

# TECHNICAL MEMORANDUM



Date: March 17, 2025  
To: City of Lake Forest Park Community Development  
Department  
From: Kyle Cotchett; Kenny Booth, AICP  
Facet Project Number: 2303.0834.02  
Project Name: Lake Forest Park Lakefront Improvements

## Subject: Shoreline Variance Narrative

This memo is intended to provide an overview of the proposed Lake Forest Park Lakefront Improvements project, and document how the project complies with City of Lake Forest Park Shoreline Management Program variance regulations.

### Site Description

The project site is located at 17337, 17345, and 17347 Beach Dr NE in the City of Lake Forest Park (parcel nos #403010-0050, -0035, and -0040). The sites consist of remnant single-family residential buildings and associated residential and shoreline improvements. The properties are accessed from Beach Drive NE. All parcels are within the RS-7,200 SFR zoning designation. Parcel nos. 403010-0035 and 403010-0040 have a shoreline environment designation of Shoreline Residential, while parcel no 403010-0050 is designated as Urban Conservancy. Single-family residential properties border the site to the north and east. To the southwest is parcel no. 403010TRCT with no zoning designation but is occupied by the Lake Forest Park Civic Club. The sites are situated along Lake Washington, which borders the site to the southeast. See Figure 1 below.

Parcel 403010-0050 is developed with the existing Lyon Creek Waterfront Preserve, including two stream bridges and a viewing pier. Parcel 403010-0040 is developed with the remnant remains of four buildings and a pier. Parcel 403010-0035 is developed with three remnant buildings. All three parcels are almost entirely encumbered by critical areas and their corresponding buffers. According to the City's critical area maps and studies performed by Facet, the northern portion of the parcels include seismic hazard areas, while the southern portion of the parcels contain several wetlands. Additionally, Lyon Creek flows through the western portion of parcel no. 403010-0050. Its associated buffer encompasses the majority of the parcel, as well as the western portion of parcel no. 403010-0040. Please see the associated Boundary and Topographic Survey, Impact Analysis Exhibit, and Wetland and Stream Delineation Report for more information.



Figure 1. Vicinity Map (King County iMap).

# Project Description

The project proposes to improve public waterfront access through the transition of two recently acquired single-family residential properties (parcels 403010-0035 and -0040) into a public waterfront park. The project design aims to be respectful of the natural habitat and features of the site, preserve and enhance existing features that represent the historical narrative of Lake Forest Park, and consider the current and future responsibilities of the City.

The newly acquired properties and associated improvements will be integrated with the existing Lyon Creek Waterfront Preserve to form one continuous public park. New project improvements will be focused on the two recently acquired parcels, nos. 403010-0035 and -0040, while the existing public preserve parcel will be modified to reduce public access to the creek buffer and sensitive area at the creek's outfall to Lake Washington. New project improvements will include a new parking area, access paths, play structure, nature viewing platforms, and new swimming and paddling pier. The open lawn and natural beach will be preserved in place for public use. Nine remnant buildings are present on the site, including a primary single-family dwelling unit, open-air carport, enclosed garage, and five smaller accessory structures. The primary dwelling unit and one of the accessory units will be renovated for flexible community use. The remaining structures will be permanently removed from the site. A picnic shelter will be reconstructed within the footprint of one accessory structure. A bathhouse will be constructed within the footprint of the garage building. The two existing piers present on parcels no. 403010-0040 and 403010-0050 will be removed and consolidated into a single pier design for public water access uses. An existing footbridge crossing Lyon Creek is proposed to be relocated from the creek and reinstalled within the creek's floodplain.

# Code Compliance

The proposed project includes building a new multi-functional pier and recreational float. To design a pier with sufficient width and length for public recreational use, the pier width has been proposed at 10 feet wide and the structure will be 200 feet long. To facilitate multiple uses, the new pier contains five ells ranging in width from 10 feet to 26 feet. One ell extends 30 feet in length. The overwater surface coverage of the pier will total 3,675 square feet. The recreational float is proposed to be 230 square feet and in an area with approximately 4.25 feet of water depth. Pursuant to the Lake Forest Park Shoreline Master Program (SMP) 8.B.3, walkways for new piers are limited to a maximum width of four feet. The maximum length of new piers is limited to 120 feet and the overall size is limited to 480 square feet. Ells are restricted to 26 feet in length and 2 feet in width. SMP 8.H. restricts recreational floats to 100 square feet in area and they must be in an area with a minimum water depth of 10 feet. These pier and float standards are typical of those related to residential properties on Lake Washington. Thus, the current City SMP lacks suitable pier and float standards for public shoreline amenities. Further, this site contains a shallow waterfront due to the proximity of the delta associated with Lyon Creek. Therefore, the proposed dimensions and float location require a Shoreline Variance Permit. The following section addresses the variance review criteria found in SMP Chapter 3.8.A.2.-5.:

**SMP Chapter 3.8.A.2. – Criteria for Granting Variances:** *Variance permits for development that will be located landward of the ordinary high-water mark and landward of any wetland may be authorized provided the applicant can demonstrate consistency with the following variance criteria as listed in WAC 173-27-170:*

\*Although this shoreline variance application pertains to the pier and SMP 3.8.A.2. states this criterion is applicable to development landward of the OHWM, SMP 3.8.A.3.b. requires proof of consistency with this subsection.

- a. *That the strict application of the bulk, dimensional, or performance standards set forth in the Master Program precludes, or significantly interferes with, reasonable use of the property.*

“Reasonable use” has been defined broadly by the courts, so further clarification is necessary to understand what a reasonable use of the property is in the context of this project. Based upon the needs of the project applicant and the character and scale of the subject parcels and other similar urban waterfront parks in the vicinity, the denial of a pier with adequate dimensions for public and ADA-accessible use would preclude “reasonable use” of the property. As such, the following discussion will establish how the notion of “reasonable” has changed over time and how the project, including the proposed pier, will result in a reasonable use of the property.

The preclusion of “reasonable use” of a property dates back to the original variance criteria found in the Shoreline Management Act of 1971 (SMA). However, the term, “reasonable use” or “reasonable” is not defined by the SMP, the SMA, or within WAC 173-26 or RCW 90.58. Merriam-Webster defines the word “reasonable” as, “moderate, fair” and “not extreme or excessive.” In addition, the term has been the subject of several Shoreline Hearings Board (SHB) cases, including the following:

- Garret V. Ecology (2005)

*The determination of whether strict application of a shoreline plan precludes or interferes with “reasonable use” of property is always a fact-specific inquiry that examines a number of factors. The Board will look at the uses of adjacent and nearby lots, the reasonable expectations of the owners, and the unique attributes of the lot.*

- Buechel v. Ecology (1994)

*The size, location, and physical attributes of a piece of property are relevant when deciding what is a reasonable use of a particular parcel of land.*

Lyon Creek Waterfront Preserve was established in 2002 by the City of Lake Forest Park, and occupies the westernmost parcel of the site. To the southwest of the waterfront preserve is the Lake Forest Park Civic Club. In 2021, the City purchased the properties neighboring the waterfront preserve with the intention of expanding public recreational facilities in the area. Currently, the waterfront preserve property provides passive recreational opportunities, but the new land acquired gives the City the opportunity to provide residents with active recreation opportunities at the site. The community workshopping efforts for the project have illustrated a high demand for public active recreation space to be located at the site. When responding to surveys, the community voiced that swimming and use of non-motorized watercraft were of the most desirable activities to be included in programming. The proposed project and pier design are the result of the surveys, community workshopping, and subsequent public discourse.

There are relatively few large waterfront public parks on Lake Washington. The few that do exist are regulated under the SMA and several include piers that are greater than 10-feet wide and floats greater than 250 square feet in shallow waters that offer similar programming as the proposed project. For example, while not open to the general public, the adjacent property, the Lake Forest Park Civic Club, features a large swimming and boating pier, roughly 10-feet wide and 280-feet long, among other water-related amenities. In the south end of the lake, Gene Coulon Park in Renton includes an up to 16.5-foot-wide pier. Newcastle Beach Park in Bellevue hosts a 10-foot-wide fishing pier and an approximately 320 square foot swim float in area with an approximate water depth of 3 to 5 feet. These piers and floats require greater widths and areas to support ADA access and safe programming to park visitors.

Conceptual programming includes the use of non-motorized craft by the public, as well as swimming and nature viewing activities. This programming requires pier and ell dimensions that can provide adequate safety for all mobility levels, including ADA-compliant features and adequate access area for emergency responders. Similarly, expected demand at the park will require that the proposed structures provide adequate space for all users.

The aforementioned public waterfront parks on Lake Washington, each of which has been recently updated to more current public use and safety and mobility guidelines, establish a modern concept of 'reasonableness' for parks of this type. Therefore, the proposed project seeks to fully establish a reasonable use of the subject property, through the installation of a multi-purpose pier and recreational float with an appropriate width and area, which aligns with the general scale, character, and dimensions of those found at these other parks. Thus, strict application of the dimensional standards of the City's SMP preclude reasonable use of the property. The applicant therefore proposes use of current design and safety standards to develop a pier and float that constitutes a reasonable use of the shoreline property.

- b. That the hardship described above is specifically related to the property, and is the result of unique conditions such as irregular lot shape, size, or natural features and the application of the Master Program and not, for example, from deed restrictions or the applicant's own actions.*

As previously mentioned, the City purchased the waterfront properties with the intention of expanding the sole shoreline public park in the City and to provide water-related active recreational facilities. The proposed pier and float will serve as a public amenity, and therefore is operating under the unique circumstances of a public facility. The current City SMP provides dimensional standards for piers and floats in line with residential standards typical for Lake Washington. Thus, consideration of public facilities does not appear to be contemplated by the SMP. This likely results from the fact that no active-use public shoreline parks existed at the time the SMP was created. But, as mentioned, the current proposal follows City acquisition of two residential parcels, with the intention of creating new active-use shoreline facilities. Therefore, it is the absence of public pier provisions that necessitates the variance request. Further, the shallow nature of the site's waterfront impede its ability to conform to SMP requirements for new piers and floats.

With the public use of the property comes the expectation of a greater number of users, with experiences of peak hours. The larger area of the recreational float and dimensions of the overall pier and the ell are a design response to public use. The proposed width allows for safe two-way pedestrian traffic, supporting functional and operational safety requirements, especially for high-use periods. This ensures accessibility and reduces potential congestion, which is a safety priority.

The proposed pier would be situated adjacent to the mouth of Lyon Creek. Stream flows regularly deposit sediment near the mouth, and a large delta has subsequently formed. This delta results in extremely shallow water depths in the project area. Whereas a pier length of no more than 120 feet would normally provide for adequate depths for nature viewing, swimming, and non-motorized watercraft, the existing delta in the project area necessitates a much longer pier. The longer pier will ensure that adequate water depths are present to allow for the proper use of non-motorized watercraft and that swimming (rather than just wading) can occur adjacent to the pier.

Similarly, the shallow water depth from the creek sediment deposits makes it impossible to adhere to the SMP regulations for siting of a recreational float at this site. The SMP stipulates that floats must be in water with depths of 10 feet or more at the landward end of the float and may be located up to a maximum waterward distance of one hundred fifty (150) feet, or where the water depth is thirteen (13) feet below the OHWM, whichever is reached first. To reach the 10-foot depth requirement, the float would be required to be far beyond the 150 feet waterward distance restriction.

Therefore, the hardship present at the site, combined with the lack of public pier dimensional standards in the SMP, necessitates the variance request for the proposed overwater structures width, length, total size, and water depth deviations.

- c. *That the design of the project is compatible with other permitted activities within the area and with uses planned for the area under the Comprehensive Plan and Master Program and will not cause adverse impacts to the shoreline environment.*

Single-family residences are located to the north and east of the project site. The Lake Forest Park Civic Club is located to the southwest. The project consists of an expansion of the existing Lyon Creek Waterfront Preserve and, when considering the adjacent Civic Club property, will result in a larger contiguous concentration of recreational properties within the area. Overall, the proposal is compatible with the character and appearance of development in the vicinity. Further, the project is consistent with the following policies and goals of the 2015 Comprehensive Plan and the City's existing SMP:

### ***2015 Comprehensive Plan***

**Goal PT-5 Active Parks.** Work diligently to provide the recreational facilities and activities desired by the city's residents.

**Policy PT- 5.1** Pursue the acquisition and development of active park facilities.

**Goal PT-9 Legacy Implementation.** Utilize the detailed set of implementation strategies found in the Legacy Vision to support a Green Infrastructure-based capital improvement program.

**Policy PT- 9.2** Identify and acquire appropriate property for future park facilities, with expansion of existing parks and active parks as priorities.

**Policy PT- 9.7** Provide for increased public access to Lake Washington.

### ***Shoreline Master Program***

**(Shoreline Residential) Policy 5.3.5** Visual and physical public access to shoreline resources are important to the community. Where possible, planning for the acquisition of land for permanent public access to the water should be encouraged and implemented.

**(Urban Conservancy) Policy 5.4.1** In regulating uses in the Urban Conservancy shoreline environment, first priority should be given to public access and water-oriented uses that support ecological conservation and restoration.

The new overwater structures, and greater project as proposed, will help achieve these goals and policies set by the City. This will be accomplished by providing an amenity that allows for physical access to the lake and allows users active recreational space. As mentioned above, swimming and non-motorized watercraft facilities have been voiced as desired features of the new park design. The community has also stated that active recreation is currently a missing component of the existing Lyon Creek Preserve property.

The Lyon Creek Waterfront Preserve and the newly acquired adjacent parcels are the only waterfront public park space within the City limits. As the City and greater metro area continues to grow, so too will the number of visitors that are looking for opportunities to interact with the lake. It is generally recognized in public lands management that providing users with appropriate access facilities reduces impacts on nearby critical areas. The Lyon Creek Waterfront Preserve will remain a generally protected critical area, with opportunities for passive recreation, such as nature viewing. The proposed pier and float will help alleviate pressure on the Lyon Creek critical area by providing formal active recreational facilities for visitors, therefore simultaneously supporting public shoreline access and ecological conservation and restoration policies. In doing so, the project will not cause adverse impacts to the shoreline environment.

*d. That the variance will not constitute a grant of special privilege not enjoyed by the other properties in the area.*

The variance sought for the larger pier, ells, and recreational float dimensions are being requested to serve public use. To perform as a public pier, additional width to the walkway and ells are needed to accommodate the additional foot traffic and usage that comes with public use. The same design rationale has been applied to the proposal for the recreational float. The additional length for the pier and shallow float siting are requested due to the shallow nature of the site's waterfront. To reach depths suitable for swimming and non-motorized watercraft, the pier will need to be 200 feet in length. Without deviations to water-depth requirements, a recreational float could not be sited at this property, as 10-foot water depths are much beyond a 150-foot waterward distance. The proposed enlarged dimensions of the overwater structures and shallow recreational float will not constitute a grant of special privilege not enjoyed by other properties in the area, including similarly sized waterfront parks on Lake Washington, such as Gene Coulon Park or Newcastle Beach Park.

*e. That the variance requested is the minimum necessary to afford relief.*

The requested variance is the minimum necessary to afford relief. The proposed overwater structures have been designed to safely support desired programming based on existing site conditions. This includes providing the minimum pier and ell widths necessary to safely support public access as well as access by emergency responders, if needed during a crisis. The proposed length of the pier and location of the recreational float are dependent upon existing water depths in the vicinity and the need to provide adequate swimming and non-motorized watercraft use. The additional area for the recreational float is needed to accommodate a greater volume of users. The proposed dimensions of such features are consistent with those found at other, more recently updated, waterfront parks on Lake Washington. Further, the location of the recreational float is within an allowable waterward distance from the shore, although it is proposed in a shallower than allowed area.



- f. *That the public interest will suffer no substantial detrimental effect.*

The proposed project is designed to serve the public interest by providing public access, recreational facilities, and greater ecological functions within and adjacent to critical areas. The City has made several goals and policies directed at expanding active recreational facilities and public access to the shoreline, as well as increasing functionality of its critical area habitats. The proposed pier and float will support greater access to the shoreline in Lake Forest Park and provide the desired active recreational opportunities the community desires. The proposal will not result in a substantial detrimental effect on the public interest. Instead, it will support and enhance the public interest.

**SMP Chapter 3.8.A.3.** - *Variance permits for development and/or uses that will be located waterward of the ordinary high water mark or within any wetland may be authorized provided the applicant can demonstrate all of the following:*

- a. *That the strict application of the bulk, dimensional, or performance standards set forth in the Master Program precludes all reasonable use of the property.*

Please refer to the response to SMP Chapter 3.8.A.2.a. above.

- b. *That the proposal is consistent with the criteria established under subsection (2)(a) through (f) of this section.*

See responses to subsection (2)(a) through (f) above.

- c. *That the public rights of navigation and use of the shorelines will not be adversely affected.*

The new pier and recreational float will not create any potential adverse impacts to navigation or public safety. The current piers on site and proposed to be removed are approximately 130 feet and 170 feet in length and are in a dilapidated condition. Neighboring piers to the west and east are both approximately 280 feet in length. The new pier is proposed to be 200 feet in length and the recreational float does not extend further than the pier. As part of the permitting process, a Section 10 permit from the Army Corps of Engineers (USACE) will be obtained, which will include a review of navigation impacts by the USACE. Further, the new pier will result in improved safety, including modern safety measures and adequate room for emergency access needs. Overall, public rights of navigation and use of the shoreline will not be adversely affected.

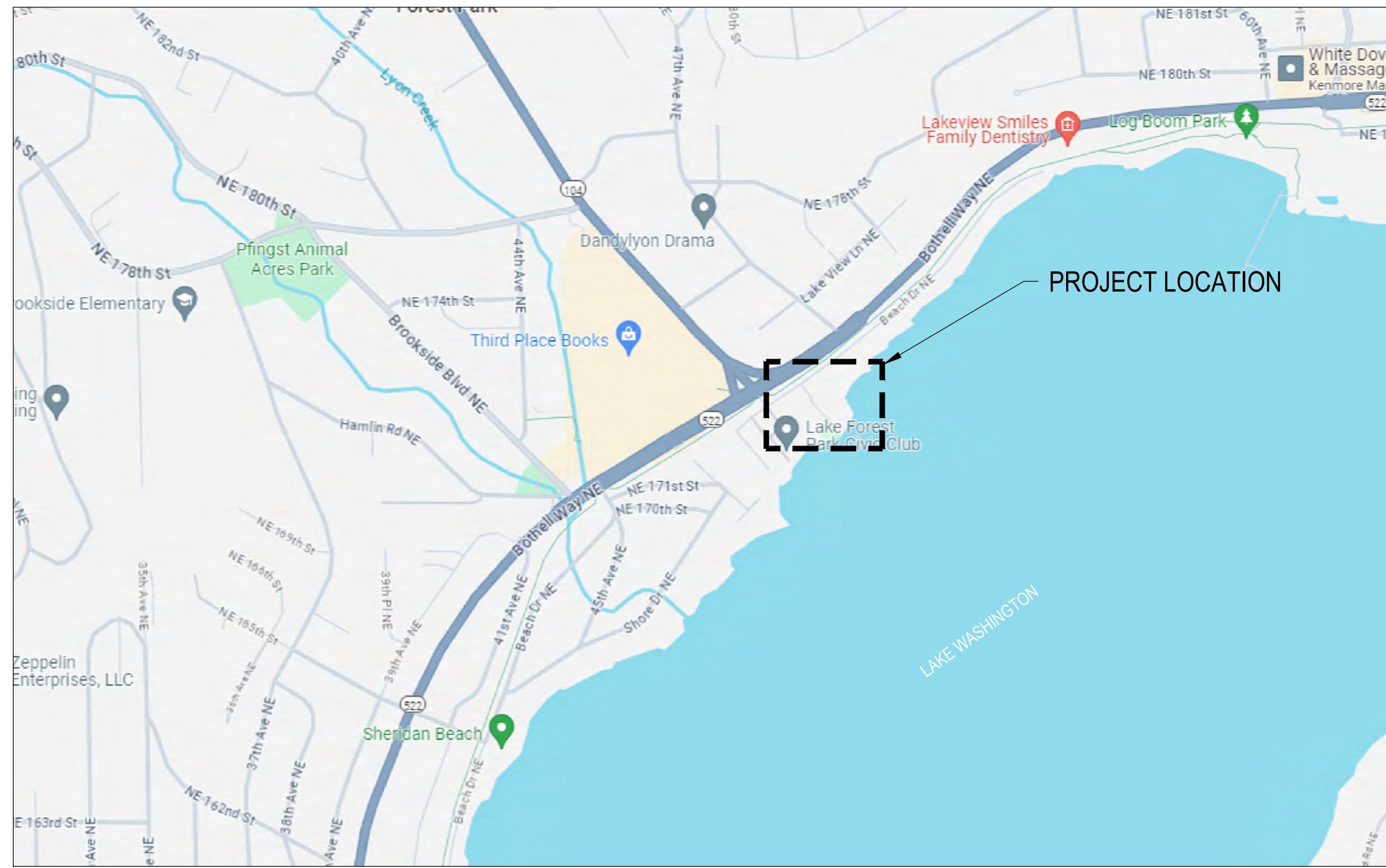
***SMP Chapter 3.8.A.4. - In the granting of all variance permits, consideration shall be given to the cumulative impact of additional requests for like actions in the area. For example, if variances were granted to other developments and/or uses in the area where similar circumstances exist, the total of the variances shall also remain consistent with the policies of RCW 90.58.020 and shall not cause substantial adverse effects to the shoreline environment.***

The proposed project is consistent with the policies of RCW 90.58.020, as it will preserve the natural character of the shoreline, result in long term over short term benefit, protect the resources and ecology of the shoreline, and increase recreational opportunities for the public along the shoreline. This alignment with the RCW will be achieved by providing a net improvement in ecological functions and new public recreational facilities on site. Further, the recreational facilities proposed support low-impact leisure activities (swimming, wildlife viewing, non-motorized watercraft). If this work were replicated on other sites in the area, it would result in additional shoreline critical area restoration and improved public recreational facilities. This would be a net positive for the shoreline environment. Therefore, the cumulative impact with this project would remain consistent with the policies of RCW 90.58.020.

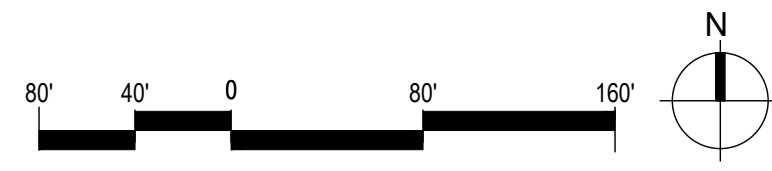
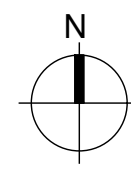
***SMP Chapter 3.8.A.5. - Variances from the use regulations of the Master Program are prohibited.***

The proposal does not propose variances from the use regulations of the Master Program. The proposal seeks to gain approval for new overwater structures that require dimensions larger and in a location shallower than is allowed due to its intended public use and location on a shallow waterfront.

VICINITY MAP



PROJECT LOCATION



# LAKE FOREST PARK LAKEFRONT IMPROVEMENTS

50% DESIGN / PERMIT SET - NOT FOR CONSTRUCTION

**SITE DATA**

ADDRESS:  
LAKE FOREST PARK  
17337, 17345, & 17347 BEACH DR. NE  
LAKE FOREST PARK, WA 98155

PARCEL NUMBERS:  
403010-0050, 403010-0035,  
AND 403010-0040

SITE AREA:  
403010-0050= 60,532 SF (1.39 AC)  
403010-0035= 35,601.1 SF (0.82 AC)  
403010-0040= 48,111.5 SF (1.10 AC)  
TOTAL = 3.31 AC

**PROJECT TEAM**

APPLICANT:  
CITY OF LAKE FOREST PARK  
17425 BALLINGER WAY NE  
LAKE FOREST PARK, WA  
CONTACT: CORY MATTSON, ENVIRONMENTAL &  
SUSTAINABILITY SPECIALIST  
PH: (206) 957-2814

PROJECT MANAGER:  
FACET  
9706 4TH AVE NE  
SEATTLE, WA 98115  
CONTACT: AMBER MIKLUSCAK, PLA, GISP  
PH: (425) 650-1332

FACET CONTACTS:  
LANDSCAPE ARCHITECT: AMBER MIKLUSCAK, PLA, GISP  
CIVIL: ERIK DAVIDO, PE  
MARINE: STEVE ROBERT, PE  
PERMITTING: KENNY BOOTH, AICP  
ARBORIST & ECOLOGIST: ROEN HOHLFELD, ISA CERT  
STRUCTURAL: MATT SCHMITTER, PE, SE

ARCHITECTURE:  
JOHNSTON ARCHITECTS  
3131 WESTERN AVE #510  
SEATTLE, WA 98121  
CONTACT: JACK CHAFFIN, AIA  
PH: (206) 523-6150

GEOTECHNICAL:  
HWA GEOSCIENCES  
21312 30TH DR SE  
BOTHELL, WA 98021  
CONTACT: WILL ROSSO  
PH: (425) 774-0106

ELECTRICAL:  
DAVID EVANS ASSOCIATES  
16300 CHRISTENSEN RD #330  
TUKWILA, WA 98188  
CONTACT: DIMITRI SIATERLIS  
PH: (206) 243-5022

BUILDING MEP:  
SAZAN GROUP, INC.  
600 STEWART ST #1400, SEATTLE  
SEATTLE, WA 98101  
CONTACT:  
PH: (206) 267-1700

SURVEYOR:  
APS SURVEY & MAPPING  
13221 SE 26TH STREET, SUITE A  
BELLEVUE, WA 98005  
CONTACT: SAM WARD, PRINCIPAL SURVEYOR  
PH: (425) 746-3200

HAZMAT:  
EHS-INTERNATIONAL, INC.  
1011 SW KLIKITAT WAY, SUITE 104  
SEATTLE, WA 98134  
CONTACT: FRED LUCK  
PH: (206) 306-1900

**SHEET INDEX**

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5	G005	EXISTING CONDITIONS
6	G006	EXISTING CONDITIONS
7	C001	TESC PLAN
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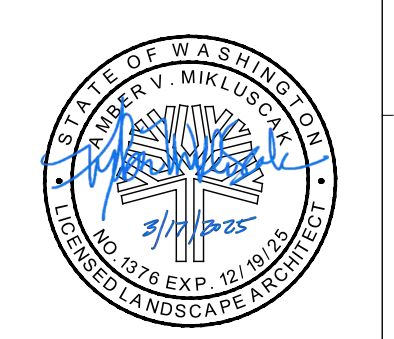
NO.	DATE	BY	REVISION
1	03/17/2025		PERMIT SUBMITTAL REVISIONS

**FACET**

P: 425.927.5242  
F: 425.927.8136  
www.facetnw.com

750 Sixth Street South  
Kirkland, WA 98033

FEDERAL WAY | KIRKLAND | MOUNT VERNON | SEATTLE | SPOKANE | WIDBEY ISLAND



CALL 811  
2 BUSINESS DAYS  
BEFORE YOU DIG  
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

**LAKE FOREST PARK LAKEFRONT IMPROVEMENTS**  
17337, 17345, & 17347 BEACH DR NE  
LAKE FOREST PARK, WA 98155  
2303.0384.02

50% DESIGN

COVERSHEET

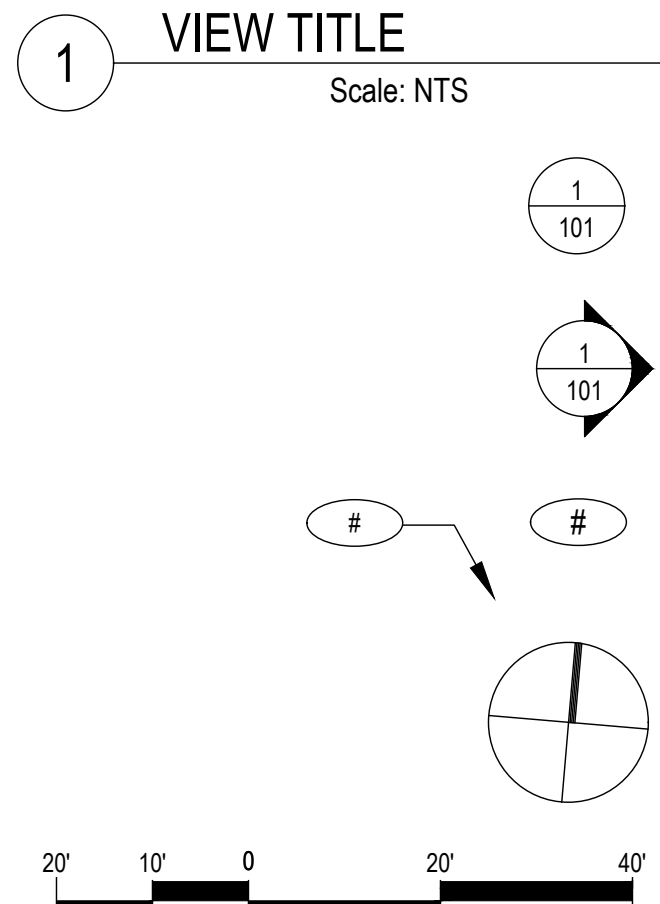
DATE: 03/17/2025  
PLAN NUMBER:  
**G001**  
SHEET 1 OF 46



PERMIT SET - NOT FOR CONSTRUCTION

FILE LOCATION: Z:\SHARED\PROJECTS\ACTIVE\2025\03\03\0384-02\_LFP\_LAKEFRONT PARK PH 20DRAWINGS\CAD-REV\CONTACT\REF\FILE\00X\_GENERAL\DWG - ORIGINAL SHEET SIZE ARCH FULL BLEED D (36.00 X 24.00 INCHES) - LAST MODIFIED BY: AMANDA SANELLI  
 PRINCIPAL: ED PROJECT MANAGER: ED DESIGNED BY: JL DRAWN BY: MH CHECKED BY: ED

PLAN SYMBOLS



ABBREVIATIONS

BM = BENCHMARK
BP = BIORETENTION POND
BPL = BIORETENTION PLANTER
BTM = BOTTOM
CB = CATCH BASIN
CL = CENTER LINE
CONC = CONCRETE
CW = CONCRETE WALK
GR = GRADE
EL = ELEVATION
EOP = EDGE OF PAVEMENT
EX = EXISTING
EG = EXISTING GRADE
FF = FINISHED FLOOR
FG = FINISHED GRADE
FL = FLOWLINE
IE = INVERT ELEVATION
LSCAPE = LANDSCAPING
LT = LEFT
M.I.C. = MONUMENT IN CASE
NO. = NUMBER
PC = POINT OF CURVE
PT = POINT OF TANGENT
RT = RIGHT
SD = STORM DRAIN
SSS = SANITARY SIDE SEWER
SSFM = SANITARY SIDE SEWER FORCE MAIN
STA = STATION
STD = STANDARD
TOC = TOP OF CURB
TOP = TOP OF PAVEMENT
TOPS = TOP OF STAIR
TYP = TYPICAL

GENERAL NOTES

- 1) ALL DESIGN AND CONSTRUCTION SHALL BE IN ACCORDANCE WITH PERMIT CONDITIONS, THE KING COUNTY CODE (KCC), THE KING COUNTY ROAD DESIGN AND CONSTRUCTION STANDARDS (KCRDCS), WASHINGTON STATE DOT (WSDOT) STANDARD SPECIFICATIONS AND THE CONDITIONS OF PRELIMINARY APPROVAL. IT SHALL BE 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 SHALL BE AT NO ADDITIONAL COST OR LIABILITY TO KING COUNTY.
(2) THE DESIGN ELEMENTS WITHIN THESE PLANS HAVE BEEN REVIEWED ACCORDING TO THE KING COUNTY DEPARTMENT OF PERMITTING AND ENVIRONMENTAL REVIEW (DPER) ENGINEERING REVIEW CHECKLIST. SOME ELEMENTS MAY HAVE BEEN OVERLOOKED OR MISSED BY THE DPER PLAN REVIEWER. ANY VARIANCE FROM ADOPTED STANDARDS IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY KING COUNTY PRIOR TO CONSTRUCTION.
(3) APPROVAL OF THIS ROAD, GRADING, PARKING AND DRAINAGE PLAN DOES NOT CONSTITUTE AN APPROVAL OF ANY OTHER CONSTRUCTION (E.G. DOMESTIC WATER CONVEYANCE, SEWER CONVEYANCE, GAS, ELECTRICAL, ETC.)
(4) BEFORE ANY CONSTRUCTION OR DEVELOPMENT ACTIVITY, A PRECONSTRUCTION MEETING MUST BE HELD BETWEEN THE DPER'S DEVELOPMENT INSPECTOR, THE APPLICANT, AND THE APPLICANT'S CONSTRUCTION REPRESENTATIVE.
(5) A COPY OF THESE APPROVED PLANS MUST BE ON THE JOB SITE WHENEVER CONSTRUCTION IS IN PROGRESS.
(6) GRADING ACTIVITIES (SITE ALTERATION) ARE LIMITED TO THE HOURS OF 7 A.M. TO 7 P.M. MONDAY THROUGH SATURDAY AND 10 A.M. TO 5 P.M. ON SUNDAY, UNLESS OTHERWISE APPROVED WITH A WRITTEN DECISION BY THE REVIEWING AGENCY.
(7) IT SHALL BE THE APPLICANT'S/CONTRACTOR'S RESPONSIBILITY TO OBTAIN ALL CONSTRUCTION EASEMENTS NECESSARY BEFORE INITIATING OFF-SITE WORK. EASEMENTS REQUIRE REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
(8) FRANCHISED UTILITIES OR OTHER INSTALLATIONS THAT ARE NOT SHOWN ON THESE APPROVED PLANS SHALL NOT BE CONSTRUCTED UNLESS AN APPROVED SET OF PLANS THAT MEET ALL REQUIREMENTS OF KCRDCS CHAPTER 8 ARE SUBMITTED TO THE DPER'S DEVELOPMENT INSPECTOR THREE DAYS PRIOR TO CONSTRUCTION.
(9) DATUM SHALL BE NAVD88 UNLESS OTHERWISE APPROVED BY DPER.
(10) DEWATERING SYSTEM (UNDERDRAIN) CONSTRUCTION SHALL BE WITHIN A RIGHT-OF-WAY OR APPROPRIATE DRAINAGE EASEMENT, BUT NOT UNDERNEATH THE ROADWAY SECTION. ALL UNDERDRAIN SYSTEMS MUST BE CONSTRUCTED IN ACCORDANCE WITH WSDOT STANDARD SPECIFICATIONS.
(11) ALL UTILITY TRENCHES AND ROADWAY SUBGRADE SHALL BE BACKFILLED AND COMPACTED TO 95 PERCENT MAXIMUM DENSITY PER WSDOT STANDARD SPECIFICATIONS 2-03.3(14)D, METHOD C.
(12) OPEN CUTTING OF EXISTING ROADWAYS FOR NON-FRANCHISED UTILITY OR STORM WORK IS NOT ALLOWED UNLESS SPECIFICALLY APPROVED BY DPER AND NOTED ON THESE APPROVED PLANS. ANY OPEN CUT SHALL BE RESTORED IN ACCORDANCE WITH KCRDCS.
(13) THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ADEQUATE SAFEGUARDS, SAFETY DEVICES, PROTECTIVE EQUIPMENT, FLAGGERS, AND ANY OTHER NEEDED ACTIONS TO PROTECT THE LIFE, HEALTH, AND SAFETY OF THE PUBLIC, AND TO PROTECT PROPERTY IN CONNECTION WITH THE PERFORMANCE OF WORK COVERED BY THE CONTRACTOR. ANY WORK WITHIN THE TRAVELED RIGHT-OF-WAY THAT MAY INTERRUPT NORMAL TRAFFIC FLOW SHALL REQUIRE AT LEAST ONE FLAGGER FOR EACH LANE OF TRAFFIC AFFECTED. MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL APPLY. WORK IN RIGHT-OF-WAY IS NOT AUTHORIZED UNTIL A TRAFFIC CONTROL PLAN IS APPROVED BY KING COUNTY.

STANDARD ESC AND SWPP PLAN NOTES

- 1. APPROVAL OF THIS EROSION AND 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.).
2. THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION, MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/ESC SUPERVISOR UNTIL ALL CONSTRUCTION IS APPROVED.
3. THE BOUNDARIES OF THE CLEARING LIMITS SHOWN ON THIS PLAN SHALL BE CLEARLY FLAGGED BY SURVEY TAPE OR FENCING, IF REQUIRED, PRIOR TO CONSTRUCTION (SWDM APPENDIX D). DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE CLEARING LIMITS SHALL BE PERMITTED. THE CLEARING LIMITS SHALL BE MAINTAINED BY THE APPLICANT/ESC SUPERVISOR FOR THE DURATION OF CONSTRUCTION.
4. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES, SUCH AS CONSTRUCTED WHEEL WASH SYSTEMS OR WASH PADS, MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN AND TRACK OUT TO ROAD RIGHT OF WAY DOES NOT OCCUR FOR THE DURATION OF THE PROJECT.
5. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED PRIOR TO OR IN CONJUNCTION WITH ALL CLEARING AND GRADING SO AS TO ENSURE THAT THE TRANSPORT OF SEDIMENT TO SURFACE WATERS, DRAINAGE SYSTEMS, FLOW CONTROL BMP LOCATIONS (EXISTING AND PROPOSED), AND ADJACENT PROPERTIES IS MINIMIZED.
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 AS NEEDED FOR UNEXPECTED STORM EVENTS AND MODIFIED TO ACCOUNT FOR CHANGING SITE CONDITIONS (E.G. ADDITIONAL COVER MEASURES, ADDITIONAL SUMP PUMPS, RELOCATION OF DITCHES AND SILT FENCES, PERIMETER PROTECTION ETC.) AS DIRECTED BY KING COUNTY.
7. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/ESC SUPERVISOR AND MAINTAINED TO ENSURE CONTINUED PROPER FUNCTIONING. WRITTEN RECORDS SHALL BE KEPT OF WEEKLY REVIEWS OF THE ESC FACILITIES.
8. ANY AREAS OF EXPOSED SOILS, INCLUDING ROADWAY EMBANKMENTS, THAT WILL NOT BE DISTURBED FOR TWO CONSECUTIVE DAYS DURING THE WET SEASON OR SEVEN DAYS DURING THE DRY SEASON SHALL BE IMMEDIATELY STABILIZED WITH THE APPROVED ESC METHODS (E.G., SEEDING, MULCHING, PLASTIC COVERING, ETC.).
9. ANY AREA NEEDING ESC MEASURES THAT DO NOT REQUIRE IMMEDIATE ATTENTION SHALL BE ADDRESSED WITHIN SEVEN (7) DAYS.
10. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH DURING THE DRY SEASON, BI-MONTHLY DURING THE WET SEASON, OR WITHIN TWENTY FOUR (24) HOURS FOLLOWING A STORM EVENT.
11. AT NO TIME SHALL MORE THAN ONE (1) FOOT 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.
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 FACILITY IS TO FUNCTION ULTIMATELY AS AN INFILTRATION SYSTEM, THE TEMPORARY FACILITY MUST BE ROUGH GRADED SO THAT THE BOTTOM AND SIDES ARE AT LEAST THREE FEET ABOVE THE FINAL GRADE OF THE PERMANENT FACILITY. FLOW CONTROL BMP AREAS (EXISTING OR PROPOSED) SHALL NOT BE USED AS TEMPORARY FACILITIES AND SHALL BE PROTECTED FROM SEDIMENTATION AND INTRUSION.
13. COVER MEASURES WILL BE APPLIED IN CONFORMANCE WITH APPENDIX D OF THE KING COUNTY SURFACE WATER DESIGN MANUAL.
14. PRIOR TO THE BEGINNING OF THE WET SEASON (OCT. 1), ALL DISTURBED AREAS SHALL BE REVIEWED TO IDENTIFY WHICH ONES CAN BE SEEDED IN PREPARATION FOR THE WINTER RAINS. DISTURBED AREAS SHALL BE SEEDED WITHIN ONE WEEK OF THE BEGINNING OF THE WET SEASON. A SKETCH MAP OF THOSE AREAS TO BE SEEDED AND THOSE AREAS TO REMAIN UNCOVERED SHALL BE SUBMITTED TO THE DPER INSPECTOR.
15. ALL POLLUTANTS, INCLUDING WASTE MATERIALS, THAT OCCUR ONSITE SHALL BE HANDLED AND DISPOSED OF IN A MANNER THAT DOES NOT CAUSE CONTAMINATION OF STORMWATER.
16. COVER, CONTAINMENT, AND PROTECTION FROM VANDALISM SHALL BE PROVIDED FOR ALL CHEMICALS, LIQUID PRODUCTS, PETROLEUM PRODUCTS, AND NON-INERT WASTES PRESENT ON THE SITE (SEE CHAPTER 173-304 WAC FOR THE DEFINITION OF INERT WASTE). ONSITE FUELING TANKS SHALL INCLUDE SECONDARY CONTAINMENT.
17. MAINTENANCE AND REPAIR OF HEAVY EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, SOLVENT AND DE-GREASING CLEANING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN DISCHARGE OR SPILLAGE OF POLLUTANTS TO THE GROUND OR INTO STORMWATER RUNOFF MUST BE CONDUCTED USING SPILL PREVENTION MEASURES, SUCH AS DRIP PANS. CONTAMINATED SURFACES SHALL BE CLEANED IMMEDIATELY FOLLOWING ANY DISCHARGE OR SPILL INCIDENT. EMERGENCY REPAIRS MAY BE PERFORMED ONSITE USING TEMPORARY PLASTIC PLACED BENEATH AND, IF RAINING, OVER THE VEHICLE.
18. APPLICATION OF AGRICULTURAL CHEMICALS, INCLUDING FERTILIZERS AND PESTICIDES, SHALL BE CONDUCTED IN A MANNER AND AT APPLICATION RATES THAT WILL NOT RESULT IN LOSS OF CHEMICAL TO STORMWATER RUNOFF. MANUFACTURERS' RECOMMENDATIONS FOR APPLICATION RATES AND PROCEDURES SHALL BE FOLLOWED.
19. MEASURES SHALL BE USED TO PREVENT OR TREAT CONTAMINATION OF STORMWATER RUNOFF BY PH MODIFYING SOURCES. THESE SOURCES INCLUDE, BUT ARE NOT LIMITED TO, BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHING AND CURING WATERS, WASTE STREAMS GENERATED FROM CONCRETE GRINDING AND SAWING, EXPOSED AGGREGATE PROCESSES, AND CONCRETE PUMPING AND MIXER WASHOUT WATERS. STORMWATER DISCHARGES SHALL NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE WATER QUALITY STANDARD FOR PH IN THE RECEIVING WATER.

DRAINAGE NOTES

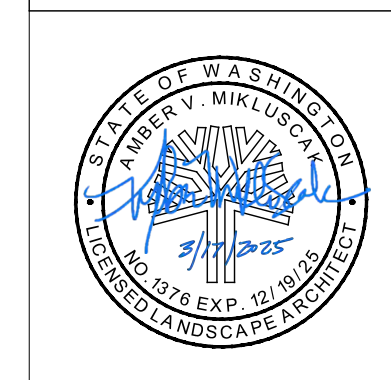
- 1. PROOF OF LIABILITY INSURANCE SHALL BE SUBMITTED TO DPER PRIOR TO THE CONSTRUCTION OF THE DRAINAGE FACILITIES, PREFERABLY AT THE PRECONSTRUCTION MEETING.
2. ALL PIPE AND APPURTENANCES SHALL BE LAID ON A PROPERLY PREPARED FOUNDATION IN ACCORDANCE WITH WSDOT SPECIFICATIONS. THIS SHALL INCLUDE LEVELING AND COMPACTING THE TRENCH BOTTOM, THE TOP OF THE FOUNDATION MATERIAL, AND ANY REQUIRED PIPE BEDDING, TO A UNIFORM GRADE SO THAT THE ENTIRE PIPE IS SUPPORTED BY A UNIFORMLY DENSE UNYIELDING BASE.
3. STEEL PIPE SHALL BE ALUMINIZED, OR GALVANIZED WITH ASPHALT TREATMENT #1 OR BETTER INSIDE AND OUTSIDE.
4. ALL DRAINAGE STRUCTURES, SUCH AS CATCH BASINS AND MANHOLES, NOT LOCATED WITHIN A TRAVELED ROADWAY OR SIDEWALK, SHALL HAVE SOLID LOCKING LIDS. ALL DRAINAGE STRUCTURES ASSOCIATED WITH A PERMANENT RETENTION/DETENTION FACILITY SHALL HAVE SOLID LOCKING LIDS.
5. ALL CATCH BASIN GRATES SHALL CONFORM TO KCRDCS, WHICH INCLUDES THE STAMPING "OUTFALL TO STREAM, DUMP NO POLLUTANTS" AND "PROPERTY OF KING COUNTY", EXCEPT THAT PRIVATE DRAINAGE SYSTEMS SHALL NOT HAVE THE WORDS "PROPERTY OF KING COUNTY".
6. ALL DRIVEWAY CULVERTS LOCATED WITHIN KING COUNTY RIGHT-OF-WAY SHALL BE OF SUFFICIENT LENGTH TO PROVIDE A MINIMUM 3:1 SLOPE FROM THE EDGE OF THE DRIVEWAY TO THE BOTTOM OF THE DITCH. CULVERTS SHALL HAVE BEVELED END SECTIONS TO MATCH THE SIDE SLOPE PER KCRDCS.
7. ROCK FOR EROSION PROTECTION OF ROADWAY DITCHES, WHERE REQUIRED, MUST BE OF SOUND QUARRY ROCK, PLACED TO A DEPTH OF 1 FOOT, AND MUST MEET THE FOLLOWING SPECIFICATIONS: 4"-8"/40%-70% PASSING, 2'-4' ROCK/30%-40% PASSING, AND -2' ROCK/10%-20% PASSING. INSTALLATION SHALL BE IN ACCORDANCE WITH KCRDCS.
8. DRAINAGE OUTLETS (STUB-OUTS) SHALL BE PROVIDED FOR EACH INDIVIDUAL LOT, EXCEPT FOR THOSE LOTS APPROVED FOR INFILTRATION BY KING COUNTY. STUB-OUTS SHALL CONFORM TO THE FOLLOWING:
A) EACH OUTLET SHALL BE SUITABLY LOCATED AT THE LOWEST ELEVATION ON THE LOT, SO AS TO SERVICE ALL FUTURE ROOF DOWNSPOUTS AND FOOTING DRAINS, DRIVEWAYS, YARD DRAINS, AND ANY OTHER SURFACE OR SUBSURFACE DRAINS NECESSARY TO RENDER THE LOTS SUITABLE FOR THEIR INTENDED USE. EACH OUTLET SHALL HAVE FREE-FLOWING, POSITIVE DRAINAGE TO AN APPROVED STORMWATER CONVEYANCE SYSTEM OR TO AN APPROVED OUTFALL LOCATION.
B) OUTLETS ON EACH LOT SHALL BE LOCATED WITH A FIVE-FOOT-HIGH, 2" X 4" STAKE MARKED "STORM" OR "DRAIN". THE STUB-OUT SHALL EXTEND ABOVE SURFACE LEVEL, BE VISIBLE, AND BE SECURED TO THE STAKE.
C) PIPE MATERIAL SHALL CONFORM TO UNDERDRAIN SPECIFICATIONS DESCRIBED IN KCRDCS AND, IF NON-METALLIC, THE PIPE SHALL CONTAIN WIRE OR OTHER ACCEPTABLE DETECTION.
D) DRAINAGE EASEMENTS ARE REQUIRED FOR DRAINAGE SYSTEMS DESIGNED TO CONVEY FLOWS THROUGH INDIVIDUAL LOTS.
E) THE APPLICANT/CONTRACTOR IS RESPONSIBLE FOR COORDINATING THE LOCATIONS OF ALL STUB-OUT CONVEYANCE LINES WITH RESPECT TO THE UTILITIES (E.G. POWER, GAS, TELEPHONE, TELEVISION).
F) ALL INDIVIDUAL STUB-OUTS SHALL BE PRIVATELY OWNED AND MAINTAINED BY THE LOT HOME OWNER.
9. ALL DISTURBED PERVIOUS AREAS (COMPACTED, GRADED, LANDSCAPED, ETC.) OF THE DEVELOPMENT SITE MUST DEMONSTRATE ONE OF THE FOLLOWING, IN ACCORDANCE WITH KCC AND THE LOW IMPACT DEVELOPMENT (LID) COMPONENTS OF THE APPROVED SITE PLAN: THE EXISTING DUFF LAYER SHALL BE STAGED AND REDISTRIBUTED TO MAINTAIN THE MOISTURE CAPACITY OF THE SOIL, OR, AMENDED SOIL SHALL BE ADDED TO MAINTAIN THE MOISTURE CAPACITY.
10. SEASONAL CLEARING IS LIMITED BETWEEN OCTOBER 1 AND APRIL 30 INCLUSIVE, UNLESS OTHERWISE APPROVED WITH A WRITTEN DECISION BY THE REVIEWING AGENCY.
11. IMPROVEMENTS AND/OR BUILDINGS SHALL NOT BE INSTALLED UNTIL DRAINAGE FACILITIES ARE "IN OPERATION", (KCC 9.04).

RECOMMENDED TESQ SEQUENCING

- 1. HOLD PRE-CONSTRUCTION MEETING.
2. POST SIGN WITH NAME AND PHONE NUMBER OF ESC SUPERVISOR.
3. FLAG OR FENCE CLEARING LIMITS.
4. INSTALL CATCH BASIN PROTECTION.
5. GRADE AND INSTALL CONSTRUCTION ENTRANCE(S).
6. INSTALL PERIMETER PROTECTION (SILT FENCE, BRUSH BARRIER, ETC.).
7. CONSTRUCT SEDIMENT PONDS AND TRAPS AS NEEDED.
8. GRADE AND STABILIZE CONSTRUCTION ROADS AS NEEDED.
9. CONSTRUCT SURFACE WATER CONTROLS (INTERCEPTOR DIKES, PIPE SLOPE DRAINS, ETC.) SIMULTANEOUSLY WITH CLEARING AND GRADING FOR PROJECT DEVELOPMENT. CONSTRUCT SWPPS IN ANTICIPATION OF SCHEDULED CONSTRUCTION ACTIVITY.
10. MAINTAIN EROSION CONTROL AND SWPPS MEASURES IN ACCORDANCE WITH KING COUNTY STANDARDS AND MANUFACTURER'S RECOMMENDATIONS.
11. RELOCATE EROSION CONTROL AND SWPPS MEASURES, OR INSTALL NEW MEASURES SO THAT AS SITE CONDITIONS CHANGE, THE EROSION AND SEDIMENT CONTROL AND POLLUTANT PROTECTION IS ALWAYS IN ACCORDANCE WITH THE KING COUNTY CONSTRUCTION STORMWATER POLLUTION PREVENTION STANDARDS.
12. COVER ALL AREAS THAT WILL BE UNWORKED FOR MORE THAN SEVEN DAYS DURING THE DRY SEASON OR TWO DAYS DURING THE WET SEASON WITH STRAW, WOOD FIBER MULCH, COMPOST, PLASTIC SHEETING, OR EQUIVALENT.
13. STABILIZE ALL AREAS WITHIN SEVEN DAYS OF REACHING FINAL GRADE.
14. SEED, SOD, STABILIZE, OR COVER ANY AREAS TO REMAIN UNWORKED FOR MORE THAN 30 DAYS.
15. UPON COMPLETION OF THE PROJECT, STABILIZE ALL DISTURBED AREAS AND REMOVE BMPS IF APPROPRIATE.

FILE LOCATION: Z:\SHARED\PROJECTS\ACTIVE\2020\20201020\1094.02 - LFP LAKEFRONT PARK PH 20DRAININGS\SCAD-REV\ACT\THERLELE\65XX\_GENERAL\DWG - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 48.00 INCHES) - LAST MODIFIED BY: AMANDA SANELLI
PRINCIPAL: ED PROJECT MANAGER: ED DESIGNED BY: JL DRAWN BY: MH CHECKED BY: ED

FACET logo and contact information: P: 425.927.5242, F: 425.927.8156, www.facetnw.com, 750 Sixth Street South, Kirkland, WA 98033



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2303.0384.02

50% DESIGN

GENERAL NOTES AND SYMBOLS

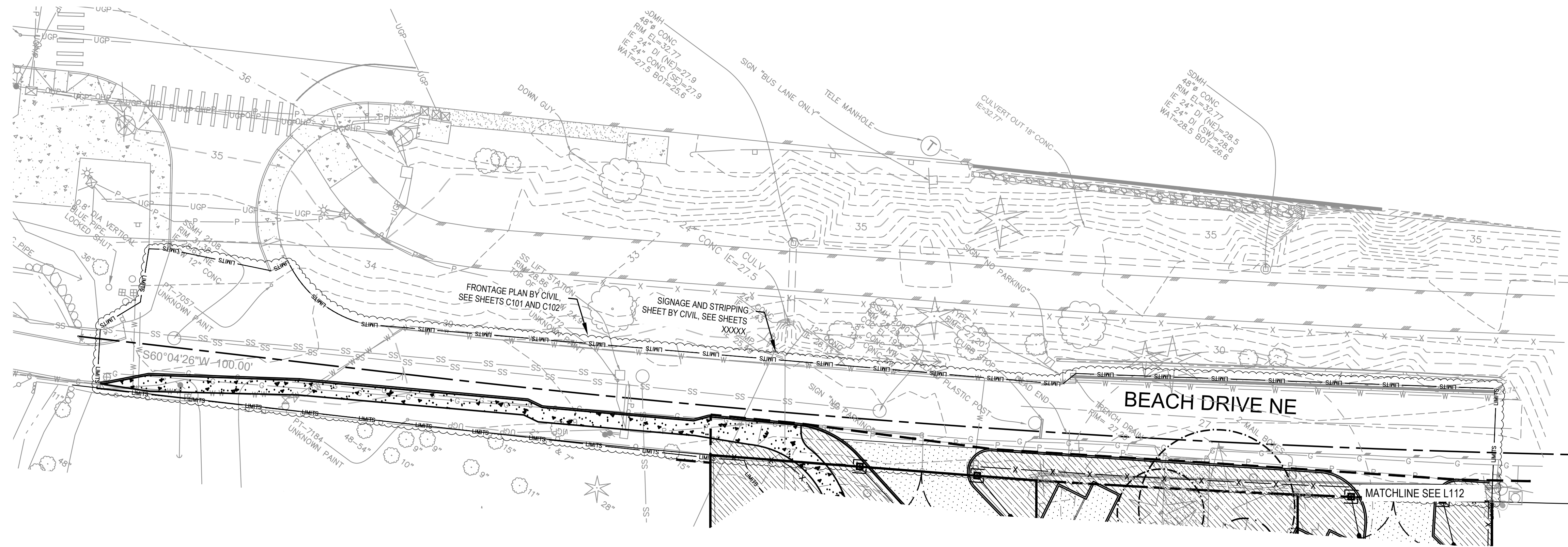
DATE: 03/17/2025
PLAN NUMBER:

G002
SHEET 2 OF 46



PERMIT SET - NOT FOR CONSTRUCTION

FILE LOCATION: Z:\SHARED\PROJECTS\ACTIVE\2022\03\0384\02\_LPF\_LAKEFRONT PARK PH 2\DRAWINGS\CAD-REV\ACT\SITE\1111\112 SITE PLAN.DWG - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES) - LAST MODIFIED BY: HUI CAO  
PRINCIPAL: ED PROJECT MANAGER: ED DESIGNED BY: JI DRAWN BY: MH CHECKED BY: ED



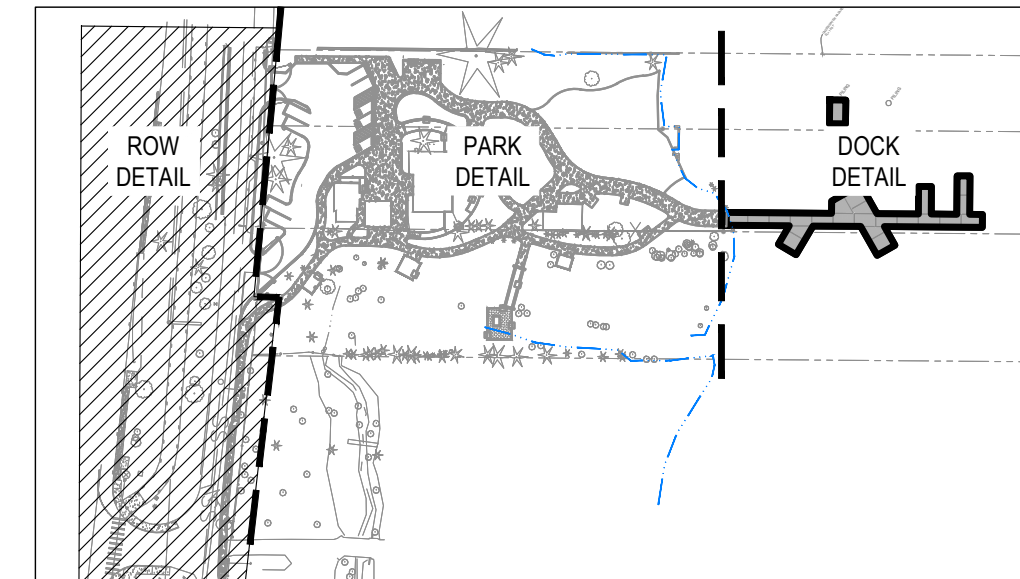
LEGEND

	LIMIT OF WORK
	WETLAND BOUNDARY (DELINEATED)
	WETLAND BOUNDARY (NOT DELINEATED)
	ORDINARY HIGH WATER MARK (OHWM)
	WETLAND AND STREAM BUFFER
	SHORELINE SETBACK (50')
	SHORELINE JURISDICTION (200')
	SPLIT RAIL FENCE
	GUARDRAIL
	ASPHALT
	CONCRETE PAVING
	PLANTING AREA
	BIORETENTION PLANTING AREA
	LAWN AREA
	ENGINEERED WOOD FIBER AREA
	RAISED PERMEABLE DECK STRUCTURE

KEY NOTES

- 1 BIKE AND KAYAK RACKS W/ AIR PUMP STATION
- 2 VIEWING PLATFORM WITH BENCH AND GUARDRAIL
- 3 RENOVATED VIEWING DECK
- 4 RELOCATED FOOTBRIDGE
- 5 SEE SHEET A.200B FOR DECK DETAILS

KEY PLAN

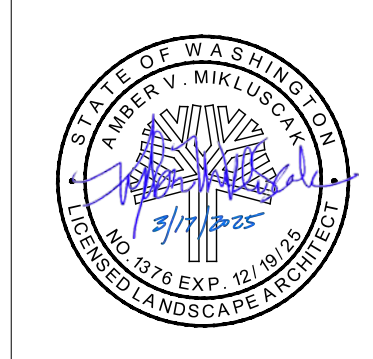


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NO.	DATE	BY	REVISION
1	03/17/2025		PERMIT SUBMITTAL REVISIONS

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LAKE FOREST PARK, WA 98155  
2303.0384.02

50% DESIGN

SITE PLAN

DATE: 03/17/2025  
PLAN NUMBER:  
**L111**  
SHEET 15 OF 46

FILE LOCATION: Z:\SHARED\PROJECTS\ACTIVITY\2020\20200303\0384\02\_LPF\_LAKEFRONT PARK PH 2\DRAWINGS\CAD-REV\TACTICAL\1114112\_SITE PLAN\DWG - ORIGINAL SHEET SIZE: ARCH FULL BLEED D (36.00 X 24.00 INCHES) - LAST MODIFIED BY: HUI CAO  
 PRINCIPAL: ED PROJECT MANAGER: ED DESIGNED BY: JL DRAWN BY: MH CHECKED BY: ED



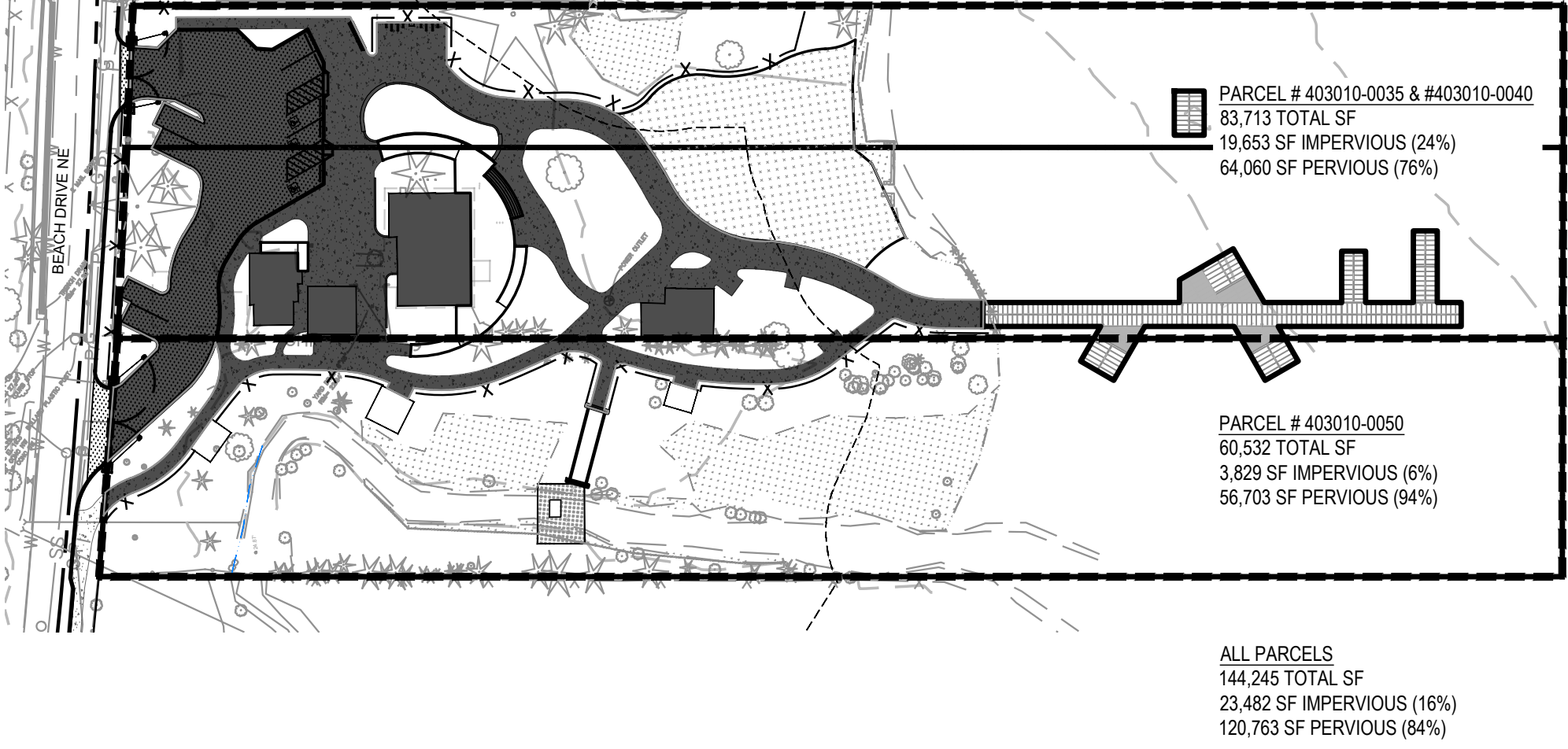
**LEGEND**

- LIMIT OF WORK
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- WETLAND BOUNDARY (NOT DELINEATED)
- ORDINARY HIGH WATER MARK (OHWM)
- WETLAND AND STREAM BUFFER
- SHORELINE SETBACK (50')
- SHORELINE JURISDICTION (200')
- SPLIT RAIL FENCE
- GUARDRAIL
- ASPHALT
- CONCRETE PAVING
- PLANTING AREA
- BIORETENTION PLANTING AREA
- LAWN AREA
- ENGINEERED WOOD FIBER AREA
- RAISED PERMEABLE DECK STRUCTURE

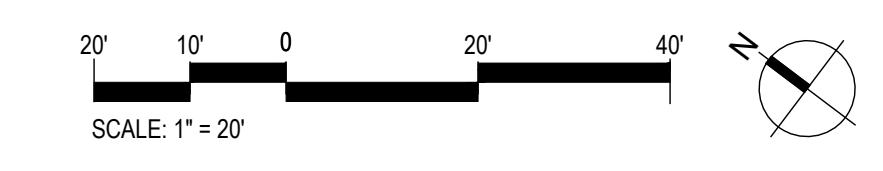
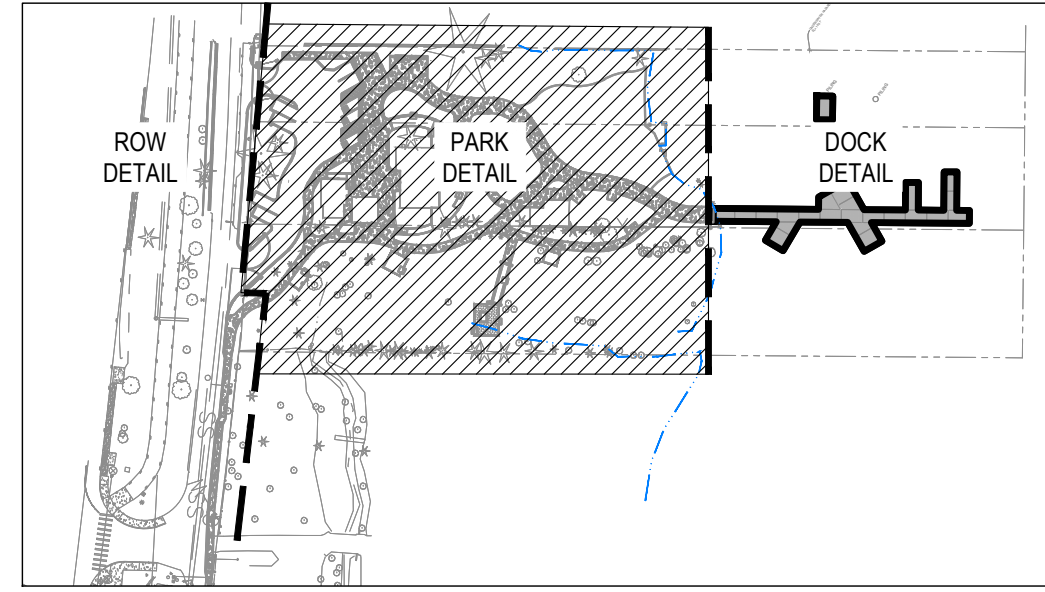
**KEY NOTES**

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- 2 VIEWING PLATFORM WITH BENCH AND GUARDRAIL
- 3 RENOVATED VIEWING DECK
- 4 RELOCATED FOOTBRIDGE
- 5 SEE SHEET A.200B FOR DECK DETAILS

**PROPOSED PERVIOUS / IMPERVIOUS EXHIBIT**



**KEY PLAN**



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**SITE PLAN**

DATE: 03/17/2025  
 PLAN NUMBER:  
**L112**  
 SHEET OF 46

**FACET**

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 Kirkland, WA 98033

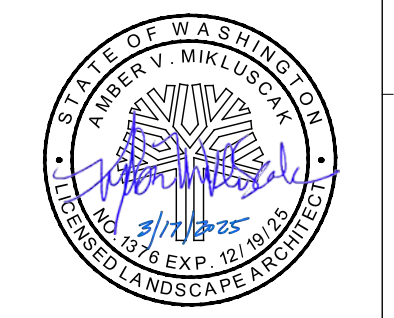
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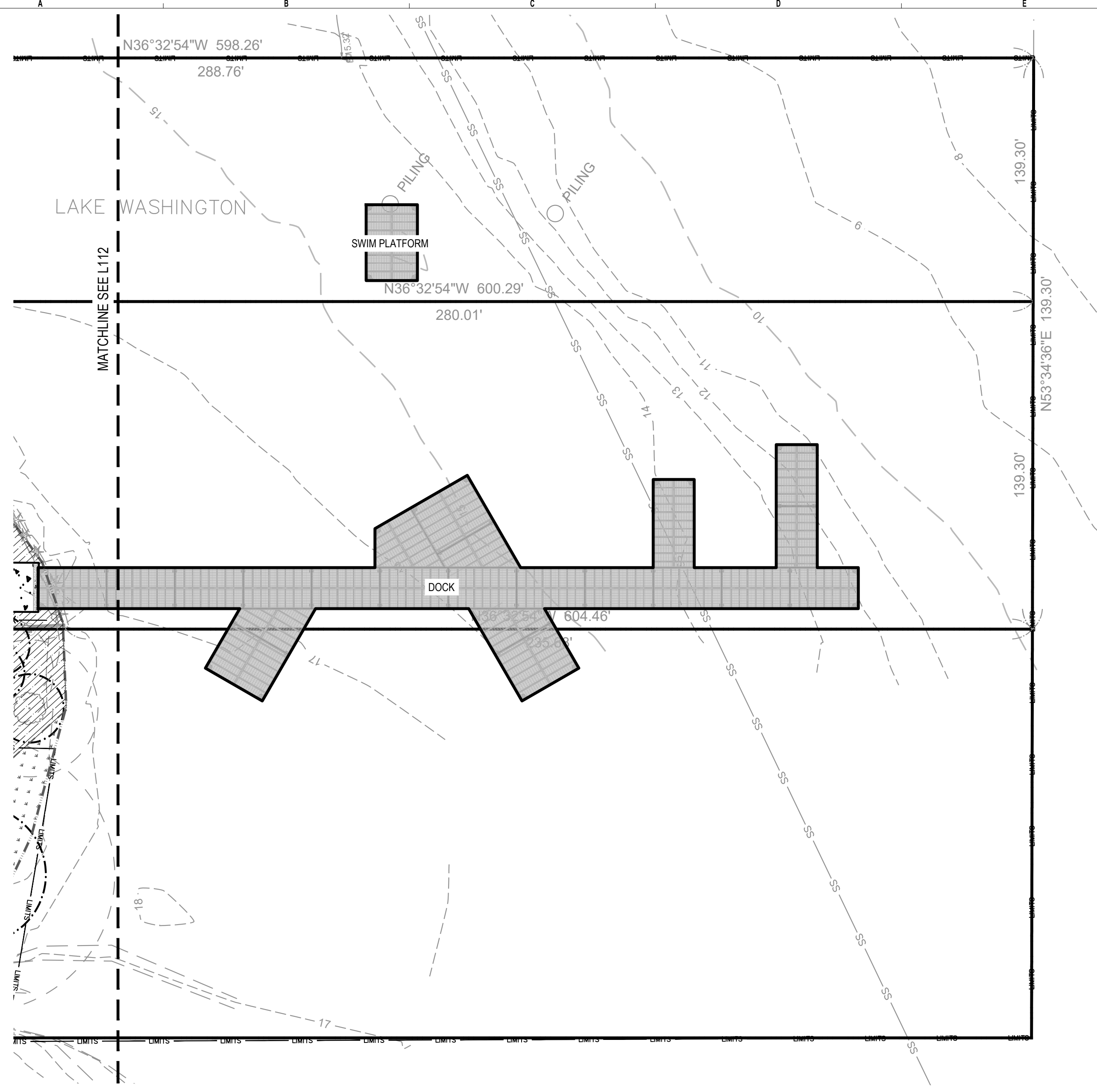
NO. DATE BY REVISION  
 1 03/17/2025 FACET RESUBMITTAL REVISIONS

BASE MAP TOPOGRAPHY PROVIDED BY OTHERS. DCGWATERSHED CANNOT BE HELD  
 LIABLE FOR ACCURACY OF CONTRACTOR SMALL FIELD VERIFY GRADES, UTILITIES AND  
 ALL OTHER EXISTING FEATURES AND CONDITIONS. IF CONDITIONS ARE NOT AS  
 SHOWN AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN, CONTACT  
 DCGWATERSHED PRIOR TO CONSTRUCTION.

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 PRINCIPAL: ED PROJECT MANAGER: ED DESIGNED BY: JL DRAWN BY: MH CHECKED BY: ED



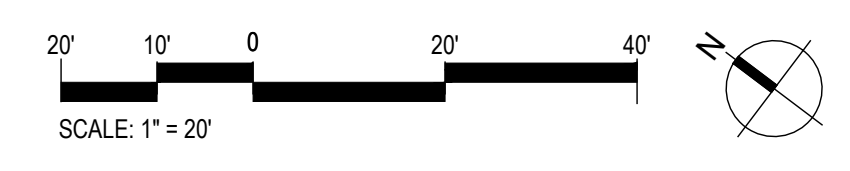
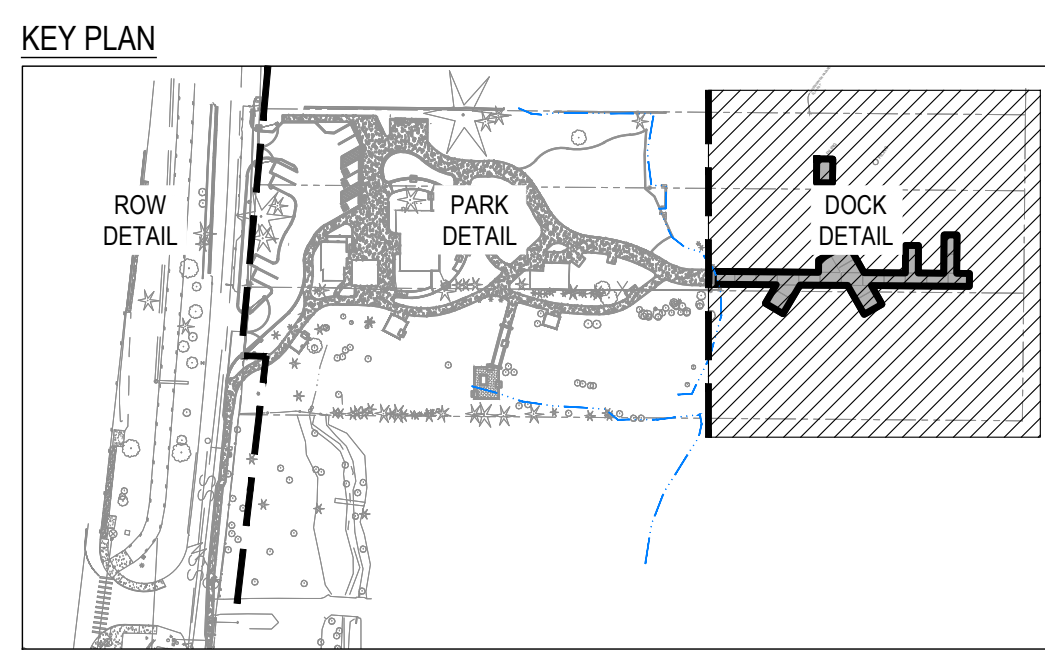
**LEGEND**

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- GUARDRAIL
- ASPHALT
- CONCRETE PAVING
- PLANTING AREA
- BIORETENTION PLANTING AREA
- LAWN AREA
- ENGINEERED WOOD FIBER AREA
- RAISED PERMEABLE DECK STRUCTURE

**KEY NOTES**

- 1 BIKE AND KAYAK RACKS W/ AIR PUMP STATION
- 2 VIEWING PLATFORM WITH BENCH AND GUARDRAIL
- 3 RENOVATED VIEWING DECK
- 4 RELOCATED FOOTBRIDGE
- 5 SEE SHEET A.200B FOR DECK DETAILS

- 1000
- 1000
- 1000
- 1000
- 1000
- 1000
- 1000
- 1000
- 1000
- 1000



Know what's below.  
Call before you dig.

PERMIT SET - NOT FOR CONSTRUCTION

**LAKE FOREST PARK LAKEFRONT IMPROVEMENTS**  
 17337, 17345, & 17347 BEACH DR NE  
 LAKE FOREST PARK, WA 98155  
 2303.0384.02

50% DESIGN

**SITE PLAN**

DATE: 03/17/2025

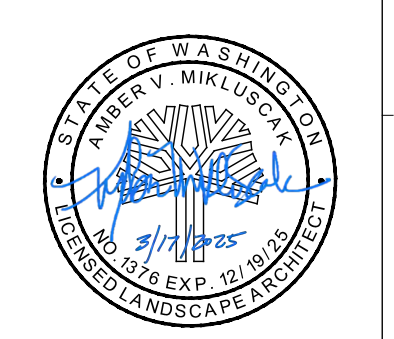
PLAN NUMBER:  
**L113**  
 SHEET 16 OF 46

750 Sixth Street South  
 Kirkland, WA 98033  
 FEDERAL WAY | KIRKLAND | MOUNT VERNON | SEATTLE | SPOKANE | WIDDEBY ISLAND

P: 425.827.5242  
 F: 425.827.8136  
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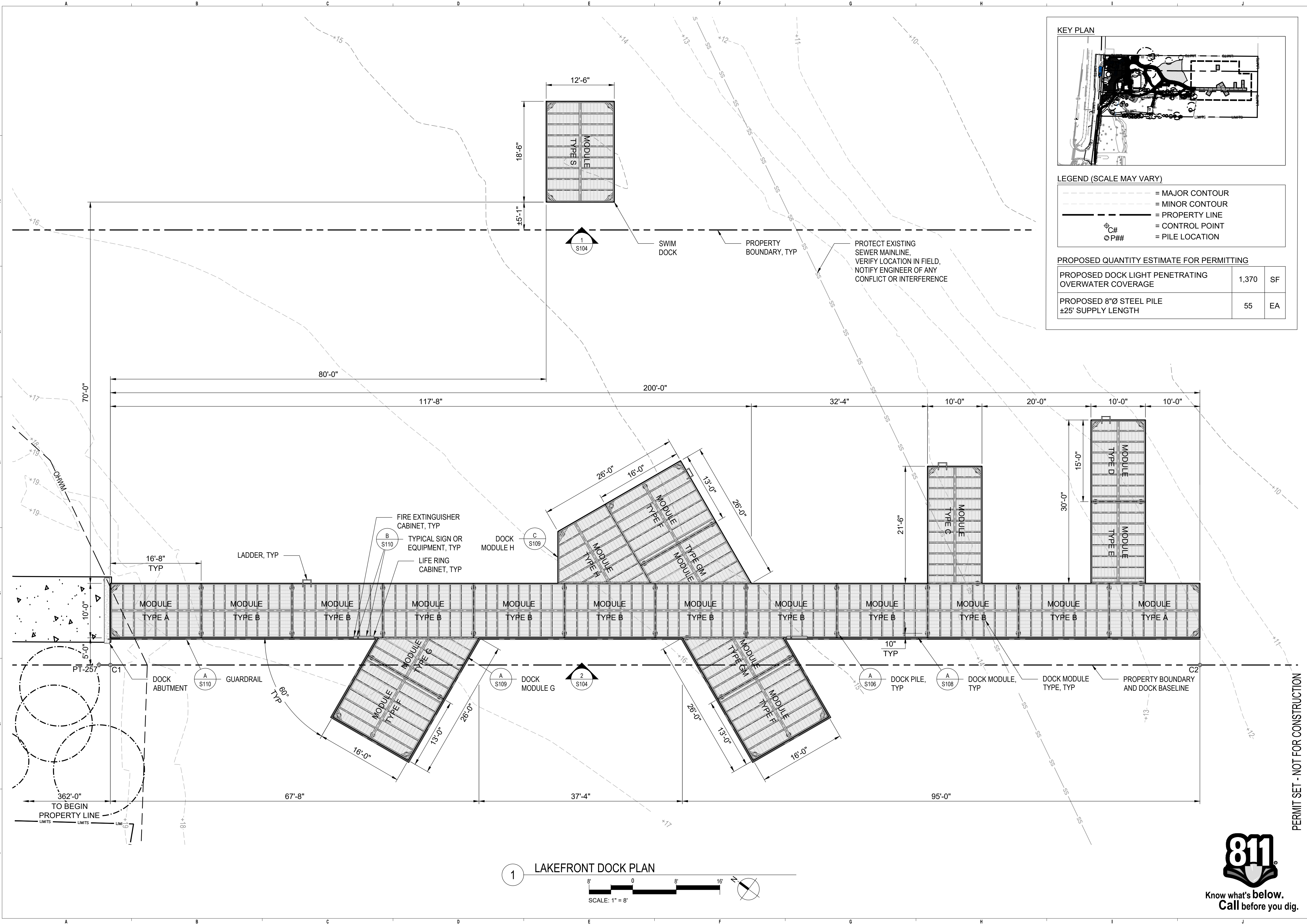
NO.	DATE	BY	REVISION
1	03/17/2025		PERMIT RESUBMITTAL REVISIONS

BASE MAP TOPOGRAPHY PROVIDED BY OTHERS. DCG WATERSHED CANNOT BE HELD LIABLE FOR ACCURACY OF CONTRACT OR SMALL FIELD VERIFY GRADES, UTILITIES AND ALL OTHER EXISTING FEATURES AND CONDITIONS. IF CONDITIONS ARE NOT AS SHOWN AND/OR PLANS CANNOT BE CONSTRUCTED AS SHOWN, CONTACT DCG WATERSHED PRIOR TO CONSTRUCTION.



**CALL 811  
 2 BUSINESS DAYS  
 BEFORE YOU DIG**  
(UNDERGROUND UTILITY LOCATIONS ARE APPROX.)

FILE LOCATION: Z:\SHARE\PROJECTS\ACTIVE\2023\03\03\0384-02-LFP LAKEFRONT PARK PH 2\DRAWINGS\CAD\REVIT\ACT\FILES\03\S103.DWG - DOCK PLANS.DWG - ORIGINAL SHEET SIZE ARCH FULL BLEED D (36.00 X 24.00 INCHES) - LAST MODIFIED BY: HUI CAO  
 PRINCIPAL: SR PROJECT MANAGER: ED DESIGNED BY: DM DRAWN BY: NM CHECKED BY: DM



**KEY PLAN**

**LEGEND (SCALE MAY VARY)**

- MAJOR CONTOUR
- - - MINOR CONTOUR
- PROPERTY LINE
- ⊕ C# CONTROL POINT
- ⊙ P## PILE LOCATION

**PROPOSED QUANTITY ESTIMATE FOR PERMITTING**

PROPOSED DOCK LIGHT PENETRATING OVERWATER COVERAGE	1,370	SF
PROPOSED 8"Ø STEEL PILE ±25' SUPPLY LENGTH	55	EA

**FACET**

9906 4th Avenue South  
 Burien WA 98148  
 Seattle, WA 98115  
 P: 206.522.9644  
 WWW.FACETWA.COM  
 WWW.FACETW.COM

STEVEN MICHAEL REBERT  
 STATE OF WASHINGTON  
 02504  
 0325  
 REGISTERED PROFESSIONAL ENGINEER

CALL 811  
 2 BUSINESS DAYS  
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 17337, 17345, & 17347 BEACH DR NE  
 LAKE FOREST PARK, WA 98155  
 2303.0384.02

50% DESIGN

**LAKEFRONT DOCK PLAN**

DATE: 03/17/2025  
 PLAN NUMBER:  
**S103**  
 SHEET 38 OF 46

