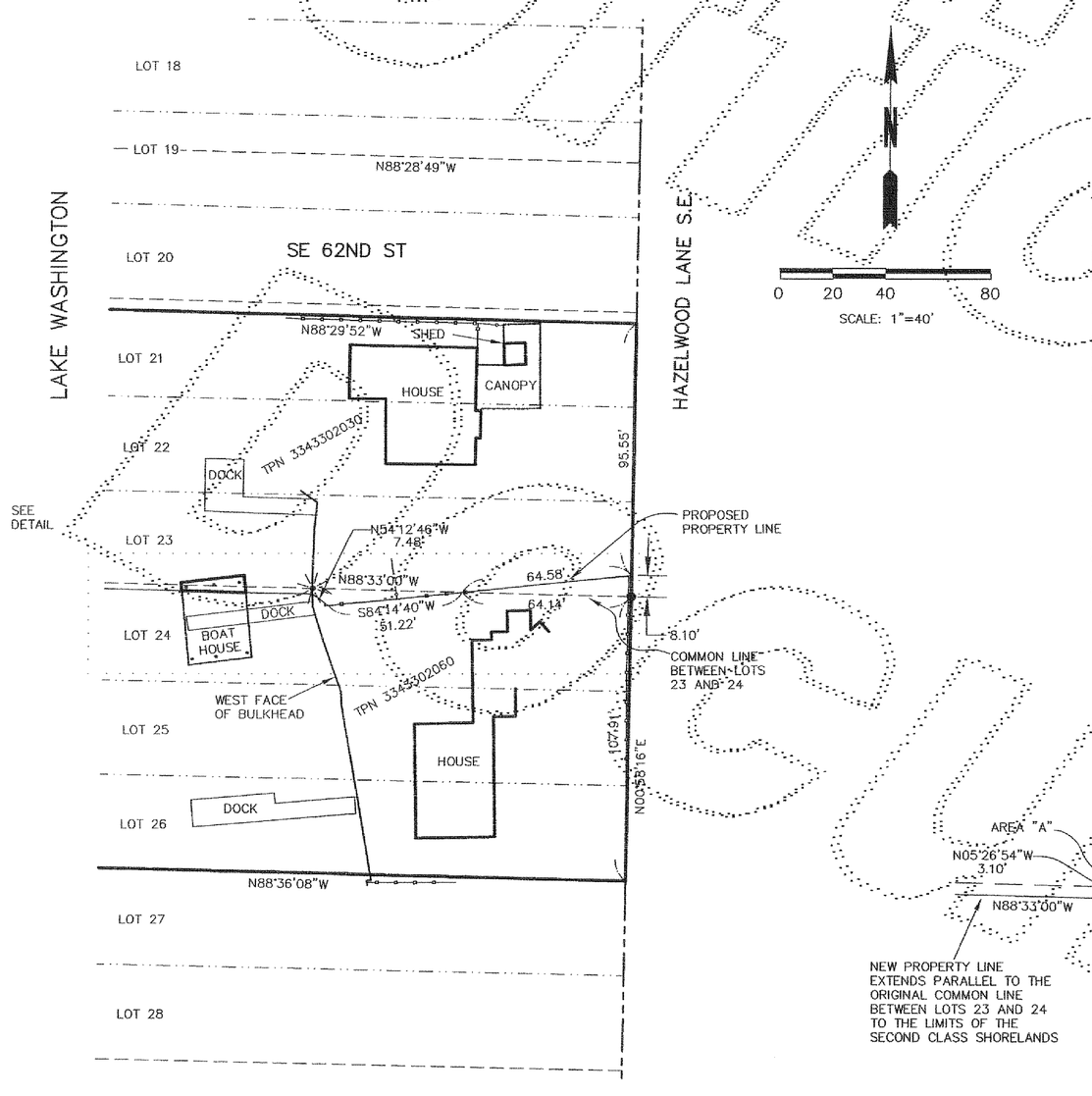
EXCEPT THAT PORTION OF LOT 23 LYING SOUTH OF THE FOLLOWING DESCRIBED LINE,
COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 23;
THENCE NORTH 00°58'16" EAST ALONG THE EAST LINE OF SAID LOT 23 A DISTANCE OF 8.10 FEET TO THE POINT OF BEGINNING;
THENCE SOUTH 84°14'40" WEST A DISTANCE OF 64.58 FEET TO THE SOUTH LINE OF SAID LOT 23;

SURVEYORS NARRATIVE:

THE PURPOSE OF THIS RECORD OF SURVEY IS TO SHOW THE COURT ORDERED PROPERTY LINE COMMON TO THE SUBJECT PARCELS. FOR INFORMATION PERTAINING TO THE ORIGINAL DETERMINATION OF THE PARCEL BOUNDARIES BY THE SURVEYOR, PRIOR TO SAID COURT ORDER, SEE RECORD OF SURVEY PAGES 55 AND 56, AND RECORDED UNDER KING COUNTY RECORDING NUMBER 20080723900001

ORIGINAL LEGAL DESCRIPTIONS:

SEE KING COUNTY RECORD OF SURVEY RECORDED UNDER RECORDING NO. 20080723900001.

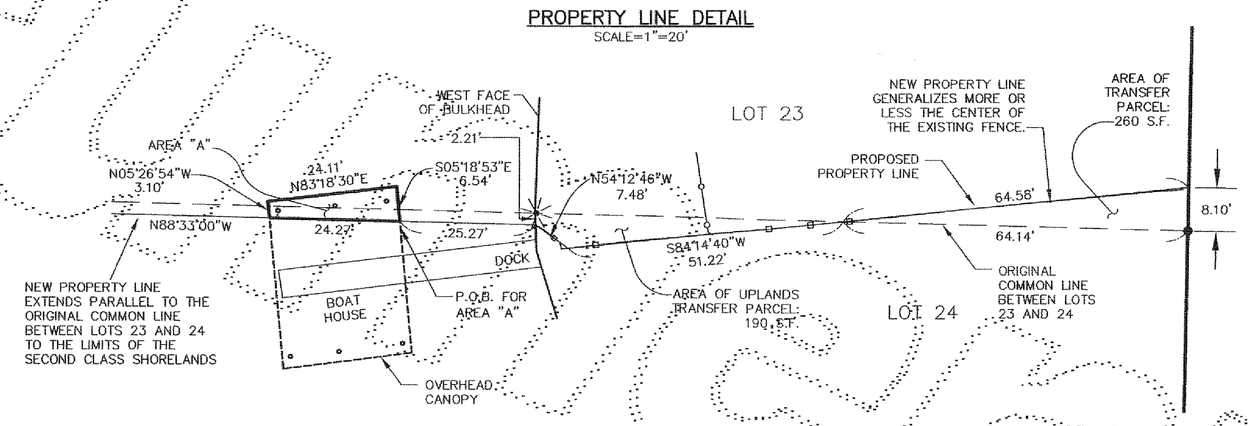


LEGEND

	WOOD FENCE
	CHAINLINK FENCE
TPN	TAX PARCEL NUMBER
	SET TACK IN LEAD WITH WASHER STAMPED "BVP 17676" ON CONCRETE BULKHEAD
	SET REBAR AND CAP STAMPED "PLS 17676"
P.O.B.	POINT OF BEGINNING.

PROPERTY LINE DETAIL

SCALE=1"=20'



REVISED AUG. 4, 2010

20101118900002
PLS INC SURVEY 128.00
PAGE-001 OF 001
11/18/2010 11:34
KING COUNTY, WA

COUNTY RECORDER / AUDITOR

LAND SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF: LARRY PETERSON

IN JULY 2010

BEN V. PETERSEN, CERTIFICATE NO. 17676

BEN V. PETERSEN STATE OF WASHINGTON 17676 REGISTERED PROFESSIONAL LAND SURVEYOR
11-15-10

BOUNDARY SURVEY FOR

LARRY PETERSON
6220 HAZELWOOD LANE SE
BELLEVUE, WA 98006

NW¼	NE¼
SW¼	SE¼

INDEXING INFORMATION

SW 1/4 SW 1/4

SECTION: 20
TOWNSHIP: 24N
RANGE: 5E
COUNTY: KING

PLS, Inc.
Professional Land Surveyors
355 NW Gilman Boulevard, #201
Issaquah, Washington 98027
(425) 313-9378 (fax) 313-9379

DRAWN BY:	DATE:	JOB NO.:
KAP	JULY 26, 2010	8049
CHECKED BY:	SCALE:	SHEET:
BVP	1" = 40'	1 OF 1

Received
OCT 03 2014
Permit Processi

AERIAL PHOTO MAP

CITY OF BELLEVUE

KING COUNTY, WASHINGTON

MAPPED
WALK

SCALE 1" = 200'	CONTOUR INTERVAL 5 FEET	DATE OF PHOTO 9-25-70	SECTION

20-

SUNSTREAM BOAT LIFTS
22149 68th Ave S
Kent, WA 98032
253-395-0500 V
253-395-0501 F

Sales Order 021374-00
Customer 003253

Sales Order Status : Started

To :

PETERSON, LARRY
6220 HAZLEWOOD LANE SE
BELLEVUE WA 98006
UNITED STATES

Ship to :

PETERSON, LARRY
6220 HAZLEWOOD LANE SE
BELLEVUE WA 98006
UNITED STATES

Phone (425) 746-8486 Fax (999) 999-9999 Ship/Install Date: **07/22/2015**

Customer PO Number	Order Date	Terms	FOB	Ship Via	Salesperson
LOCAL SERVICE 7/22	03/24/2015	NET 30	OUR PLANT - KENT	INSTALL	Jeff Hart

Quantity	Item / Description	Order Discount	List Price	Extended Price
6	LABOR LABOR--move existing lift from south pier over to the northernmost slip of the north pier. Offset lift on crossbeams 12" so base of structure stays within property line boundary. Inspection and service on lift once moved and setup. Allow 3/4 day for a 2-person service/dive crew.			1,200.00
	Sale Amount			**US$ 1,200.00**
	Tax			US$ 114.00
	Total Cost			**US$ 1,314.00**