



February 16, 2023

Ryan Harriman
City of Mercer Island
9611 SE 36th Street
Mercer Island, WA 98040

RE: SUB19-002/SEP19-005 – Proposed Preliminary Plat
2825 W. Mercer Way, APN 2174502425
Request for Additional Information, Third Review
Blueline Job No. 13-118

Dear Ryan Harriman,

This letter is in response to your review of the SUB19-002/SEP19-005 project. The plans have been revised per the comments in your letter dated 1/09/23. Below is a list of each comment with our responses in bold.

Arborist Comments

1. Second repeat correction. A new wall not shown in Sub 1 looks to be within the tree protection zone. The construction of the wall as shown would encroach into the tree 2's protection zone. Place this wall with enough room to construct without encroaching into the tree protection zone. As suggested in a Planning comment a longer driveway would resolve this issue. The building pad, driveway, grading and wall to be shown outside that limit with enough space to reasonably construct building. This means showing at least 5' of space between building pad and driveway in addition to the 16' of protection. SUB3 still shows the retaining wall right against/within the tree protection. This could not be built without taking the tree protection down and encroaching into tree 2's limits of allowable disturbance. A call out states 5 feet between the tree protection and wall and building pad. But this is not clearly shown. Show building pad and wall with this clearance. Move both the building pad and the wall to keep the 16-foot tree protection zone from the face of the tree to the chain link fence.

The wall has been relocated so that it is a minimum of 1' off of the dripline/tree protection fence such that the tree protection fence can remain in place while the wall is installed. Given the height of the wall adjacent to the driveway (0'-2.5') and distance from the dripline/tree protection fence (1'-5'), the work to install the wall should fall outside of the dripline. Refer to details on sheet GP-01 showing grading in the area of tree #2. An additional callout regarding work adjacent to the dripline has been added to sheet GP-01 and TR-01. This approach was confirmed with the City on 2/16/23.

2. Recommended Condition of Approval: A replanting plan is required at the time of building permit review. At least half of the trees need to be Pacific Northwest native. The trees need to be at least 10' apart from each other, structures, fences and utilities. If you can show no room exists on site for all the required trees, the remainder can be a fee in lieu if requested. Update the replanting plan to show trees on city property moved onto the property line so they will be shared trees. Confirm they are at least 10' away from any existing/new utilities. The pear and red maple on the property line will be replaced with the following species that are less invasive/overplanted. Plant Regal Prince® Ware's Oak (Quercus x warei 'Long') or similar approved equal on SE 30th instead of the pear. Replace Bowhall maple with Acer rubrum 'Frank jr' Redpointe maple or similar approved equal on SE 28th st. A tree watering plan must also be submitted to ensure the trees survive long term.

Noted.

Engineering Comments

1. The sidewalk at the southwest of the intersection (W. Mercer Way and SE 28th Street) has too many turns and not ADA compliance. The sidewalk is too close to the PSE guy wire. A section of the property shall be dedicated to the City as ROW to accommodate the public sidewalk.

The asphalt path layout at the SW corner of the intersection of W Mercer Way and SE 28th St has been revised. Per email correspondence with the City on 2/10/23, the revised layout at this intersection will be sufficient for the preliminary plat and the detailed design of the paths around the frontage will be reviewed under the Site Development Permit. A callout has been added for the guy wire to be relocated as needed. The revised layout at this intersection provides a minimum of 6" behind the asphalt path for maintenance, and as such, an easement/additional ROW is not needed. This layout will be confirmed following construction to ensure a minimum of 6" is provided behind the asphalt path, otherwise, an easement/additional ROW will be needed.

2. Please explain what the easement for community open space is for. Is this a private easement?

The community space easement is proposed to address one of the FEIS mitigation measures and will include commemorative permanent signage regarding the significance and history of the former East Seattle School. It will be a private easement, which has been noted in the callout for the easement.

3. The side at the northwest of the intersection (W. Mercer Way and SE 30th Street) needs to connect to the roadway at all the intersections, in compliance with ADA.

A path to SE 30th St is shown to maintain the existing crossing.



4. The sidewalk along SE 28th Street needs to be located, so the existing catch basins will not be in the middle of the sidewalk or relocate the existing storm drainage system on SE 28th Street.

Per meeting with the City on 1/26/23, the public storm system along SE 28th St has been updated and that will need to be reflected in the drawings for the Site Development Permit. A callout has been added to sheet SP-01 for the asphalt path to jog as needed to avoid existing catch basins.

5. All sidewalks must be ADA compliance.

A note for ADA compliance has been added to sheet SP-01. Additional detail to be provided with the Site Development Permit.

6. Storm Drainage and Utilities:
 - a. The bioretention system should not be in the City ROW.

The bioswale has been eliminated from the W Mercer Way ROW and a second StormFilter (or equivalent) is proposed at the SW corner of lot 10 (to be privately maintained). Per email correspondence with the City on 2/10/23, the concept of eliminating WQ systems from the City ROW is acceptable for the preliminary plat and the detailed design of the WQ facilities will be reviewed under the Site Development Permit.

- b. Storm drainage design at the intersection of W. Mercer Way and SE 30th Street: Providing a new 10' of 12" DI pipe running north to south and adding a new Catch Basin at the end of the new 12" DI pipe, so the pipe's mouth is in line with the proposed ditch, rather than a 45 degree as shown.

The storm layout has been revised accordingly.

- c. The section of the existing ditch on 61st Ave. SE shall be piped and shown on the plan.

A culvert to collect the existing ditch along 61st Ave SE has been added.

- d. Additional Survey will need to be provided for the offsite drainage improvements.

Noted.

- e. The sanitary sewer system for the plat is a private system, not a public system as shown.

Callouts for the sewer easement have been updated accordingly.



- f. The new water main will likely be a 12" DI and a water modeling will be required.

Callouts for the proposed water main on sheet UP-01 have been revised to include notes for size to be confirmed with the Site Development Permit.

Fire Comments

1. Fire Access- Meets Standards: MICC Amended (17.07.020 SS) IFC Appendix D: Where required. Appendix D, Section 101.1. Fire apparatus access roads shall be in accordance with this appendix and all other applicable requirements of the International Fire Code. The requirements in this appendix may be modified by the fire code official if the building is provided with an approved automatic fire sprinkler and/or other approved fire protection features.

Noted.

2. Access width- Meets Standards: IFC 503.2.1 Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Roads more than 500' feet shall be 26' wide (D103.1).

Noted.

3. Dead end- Meets Standards: IFC 503.2.5 Dead-end fire apparatus access roads more than 150 feet in length shall be provided with an approved area for turning around fire apparatus. IFC Section D103.1 Design Standards for fire apparatus turn arounds.

Noted.

4. Fire Flow- This is determined at time of building permit submittal IFC Section B105.2= Chart MICC Amended Code Section (17.07.020 PP)- Amended to decrease the fire flow for single family residential structures to 50% of the required water flow if equipped with an approved fire sprinkler system per Chapter 9 of the IFC.

Note- all new construction is required to install an approved fire sprinkler system per R313.2.

Noted. A fire sprinklers note is included on sheets SP-01 and UP-01.



5. Hydrant spacing- Does not meet standards: IFC C102 Number of Hydrants and spacing required. Hydrants shall be located within 250 feet from the hydrant to the fire department access. Additionally, fire hydrants shall be located within 300 feet from the furthest point of the residence (w/o fire sprinkler system) and 600 feet (with sprinkler system). Currently Lots 12-13-14 exceed the distance from a Fire Hydrant. Provide a solution/ code alternative to how this requirement will be met.

A fire hydrant has been added at the SE 28th St/private access road intersection to meet the hydrant spacing standard. This spacing was confirmed with the City on 1/11/23.

6. Waterflow- Meets Standards at 2700+/- gpm
This may be corrected with the installation of the proposed fire hydrant. The hydrant shall be calculated/modeled to provide at least 1500gpm. Additional flow may be required depending on the house size and construction as listed in IFC B102.

Noted.

7. Fire Turn Around- Meets Standards
IFC 503.2.4 The required turning radius of a fire apparatus access road shall be determined by the fire code official. (See Appendix B)
Applicant must identify turn around area on plat map and provide a plan on how this area will be maintained for fire access only and not parked vehicles. Examples would be painted lines (maintenance agreement) and/or signage.

Noted. A callout for the fire turnaround has been added to sheets SP-01 and RS-01.

8. Grade - Under 10% maintained meets standards
IFC D103.2 Fire apparatus access roads shall not exceed 10 percent in grade.
Exception: Grades steeper than 10 percent as approved by the fire code official (Code Alternative).

Noted.

Plat Map Note - Please include this note on your plat map.

"All building permits are subject to meeting current fire code requirements at the time of a complete submittal, including fire apparatus access as outlined in adopted code sections of the International Fire Code Appendix D. Fire plan reviews will be conducted at time of building permit submittal and may require additional fire protection systems and/or additional fire prevention measures for building approval."

This note has been added to sheet CV-01.



Planning

9. Transportation Concurrency Review is required per MICC 19.20.020. Pursuant to MICC 19.20.030(E) *In determining the net new trips, no credit shall be given for vehicle trip ends from sites/structures that have been vacant for more than one year or for trips from any unpermitted or illegal development.* If you have written communication that indicates traffic concurrency is not required, please provide it at the next submittal.

Refer to the Transportation Concurrency Certificate (No. TCC23-003) included in the resubmittal package.

Please call or email me with any concerns at 425-250-7241 or lfedak@thebluelinegroup.com.

Sincerely,



Lyndsey Fedak, PE
Project Engineer

CC: Eric Hansen, Dean Williams, Brett Pudists, PE

