



Greenbridge



DESIGN GUIDELINES

March 2014



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Chapter 1: Introduction

The Purpose of the Design Guidelines

The Design Guidelines (Architectural Regulations) provide design guidance for landscape, residential and non-residential builders, as well as guidance for owners wishing to modify existing homes and buildings in Greenbridge. They are written to assist the Initial Construction Control Committee (the "Construction Committee") in reviewing new construction proposals and in establishing the overall quality and character of Greenbridge. They are also written to assist the subsequent Design Review Committee (the "Review Committee") in reviewing all modifications, additions or alterations that occur external to buildings after initial occupancy. Interior modifications, additions or alterations are not reviewed unless they directly affect the exterior appearance or privacy of other lots. The guidelines also outline requirements for private landowners, partnerships, and others associated with the site on actions and responsibilities for protecting both existing mature trees, new trees, and other plant material.

The Design Guidelines are not the exclusive basis for the design review decisions of the Construction Committee, and compliance with the Design Guidelines does not guarantee approval of any application. The Construction Committee and Review Committee will also consider applicable provisions of the recorded Declaration of Conditions, Covenants and Restrictions for Greenbridge ("the CCRs") during their deliberations.

Except for Appendix C, King County Conditions of Approval, the Design Guidelines do not include federal, state, or local regulations. It is the responsibility of the applicant to ensure compliance with the various applicable governmental regulations that pertain to them, including Appendix C. The fact that a particular proposal may comply with applicable federal, state or local regulations does not entitle an applicant to approval because the Design Guidelines impose additional requirements and restrictions. As a result, approval, from both the applicable government agencies and the Construction or Review Committee, is required in all cases prior to the commencement of construction.

How to Use the Design Guidelines

The Design Guidelines will be used initially by the Construction Committee, residential neighborhood builders and non-residential builders. As the Greenbridge community develops, the Design Guidelines may be modified for use by the Review Committee and individual homeowners as deemed necessary by the Greenbridge Association. The Design Guidelines may also be modified through additional supplements to this guide for non-residential owners, non-residential building owners, and non-residential tenants.

The Design Guidelines consist of two main components: Design Standards and Review Procedures. The design standards are organized primarily by the Residential Area and the Neighborhood Core. Standards are included for the following categories: Site Design, Architecture, Landscaping, and Sustainable Development. The review procedures chapter describes submittal requirements, the review process and timing, revisions and variances, and fees.

These guidelines should be reviewed prior to the initiation of the design process. Development submittals will be reviewed for conformance with these guidelines as well as the CCRs.



Chapter 2: Guiding Principles



The new community of Greenbridge is a place where Greenbridge and White Center residents can live, work, learn and play.

The master plan for Greenbridge envisions a wide variety of homes, a system of parks, trails and open spaces, multiple community spaces for services and learning, and stores and offices for work and shopping. Artwork will decorate the community to express the unique international, intergenerational, and transformative character of the community.

To create this new community, thoughtful, innovative design is needed. Creativity and flexibility will be critical. The KCHA, home builders, and King County will work as a team to achieve the community vision for Greenbridge.



Greenbridge is an affordable community that will offer a wide variety of housing choices to households at every stage of life.

At least 300 rental homes are affordable to households that earn less than 30% of median income. Up to 200 rental units are affordable to households that earn less than 60% of median income. Up to 500 market rate homes will be offered for sale. As many as 75 for sale homes will be affordable to households earning 80% of the median. Greenbridge will offer multiple housing types, including cottages, single family houses, townhomes, flats, apartments, accessory dwelling units, live/work units, handicapped accessible units, and combination flat and townhouse buildings. Many units will be accessible, visitable, or adaptable. As a result, Greenbridge will be an economically and architecturally diverse community.



Greenbridge will employ low impact and sustainable site, housing and facility construction and operation practices.

Greenbridge is a 3-Star Built Green™ certified Green Community. Parcel builders are required to certify homes through the Built Green™ program at a 3 star level, and should build homes that go beyond codes and conventional practices to minimize impact on water and land resources by using sustainable materials, and energy efficient appliances and practices.



Concurrent with the master planning process, the KCHA worked with King County to adopt a Demonstration Ordinance to allow low impact development and Built Green™ construction practices. Narrower streets, shared parking, and on-street parking authorized through the Demonstration Ordinance will reduce stormwater impacts of Greenbridge's development. Builders are encouraged to pursue other low impact stormwater development and sustainable building techniques and apply the flexibility in site design allowed by the Demonstration Ordinance.



Greenbridge will connect and orient to existing White Center neighborhoods through site planning, vehicular and pedestrian connections, and provision of services available to White Center residents. Greenbridge will enhance the community of White Center, by

Greenbridge will integrate with and enhance the existing White Center community.

stimulating its economy, creating services, and providing additional housing choices. The architecture and public portions of Greenbridge will improve the vibrancy of White Center as a whole. The increase in population brought by Greenbridge will also strengthen the existing White Center commercial area.



Chapter 3: Design Standards

Please note that development standards established in the Greenbridge-modified King County Code of the Greenbridge plat approval are denoted in italics below (see Appendix C).

SITE DESIGN



Design Standard S-1:

Neighborhood Layout, Connectivity and Circulation

Greenbridge is a vibrant new community. Neighborhood layout, landscaping, site details, and architecture should together create a series of outdoor spaces that are safe, comfortable, walkable, and functional — places where the community can unite and interact. Greenbridge is also an interconnected community, allowing easy mobility for pedestrians and drivers. Multiple routes and smaller block sizes encourage walking and spread traffic between neighborhoods. A logical, comprehensible street pattern forms residents' mental map of their community, making it easily accessed and navigated.

Appropriate

1. Public areas should be interesting, easy to walk through, and encourage interaction. All aspects of design, including site, landscaping, and architecture, should work together to create a network of outdoor public spaces (streets, trails, parks, plazas) that are safe, comfortable, walkable, and attractive. Achieving these goals is a priority over facilitating auto movement.
2. Innovative site planning that achieves Greenbridge guiding principles and design guidelines is encouraged.
3. The street layout should be logical and understandable. Routes through neighborhoods should be simple and easy to remember. Street layouts should tend towards simplicity instead of complexity.
4. Parks, public buildings, and other public gathering areas should be located to be a centerpiece to the surrounding neighborhood – highly visible, accessible, and central. Their placement should be an organizing element to the overall street and neighborhood layout.
5. Streets should be interconnected. To encourage direct, short walking routes, the maximum block perimeter (except for the W4, CV2-4, and E2 blocks) should be 1600 feet. One edge of a block perimeter may be formed by a trail.
6. The street layout should be designed to minimize traffic cutting through on local access streets to get to larger arterials.
7. Streets should be straight rather than curvilinear for improved comprehensibility of the street lay-



- out. Where curves are used, they should respond to topography or site constraints or address specific design elements that give form to the overall street system.
8. In the steeper portions of Greenbridge, some of the streets should be steep and take up grade and others should be flat, terracing in relationship to the grade. These flat streets will be more usable to the residents. The majority of residential entrances in these steeper areas should face onto the flatter streets.
 9. Streets should be the smallest category possible to support the anticipated traffic.
 10. Unique, small landmarks such as signature trees, pockets parks, or benches, or design elements such as sections of curved or steeper streets, should be located to enhance route-finding through the community.
 11. Walkways through neighborhoods should be provided to important public features such as parks.
 12. Alley-served neighborhoods are encouraged as a means to move garages and service functions out of the public portion of the streetscape.
 13. Reducing the aesthetic impact of long alley corridors is encouraged through use of "T" or curved alleys.
 14. Existing and new trees as well as other plantings should be protected and nurtured - these are critical to establishing a mature and attractive community.

Inappropriate

1. Maze-like streets that disorient the driver or pedestrian should be avoided.
2. Dead-end streets should be avoided.



This relatively flat street is on a site with a 15% cross slope. Grade is taken up through buildings and rear lot rockeries. The flat street provides a good walking environment and usable common outdoor space, and helps unite the neighborhood.



This sidewalk continues as a walkway between buildings to provide direct access to a park behind the homes.



Design Standard S-2: **Residential Lot Layout**

Residential sites should be laid out to reinforce the vitality of public areas. Buildings should be set close to streets and other public areas. Site features should be aesthetic and emphasize safe pedestrian interaction.

Appropriate

1. Buildings should be set close to the street and other public areas.
2. The area of the lot between the building and adjacent public areas should be designed to provide aesthetic surroundings for the public areas and maximize interaction between the building residents and the public areas.
3. The front plane of each single family, detached residential unit shall be at least 5' closer to, or at least 5' farther back from the front property line in relation to the front planes of each adjacent single family, detached residential unit.
4. Entries will be on public sides of buildings which includes streets, open spaces, corners or parks. Unless infeasible due to grade limitations or the presence of bioswales, on front-loaded lots 25 feet wide and greater, a walkway should directly connect the front door and adjacent street, sidewalk, walkway, or green (not via driveway).
5. The placement of unit types on lots must take into account privacy. Front doors should not be adjacent lot to lot.
6. The placement of unit types on lots must also take into account adjacent public and open space by treating public space (trail, park or passive park) as a corner.
7. Car parking should be predominantly provided/located as follows to distribute their presence:
 - a. On street
 - b. In garages
 - c. Off of alleys
 - d. In clustered surface parking to the rear of the lot or, less optimally but still acceptable, at the side of the lot - see guideline below
 - e. In tuck under parking (from the rear)
 - f. The front entry door must receive more emphasis than the garage door. This can be accomplished by setting back the garage door, cantilever over garage, columns, porch railings or permanent decorative porch features.
8. In general, sites should be laid out so that buildings have public and private sides, concentrating design focus and energy on public areas, while providing quieter, more private areas and spaces for service functions (such as dumpster enclosures) or surface parking. Where it is not feasible to locate surface parking/service functions to the rear due to site constraints, service functions/surface parking may be located on the sides of buildings. Where this occurs, the service function/surface

parking should be screened from public areas with landscaping or walls.

9. In some cases, based on desired housing type, grade, or efficiency of land use, buildings may have public faces on all sides. Where this occurs, service areas and surface parking may be located on public sides of buildings. However, these areas should be designed to reduce the impact of the service function and automobile presence on the public entrance of the adjacent homes, including breaking surface parking into smaller groups of stalls, installing additional landscaping, and providing clearly defined and continuous walkways as a substitute for sidewalks.
10. Regardless of location, the visibility of parking and service areas should be reduced through landscape screening, walls, vertical grade changes that move them out of the line of sight, and/or trellises.
11. Garages located off of alleys are encouraged. If an alley is present, garages shall be located off of the alley.
12. Garages shall in no case be located in front of the front façade of the house (excluding overhangs or upper floor cantilevers). The garage face must not be forward of the floor above it.
13. Joint driveways are encouraged.
14. *Joint driveways shall be setback at least 21 feet from garages, carports, or fenced parking to the opposite side of the joint use driveway (Modified King County Code requirement – see Attachment M B.8 for full text).*
15. *Garage doors, carports, and fenced parking shall be setback at least 21 feet from the opposite side of the alley (Modified King County Code requirement – see Attachment M 21A.12.150(B) for full text).*
16. *At least 18 linear feet of driveway shall be provided from the back of the sidewalk to the vehicle parking space [Modified King County Code requirement – see Attachment M B.4 for full text].*
17. Curb cuts should be spaced in a way that maximizes on-street parking.
18. Two-car driveways and curb cuts (measured at the flowline) shall not exceed 18' in width. Two-car driveways that are longer than 22' shall taper to 10' in width at the sidewalk and include a 10-foot curb cut. One-car driveways and curb cuts shall not exceed 10 feet in width.



These buildings help make the sidewalk public space safer and more interesting through proximity, outdoor functional space, attractive architecture and detailing, and windows looking out to the street.



Parking is located on the public sides of these buildings, but is mitigated through additional landscaping, smaller parking pockets, and a defined walkway.

19. Two two-car driveways that are adjacent to each other shall be separated by at least 8 feet of landscaping at the sidewalk.
20. On lots 40 feet wide or less the driveway may be used as a walkway provided the driveway is sized to accommodate one or two cars depending upon garage and driveway length including space to get out of the car. Walkway shall be designated by texture and connects to front door with hard surface. The driveway should not end at the front door.
21. Driveways shall be paved with concrete.
22. Adequate provision shall be made for storing garbage cans, recycling totes and yard waste bins in low-visibility locations, not visible from public areas.
23. Recognizing that Greenbridge is a dense community, attentiveness to providing privacy for at least some portions of units is encouraged. Consideration to using the following techniques should be given:
 - a. Staggering windows of adjacent detached units
 - b. Privacy glazing
 - c. Avoiding placing windows and balconies that look onto adjacent primary private rear yard patios and outdoor spaces.
 - d. Balcony and patio privacy walls
 - e. Locating bedrooms away from highly public building edges at the ground floor
 - f. Landscape screening—no more than 5 feet high
24. Adjacencies of unit types must be taken into account in site planning so that the front door privacy and security are considered as well as location of front door to adjacent public spaces to present an open, rather than wall-like, relationship to the open space.

Inappropriate

1. Auto courts and woonerfs are not allowed.
2. Snout houses are not allowed. A snout house is a house with the garage forward of the front plane of the house.

Required

1. Entries to homes on public sides of buildings
2. Adjacencies of unit types must be taken into account in site planning so that front door privacy and security are considered as well as location of front door to adjacent public spaces presents an open rather than wall like relationship to the open space.



*Which is more important here, the car or the person?
"Snout houses" are not acceptable in Greenbridge.*



Design Standard S-3: Views

Territorial views, and distant views of the Olympics and Cascades, are an asset to Greenbridge. Including views into site design will help define its distinct character. Placing eye-pleasing features at the ends of sight lines (such as street, trail, or park ends) will enhance the overall aesthetics and quality of Greenbridge.

Appropriate

1. Using site design, provide gaps between buildings, and create other opportunities to allow views from public spaces to the Olympics, Cascades, and territorial views of the surrounding area.
2. Where appropriate, provide small public vista points with seating to allow enjoyment of specific views.
3. Site design should place focal points such as attractive buildings, critical areas, or public art on a sight line, as an organizing feature to the neighborhood.
4. Orient and design parks to frame off-site views or local focal points.
5. Landscaping or other aesthetic features are encouraged at the ends of short streets, alleys, or parking lots.



This gazebo forms an interesting view end for this street.



A small plaza, and break between the buildings, allow the whole neighborhood to share the view.



The viewpoint is integrated with a neighborhood park.

Inappropriate

1. Unattractive features such as garages at the ends of sight lines should be avoided.



Design Standard S-4: Trails and Walkways

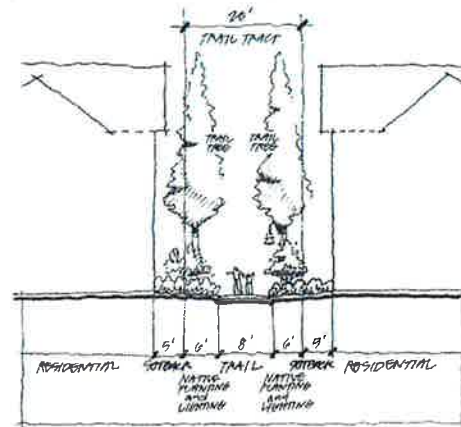
Trails and walkways in Greenbridge form an important secondary circulation element (after the street network) that gives the community an extra component of depth and complexity. In particular, a major east-west trail links the east and west residential areas to the 8th Avenue neighborhood core and to the White Center open space corridor west of the site; another major trail parallels SW 100th Street, adjacent to a stormwater bioswale. These trails are an important part of Greenbridge's unique, defined character.

Appropriate

1. Major pedestrian corridor locations (including portions provided through the street network) have been established pursuant to the master plat. These should be retained through any plat redesigns. Minor adjustments in location are acceptable with the approval of the Construction Committee.
2. *Trails shall be 8 feet wide, and surfaced with either asphalt or pervious concrete. 5 feet of landscaping is required on both sides of the trail. [King County preliminary plat approval – see Condition 18. The eight foot wide trail and adjacent five feet of landscaping should be open to the public – lot lines, fencing, etc., should be located outside of this 18-foot corridor.*
3. Within individual parcels, pedestrian connections should be provided as appropriate to link neighborhoods, parking areas and streets, parks/recreation features, etc. Individual parcel designs may also establish walkways to provide access to fronts of units, for example, off of a common green. Any walkways serving multiple homes, or providing for general pedestrian circulation, should be a minimum of 4 feet wide and surfaced with concrete or pavers.
4. Architecture, including window placement, landscaping, fencing and any other features that are adjacent to trails or walkways should be designed to make the trail/walkway a pleasant and safe place. Adjacent uses should orient to, rather than away from, the trails/walkways.



A number of elements make this trail open, safe and welcoming: windows looking on the trail, good adjacent building detailing, open fencing above 4 feet, low shrubs, trees, and a park at the end, inviting you along.



Greenbridge typical trail section.



5. To provide mobility for people with walkers, wheelchairs, strollers, etc., sloping trails/walkways, rather than stairs, should be provided in areas with grade. A maximum grade of 8% is preferred, with an absolute maximum permitted grade of 12%. Where it is not possible to achieve these grades, steps should be used instead.
6. No more than 8 steps shall be provided without a landing. A minimum of 2 steps shall be provided in sequence, to help make steps visible.
7. Trails/walkways should generally follow direct routes. Curves should be used only with purpose: to follow a contour, to avoid a tree, as a specific element within a larger landscape design, etc.
8. Trails segments, as they are developed, should be architecturally compatible with, and of similar design to existing Greenbridge trail segments.
9. Trail segments shall include lighting similar in design and spacing to the east-west trail constructed with the Seola Crossing partnership.





Design Standard S-5: Preservation of Existing Trees

King County Housing Authority has a goal to protect existing significant trees at Greenbridge and incorporate those trees into parks, trails, street-scape and yards to

the maximum extent feasible.

King County Housing Authority has conducted a survey of significant trees. Significant protected trees were defined as mature, healthy and valuable. The trees that have been designated as protected are to be preserved and maintained in place. Penalties will be assessed for damages due to construction activities and any actions not approved by KCHA that may impact or compromise the health of these trees. Protected trees are also located on KCHA Partnership properties and, as for-sale lots sell, on private parcels. The requirements and obligation to protect these trees is the responsibility of the parcel owner/manager.

In the offering of individual parcels for sale and development by third parties, KCHA will identify the protected trees located on the parcel or grouping of parcels. KCHA must specifically approve the removal, pruning or any action with a protected tree.

Prior to construction, the developer will submit a tree preservation and protection plan along with development plans. The tree protection plan shall be reviewed by the developer's arborist and shall consider grading, placement of structures and drainage to ensure long term health of the trees. The significant trees that the developer is required to preserve must be protected during the course of construction according to specifications provided by KCHA. Protection shall include at least a 6' high 2x2" chain link fence supported by 2" diameter metal pipe no more than 6' on center and fastened to each post at 2' centers at the perimeter of the determined significant root zone along with mulch around the base of the tree as directed and approved by KCHA. Tree protection shall not be moved without approval by KCHA. Care and monitoring of the tree during construction shall include watering and general observation of health.

There shall be no cutting or pruning, driving equipment, building walls, earthwork (cutting or filling), storing materials or any other action on or within the protection fences of any protected tree without written approval by KCHA. Failure to obtain KCHA approval will result in a fine at KCHA's or Greenbridge Association's sole discretion.

If a tree becomes diseased or damaged, the developer or homeowner shall make recommendations for remedy to the Design Review Committee and alert the Greenbridge Association of pending remedy prior to any action. If the tree becomes too diseased or damaged to be preserved, the tree may only be removed with KCHA approval.





Design Standard S-6: Parks, Plazas, Informal Gathering Areas and Site Amenities

Greenbridge will be served by a variety of parks and plazas, well dispersed throughout the community. Parks and plazas will form a centerpiece to Greenbridge, making their design and function of critical importance. Pedestrian amenities will be provided throughout the community.

Appropriate

1. Major park and plaza locations, sizes, and boundaries have been established pursuant to the preliminary plat. These Greenbridge-established parks will fulfill King County code recreation space requirements. They should be retained through any plat redesigns. Minor adjustments in location, size, or boundary are acceptable with the approval of the Construction Committee.
2. Multifamily/attached residential projects with more than 20 units should provide informal on-site outdoor amenities and informal gathering areas proportionate to project size. For example, a small plaza with seating, informal play opportunities, and special landscaping might be provided in conjunction with a mail kiosk. These facilities should be provided beyond the King County Code recreation space requirements.
3. Taken as a whole, the parks, plazas, informal gathering areas, site amenities, and public art of Greenbridge should serve a variety of ages, physical abilities, interests, and inclinations. Where feasible, each park should provide both active and more contemplative recreation opportunities.



Little touches go a long way: boulders for resting, a scored concrete surface, and a waste can make this a functional rest stop in the middle of the neighborhood.



A small plaza/informal gathering area combines a terraced seat wall, benches, mail kiosk, and a lawn area as a place for the community to connect.



4. Pedestrian amenities, particularly seating, should be provided at appropriate locations throughout the community. This may include benches, seating walls, flat topped boulders, etc.
5. Parks and plazas should include areas of sun, shade, and wind protection to provide all weather and season usability. Active play areas should have good solar access.
6. Permanent, smooth play surfaces are encouraged around play structures.
7. Park space, particularly children’s play areas, should be highly visible to surrounding homes and uses.
8. Children’s play areas that are located next to streets should be protected with low fencing.
9. The design of parks, plazas, and informal gathering areas should integrate with the surrounding homes, landscaping, etc.
10. Site accessories (picnic tables, benches, trash containers, bike racks, water fountains, etc.) should be provided in parks and plazas adequate to serve the expected amount of use. The Landscape Forms “Plainwell” bench and trash receptacle, and the Landscape Forms “Gretchen” picnic table, or similar, shall be used as the Greenbridge standard site accessories. Trash cans shall include a cover or lid.
11. The style and color of site accessories must remain consistent at all times. Site accessories should be checked annually for quality and consistency.
12. Site lighting shall be provided similar in design and spacing to other park areas constructed at Greenbridge.

Inappropriate

1. The use of sand, small gravel or small stones is prohibited around play structures.



Landscape Forms Plainwell bench.



Landscape Forms Plainwell trash receptacle.



Landscape Forms Gretchen picnic table.





Design Standard S-7: **Outdoor Lighting**

Lighting is an important component of ensuring the usability and safety of Greenbridge's outdoor spaces during Northwest winter nights. Lighting will be designed to minimize glare, overspill, and night glow.

Appropriate

1. Adequate lighting for safety and security should be provided throughout the community, particularly in public areas. All streets, public pedestrian pathways, parks, and trails should be lit.
2. Care should be taken to avoid over lighting. Pinpoint lamp glare, night glow, and light spillover onto adjacent uses should be avoided. Evaluation of lighting adequacy and impacts should take into account all adjacent light sources, including street lights, porch lights, etc. Lighting (including porch and other outdoor building-mounted lighting) should use full cut-off fixtures that limit light trespass, night glow, and glare.
3. All outdoor lighting should be of similar placement, style and illumination levels to lighting already installed in Greenbridge (see photo right). Light poles and luminaries should be black. Pole heights should generally be 15 feet but may be somewhat taller or shorter depending on location and light need specifics.
4. Use of a certified lighting designer for all outdoor lighting design is encouraged.
5. Any replacement must come from the same family of style and color.



Greenbridge typical lighting pole and fixture.

ARCHITECTURE



Design Standard A-1: **Form, Context, Style and Diversity**

The architecture of Greenbridge should enhance the existing White Center community. A broad range of architectural styles and housing types is encouraged. Builders are encouraged to use varying color, finishes, architectural style, modulation, and facades to provide diverse housing choice to Greenbridge. Within Greenbridge, building form and design should harmonize with their surroundings and context.

Appropriate

1. In keeping with the diversity and vibrancy of Greenbridge, a wide range of architectural styles (from traditional to modern) and housing types (such as traditional single-family detached homes walk-up cottages, townhomes, carriage houses, accessory dwellings, and stacked flats) should be provided.
2. Each building design should create a well-proportioned and unified building form and architectural concept.
3. Given the desired architectural diversity of Greenbridge, at transition points between architectural styles, basic design elements such as building articulations, roof forms, window placement, materials, and/or colors should be used to help tie the streetscape together.
4. Smaller scaled townhomes and stacked flat residential buildings should include building components that are similar to those of single-family detached homes, giving the buildings distinct residential-scaled segments.
5. Larger, mid-rise, stacked flat buildings should have a unified form and use a pattern of projections and recessed components to give the buildings depth and variety. The maximum building length shall be 136'.
6. *The Greenbridge-specific King County Code Section 21A.14.090 (see Attachment N) contains specific façade modulation requirements for certain apartment & townhouse developments.*



A variety of architectural styles should be provided.



Note the single family detached-scale articulations on the larger buildings. This also shows an excellent transition from large to small.



7. The set-back of residential buildings from the street should be modulated so that the front plane of each building will be at least 5' closer to, or at least 5' farther back from the front property line in relation to the front planes of each adjacent residential building.
8. Except for buildings located along 8th Avenue SW or on the SE corner of 4th Avenue SW and Roxbury Street, no residential building shall be taller than 3 stories above grade.
9. Changes in grade should be used creatively to screen parking, provide a variety of housing types and transitions in building scale, and achieve other design guidelines.
10. Highly visible rear elevations on hillsides should be articulated and broken up to reduce their aesthetic impact.
11. In single family detached projects with 40 or more homes, a minimum of 8 basic home types (including different roof lines, façade articulation, and interior layout/square footage) shall be provided, AND at least 1 basic home type will be provided for each 8 homes. Within the varying home types, changes to trim, detailing, color, window placement, shutters, porch roof forms, siding, and materials should also be provided.
12. In single-family detached projects with 20 to 39 homes, a minimum of six basic home types (including different roof lines, façade articulation, and interior layout/square footage) shall be provided. Within the varying home types, changes to trim, detailing, color, window placement, shutters, porch roof forms, siding, and materials should also be provided.
13. In single-family detached projects with 10 to 19 homes, a minimum of four basic home types (including different roof lines, façade articulation, and interior layout/square footage) shall be provided. Within the varying home types, changes to trim, detailing, color, window placement, shutters, porch/entry eave roof forms, siding, and materials should also be provided.
14. In single-family detached neighborhoods, identical basic home types shall not be located side by side or directly across the street from each other.
15. In attached and stacked flat residential neighborhoods, identical building types shall not be located side by side or directly across the street from each other. Buildings should be varied through changes in the number of units, colors, trim, roofline, window placement, shutters, and/or siding.
16. Accessory Dwelling Units as allowed by King County code are encouraged. Carriage houses are allowed at Greenbridge.
17. Multifamily buildings are encouraged to provide central, private courtyards as active recreation areas which are visible from residential units.



This building provides good grade transition by placing units on the upper and lower grades.



Design Standard A-2: Pedestrian-Oriented and Human-Scaled Buildings

Buildings in Greenbridge will enliven adjacent public areas with functional, visible pedestrian entrances, and building features such as doors, balconies, and windows that

look on and connect to streets and parks.

Appropriate

1. Portions of buildings that face public spaces (streets, parks, open spaces, and trails) should provide functional connections (such as porches, balconies, Juliet balconies, decks, patios, large, opening windows, sliding glass doors, or French doors) that maximize the interactivity between public and private areas.
2. Portions of buildings that face public space should be articulated and utilize features that give them depth, to provide a three dimensional feel.
3. Where feasible based on grading issues, portions of buildings adjacent to the public area should be no higher than 6 feet above the adjacent public area and not sit below the public areas. Where buildings sit above grade, any rockeries or walls between windows and public areas should be located to allow line of sight view from the home to the public area.
4. Front entries should be architecturally well defined and visible from the street.
5. Some of the rooms adjacent to public areas outside should be those functions that are more “public” in nature, i.e., family room, dining room, kitchen, etc., rather than those that are more private (such as bedrooms). In case the edges of a home face two public areas, the public edge of the home should be determined and public rooms focused on that edge. In addition, this guideline may not be feasible in townhouses with garages on the ground floor, as they have little ground floor living space. In these cases, some interior publicly oriented rooms on the second floor should be located next to outside public areas, and large windows or balconies provided that allow eyes



This stacked flat building provides excellent street connection: balconies, and a large communal porch with space for seating.



Windows on the street, covered entries, and balconies connect the public and private. Artwork on balcony rails give it visible impact and personality.



on the public areas.

6. Significant rooms in public buildings are encouraged to be located and designed to take advantage of available views.

Inappropriate

1. Large expanses of blank walls adjacent to public areas are prohibited. Refer to Design Standard A-7.5.





Design Standard A-3: Corner, Gateway and View Terminus Buildings

Highly visible buildings at street intersections, street/park corners, or in a prominent line of sight should be attractive and prominent.

Appropriate

1. Buildings at street ends, T intersections, ends of curves, prominent trail or park sight lines, and other important sight lines should be designed to provide an attractive view, enhancing the overall neighborhood.
2. Buildings located on corners (intersection of 2 streets, street and trail, or a street and a park), or at entries into neighborhoods, should be more architecturally prominent (for example, larger buildings, or using special detailing such as balconies, clocks, wraparound porches, etc.). Additional windows should be added to eliminate blank walls on corners.



This building provides an attractive, framed view end to the street.



A good corner building with wraparound porch and detailing on both sides.

Inappropriate

1. Garages, surface parking, long, unarticulated fencing, or other unattractive building features should not be located at the ends of prominent sight lines.



The double garage door forms a poor sight-line at the end of this straight street.





Design Standard A-4: **Accessory Structures and Outdoor Storage**

Accessory structures are a recognized part of Greenbridge but should be located to limit their impacts on adjacent properties.

Appropriate

1. Accessory structures such as sheds, hot tubs, play structures, and greenhouses are not allowed in front yards.
2. For attached or detached single-family homes that do not have a garage, a minimum 5'x6' enclosed outdoor storage closet that is integral to the homes should be provided. For homes with garages, outdoor storage that is built onto single-family detached structures is encouraged.
3. Accessory structures (not including accessory dwelling units) are limited in height to 12 feet and 100 square feet in floor area.

Inappropriate

1. Plastic or metal sheds are prohibited.
2. Attached/multifamily buildings are prohibited from having detached storage sheds.



Design Standard A-5: **Accessibility and Universal Design Buildings**

Universal Design is a term that describes features that facilitate accessibility and usability of a building by all people, regardless of age or physical ability.

Use of Universal Design is strongly encouraged in all Greenbridge homes.

Appropriate

1. Developers are encouraged to design units which include the following features. Developer will identify in their application which of these features are included in their home designs.
2. Multi-family apartment or condo developments should have an accessible path between parking, dwelling units and common areas that meet ADA standards.
3. For single family detached and attached developments, a “no-step” access to the front door entrance to all dwelling units and community buildings. If a no-step front entrance is not feasible, an alternate no-step side or garage entry to the first floor may be approved. (no-step entrance is desirable, but not required at other entrances.)
4. A 36” wide front door with exterior lighting at the entrance (exterior doors shall be provided with an artificial light source located in the immediate vicinity of the exterior door; the illumination of the exterior light shall be controlled from inside the dwelling unit, exception: lights that are continuously illuminated or automatically controlled).
5. All interior doorways should be at least 32” clear width in the open position (2/10 doors or a 36” is preferable).
6. A 36” wide fully accessible route must connect throughout the first floor of the dwelling unit. The maximum vertical floor level change is 1/4” except when a tapered threshold is used. The maximum height is 1/2” (40-42” is preferable).
7. A complete living area including master bedroom & bath should be located on the first level floor (or elevator access if multi-story apartments).
8. Lever handles on interior and exterior doors to be provided.
9. Clear floor space of 30” x 48” centered on the appliance or fixture shall be provided at each fixture in the kitchen. Floor spaces can overlap.
10. Reinforced walls to allow for the later installation of grab bars around the toilet, tub and shower stall.
11. Maneuvering space within the bathroom to permit a person using a mobility aid to enter the room,



- close and reopen the door, with a clear floor space of 30" x 48" outside of the door swing.
11. In addition a clear floor space of 30" x 48" should be provided at each fixture and centered on each fixture. The 30" x 48" floor spaces can overlap each other. (Note: this is a requirement in the Fair Housing Act guidelines.)
 12. Wall mounted light switches, electrical outlets or environmental controls shall be mounted for a reaching range of minimum 15" off the floor and maximum 48" above the floor.
 13. Low maintenance exterior materials.
 14. Covered main entry.
 15. Entry door approach with 18" - 24" of clearance at side adjacent to handle.
 16. Smooth transitions between rooms (vertical threshold of 2" or less).
 17. Slip resistant flooring.
 18. Maximize accessible path between main living rooms (preferably 38"-42").
 19. Lever handles on kitchen and bathroom sinks, plus shower.
 20. Anti-scald devices on all plumbing fixtures.
 21. 5' turning radius or T turn in kitchen and first floor bathroom.
 22. Parallel and forward approach maneuvering space in front of appliances and plumbing fixtures.
 23. Main electrical breaker box located on the first floor.
 24. Switches, doorbells, thermostats and breaker boxes should be located no more than 48" above the floor; electrical receptacles should be at least 15" above the floor.
 25. Stacking of closets large enough to accommodate future installation of an elevator.
 26. Reinforcement in shower stalls to permit future installation of a wall hung bench seat.
 27. Security system.
 28. Visual ID of visitors.
 29. Visual smoke detectors.
 30. Handrails on both sides of exterior and interior stairs.
 31. Task lighting in kitchen, bath and other work spaces.
 32. Rocker light switches.



Varied counter heights, open seating.



Lever door handle, open base sink.

33. Lighting in closets and pantry.
34. Closet rods adjustable from 3' to 5' 6".
35. Slip resistant flooring in kitchen and bath.
36. Multi-level or adjustable kitchen countertops and work spaces.
37. Pull-out shelves for kitchen base cabinets.
38. Front mounted controls on stove.
39. Installation of grab bars in bathroom.
40. Hand held showerhead in shower.
41. Curbless shower.





Design Standard A-6: Entries, Porches and Balconies

Prominent front building entries, and entry patios, porches and balconies, are important elements to creating the pedestrian feel and function of Greenbridge. Entry patios, porches and balconies provide an outdoor living area next to the street and public spaces, making public areas more interesting, sociable and safer. Entries and porches provide a functional transition space between the outside and inside and architecturally delineate the front entry.

Appropriate

1. Front entries must face a street, park, common courtyard, or other public space and be delineated architecturally with a porch or other significant architectural feature. All homes should be designed to make it obvious to visitors where the front door is located.
2. In single-family detached and townhouse neighborhoods, all homes shall have a covered porch or entry patio for the front door.
3. Except where overall grade issues make it infeasible, front entries should not be located below adjacent public area grade, and no more than 6 feet above adjacent public area grade.
4. Porches and entry patios shall have a minimum depth of 6 feet and minimum width of 8 feet.
5. Entry patios should include at least some overhead weather protection, especially at the front door.



A place to sit and visit.



*A good example of clear entries
and deep porches.*

Covering may include balconies overhead.

6. A walkway to the front door that is readily visible from the road must be provided either as a separate walk or an angled walk off the driveway,
7. The entry shall be emphasized to be welcoming, obvious, and prominent. Identify the entry through lighting, color, porch & rails, porch covering, columns & façade treatments, landscaping, and clear access. The front door may not be set back from the front plane of the house more than 6 feet.
8. Balconies are encouraged in detached and attached buildings as an additional way of putting eyes on the street, make the street more sociable and make the area safer. In larger buildings, balconies provide a means of breaking up or articulating the façade.
9. In central corridor stacked flat buildings with only one main street pedestrian entrance, other techniques to provide connection to the street, such as balconies and at-grade patios, should be provided. The main entrance should have a significant public porch that functions as an outdoor room and includes space for seating and visiting.
10. It is encouraged that porch railings be wide enough (6 inches) to use as an informal shelf.
11. All raised porches shall have railings.



Design Standard A-7: Doors and Windows

Windows and doors are the home's connection to the larger community. They should be well located to provide optimal connections to adjacent streets and parks and fit into the overall building façade.

Appropriate

1. Windows and doors shall be appropriate to the style of the building. Generally, in traditional style homes, windows should have a vertical orientation.
2. A variety of window and door styles should be provided within a neighborhood.
3. Windows and doors should be proportional to other façade elements.
4. Windows from public rooms within homes (such as the dining room or family room) should be positioned to allow residents to look out on the street and other public spaces, providing safety and interaction, while at the same time providing adequate privacy.
5. Side facades that face public spaces should include a similar percentage of window area to the front façade and to provide eyes on the street.
6. On side elevations that do not face a public area at least one window should be provided within 10 feet of the front façade.
7. Large windows or groupings of windows adjacent to public areas are encouraged (subject to energy code maximum glazing requirements).
8. Larger windows should be broken up by structural elements to provide additional detail and interest.



Attractive, nicely massed windows.



Windows wrap the side of home to face the green.

9. Front doors should be located symmetrically with porch vertical elements.
10. Window frames should complement the trim.
11. Doors that include a glass element appropriate to the design of the house – either a transom, surround, or integral to the door itself – are encouraged.
12. Window mounted air conditioners should be located away from public areas.
13. Use of bay windows is encouraged.

Inappropriate

1. Windows that use poorly constructed or inexpensive looking detailing, etc., should be avoided in favor of simpler designs. Decorative, non-structural mullions are discouraged.
2. Screen doors shall not be unpainted metal or unpainted wood.
3. Reflective glass is not permitted.
4. Security doors and barred windows are not permitted.



Design Standard A-8: Garages, Garage Doors and Carports

Greenbridge is a pedestrian-oriented community, and garages represent the car. Garages and carports should be located and designed to minimize their prominence from public areas, such as the street, trails, and parks.

Appropriate

1. Alley access or back of lot garages are encouraged.
2. In single-family detached homes with garages at the front, the garage door width shall not exceed 55% of the front elevation of the house as measured by the width of the garage door or doors.
3. In townhouses, garage door width shall not exceed 50% of the front elevation of each unit.
4. In single family detached homes, no portion of any driveway located in front of the front plane of the house shall be wider than the garage door which serves that driveway.
5. In attached townhouses or single family detached homes without garages, no portion of the driveway shall exceed 10' in width.
6. The garage and garage door should be designed to diminish the visual impact of the garage from the sidewalk. The design emphasis should be on the entryway. Ways of mitigating the impact of the garage include:
 - a) Painting the garage door a shade or two darker than the rest of the garage.
 - b) Upper floor cantilever over garage.
 - c) Protecting eaves that unify garage and entryway.
 - d) Painting the trim to match the garage door.
 - e) Staining driveway a darker color.
 - f) Do not highlight the molding boards around garage door.
 - g) A planting next to driveway that partially obscures garage door frame. A trellis can accomplish this.



Less dominant rear yard garage.



Placing this garage downgrade on the side street minimizes its presence.



7. Garages shall in no case be located in front of the front plane of the house.
8. Where grade changes exist, it is encouraged that grade be used to help reduce the visibility of garages (for example, garages tucked under home from rear or side).
9. Three car garages visible from public areas are prohibited.
10. Garage doors shall be no wider than 16 feet.
11. In attached townhouse buildings with front-loaded garages, no more than 2 garage stalls (either 1 double or 2 single doors) shall be adjacent without intervening building space (entry, occupied rooms, etc.).
12. Garage door styles should be consistent with the architecture of the associated building.
13. Side elevations of garages adjacent to public spaces should be enhanced with features such as windows, lattices, or landscaping.
14. Parking garages (except for entries) in larger buildings that are above grade and visible to public areas should be enhanced with occupied space, landscaping, or architectural treatment.
15. Carports should be architecturally compatible with adjacent buildings and built of wood, not metal.



The presence of this 2-car garage is reduced by putting it on the same front plane as the rest of the house and the significant eave, which unifies the whole house architecturally.



Design Standard A-9: Materials and Detailing

Building material and trim should be attractive, durable, and add to the character of the building, particularly where visible to the public.

Appropriate

1. Materials and trim should complement the building style and add to its dimensionality.
2. Details and features should relate to the structure and not appear as add-ons.
3. A variety of materials should be provided within a neighborhood to add to its architectural diversity.
4. Material transitions should occur at inside corners, a change in the wall plane, or between floors. Material transitions should include a trim transition piece, such as a band board.
5. A higher quality of detailing and/or materials (horizontal banding, more ornate trim detail, brick) should be provided adjacent to public spaces (streets, parks, trails, etc.). Focused areas of higher quality and more detailed trim (such as stone, brick, tile, decorative door surround, window boxes, or window head trim) should be provided to highlight key portions of a building, such as the main entrance or important windows.
6. Higher quality materials and detailing used adjacent to public areas should be wrapped around the building to a logical termination.
7. Plywood, and cementitious board siding should include battens to provide depth and interest.
8. Cementitious, metal or wood siding is required.
9. At a minimum, all windows and doors (including those facing private areas) should be trimmed.
10. Eave detailing should be consistent with the architectural style of the house.



Cost effective use of trim in detailing at home front, where it will be regularly seen and appreciated. Note porch light, door, post band, and lintels.



Battens improve the aesthetics of plywood siding.



11. Shutters may be used only if they reflect the architectural style of the building. If used, it is preferred they be operable. They shall be proportional to the window, i.e., one half or one quarter the width of the window.
12. Retractable awnings should be unobtrusive and be architecturally compatible with the building.
13. At least 2 siding textures should be used in each unit's front facade.

Inappropriate

1. Highly reflective materials are not permitted.



Limited, focused use of brick and high quality fencing along an important pedestrian street.



Design Standard A-10: Color

Greenbridge is characterized by colorful homes. Vibrant, rich, saturated colors make this community stand out, bringing life to Greenbridge and the larger White Center community.

Appropriate

1. At least 3 colors per home are required, including body color, window trim, doors, and accent materials, but not including window frame or roof color. Of these 3 colors, at least 1 color must be rich and saturated, and compatible with other Greenbridge homes. In attached dwellings, the 3-color requirement may not be accomplished only by varying door colors.
2. Colors within and between homes should be harmonious. It is encouraged that a color professional be utilized to ensure appropriate color tone matches with nearby colors.
3. A variety of roof colors between buildings is encouraged.



Attractive colors need not be bright or flamboyant.



Saturated, deep colors are more attractive.



Another example of rich colors.

Inappropriate

1. Light beige and light gray are discouraged as a primary home body color on the front façade (though may be used as accents).
2. No two similar color schemes shall be located next to or across from each other.



Grey/beige monotony.



Design Standard A-11: Roofs, Dormers and Eaves

To reinforce the architectural and color diversity of Greenbridge, roof forms, colors, and pitches will be varied as well.

Appropriate

1. Rooflines and roof forms shall be modulated to reduce their bulk and provide interest. Special attention shall be given to particularly visible roofs. In townhouses and smaller scaled stacked flat buildings close to single-family detached neighborhoods, roof form masses should be similar to single-family detached to help blend in.
2. Roof pitches and forms should be consistent with the architectural style of the building. Traditional styled buildings should have a minimum of a 4:12 primary roof pitch. Buildings with modern architecture may have flatter pitched roofs, and larger mid-rise buildings may have flat roofs.
3. A variety of roof style and form should be provided throughout individual neighborhoods.
4. For projects with fewer than 10 units, a minimum of 2 roof colors shall be provided; for projects with 10 or more units, at least 3 roof colors shall be provided. Roof colors should coordinate with home paint colors.
5. Eaves (excluding gutters) should be a minimum of 12 inches wide, preferably 18 inches wide.
6. Skylights are encouraged; however, they should be designed as an integral part of the roof. Solar tubes and bubble skylights are allowed so long as they are not visible from public areas.
7. Roof materials should provide texture and may include fire treated wood, tile, slate, non-galvanized metal, and architectural-grade asphalt shingle.
8. Vents, pipes, etc., located on the roof should be clustered, and located on portions of the roof out of view of public areas.
9. Satellite dishes are encouraged to be located in visually unobtrusive locations and must be approved by the Greenbridge Association before installation.
10. In larger buildings, roof-mounted mechanical equipment should be located on portions of the building not visible from public areas and other residences. If visible, the mechanical equipment should be screened with parapets, architectural screens, etc. Consideration should be given to minimizing noise impacts of mechanical equipment to adjacent residences.
11. Chimneys should integrate architecturally and be un-obtrusive.
12. Solar photovoltaic and solar hot water heating arrays are encouraged on any roof surface.
13. Fifty-year roofing is encouraged.



Well –located roof vents, out of public view (rear of house).



LANDSCAPING



Design Standard L-1: Landscape Design

Greenbridge's landscape will support the overall sense of community. Well-landscaped areas will define outdoor spaces and provide comfort and beauty. Landscaping will reflect the Puget Sound climate and environment and will include drought-tolerant and bird-friendly plants.

Appropriate

General landscaping design

1. Impervious surfaces in front yards should be minimized.
2. Pervious areas should be fully landscaped with trees, shrubs, groundcovers, and lawn.
3. Private lot landscaping adjacent to public areas should be attractive, interesting, and promote interaction between public and private areas/eyes on public areas. Front yard landscaping should be substantial enough to define the private area but allow views out from front yard patios and windows to adjacent streets/parks (for example, through use of low hedging, short rockeries/walls, or low, open fencing).
4. Home entries should be emphasized with special landscaping, such as flowering shrubs, trellises, or art.
5. "Natural" pathways—travel routes which people could be expected to take instinctively—should be acknowledged with durable landscaping and surface treatment.
6. Landscaping near active play areas shall be extra hardy.
7. Planting edges adjacent to flat open areas (street or lawn) should be layered, with smaller plants placed in front of larger plants, to create dimension and depth in the landscape.
8. Landscape style should reflect the architecture of the adjacent building and overall surroundings. For example, more formal, symmetrical buildings should have more structured landscaping, while buildings and projects with varied compositions should have more informal landscaping. Generally, structured, traditional landscaping should have regular spacing of trees, hedging, and a limited range of plants, while more informal plantings rely on looser tree/shrub groupings and a greater variety of plants.
9. Landscaping size at maturity should reflect and complement the size of adjacent buildings.



This home entry is emphasized by the columnar cedars.

10. Projects with larger common areas should include a unique tree or grove of trees in a prominent location that, at maturity, will provide a neighborhood landmark.
11. Landscaping that is close to Greenbridge's natural areas (at the east and west edge) should emphasize natural, irregular patterns and native plants.
12. Landscaping should include shrubs and trees that provide year-round color and interest.
13. Vegetation should be used to frame views. Plants located in front of viewpoints should not block the view or require topping at maturity.
14. Signature trees/landscaping should be provided at the end of sight lines, neighborhood entries, or crossroads.
15. Plantings, low walls, grade changes, etc., should be used to minimize headlight glare and intrusion into homes at intersections or ends of drive aisles.
16. Blank walls, long stretches of fencing, or exposed foundations should be adequately screened with appropriate-sized plantings.
17. Landscaping should be provided to screen pedestal air-conditioning units.
18. Landscaping in trail corridors should generally consist of deciduous trees (taken from the King County Street Tree List) and low shrubs. Landscaping within trail corridors should be open and allow visibility along the trail corridor and from adjacent homes.
19. Trail corridors and parks shall be irrigated.
20. Right of way planting must be watered and weeded by builder until accepted by the Greenbridge Association for maintenance (see Appendix E).
21. The Greenbridge Association will maintain ROW planting after acceptance from the builder. Homeowners may not work in or alter planting in ROW.
22. In projects with larger open spaces, theme gardens (for example, butterfly, rose, or cutting gardens) are encouraged.
23. Landscaping that creates bird habitat is encouraged. See <http://www.wdfw.wa.gov/living/landscaping> for additional information.
24. Arbors and trellises that are architecturally compatible with adjacent buildings are encouraged as a means to provide diversity in the landscape.
25. Hollywood driveways (driveways with a planter strip in the middle) are encouraged.
26. Existing and new trees as well as other plantings must be protected and nurtured by the party having ownership.



This symmetrical, formal building is complimented by symmetrical, clipped wedges.



This simple park is made special by a grove of trees of the same species. A little thought a hundred years ago results in a special space now.



Landscaping Specifications

These specifications apply to initial planting by housing developers and replacement planting by homeowner or property owner:

1. A variety of plants should be provided. Heavy usage of the same species should be avoided.
2. Plant quantities and densities should be adequate to achieve full landscape coverage within 3 years of planting.
3. A minimum of 30% of each yard shall be shrubs and groundcovers.
4. Plants should be grouped according to water needs, i.e., plants requiring little or no watering should not be interspersed with plants requiring higher amounts of water.
5. Plants should be located taking into account their optimal growing conditions relative to solar access (sun, part shade, shade).
6. Trees and large shrubs should be planted relative to sidewalks and walkways in such a way that they will not grow into the pedestrian space of the sidewalk/walkway.
7. Given the dense environment of Greenbridge, deciduous trees are favored over evergreen trees to maximize winter solar access, but evergreen trees are not prohibited where they meet other guidelines.
8. Use of drought tolerant plants is encouraged. Drought tolerant plants are required in common areas.
9. In addition to street trees, at the time of initial landscape installation, at least one tree shall be planted for every 2,000 square feet of pervious area on a per-project basis in residential areas.
10. Maximum allowed landscaped slope is 3:1.
11. Mature height of any tree shall not exceed 25' and should not impact adjacent properties including views, shade, etc.
12. Mature height of any shrub shall not exceed 3' in the front yard and 5' in the back yard.
13. No pesticides or herbicides shall be used.
14. Diseased, dead or non thriving plants shall promptly be replaced with plants of the same



This corner adjacent to a wetland is appropriately landscaped with native species.



Thoughtful plant specification improves bird habitat.

- species and approximate size.
15. Landscaping screening—not more than 5 feet in side and backyards and 3 feet high in front yards.
 16. Properties shall be maintained including:
 - a. Lawns to be weed free and maintained between 2 1/4 and 3 1/4 inches tall.
 - c. Maintain 2" of medium grade mulch on planting beds.
 - d. Planting beds to be maintained weed free.
 - e. Properties shall be maintained free of noxious weeds based upon King County Noxious Weed List including Himalayan and Evergreen Blackberries, Hedra species (ivy), Scotch Broom, Canadian and Bull Thistle, etc.
 - f. Non turf grass areas not treated as lawn, but containing grass or other mowable material, shall be cut twice annually - the first week in June and the first week in August.
 - g. Property shall be maintained free of garbage and debris.

Inappropriate

1. Landscaping should not form easy hiding spots.
2. Dense vegetation is discouraged in front of ground floor windows facing public areas.
3. Landscaping adjacent to an alley should not be so dense as to limit visibility from adjacent homes onto the alley.
4. Lawn shall not be placed on slopes greater than 4:1.
5. Plants on the current King County noxious weeds list, including butterfly bush, English Ivy, English Holly, and English Laurel, shall not be planted in Greenbridge.
6. Entry features, entry signage, and monuments delineating individual residential communities within Greenbridge are prohibited.



Design Standard L-2: Street Trees

Street trees are a key feature in the Greenbridge landscape. They provide beauty, shade, and interest and give a distinct character to each individual street within the community.

Appropriate

1. Street frontage landscaping is regulated pursuant to Preliminary Plat Condition 20, and Attachment O, Modified King County Code 21A.16.050.
2. Street trees shall be selected from the current King County street tree list and conform to King County Title Code 21A.16.
3. One consistent street tree shall be provided on each street to provide unity. Any replacement street trees should be reasonably similar in shape and form as the street tree originally used for the street.
4. Street trees should be placed symmetrically, while adjusting locations to avoid conflict with utilities.
5. Minimum caliper size is 2-1/2" to 3" measured 4' from the base of the tree.
6. Street trees installed by a third party builder are maintained by the builder until the Greenbridge Association determines that the right-of-way planting is accepted by the Association. After acceptance the Association will maintain the ROW planting. Homeowners shall do no work nor alter the ROW planting. Homeowners may not prune, replace or damage street trees.
7. Street trees shall be installed per Appendix E.
8. Street trees should be adjusted to avoid conflict with utilities. (See Appendix E for additional requirements.)
9. KCHA will inspect and approve plant materials before installation. Turf is preferred to be placed in the right of way instead of shrubs.
10. 3rd party builders and homeowners will ensure that no toxic materials or substances that may be harmful to plant health are stored or spilled in the planting area and that plant materials are protected from damage.
11. If shrubs are used in the right of way instead of turn, they shall be a minimum of 12" in height and be selected from the attached list included in Appendix E.
12. Groundcover containers to be #1 or larger.
13. Maintain plants and turf until acceptance in a vigorous and disease/insect free condition including watering (use of herbicides and/or pesticides is not allowed unless approved in writing by KCHA.)





Design Standard L-3:

Art

A unique feature of Greenbridge, which sets it apart from other communities, is public art. Democratically placed, public art of all types, ranging from large & public to subtle and small, will be located throughout the community, helping Greenbridge be a place of character and creativity.

Appropriate

1. Each individual park shall include public art, such as a sculpture, mosaic, artistic stormwater conveyance, etc.
2. Art that functionally connects to the surrounding improvements or buildings is encouraged.
3. Creative use of stormwater that is artistic and educational is encouraged.



Design Standard L-4: Fencing, Rockeries and Walls

Fencing is an important detail in establishing the boundary between public and private space, as well as providing privacy. It is a highly visible element adjacent to the public realm of streets, parks and open spaces, making careful design a priority. Rockeries and walls should be integrated into the overall landscape and used functionally where appropriate.

Please note that fencing is not required; however, if provided, it should comply with these standards and guidelines.

Appropriate

1. Front yard fencing shall be a maximum of 36 inches in height and at least 50% see-through. Front yard fencing may be comprised of pickets, lattice, or artistic design. A small (2 feet) base planting area is encouraged between sidewalks and front yard fencing. Where the front yard is the only outdoor private space for a unit, the architectural committee may consider allowing additional privacy fencing.
2. Side and rear yard fencing shall be a maximum of 6 feet in height. Side and rear yard fencing adjacent to other side or rear yards may be completely view obscuring. Side or rear yard fencing adjacent to public areas or alleys may be view obscuring up to a height of 4 feet. Above 4 feet, any fencing shall be at least 50% see-through.
3. Side yard fencing must be set back a minimum of 5 feet from the front primary face of the house (i.e., excluding a porch) unless approved by the architectural committee for special reasons (e.g., day care or service animals).
4. Fences shall be stained wood or ornamental metal. Metal fences shall be black. Vinyl may be permitted if it is black in color. The preferred fence color is black.



Open front yard fencing.



Side yard fence next to street, stepping with slopes.



5. Fences on slopes should have rails that are stepped rather than sloped.
6. Fencing should be designed in conjunction with adjacent landscaping.
7. Long stretches of rear yard fencing should be articulated and screened with landscaping.
8. Fencing adjacent to an alley should be inset to allow an area for waste containers to be placed on service days.
9. Artistic or decorative fencing is encouraged.
10. Hedging/landscaping as an alternative to fencing is encouraged.
11. Rockeries/walls are encouraged to be less than 30 inches in height. Rockeries/walls greater than 30 inches will be evaluated for their aesthetic impacts on adjacent public spaces and properties.
12. Sitting walls (16 inches -24 inches high) are encouraged as a means to take up grades adjacent to walkways and sidewalks, particularly in high-volume pedestrian locations. Seating walls should be capped.
13. The tops of walls/rockeries that are greater than 30 inches in height and are reasonably accessible shall have a handrail.



This wall adjacent to a major sidewalk is turned into an asset with base planting and attention to detail in the wall itself.



Well placed seatwall adjacent to major sidewalk and building entry.

Inappropriate

1. Chain link fences are prohibited.
2. Fences shall not be located in the right of way.
3. Driveways shall not be fenced or gated.



This inappropriate wall lacks base planting or interesting detail.



Design Standard L-5: Parking Lot Landscaping and Dumpster Enclosures

Greenbridge is a people place, not a car place. Where cars are visible in larger groups, landscaping will be provided to reduce their visibility and aesthetic impact. The visual presence of waste and recycling containers will be minimized.

Appropriate

1. For parking lots located on the public sides of buildings pursuant to Design Guideline S-2.6, parking lot landscaping shall be provided at a rate of 60 square feet per parking stall.
2. Parking lots that are located in side yards adjacent to public areas should be screened with low (less than 4 feet high) evergreen hedging or solid fencing.
3. Dumpster enclosures shall be provided pursuant to the King County Code requirements for recycled materials enclosures and sized to be large enough to enclose waste dumpsters as well. For residential units that will not use curbside pickup, a minimum of 8 square feet of enclosure area per unit shall be provided. The minimum enclosure size shall be 120 square feet. Enclosures should be architecturally compatible with adjacent buildings.
4. Dumpster enclosures are encouraged to be located out of significant sight lines and away from major pedestrian routes.
5. Enclosures shall provide space for garbage, recycling and yard waste bins.



This dumpster enclosure is located out of the line of sight and away from walkways.

SUSTAINABLE DEVELOPMENT



Design Standard SD-1: Site and Building Sustainability

At its completion, Greenbridge will be a certified Built Green community. In addition, all homes in Greenbridge will be certified under the Built Green program. Building sustainability will result in greater energy and water efficiency, greener materials, and healthier interiors.

Green Surface Water Management

1. Greenbridge utilizes a variety of surface water management facilities in order to control the quality and the amount of water discharged from the site. Through these systems Greenbridge does its part to control flooding and to maintain water quality downstream in the Salmon Creek and Duwamish River basins. This results in the preservation of natural fish and wildlife habitats.



Low – Impact storm water treatment is encouraged.

2. On Greenbridge's west side, runoff from the streets is collected in a water retention facility where sediment is collected. This not only ensures that water entering the White Center bog, Lake Garrett and Salmon Creek is clean, but it controls the amount of water discharged. This reduces the amount of sediment disturbed on the stream bottom, and provides cleaner water which is more suitable for salmon and other wildlife. Clean rain water will be collected from roof tops on Greenbridge's west side and will bypass the water retention facility through a "Green drain" system. This diversion of the clean water around the water quality retention pond makes that facility more efficient.

3. In Greenbridge's central valley, both roof drain and street storm water are collected into a water quality and detention vault which is located underneath the Greenbridge central plaza. Water collected in the vault is cleaned as sediments settle out, and the amount of water discharged from the vault is controlled to reduce flooding and turbidity downstream in the Salmon Creek watershed.

4. The east side of Greenbridge will be served by a water retention pond and a network of bioswales. The bioswales collect street runoff along the neighborhood streets. Plants in the bioswales remove sediment from the water. The swales also serve to slow the discharge into the pond. From the swales, water will flow into the retention pond on Greenbridge's eastern slope which will further clean the water and control the discharge down into the Duwamish River watershed.



Built Green Community

Greenbridge is a certified Built Green community. Green features incorporated into the project's master planning include:

- Designed re-use of previously developed land which doubled its density, and enhanced access to transit
- Recycled site materials used for fill
- Demolished material salvaged for re-use in other projects
- A Green drain system (separate roof drainage from surface runoff) to reduce storm volume and enhance water quality – where no system existed before
- Drought-tolerant planting throughout parks and yards
- Minimal lawn areas requiring irrigation

Built Green Buildings

All existing homes in Greenbridge have been built to at least a King-Snohomish County Master Builders Built Green 3-star standard in order to last a long time, use less energy, and provide a healthier place for people to live. New homes shall be built to a Built Green 3-star standard. Certification at the 4- and 5-star levels is encouraged. Some of the Built Green features include:

- The buildings were Designed on a 4 foot module to reduce waste
- All of the Drywall is sealed to be air tight
- There are Rain screen systems on all exteriors, including Fiber cement siding (no vinyl) – reclaimed/recycled 50-yr material
- The roofing product is warranted for 50-years
- There are Formaldehyde-free plywood and composite products throughout the project
- Low-pile carpets are tested to CRI Green label program standards for indoor IAQ. They harbor fewer allergen and VOCs and contain no glue
- Low VOC paints coat the walls and ceilings
- Below-grade waterproofing and drainage systems are installed at all sub grade walls
- Fly ash, a waste byproduct of coal combustion, was added to the concrete mix
- Recycled-content gypsum and insulation
- Compliance with Seattle City Light's Built Smart program
- Fans are on timers which shut them off when not in use
- CFL lights throughout
- Low-flow faucets and toilets
- Units are Individually metered
- Energy Star washers, dishwashers and refrigerators

Appropriate

1. All homes in Greenbridge shall be built to at least a King-Snohomish County Master Builders Built Green 3-star standard. Certification at the 4- and 5-star levels is encouraged. For further information, see www.builtgreen.net.
2. Homes are encouraged to be certified through the US Department of Energy's Energy Star certification program. See www.northwestenergystar.com for further details.
3. All residential units in Greenbridge shall provide and utilize recycling and yard waste bins or totes.



Chapter 4: Review Procedures

General

The purpose of this chapter is to establish standard review procedures and submittal requirements for all development proposals. The procedures and requirements are designed to promote timely and complete reviews by the Greenbridge Construction Committee and/or Review Committee (the "Committee") that result in development approvals that further the goals of Greenbridge. Development proposals must be approved by the applicable Committee prior to commencing any site work and prior to submitting an application to King County.

Review Process

Each application for review of proposed new construction shall be reviewed by the Construction Committee. Each application for review of proposed modifications, additions or alterations to existing construction, external to buildings after initial occupancy, shall be reviewed by the Review Committee. No work may be initiated and no application, except pre-applications, may be submitted to King County for issuance of building permits or other County permits until approval has been issued by the applicable Committee.

1. *Conceptual Design Meeting (Required)*

Prior to submittal of an application for architectural review, the applicant should schedule a meeting with the Committee to present and discuss the conceptual design of the proposed development. The purpose of this meeting is to discuss the preliminary design concept and identify foreseeable concerns regarding compliance with the Design Guidelines. For purposes of discussion, the applicant should present a preliminary overall site plan and schematic elevations at this meeting. The fact that a potential conflict with the Design Guidelines is not identified or discussed during the conceptual design meeting shall not be construed as a waiver of the Guidelines under any circumstances.

2. *Application Submittal*

The applicant shall submit an application for architectural review. For new construction, the application must include all of the information listed in the *Submittal Requirements – Construction Committee* section. For modifications, additions or alterations, the application must include all of the information listed in the *Submittal Requirements – Review Committee* section. If an applicant believes some of the submittal requirements are inapplicable to the particular proposal, the applicant may request a waiver of specific submittal requirements from the appropriate Committee. Incomplete applications will delay the architectural review process. Applications must be directed to:

Greenbridge Design Review
Attn: KCHA Design Coordinator
600 Andover Park West
Tukwila, WA 98188-3326



3. *Complete Application*

Prior to commencing review of any application, the Committee will make a determination whether the application is complete. Applications must include all of the information listed in the Submittal Requirements section, unless a waiver is granted pursuant to section 2, above. The Committee will notify the applicant in writing as to the completeness of the application within three (3) business days after receipt of all application information. A determination of completeness means that the Committee has the necessary information to commence its review. In the course of reviewing the completed application, the Committee may require the submission of additional information as may be reasonably necessary. The initial request for additional information, if any, will be made within fifteen (15) calendar days of receipt of a completed application. Requests for additional information will not extend the review time frame.

4. *Applicant Meeting*

The applicant shall meet with the Committee to present the architectural review application. The meeting will be scheduled by the Committee and will be held within five (5) business days after a determination of complete application has been made. The purpose of this meeting is to identify any changes in the proposed development since the conceptual design meeting, to orient the Committee to the contents of the application package, and to answer any preliminary questions.

5. *Notice of Action*

Within thirty (30) calendar days after receipt of a completed application, the Committee shall respond in writing to the applicant. The Committee may (a) approve the application, with or without conditions; (b) approve a portion of the application and disapprove other portions; or (c) disapprove the entire application. The Committee may, but shall not be obligated to, specify the reasons for any objections or offer suggestions for curing any objections. In the event that the Committee fails to respond in a timely manner, approval shall be deemed to have been given. However, no approval, whether expressly granted or deemed granted pursuant to the foregoing, shall be inconsistent with the Design Guidelines, unless an approval has been granted for a Design Departure.

6. *Board Appeal Period*

Any applicant who is aggrieved by a decision of the appropriate Committee may appeal the Committee's decision pursuant to the process specified on page 67 of these Guidelines. An applicant who files an appeal shall not submit permit applications to King County until their appeal is resolved.

7. *Approval Period*

If construction does not commence on an approved application within one (1) year after the date of approval, the approval shall expire. The Committee may grant a one-time extension of up to one year from the expiration date. The written request for extension shall be received a minimum of fifteen (15) calendar days prior to the one-year expiration date. Any extension by the Committee must be in writing and may include new or revised conditions of approval as deemed appropriate by the Committee.



Submittal Requirements – New Construction

Each application for design review shall include the following minimum information in the identified form and format. The submitted information is the basis for the Construction Committee review and response to the application. Submittal of additional information that supports the application is encouraged.

1. *Completed Application Form* – Submit four (4) copies of the form provided in Appendix B.
2. *Project Description* – Submit a written narrative describing how the project complies with the design standards.
3. *Built Green Checklist* – A draft Built Green Communities checklist is required to be submitted with the plan sets that specifies which items the project will include. This will allow the KCHA to include these items in the overall Greenbridge Built Green Communities certification. In addition, submit a draft Built Green Homebuilder or Multifamily (based on type of project) checklist which shows how the builder intends to achieve at least a Built Green three-star standard.
4. *Color and Materials Board(s)* – A color and materials board is required for each building type. Arrange the boards to indicate the color and material combinations associated with each typical building. If the proposal includes more than one building type or set of color/material combinations, submit additional boards as required. Clearly identify which boards apply to the buildings indicated on the site plan. Submittal of photographs and other example materials are encouraged.

SUBMIT FOUR (4) COMPLETE BUILDING SETS. A complete building set includes the following: Overall Site Plan, Front Elevation Plan, Art Plan, Typical Landscape Plans, and Typical Site and Building Plans.

5. *Overall Site Plan*
 - a. Site plan scale: 1" = 20'. If this scale results in multiple plan sheets, an additional general site plan at a scale of 1" = 40' must be provided.
 - b. Identification of lot number.
 - c. Building footprint on each lot with setback dimensions.
 - d. Identification of which plan will be placed on each lot to show adjacencies to public spaces and neighboring homes.
 - e. Show driveways and front paths.
 - f. Finished basement and first floor elevation for each house.
 - g. Trail type, location, dimensions and landscaping.
 - h. Fence, screen, and wall locations.
 - i. Park/open space landscaping.
 - j. Drainage (include structures and drainage lines).
 - k. Above-grade utility locations.
 - l. Classification of public streets (include alleys).
 - m. Street lighting, park and trail lighting, and ROW landscaping.
 - n. Easements and tracts.
 - o. Existing grade contours at a minimum of 5-foot intervals.
 - p. Finished grade contours at 2-foot intervals.
 - q. North arrow.
6. *Front Elevation Plan* (One (1) sheet for each frontage)
 - a. Plan scale: 1/4" = 1' or 1/8" = 1' or reduced elevations from building plans.
 - b. Display the front elevations and elevations fronting on public spaces.
 - c. Indicate the building number, colors, and materials.



7. *Art Plan* - The art plan must include any art planned for parks.
8. *Typical Landscape Plans* (One (1) for each lot/unit type)
 - a. Plan scale: 1/8" = 1'.
 - b. Identification of type of all lots by lot number.
 - c. Plant material and layout. Indicate species, size, typical spacing and light/water needs (e.g., shade/drought tolerant).
 - d. Site selection/elevations for typical views.
 - e. Type of irrigation system and layout (if applicable).
 - f. Identify water conservation landscape alternative and provide area calculations.
 - g. Building improvement footprints (house, garages, patios, decks, etc.).
 - h. Typical property lines (as a minimum and a maximum), setbacks, and easements.
 - i. Finished grade contours at 2-foot intervals (in background).
 - j. Driveway, alley, autocourt and walkways locations (indicate landscaping, materials, and paving/joining patterns).
 - k. Fence, screen and wall locations (include typical details with height, materials, and visual permeability calculations).
 - l. Outdoor lighting layout.
 - m. North arrow.
 - n. Submit soils testing, and specifications/supplier for imported soil, medium grade bark mulch, amendments, plants, and tree staking materials.
 - o. Demonstration that right-of-way planting area and materials shall be compliant with King County requirements and Greenbridge Association inspection checklist.
9. *Typical Site and Building Plans*
 - a. Plan scale: 1/4" = 1' and/or 1/8" = 1'.
 - b. Identification of typical lots by lot number.
 - c. Site plan (for all at-grade floor plans).
 1. Building improvement footprints (house, garages, patios, decks, etc.).
 2. Typical property lines (as a minimum and maximum), setbacks, and easements.
 3. Driveway dimensions (indicate materials and paving/joining patterns).
 4. Walkway dimensions (indicate materials and paving/joining patterns).
 5. Fence, screen, and wall locations.
 6. Outdoor lighting layout.
 7. North arrow.
 - d. Floor plans (all floors).
 1. Door and window openings.
 2. Walls, partitions, and stairways.
 3. Use of occupied areas.
 - e. Building, elevations (for all sides; generally indicate materials).
 1. Window, door, and garage door openings.
 2. Complete exterior features (i.e., roof pitch and venting, siding, trim, lighting, etc.).
 3. Porches, decks, and stairways (including railings, enclosures, etc.).
 4. Foundation.

Submittal Requirements – Modifications, Additions, Alterations

Each application for review of proposed modifications, additions or alterations that occur external to buildings after initial occupancy shall include the following minimum information in the identified form



and format. The submitted information is the basis for the Review Committee's review and response to the application. Submittal of additional information that supports the application is encouraged.

1. *Completed Application Form* – Submit four (4) copies of the form provided in Appendix B.
2. *Supporting Materials* – Submit four (4) copies of materials identified by the Review Committee during the required Conceptual Design Meeting.

Review Fees

The applicant shall reimburse the Committee for review costs within three (3) days after delivery of a request for payment. Review fees are as follows:

1. Overall Site Plan Review Fee: \$ 800.00
2. Architectural Review Fee: \$ 300.00 per model house or building type
3. Revision Review Fee: \$ 85.00 per hour (only if requested after the Committee's decision)
4. Design Departure Review Fee: \$ 85.00 per hour (only if not included in the initial application for architectural review)

Decision Criteria

The Design Guidelines are to be utilized by the Committee in the review of development applications. In reviewing each application, the Committee may consider factors it deems relevant, including, without limitations, harmony of external design with surrounding structures and environment. Decisions may be based on purely aesthetic considerations. The applicant acknowledges that determinations as to such matters are purely subjective and opinions may vary as to the desirability or attractiveness of particular improvements. The Design Guidelines are not the exclusive basis for decisions by the Committee and compliance with the Design Guidelines does not guarantee approval of any application. Similarly, the Design Guidelines do not include federal, state, or local regulations. It is the responsibility of the applicant to ensure compliance with the various applicable governmental regulations.

Revisions

A request for a revision to an application, prior to or after a decision by the Committee, must be made in writing by the applicant to the Committee. If an application that has been approved by the appropriate Committee is subsequently modified either as the result of conditions imposed by King County or another agency with jurisdiction, the applicant shall submit the revised application to the appropriate Committee for reconsideration. The written request for revision must be submitted with a complete set of supporting documents. Revisions will be treated as new applications for purposes of the review time frame. Wherever possible, the Committee will expedite the review of the revision but in no case will the review time exceed thirty (30) calendar days from submittal of the revision request. The Committee shall respond in writing to the applicant. The Committee may (a) approve the revised application, with or without conditions; (b) approve a portion of the revised application and disapprove other portions;



or (c) disapprove the revised application. The Committee may, but shall not be obligated to, specify the reasons for any objections or offer suggestions for curing any objections.

Design Departures

For purposes of these guidelines, a “design departure” shall be considered to be any request to use a design, a plan or materials that would otherwise be prohibited by these guidelines. The use of design departures is encouraged, provided the departure is consistent with the Greenbridge Guiding Principles (Chapter 2) and either:

1. Compliance with the standards established by the Design Guidelines is impractical or infeasible, provided that compliance shall not be deemed impractical or infeasible if the owner of the property or the owner’s tenants, agents, employees or predecessors caused the condition that renders compliance impractical or infeasible, or
2. Approval of the design departure is an innovative proposal that will result in a finished product equal to or better than a product that complies with the design guidelines in terms of quality, strength, effectiveness, aesthetic quality, durability, and safety.

Regardless of whether the design departure is proposed under subsection 1 or 2, above, the design departure may be disapproved if approval of the design departure will adversely affect adjacent properties or public properties in the vicinity or result in a violation of any conditions, restrictions, covenants or other legal restrictions imposed on the Greenbridge project.

The Committee may accept and approve design departures, provided any decision to approve, approve with conditions, or deny a design departure shall be at the discretion of the Committee, whose decision shall be final unless an appeal is filed pursuant to the appeal section of these design guidelines. The Committee’s decision shall be in writing and shall be deemed to have been issued on the day it is mailed to the applicant and any other person who has indicated, in writing, that they wish to be informed of the Committee’s decision regarding the design departure.

Approval of a design departure does not constitute compliance with permit requirements of local building departments, utilities and other agencies or entities with jurisdiction. The property owner shall be solely responsible for obtaining all permits and other approvals required for any project.

Approval of a design departure shall not constitute a waiver of the design guidelines but shall be in furtherance of the purposes and intent of the guidelines.

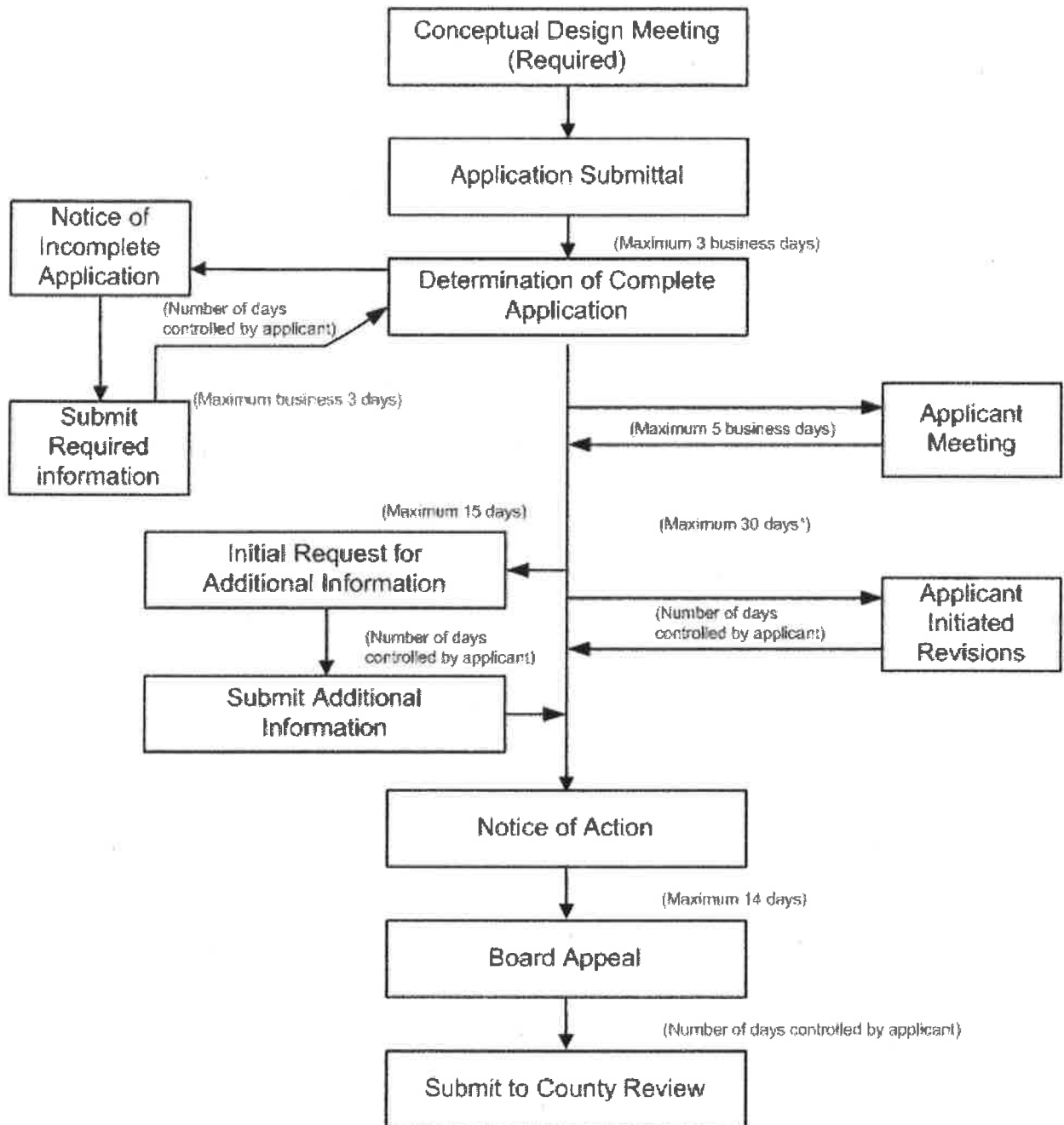
Appeals

Any party aggrieved by a decision of the Committee regarding a design review decision or design departure shall be allowed to appeal the Committee decision to the Board of Directors of the Association, provided such appeal is filed in writing with the Secretary of the Board within 14 calendar days after the Committee decision is issued in writing. If the appealing party is not the applicant, the appeal notice shall also be sent by first class mail to the applicant within the 14-day appeal period.

The appeal shall include the appealing party’s name, address and phone number, and state with particularity the specific reasons the aggrieved party believes the decision of the Committee was inappropriate. A copy of the Committee decision that is the subject of the appeal shall be included with the appeal.



DESIGN REVIEW PROCESS



*Time frame does not include time waiting for requested additional information. Additionally, applicant initiated revisions will be treated as new applications for purposes of the review time frame.



Appendix A: Definitions

Construction Committee: The term “Construction Committee” shall mean the committee created pursuant to Section 3.9 of the CC&Rs. The Construction Committee is responsible for reviewing proposed new construction.

Covenants, Conditions and Restrictions (CC&Rs): That document entitled “Declaration of Covenants, Conditions and Restrictions for Greenbridge, ” recorded under King County Recording Number 20051108000261, setting forth mutually beneficial restrictions under a general plan of improvement for all owners of residential properties and including all additions to and extensions of such CC&Rs previously recorded or to be recorded in the future, as provided in said document.

Encouraged: The term “encouraged” applies to guidelines that are recommended only and not required. Their fulfillment is at the applicant’s discretion.

Public area or public space: This term is used to signify areas used by the public, including streets, sidewalks, trails, parks and plazas.

Review Committee: The term “Review Committee” shall mean the committee defined as the “Design Review Committee” in Section 1.10 of the CC&Rs. The Review Committee is responsible for reviewing proposed modifications, additions or alterations to existing construction, external to buildings after initial occupancy new construction.

Shall: The term “shall” generally applies to guidelines that are quantitative or objective in nature. Compliance is required, unless otherwise modified or waived by the Construction Committee/Review Committee through the design departure process.

Should: The term “should” generally applies to guidelines that are qualitative or subjective in nature. Compliance is required, recognizing that there may be a number of specific ways in which the guideline may be addressed. However, determination of adequate compliance is solely the authority of the Construction Committee/Review Committee.



MARCH 2014

Appendix B: Application for Design Review

See following page for:

Application for Design Review



MARCH 2014

APPLICATION FOR DESIGN REVIEW

File No. _____

Date Submitted _____

Site Address/Lot _____

Type of Review Requested (Check as applicable): _____

New Construction (Circle One): All Plans Site Architecture Landscape

Modification, Addition, Alteration

Design Departure

Applicant Name

Address _____

name _____

name _____

Phone _____ Fax _____ Email _____

Contact Person () _____ () _____ (attach a separate sheet if more than 1)

Phone _____ Fax _____ Email _____

PROPOSAL (Brief Description): _____ () _____

For Committee Use:

Initial Plan Set dated _____	Revised Plan Set dated _____
<input checked="" type="checkbox"/> Decision Date _____	<input checked="" type="checkbox"/> Approved _____
<input type="checkbox"/> _____	<input type="checkbox"/> Approved w/ Conditions _____
<input type="checkbox"/> _____	<input type="checkbox"/> Denied _____



MARCH 2014

Appendix C: King County Conditions of Approval

**See following pages for conditions of approval from
the July 16, 2004, Hearing Examiner Report and Decision.**



MARCH 2014

KING COUNTY CONDITIONS OF APPROVAL

Preliminary Plat and Demonstration Project Modifications and Waivers Applications

1. Review Process

A. Preliminary Approval

Per K.C.C. 21A.55.060(J), the preliminary subdivision approval shall be effective for eighty-four months.

B. Plat Extensions

Per K.C.C. 21A.55.060 (J), the director may grant a one-time preliminary approval extension for an additional five years, but only if the applicant has shown substantial progress towards development of the demonstration project.

C. Built Green™

1. A two-star or three-star rating for the project site under the Built Green™ "Green Communities" Program must be achieved. This note shall be shown on the face of the final plat.
2. Design and construct the block CV4 building to meet a two-star rating under the Built Green™ Program for multifamily construction. This note shall be shown on the face of the final plat.

D. The plat shall have a minimum density of 744 units and a maximum of 1,100 units. All dimensions of the lots shall be shown on the face of the approved preliminary plat. Minor revisions to the plat may be approved at the discretion of DDES as described in Condition 5. The R-6 zoned portion (block W13) shall have a maximum of 7 units.

2. Site Development Standards

The site development standards specified below apply to all developments within Greenbridge. Where applicable, these standards supersede and modify Title 21A Zoning Code development standards for density and dimensions, parking, landscaping, and signs. Title 21A development standards which are not specifically modified herein shall continue to apply. Further modifications to the site development standards may be approved pursuant to Conditions 5, 6 and 7.

A. Density and Dimensions

The density and dimension standards are provided in Attachment M to the DDES staff report. A note shall be placed on the final plat requiring conformance with these standards.

B. Design Requirements

The design requirements are provided in Attachment N to the DDES staff report. A note shall be placed on the final plat requiring conformance with these standards.

C. Landscaping

The landscape requirements are provided in Attachment O to the DDES staff report. A note shall be placed on the final plat requiring conformance with these standards.

D. Parking and Circulation

The parking and circulation requirements are provided in Attachment P to the DDES staff report. A note shall be placed on the final plat requiring conformance with these standards.

E. Signs

The sign requirements are provided in Attachment Q to the DDES staff report. A note shall be placed on the final plat requiring conformance with these standards.

F. Permitted Uses

The permitted uses are provided in Attachment R to the DDES staff report. A note shall be placed on the final plat requiring conformance with these standards.

3. Other Development Standards

Except as modified in this approval, all County codes and regulations adopted and in effect on the date of complete application for the preliminary plat (September 4, 2003) shall apply to Greenbridge.

4. Vesting of Development Standards, Mitigation, and Fees

All development within Greenbridge shall be governed by the development standards specifically approved in this permit, notwithstanding any conflicting or different development standards or requirements elsewhere in County code. These standards shall be implemented through plats, binding site plans, building and grading permits and other permits and approvals from the County. During the buildout period, the County shall neither modify nor impose new or additional conditions or impact fees beyond those set forth in this permit, nor apply subsequently adopted ordinances or other regulations, except as follows:

- A. Building permit applications shall be subject to building codes in effect at the time of application for each given building permit
- B. Application and review fees for subsequent permits and approvals shall be those fees in effect at the time of such future applications.
- C. King County may determine that subsequently adopted standards are necessary to address imminent public health and safety hazards, and new conditions may be imposed to facilitate or mitigate a major permit modification.

5. Flexibility and Modification of Standards

K.C.C. 21A.55.060(I) provides that after preliminary approval the applicant may request that site plan elements or conditions of approval be amended or modified. This section provides a framework for distinguishing various types of future modifications and the process necessary to review such modifications.

Three categories or levels of preliminary plat modifications have been identified and are provided below: Authorized Modifications, Minor Modifications and Major Modifications. The Director of DDES, or his/her designee, shall have the authority to review and render decisions on Authorized Modifications and Administrative Minor Modifications. Major modifications shall be treated as new Type 3 applications.

A. Authorized Modifications:

1. Changes in the location and number of overall dwelling units, provided:
 - a) the total number of dwelling units is no greater than 1,100 (the maximum number approved); and
 - b) the total number of dwelling units is no less than 744 (the minimum density required).
2. Changes in the location and number of lots (i.e. consolidate, alter, reconfigure or relocate lots), provided that the total number of lots identified for construction of buildings is not increased above 721.
3. Changes in the location and number of dwelling units for the development blocks, provided:
 - a) the number of dwelling units does not increase above the maximum number of units proposed for the identified block; and
 - b) the number of lots does not increase above the maximum number of lots proposed for the identified block, except that within the Neighborhood Core any number of lots may be allowed if the total number of lots within the development does not exceed 721.
4. Minor changes in the location and size of recreational tracts, recreation facilities or trails for the overall Greenbridge site, provided the total area of improvements proposed in recreational tracts complies with the requirements set forth in K.C.C. 21A.14.180 as calculated based on the number and type of units achieved and documented through the final plat process and no per unit reduction of recreation space occurs in the areas lying east of 4th Avenue Southwest or west of 8th Avenue Southwest.
5. Minor changes in the location of the residential building types (i.e. single-family detached, cottage, townhouse, "over/unders", and apartments) provided that apartments over 3 stories are not permitted within the Residential Area.

6. Changes in the location of buildings and uses within the Neighborhood Core as depicted on the approved preliminary plat Unit Range Plan.
7. Minor changes in lot size, lot configuration and internal road patterns resulting from changes in the density or intensity described above.
8. Other amendments or modifications requested by the applicant that are authorized by KCC 19A.12.030B.

The director/designee shall review each requested modification to verify that it is within the scope of the changes identified above and to verify that no other regulated feature will be altered or impacted by approval of the modification. If these verifications are made, the request will be granted. If these verifications are not made, the request may be considered as a minor or major modification.

B. Administrative Minor Modifications:

1. Modifications which convert streets proposed as public to private streets or which convert streets proposed as private to public streets, provided the primary streets serving the project (SW Roxbury Street, 4th Avenue SW, 8th Avenue SW, SW 100th Street and SW 102nd Street) shall not be converted to private streets except as a major modification.
2. Minor changes to the location and design of roads. However, changes to the design standards which are not consistent with the provisions of this permit or the King County Road Standards will be subject to approval by the County Road Engineer.
3. Changes in the number of dwelling units proposed for an identified block, provided the overall number of dwelling units shall not exceed 1,100.
4. Code modifications submitted in conjunction with either an authorized or minor modification as defined herein.
5. The applicant's election to comply with a county standard adopted subsequent to the approval of this project, if the director/designee determines that no interdependency or critical relationship to other development standards exist.
6. Other amendments or modifications to the preliminary plat or preliminary plat conditions which DDES determines to be consistent with the purpose of the approved uses and development standards for the Greenbridge demonstration project and are not major modifications as defined in condition 5C below.

The director/designee may approve, or approve with conditions, a requested minor modification upon determining that the proposed modification reasonably meets or exceeds the protections provided by the original requirement; otherwise, it shall be denied. No separate variance or other revision procedure is required hereunder, except as may be required by the County Road Engineer. The decision shall be provided in writing, and King County shall maintain a cumulative list of all approved administrative minor modifications. The time period for DDES review shall be consistent with the time period established for the underlying permit. Determinations by DDES on administrative

minor zoning code modification requests shall be appealable in the manner provided for Type 2 decisions.

C. Major modifications:

Proposed major modifications shall be reviewed through the public hearing process. For vesting purposes, a major modification is considered to be a new application. The following are designated as major modifications:

1. Changes in the number of residential units where the change will result in an increase above the approved maximum number of units (1,100)
2. Changes in the number of residential units where the change will result in a decrease below the required minimum number of units (744)
3. Changes in the number of lots where the change will result in an increase above the approved maximum number of lots (721)
4. Changes in the maximum number of residential units for the following blocks: Block W13, Block E10, and the north portion of Block W1.
5. An increase in the neighborhood core area or an alteration of its boundaries
6. A reduction in the ratio of parking spaces required for each unit type as set forth in Attachment P.
7. An increase in the total floor area limit for non-residential uses (100,000 square feet) or the floor area limit for retail uses (25,000 square feet) or an expansion of the list of permitted retail, manufacturing or regional land uses.
8. A reduction in the minimum lot area below 1200 square feet.
9. Any other change which does not qualify as an administrative minor modification.

D. Proposed major modifications shall be reviewed using the procedures and requirements for a Type 3 land use decision. For vesting purposes, a major modification is considered to be a new application. However, the new vesting date shall only apply to those aspects of the development approval being proposed for major modification.

6. Review Process for Future Code Modifications and Waivers

- A. Except as provided in Condition 5.B.5 above, the subject matter of proposed future modifications and waivers to development regulations shall include only the following King County code regulations and related public rules:
1. Drainage review requirements pursuant to K.C.C. chapter 9.04 and the Surface Water Design Manual.
 2. King County road standards pursuant to K.C.C. 14.42.010 and the county road standards, 1993 update.

3. Density and dimension standards established by K.C.C. chapter 21A.12, except as otherwise specifically provided in this condition;
4. Design requirements established by K.C.C. chapter 21A.14, which are not authorized changes.
5. Landscaping and water use requirements established by K.C.C. chapter 21A.16 which are not authorized changes.
6. Parking and circulation requirements established by K.C.C. chapter 21A.18 which are not authorized changes.
7. Sign requirements established by K.C.C. chapter 21A.20.
8. Sensitive area requirements established by K.C.C. chapter 21A.24, provided such modifications and waivers must comply with the requirement of K.C.C. 21A.55.060(D)(8).
9. Uses established by K.C.C. 21A.55.060E, including modifications and waivers of requirements of K.C.C. 21A.08.030, 21A.08.040, 21A.08.050, 21A.08.060, 21A.08.070, 21A.08.080 and 21A.08.100.

B. The procedure for review of future code modifications and waivers shall be as follows:

1. The applicant shall submit a written request for the waiver or modification, together with supporting documentation. The request shall be submitted either before or in conjunction with an application for one of the following permits, including implementation approvals (e.g. final plat approval):
 - a) a site development permit,
 - b) a binding site plan,
 - c) a building permit,
 - d) a short subdivision,
 - e) a subdivision.
2. Except for an applicant's request for a modification or waiver that accompanies or is designated hereunder a Type 3 permit application, zoning modification or waiver applications shall be Type 2 decisions for appeal purposes. Drainage adjustments and road variances shall be processed pursuant to KGC 9.04 and KCC 14.42 respectively. All modifications or waiver requests shall be reviewed subject to the standards set forth below in condition no. 7. If a request for a modification or waiver is associated with a permit application that requires notice, a public hearing or other administrative processes, the request shall be consolidated with the underlying permit and associated procedural requirements shall apply. If the request is not associated with a permit application that would otherwise require notice or a public hearing, the only components of the Type 2 or 3 process applicable shall be the provisions related to appeals.

3. If the reviewing department determines that the request complies with the standards set forth below, the modification or waiver shall be approved.
4. Any appeal regarding a requested modification or waiver shall be consolidated with any concurrent appeal of the underlying permit.

7. Review Criteria for Code Modifications and Waivers

Proposals to modify or waive development regulations for a development application must be consistent with general health, safety and public welfare standards, and must not violate state or federal law.

- A. Applications shall demonstrate how the proposed project overall, including all approved preliminary plat/subdivision modifications and any new proposed modifications or waivers to the code, will comply with all the criteria listed in this subsection 7.A in a manner comparable to development without the modification or waiver, including achievement of higher-quality urban development; enhancement of infill, redevelopment and greenfield development; optimization of site utilization; stimulation of neighborhood redevelopment; and enhancement of pedestrian experience and sense of place and community.
- B. The proposed project overall, including the new proposed waivers and modifications, shall also meet the following performance standards. In addition, each individual request for modification or waiver, when considered together with the approved preliminary plat/subdivision modifications (e.g., modifications approved in Attachment M), must meet at least two of the following criteria:
 - 1) uses the natural site characteristics to protect natural systems;
 - 2) addresses stormwater and drainage safety, function, appearance, environmental protection and maintainability based upon sound engineering judgment;
 - 3) contributes to achievement of a two-star or a three-star rating for the project site under the Built Green™ "Green Communities" program recognized by the Master Builders Association of King and Snohomish Counties; and
 - 4) where applicable, reduces housing costs for future project residents or tenants without decreasing environmental protection.
- C. The criteria of this section supersede other variance, modification or waiver criteria and the provisions contained in K.C.C. Title 9 and Title 21A.

8. Community-Oriented Uses

There shall be a maximum of 100,000 square feet of non-residential buildings in the project, excluding the elementary school on-site. The retail portion shall not exceed 25,000 square feet.

9. **Submittals**

All submittals (building permits, final plats, etc.) shall stand on their own regarding compliance with all requirements. All final plats shall demonstrate the following:

- A. Compliance with all platting provisions of Title 19 of the King County Code.
- D. All persons having an ownership interest in the subject property shall sign on the face of the final plat a dedication which includes the language set forth in King County Council Motion No. 5952.

10. The applicant must obtain the approval of the King County Fire Protection Engineer certifying the adequacy of the fire hydrant, water main, and fire flow to meet the standards of Chapter 17.08 of the King County Code.

11. Final plat approval shall require full compliance with the drainage provisions set forth in King County Code 9.04. Compliance may result in reducing the number and/or location of lots as shown on the preliminary approved plat. Preliminary review has identified the following conditions of approval, which represent portions of the drainage requirements. All other applicable requirements in KCC 9.04 and the King County Surface Water Design Manual (KCSWDM) must also be satisfied during engineering and final review:

- A. Drainage plans and analysis shall comply with the 1998 King County Surface Water Design Manual. DDES approval of the drainage and roadway plans is required prior to any construction.
- B. Current standard plan notes and ESC notes, as established by DDES Engineering Review shall be shown on the engineering plans.
- C. The following note shall be shown on the final recorded plat:

"All building downspouts, footing drains, and drains from all impervious surfaces such as patios and driveways shall be connected to the permanent storm drain outlet as shown on the approved construction drawings # _____ on file with DDES and/or the Department of Transportation. This plan shall be submitted with the application of any building permit. All connections of the drains must be constructed and approved prior to the final building inspection approval. For those lots that are designated for individual lot infiltration systems, the systems shall be constructed at the time of the building permit and shall comply with the plans on file."

- D. Core Requirement No. 1: Discharge at the Natural Location.

The applicant has received approval for a requested diversion of surface water within the project; see Drainage Adjustment File L03V0066 (Attachment 3). The conditions for adjustment approval shall be satisfied during design and review of the project's engineering plans.

E. Core Requirement No. 2: Offsite Analysis

The applicant has provided a Level 1 Offsite analysis that describes the existing drainage conditions and conceptual drainage plan. If the applicant wants to reduce the potential flow control requirement in the Salmon Creek subbasin from Level Two (described below) to modified Level One, a Level 2 Offsite Analysis is required to determine when the existing capacity of the downstream system is exceeded.

F. Core Requirement No. 3: Flow Control.

The conceptual drainage plan anticipates that post-developed flows from the Salmon Creek subbasin of the site will match pre-developed conditions. If post-developed flow will exceed the pre-developed runoff, Level Two flow control shall be required for the increase. The applicant can reduce this requirement from Level Two flow control to modified Level One flow control if a Level 2 Offsite Analysis is provided as described in the previous condition. Storm water runoff control for the Hamm Creek/Duwamish River sub-basin shall be provided using the Level Three flow control detention standard outlined in the 1998 KCSWDM, or as approved in Drainage Adjustment, L03V0066.

The size of the proposed drainage tracts may need to be increased to accommodate the required detention storage volumes and/or water quality facilities. The runoff control facilities shall be located in separate tracts and dedicated to King County, unless portions of a drainage tract are also used for required recreation space in accordance with KCC 21A.14.180.

Sub-basin ME-1 is exempt from flow control requirements based on exemption #4, Peak Flow Exemption for Urban Redevelopment Projects, but it needs to implement flow control Best Management Practices as defined in the exemption criteria.

Due to the size and proximity of the RD-DR-2A/B drainage facilities to the eastern steep slopes, a supplemental soils report is required for submittal with the engineering plans.

G. Core Requirement No. 4: Conveyance System.

The outlet pipe from the eastern detention facilities (RD-DR-2A/B) is proposed to convey water over steep slopes before connecting to the existing 30-inch pipe at the eastern site boundary. Due to concerns for potential impacts by drainage discharge onto the steep slopes, storm water shall be conveyed down the steep slopes in an enclosed system constructed of high density polyethylene pipe (e.g. Driscopipe). The pipe shall be placed at a location presenting the least potential for erosion and which minimizes disturbance to natural vegetation. Requirements as specified in Section 4.3.6 of the SWM Manual shall be used for design purposes. In addition, the following specific considerations shall be addressed with the applicant's construction plans:

1. The pipe system shall be located on the ground surface within a King County drainage easement sufficient in width to provide for proper location and maintenance.
2. The method of construction and structural attachment of the system to the ground shall be addressed on the plans. Adequate energy dissipation shall be provided at the connection point to the existing 30-inch pipe that extends east off-site.

3. The detention pond or vault emergency overflow system shall be designed for piped conveyance, rather than open spillways. The overflow structure and conveyance pipe shall be designed to accommodate flows for the 100-year storm under developed site conditions. As described in adjustment L03V0066, justification to daylight emergency overflows in non-steep slope areas on-site (Tract U-2) can be presented during engineering review.
4. A redundant interconnect system shall be provided between the RD-DR-2A and RD-DR-2B facilities of the eastern stormwater facility in case blockage occurs. This redundancy can be eliminated if a separate emergency overflow system is provided for each facility.

H. Core Requirement No. 5: Erosion and Sediment Control.

The Temporary Erosion and Sediment Control (TESC) plan shall address the annual phasing of construction that will occur across the site, or a separate TESC plan shall be submitted for each construction phase. DDES shall require the applicant to implement a Temporary Erosion and Sedimentation Control Plan which will not result in an increase in phosphorus loading to the Lake Garrett watershed. The TESC Plan shall be submitted to DDES and approved prior to the commencement of any earthwork.

I. Core Requirement No. 6: Maintenance and Operations.

As described in 1998 KCSWDM adjustment L03V0066, King County Water and Land Resource Division shall assume ownership and maintenance responsibilities of all formal stormwater facilities for the Greenbridge project.

J. Core Requirement No. 8: Water Quality.

The project is required to meet the Basic water quality requirements of the 1998 KCSWDM.

K. Special Requirement #4: Source Control.

Because the Greenbridge development project contains commercial and multi-family elements, the project must provide water quality source controls in accordance with the King County Stormwater Pollution Control Manual and King County Code 9.12, where applicable.

12. The proposed subdivision shall comply with the 1993 King County Road Standards (KCRS), including the following requirements:

- A. The following conditions state the required improvements for on-site roads, except as may be provided in Condition 22:
 1. Engineering plans shall be prepared in accordance with the design requirements outlined in the County Road Engineer's conditional approval of Variance L03V0060 shown in Attachment 2 (design criteria included).
 2. Street illumination shall be provided pursuant to the requirements in KCRS 5.05.

3. The proposed road improvements shall address the requirements for road surfacing outlined in KCRS Chapter 4. As noted in Section 4.01F, full width pavement overlay is required where widening existing asphalt unless waived during the inspection process. Pavement designs shall be provided for arterials and commercial access streets as required by KCRS Section 4.03.
4. The road classification map shows that the intersection of SW 99th Street and 9th Avenue SW does not comply with the provisions of KCRS Section 2.10.A.1 "Angle of Intersection". Due to the existing site constraints, this angle of intersection may not be able to be revised to comply with the above-noted KCRS requirements. The Applicant shall provide, however, with the submittal of engineering plans, documentation (construction plans) describing whether the requirements of KCRS Section 2.10.A.1 cannot be met as a result of topographic constraints.
5. The Applicant shall execute a reimbursement agreement with the King County Department of Transportation to fully cover the Department's cost of the following items:
 - a. The manufacture, installation and inspection of the required street signage, which may include street name signs, regulatory signage (including, but limited to "STOP" signs, "Yield" signs, and "No Parking" signs) or other signage related to the public roadways;
 - b. Inspection of the installation of all required channelization (including but not limited to channelization of the mini-roundabouts on SW 100th Street, STOP bars/lines as determined to be required either during engineering plan approval or during inspection, crosswalks, parking stall striping, etc.) within the public right-of-way;
 - c. Inspection and required hardware associated with the installation of street illumination that may be proposed within the public right-of-way of the project roadways, or that may be required by the provisions of KCRS Section 5.05;
 - d. Inspection and required hardware of modifications of the signalization system at 8th Avenue SW/SW Roxbury.
6. The following conditions outline the required improvements for the fronting roadways, where not already addressed in the County Road Engineer's conditional approval of Variance L03V0060.
 - a. FRONTAGE SW Roxbury Street (east of 4th Avenue SW):

The frontage along SW Roxbury, east of 4th Avenue SW (between 4th Avenue SW and the extension of 97th Place SW) shall be improved to the urban subaccess street standard (south side only). West of these frontage improvements, to the intersection of 4th Avenue SW, these improvements may require a widening to provide a minimum 20-foot wide traveled way and a 5-foot wide shoulder if sufficient existing right-of-way is available to accommodate such improvements.

b. FRONTAGE SW 102nd Street:

The frontage along SW 102nd Street, between 4th Avenue SW and 5th Avenue SW, shall be widened and reconstructed as necessary in accordance with the site plan to the urban neighborhood collector standard, including any additional paving to provide an 18-foot wide paved section on the north side of the right-of-way centerline, together with the construction of concrete curb, gutter and sidewalk along the northerly side of the roadway

c. FRONTAGE 4th Avenue SW:

Outside of the limits of the construction/reconstruction of the intersections of SW 97th Place/SW 98th Street, SW 98th Place, SW 100th Street and SW 102nd Street the Applicant shall reconstruct, as required, any existing damaged sections of sidewalk along 4th Avenue SW, between SW 102nd Street and SW Roxbury Street (west side only) and between SW 100th Street and SW Roxbury (east side).

d. FRONTAGE SW 100th Street:

Outside of the limits of the construction/reconstruction of the intersections of 10th Avenue SW and 11th Avenue SW the applicant shall reconstruct, as required, any existing damaged sections of sidewalk along the northerly side of SW 100th Street from 11th Avenue SW to the westerly project boundary.

7. Non-roadway widening-related transportation improvements:

The transportation mitigation measures that follow are required as a condition of plat approval to provide adequate accommodation for the public health, safety and welfare of the residents of the community. Design plans, as required, for these improvements shall be included with the first set of engineering plans submitted for King County review, together with a schedule for construction to be provided, reviewed, and approved by King County DOT.

a. 8th Avenue SW Project Trail Crossing between SW 97th Street and SW 99th Street (near community center)

- 1) The Applicant shall install an actuated pedestrian flasher at the proposed trail crossing location on 8th Avenue SW, between SW 97th Street and SW 99th Street.

This flasher shall include the use of a steel pole and mast arm-type installation, related signage, pole foundation, and any/all underground conduits, pedestrian indications, push buttons, wiring, and related appurtenances necessary to achieve the desired operation.

- 2) It is recommended that a high contrast pavement treatment, e.g., textured concrete (preferred) or colored textured asphalt, should be provided for the trail crosswalk area itself – rather than the standard thermoplastic material 'piano key' type crosswalk markings.

- 3) Bulb-outs of the proposed curb and gutter improvements on 8th Avenue SW shall be provided at the trail crossing location. The curbline of the bulb-out section shall not encroach any closer to the centerline of 8th Avenue SW than the adjacent parking lanes, i.e. no more than 21-feet towards the centerline of the street from the nominal curb line where located adjoining the back-in in-street angle parking, no more than 8-feet towards the centerline of the street from the nominal curb line where located adjoining the in-street parallel parking spaces. In no event shall this reduce the curb-to-curb width (i.e. effective pedestrian crossing distance) to less than the 24 feet required for the northbound and southbound travel lanes on 8th Avenue SW.
- b. Variance decision *L0370060* granted by the County Road Engineer on April 13, 2004, conditionally deleted a requirement to reconstruct SW 100th Street to achieve a roadway profile that meets the requirements of the 1993 KCRS. In accordance with the Variance decision, the Applicant shall construct mini-roundabouts (18-foot diameter central island) meeting applicable design criteria (see Attachment 2) as specified by King County DOT, at the intersections of (1) 9th Avenue SW and (2) 10th Avenue SW on SW 100th Street.

Plans for these roundabouts and required splitter islands, related channelization and any required intersection modifications (street illumination, modification of/construction of off-site curbs and gutters, sidewalks and ADA ramps, for example) to the existing public improvements on SW 100th Street, shall be submitted to KCDOT for review and approval with the first submittal of the road improvement plans.

C. On-street parking along 8th Avenue SW

1. Channelization plans for the proposed on-street parking: (1) back-in angle parking along the westerly side, and (2) parallel parking along the easterly side, on 8th Avenue SW shall be submitted to King County DOT for review and approval.
2. Bulb-outs of the proposed curb and gutter improvements on 8th Avenue SW shall be provided at the ends of each proposed parking area. The curbline of the bulb-out section shall not encroach any closer to the centerline of 8th Avenue SW than the adjacent parking lanes, i.e., no more than 21-feet towards the centerline of the street from the nominal curb line where located adjoining the back-in in-street angle parking, no more than 8-feet towards the centerline of the street from the nominal curb line where located adjoining the in-street parallel parking spaces. In no event shall this reduce the curb-to-curb width to less than the 24 feet required for the northbound and southbound travel lanes on 8th Avenue SW.

D. On-street parking along 7th Avenue SW

1. Channelization plans for the proposed on-street parking: (1) angle parking along the westerly side, and (2) parallel parking along the easterly side, on 7th Avenue SW near the Wiley Center, shall be submitted to King County DOT for review and approval.

2. Bulb-outs of the proposed curb and gutter improvements on 7th Avenue SW shall be provided in between the two proposed parking areas. The curbline of the bulb-out section shall not encroach any closer to the centerline of 7th Avenue SW than the adjacent parking lanes, i.e., no more than 21-feet towards the centerline of the street from the nominal curb line where located adjoining the in-street angle parking.
- E. All construction and upgrading of public and private roads shall be done in accordance with the King County Road Standards established and adopted by Ordinance No. 11187, as amended (1993 KCRS) or as approved by Road Variance L03V0060.
- F. SW Roxbury Street, 4th and 8th Avenues SW and SW 100th and 102nd Streets are designated as either arterials or neighborhood collectors streets which may require designs for bus zones and turn outs. As specified in KCRS 2.16, the designer shall contact Metro and the local school district to determine specific requirements.
- G. Modifications to the above road conditions may be considered by King County pursuant to the variance procedures in KCRS 1.08.
- H. There shall be no direct vehicular access to or from SW Roxbury Street and 4th Avenue SW from those lots which abut them. A note to this effect shall appear on the engineering plans and final plat.
- I. Modifications to the above road conditions may be considered by King County pursuant to the variance procedures in KCRS 1.08 or by the procedures in Condition 5, as applicable.
13. All utilities within proposed rights-of-way must be included within a franchise approved by the King County Council prior to final plat recording.
14. The applicant or subsequent owner shall comply with King County Code 14.75, Mitigation Payment System (MPS), by paying the required MPS fee and administration fee as determined by the applicable fee ordinance. The applicant has the option to either: (1) pay the MPS fee at final plat recording, or (2) pay the MPS fee at the time of building permit issuance. If the first option is chosen, the fee paid shall be the fee in effect at the time of plat application and a note shall be placed on the face of the plat that reads, "All fees required by King County Code 14.75, Mitigation Payment System (MPS), have been paid." If the second option is chosen, the fee paid shall be the amount in effect as of the date of building permit application. The applicants may request an exemption through King County Housing and Community Development, for the Roads MPS fee for qualifying low- and moderate-income homes.
15. Lots within this subdivision are subject to King County Code 21A.43, which imposes impact fees to fund school system improvements needed to serve new development. As a condition of final approval, fifty percent (50%) of the impact fees due for the plat shall be assessed and collected immediately prior to recording, using the fee schedules in effect when the plat receives final approval. The balance of the assessed fee shall be allocated evenly to the dwelling units in the plat, based on the dwelling unit type, and shall be collected prior to building permit issuance.
16. The proposed subdivision shall comply with the Sensitive Areas Code as outlined in KCC 21A.24. Permanent survey marking, and signs as specified in KCC 21A.24.160 shall also be addressed prior to final plat approval. Temporary marking of sensitive areas and their buffers

(e.g., with bright orange construction fencing) shall be placed on the site and shall remain in place until all construction activities are completed.

17. Preliminary plat review has identified the following specific sensitive areas requirements which apply to this project. All other applicable requirements from KCC 21A.24 shall also be addressed by the applicant.

A. Wetlands & Streams

1. Class 2 wetlands are required to have a buffer width of 50 feet as measured from the wetland edge (K.C.C.21A.24.320). The wetland and its buffer must be accurately identified on site plans.
2. Class 3 streams are required to have buffer width of 25 feet as measured from the ordinary high water mark (K.C.C.21A.24.360). Streams and their buffers must be accurately identified on site plans.
3. Sensitive Area Tracts (SAT) shall be used to delineate and protect sensitive areas and buffers on the proposal site and shall be recorded on all documents of title of record for all affected lots (K.C.C.21A.24.180).
4. A 15-foot BSBL shall be established from the edge of the Sensitive Areas Tract (K.C.C.21A.24.200).
5. A Temporary Erosion and Sedimentation Control Plan (TESCP) in accordance with Appendix D of the King County Surface Water Design Manual for temporary protection of exposed soils and receiving surface water bodies shall be submitted to the Department for review and approval prior to final plat recording.
6. Prior to commencing construction activities on the site, the applicant shall mark sensitive areas tracts in a highly visible manner, and these areas must remain so marked until all development proposal activities in the vicinity of the sensitive areas are completed (K.C.C.21A.24.150).
7. The sensitive area buffer / tract shall be identified using permanent sensitive area boundary signs installed between the sensitive area buffer / tract and the 15 foot BSBL. Signs shall be posted on all weather backing on 4"x4" (or equivalent) posts. Signs are available for sale at the DDES cashier.
8. To the extent practicable, landscaping of developed areas shall use native plant species to provide ground cover as nesting and feeding sites for birds and small mammals.
9. Prior to final recording and/or final engineering review of the plat, the plan set shall be routed to the DDES Critical Areas Section for approval.
10. A spill control and prevention plan shall be submitted to the Department for review and approval final to final plat recording.

B. Geotechnical

1. Determine the top, toe, and sides of 40% slopes by field survey. Provide a 10-foot buffer from these slopes. The building setbacks shall be a minimum of 15 feet from the outer edge of the buffer. For those lots adjacent to the steep slope buffer, the need for additional building setbacks or slope mitigation measures shall be evaluated in project specific geotechnical engineering reports subject to review and approval by DDES geologist, prior to building permit approval (per the Geotechnical Analysis prepared by GeoEngineers and received by DDES on January 27, 2004).
2. The applicant shall delineate all on-site erosion hazard areas on the final engineering plans (erosion hazard areas are defined in K.C.C. 21A.06.415). The delineation of such areas shall be approved by a DDES geologist. The requirements found in K.C.C. 21A.24.220 concerning erosion hazard areas shall be met, including seasonal restrictions on clearing and grading activities.
3. Steep slopes and related buffers greater than one acre in size following development shall be placed in sensitive area tracts. The Tracts shall be recorded on all documents of title of record for all affected lots (K.C.C. 21A.24.180).
4. A minimum 15-foot BSBL shall be established from the edge of the Sensitive Areas Tract (K.C.C. 21A.24.200). Additional building setback requirements may be established by King County DDES upon review of the applicant's project specific geotechnical engineering recommendations during individual building permit review.
5. The storm water management system shall be designed in a manner that will protect the steep slopes on and immediately adjacent to the site. The design of the system shall be prepared in consultation with the project geotechnical engineer. In particular the engineer must evaluate the adequacy and location of the proposed outfall design, the emergency overflow conveyance and any required linings to prevent seepage related impacts from the detention facilities.

C. The following note shall be shown on the final engineering plan and recorded plat:

RESTRICTIONS FOR SENSITIVE AREA TRACTS AND SENSITIVE AREAS AND BUFFERS

Dedication of a sensitive area tract/sensitive area and buffer conveys to the public a beneficial interest in the land within the tract/sensitive area and buffer. This interest includes the preservation of native vegetation for all purposes that benefit the public health, safety and welfare, including control of surface water and erosion, maintenance of slope stability, and protection of plant and animal habitat. The sensitive area tract/sensitive area and buffer imposes upon all present and future owners and occupiers of the land subject to the tract/sensitive area and buffer the obligation, enforceable on behalf of the public by King County, to leave undisturbed all trees and other vegetation within the tract/sensitive area and buffer. The vegetation within the tract/sensitive area and buffer may not be cut, pruned, covered by fill, removed or

damaged without approval in writing from the King County Department of Development and Environmental Services or its successor agency, unless otherwise provided by law.

18. Suitable recreation space shall be provided consistent with the requirements of KCC 21A.14.180 and KCC 21A.14.190 (i.e., sport court[s], children's play equipment, picnic table[s], benches, etc.).
 - A. A phased detailed recreation space plan (i.e., landscape specs, equipment specs, etc.) consistent with the overall conceptual plan shall be submitted for review and approval by DDES and King County Parks prior to or concurrent with the submittal of the final plat documents.
 - B. A performance bond, if necessary, for recreation space improvements shall be posted prior to recording of the plat.
 - C. The proposed trail shall be a minimum 8 feet wide with asphalt or pervious concrete surfacing and 5 feet of landscaping on each side. Compliance with trail standards in the KCRS and KCC 21A.14.240 is not required.
 - D. Regarding any amenity at White Center Heights Elementary School for which the applicant seeks to obtain recreational credit, the applicant shall submit an agreement executed by the Highline School District stating that the residents, successors, and assigns of Greenbridge may use the school's recreation space improvements and parking lot during non-school hours.
19. If the King County Housing Authority proposes not to own and maintain any of the following amenities, a homeowners' association or other workable organization shall be established to the satisfaction of DDES which provides for the ownership and continued maintenance of such recreation, open space and/or sensitive area tract(s).
20. Street trees shall be provided as follows (per KCRS 5.03 and KCC 21A.16.050). See attachment O for additional conditions:
 - A. Trees located within the street right-of-way shall be planted in accordance with Drawing No. 5-009 of the 1993 King County Road Standards.
 - B. If King County determines that the required street trees should not be located within the right-of-way, they shall be located no more than 20 feet from the street right-of-way line.
 - C. The applicant shall submit a street tree plan and bond quantity sheet for review and approval by DDES prior to engineering plan approval or building permit submittal, whichever is first.
 - D. The applicant shall contact Metro Service Planning at 684-1622 to determine if SW Roxbury Street, 8th Avenue SW, 4th Avenue SW, SW 100th Street, or any other internal or adjacent road is on a bus route. If any of the applicable roads are a bus route, the street tree plan shall also be reviewed by Metro.
 - E. The street trees must be installed and inspected, or a performance bond posted (if applicable) prior to recording of the plat or per building permit requirements, whichever is first. If a performance bond is posted, the street trees must be installed and inspected within one year of recording of the plat or building permit issuance, whichever is first.

At the time of inspection, if the trees are found to be installed per the approved plan, a maintenance bond must be submitted or the performance bond replaced with a maintenance bond, and held for one year. After one year, the maintenance bond may be released after DDES has completed a second inspection and determined that the trees have been kept healthy and thriving.

A landscape inspection fee shall also be submitted prior to plat recording or building permit issuance, whichever is first. The inspection fee is subject to change based on the current county fees.

21. Areas used as regional utility corridors shall be contained in separate tracts and meet the setback requirements of King County Code 21A.12.140 – Setbacks from regional utility corridors.
22. The following conditions have been established under SEPA authority as requirements necessary to mitigate the adverse environmental impacts of this development. The applicant shall demonstrate compliance with these items, where applicable, prior to final approval.

A: Transportation Mitigation required under SEPA

The traffic mitigation contained within the FEIS for the Greenbridge HOPE VI FEIS shall set the standards and methods applicable to off-frontage or direct-access intersection transportation improvements, and shall be reviewed by the King County Department of Transportation and DDES. Design plans, as required, for the roadway improvements shall be included with the first set of engineering plans submitted for King County review.

As identified in the FEIS for the Greenbridge HOPE VI project, the following mitigation measures shall be implemented by the Applicant.

1. The applicant shall submit plans to KCDOT for the edgeline channelization recommended by the KCDOT HAL/HARS report for the project's impacts on the High Accident Road Segment [HARS] on SW 116th Street (HARS #50 from the July 2003 HARS list), and install this channelization.
2. 8th Avenue SW at SW Roxbury Street
 - a. The Applicant shall dedicate the full right of way, namely 50-feet from centerline or 15 feet, as required for the construction of a westbound left turn lane of storage length and transitions (including to the west of the intersection of 8th Avenue SW) complying with the requirements of the KCRS.
 - b. With the first submittal of engineering plans, the Applicant shall submit plans for the following revisions to the traffic signalization system. This shall include all hardware and other appurtenances, which may include but not be limited to: poles and mast arm, signal controller, related signage, pole foundation, any/all underground conduits, signal head indications, pedestrian indications, push buttons, wiring, and related appurtenances necessary to achieve the desired operation:

- 1) Revise the current phasing of the signal system to provide for a leading protected/permissive movement for westbound left turns from SW Roxbury Street to southbound 8th Avenue SW
 - 2) Provide for advance warning (preferably actuated by traffic) indication: signage, amber flashing lights, of westbound traffic at the 8th Avenue SW/ SW Roxbury Street intersection.
 - 3) Restrict northbound right turns to prohibit north-to-east right turning movements during the northbound red signal indication phase.
- c. As identified in the FEIS, an re-evaluation will be made of the operational efficiency and accident history at the intersection of 8th Avenue SW/SW Roxbury at a point in time when approximately 67% (2/3^{rds}) of the units (based upon a representative mix) have been constructed and occupied (i.e. generating traffic).

Based upon the results of that operational evaluation, additional improvements to SW Roxbury Street may be required to address the impacts of this development. If additional mitigation is determined to be warranted, the County and/or City of Seattle may propose, and the applicant shall participate in, a multi-jurisdictional or corridor-wide capital improvement project to mitigate any ongoing safety problem. In this case, the applicant would contribute its proportionate share to any needed mitigation project. The monitoring program identified above will be used to help establish the applicant's proportionate share of any additional mitigation. If additional mitigation is determined to be warranted and no County and/or City of Seattle project exists, the applicant shall provide mitigation that is proportionate to its identified impacts.

The applicant's proposed dedication of right-of-way along SW Roxbury Street will be considered as part of its pro rata share.

B. NOISE

1. **Construction:** Construction noise impacts shall be mitigated pursuant to best management mitigation measures identified in the Greenbridge EIS, including:
 - a. Construction equipment shall be properly sized and maintained including mufflers, engine intake silencers, engine enclosures, turning off idle equipment, and confining construction activities to daytime hours as specified in the King County Noise Ordinance.
 - b. Construction contracts shall specify that mufflers be in good working order and that engine enclosures be used on equipment when the engine is the dominant source of noise.
 - c. Stationary equipment shall be placed as far away or shielded from sensitive receiving locations as possible.

- d. Substituting hydraulic or electric models for impact tools such as jack hammers, rock drills and pavement breakers shall be used when practicable during demolition and construction.
- e. Where feasible, equipment operators shall drive forward rather than backward to minimize noise from back-up alarms.
- f. Where feasible, noise from material handling shall be minimized by requiring operators to lift rather than drag materials.
- g. Where possible, contractors should make efforts to keep construction equipment greater than 100 feet from or to shield the nearest on and offsite residences and the school to comply with King County Noise Ordinance noise limits and to minimize impacts to these sensitive receivers.

C. HISTORIC AND CULTURAL RESOURCES

- 1. A qualified archeologist shall implement a formal monitoring and discovery plan during construction.
- 2. In the event that historic or prehistoric cultural remains are exposed during construction, the State Historic Preservation Offices and concerned tribes shall be contacted.
- 3. The King County Sheriff and Medical Examiners Office shall be notified immediately of any accidental discovery of human remains.
- 4. If remains were determined to be Native American, all concerned tribes shall be contacted immediately.

D. AIR QUALITY

- 1. Natural Gas units are required in place of wood-burning appliances.
- 2. In order to mitigate for air quality:
 - a. Use equipment and trucks that are maintained in good operational condition.
 - b. Require off-road equipment to be retrofitted with emission reduction equipment (i.e., require participation in Puget Sound regional diesel solutions).
 - c. Implement restrictions on construction truck idling
 - d. Locate construction equipment away from sensitive receptors
 - e. Locate construction staging zones where diesel emissions won't be noticeable to the public or near sensitive populations such as the elderly and the young.

E. PLANTS AND ANIMALS

1. As required by Condition 11, the applicant shall implement "built-green" and low-impact design principles to limit effective impervious surface area and provide biofiltration of stormwater runoff.
2. Where landscaped areas abut native growth areas, landscape with native plant species to provide ground cover as nesting and feeding sites for birds and small mammals.

F. FISH RESOURCES

As required by Condition 11, mitigation measures include BMPs to improve and protect water quality and benefit fish and their habitat to include a roadside biofiltration BMP.

G. EARTH

Steep Slope Hazards. Typical mitigation of impacts in or near steep slope and landslide hazard areas resulting from project development should include the following:

1. Reduce clearing to the minimum extent necessary.
2. Constrain earthwork to dry weather.
3. Revegetate disturbed areas as soon as practicable.
4. No fill will be placed on or near the crest of steep slope areas without approval from the project geotechnical engineer and King County DDES.

23. Prior to site demolition or construction, a plan for controlling construction noise impacts as required above in condition 22.B shall be submitted to and approved by DDES.
24. Prior to redevelopment of the maintenance facility site, the soils associated with the dry well that were contaminated with waste oil shall be removed in compliance with state Department of Ecology requirements.

Road Vacation Petition

1. This vacation order shall not become effective until the Petitioners convey back to King County an easement for public use of the road system and for utility maintenance within the roads and rights-of-way of the Greenbridge plat property as currently constructed. Such easement shall be approved as to form by the Prosecuting Attorney's Office and contain a provision conferring upon King County a specifically enforceable right to require upon 30-days written notice the immediate conveyance to the County of the rights-of-way within the vacation area for 4th and 8th Avenues Southwest as depicted within the approved preliminary plat map for Greenbridge; i.e., at a width of 60 feet for 4th Avenue Southwest between Southwest Roxbury and Southwest 100th Street, and for 8th Avenue Southwest a width of 76 feet from Southwest Roxbury Street to South 100th Street and an effective width of 60 feet from Southwest 100th Street south to the plat boundary.

Attachment M
K.C.C. 21A.12
Development Standards – Density and Dimensions

21A.12.030. Density and Dimensions – Greenbridge.
A. Densities and Dimensions.

SHEARD STRUD	
Maximum Dwelling Units	1,100 du
Minimum Dwelling Units	744 du
Minimum Lot Area	1,200 sf
Minimum Lot Width (1)	30 ft
Minimum Street Setback – Residential Area	5 ft
Minimum Street Setback – Neighborhood Core	(3), (4) 0 ft
Minimum Interior Setback – Residential (8)	(3), (5) 4 ft
Minimum Interior Setback – Neighborhood Core	(6), (7) 0 ft
Base Height	(7) 60 ft
Maximum Impervious Surface; Percentage (2)	85%

B. Development conditions:

1. Minimum lot width of 16 feet for townhouse developments;
2. Impervious surface area standards apply to the entire Greenbridge Preliminary Plat.
3. Minimum street setback from SW Roxbury Street property line after right-of-way dedication (50 feet from centerline) is 10 feet;
4. At least 18 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the back of sidewalk. The linear distance shall be measured along the center line of the driveway from the access point to such garage, carport or fenced area to the street property line;
5. Minimum street setback from 9th Avenue SW, 6th Place SW and 6th Avenue SW street property line is 5 feet;
6. For developments located on Blocks W1, W13, and E10 and consisting of 3 or more single-detached dwellings located on a single parcel, townhouse dwellings and/or apartment dwellings, the setback shall be 20 feet along any property line abutting R-1 through R-8 that is developed with single detached dwellings, except for structures in on-site play areas required in K.C.C. 21A.14.190, which shall have a setback of 5 feet.
7. All buildings shall meet minimum setback and separation requirements of the building code in effect at the time of building permit application (i.e. the UBC or IBC).
8. Vehicle access points from garages, carports or fenced parking areas shall be set back from the property line on which a joint use driveway is located to provide a straight line length of at least 21 feet as measured from the center line of the garage,

carport or fenced parking area, from the access point to the opposite side of the joint use driveway.

21A.12.060 Minimum urban residential density:

See 21A.12.030 above for minimum density.

21A.12.100 Lot – minimum lot area for construction:

See 21A.12.030 above for minimum lot area.

21A.12.150(B) Setbacks – from alley.

B. Vehicle access points from garages, carports or fenced parking areas shall be set back from the alley property line to provide a straight line length of at least 21 feet, as measured from the centerline of the garage, carport or fenced parking area, from the access point to the opposite edge of the alley. No portion of the garage or the door in motion may cross the property line.

21A.12.170 Projections and structures allowed. Provided that the required setbacks from regional utility corridors of K.C.C. 21A.12.140, the adjoining half-street or designated arterial setbacks of K.C.C. 21A.12.160 and the sight distance requirements of K.C.C. 21A.12.210 are maintained, structures may extend into or be located in required setbacks, including setbacks as required by K.C.C. 21A.12.220B, as follows:

A. Fireplace structures, bay or garden windows, enclosed stair landings, closets, or similar structures may project into any setback, provided such projections are:

1.a. Limited to two per facade;

b. Not wider than ten feet; and

c. Not more than twenty-four inches into an interior setback or thirty inches into a street setback;

2. Open stairways may project to the street line and to the interior property line when such interior property line is a common tract (e.g. park tract, trail tract, drainage tract or other similar tract).

3. In the Mixed-Use Neighborhood Core, awnings, canopies, signs and similar building features may project to the property line. Projection of these features into the right-of-way may be authorized with a right-of-way use permit.

B. Uncovered porches, decks and pedestrian bridges and structures which exceed eighteen inches above the finished grade may project to the street property line and to the interior property line when such interior property line is a common tract (e.g. park tract, trail tract, drainage tract or other similar tract).

C. Uncovered porches and decks not exceeding eighteen inches above the finished grade may project to the property line;

D. Except in the Mixed-Use Neighborhood Core, eaves may not project more than:

1. Eighteen inches into an interior setback,

2. Twenty-four inches into a street setback, or

3. Eighteen inches across a lot line in a zero-lot-line development,

In the Mixed-Use Neighborhood Core, eaves may project to the property line. Projection of these features into the right-of-way may be authorized with a right-of-way use permit.

E. Fences with a height of six feet or less may project into or be located in any setback; trellis structures, similar landscape structural features may be located in any setback.

F. Rockeries, retaining walls and curbs may project into or be located in any setback provided these structures do not exceed a height of ten feet in the R-1 through R-1B, UR, RA, and resource zones.

G. Fences located on top of rockeries, retaining walls or berms are subject to the requirements of K.C.C. 21A.14.220;

H. Telephone, power, light and flag poles;

I. The following may project into or be located within a setback, but may only project into or be located within a five foot interior setback area if an agreement documenting consent between the owners of record of the abutting properties is recorded with the King County department of records and elections prior to the installation or construction of the structure:

1. Sprinkler systems, electrical and cellular equipment cabinets and other similar utility boxes and vaults,

2. Security system access controls,

3. Structures, except for buildings, associated with trails and on-site recreation spaces and play areas required in K.C.C. 21A.14.180 and K.C.C. 21A.14.190 such as benches, picnic tables and drinking fountains, and

4. Surface water management facilities as required by K.C.C. 9.04;

J. Mailboxes with newspaper boxes may project into or be located within street setbacks;

K. Fire hydrants and associated appendages;

L. Metro bus shelters may be located within street setbacks.

M. Unless otherwise allowed in K.C.C. 21A.20.080, free standing and monument signs four feet or less in height, with a maximum sign area of twenty square feet may project into or be located within street setbacks; and

N. Stormwater conveyance and control facilities, both above and below ground, provided such projections are:

1. Consistent with setback, easement and access requirements specified in the Surface Water Design Manual, or

2. In the absence of said specifications, not within five feet of the property line.

21A.12.200 Lot or site divided by zone boundary.

The maximum number of dwelling units in Block WB shall be no greater than seven dwelling units.

21A.12.220 Nonresidential land uses in residential zones.

This section has been waived.

21A.12.230 Personal services and retail uses in R-4 through R-48 zones.

This section has been waived.

Attachment N
K.C.C. 21A.14
Development Standards – Design Requirements

21A.14.030 Lot segregations – zero lot line development.

A. If a building is proposed to be located within a normally required interior setback:

1. An easement shall be provided on the abutting lot of the subdivision that is wide enough to ensure an 8-foot separation between the walls of structures on adjoining lots, except as provided for common wall construction.

21A.14.080 Attached dwellings and group residences – vehicular access and parking location.

A. Parking and access are allowed from the street and alley.

B. Parking and access are allowed from the street and alley.

21A.14.090 Attached dwellings and group residences – Building façade modulation. Apartment and townhouse developments and all group residences shall provide building façade modulation on facades exceeding 60 feet and facing abutting streets or properties zoned R-1 through R-4. The following standards shall apply:

A. The maximum wall length without modulation shall be 32.5 feet; and

B. The sum of the modulation depth and the modulation width shall be no less than eight feet. Neither the modulation depth nor the modulation width shall be less than two feet.

C. Single-story porches; second-story bay projections, and similar building elements are approved building facade modulation techniques.

21A.14.135 Mixed use development – design features.

A. Residential and nonresidential uses proposed for mixed-use development shall be only those uses permitted as established by attachment R.

B. Waived to allow residential uses on lower levels.

C. Waived to allow required parking in front of a building and on-street.

21A.14.220 Fences. Fences and trellis structures are permitted as follows:

A. Fences and trellis structures exceeding a height of six feet shall comply with the applicable street and interior setbacks of the zone in which the property is located, except;

1. Fences and trellis structures located on a rockery, retaining wall, or berm within a required setback area are permitted subject to the following requirements;

a. In R-1 through R-18, UR, RA and the resource zones;

(1) The total height of the fence/trellis structure and the rockery, retaining wall or berm upon which the fence is located shall not exceed a height of sixteen feet. This height shall be measured from the top of the fence to the ground on the low side of the rockery, retaining wall or berm; and

Attachment O
K.C.C. 21A.16

Development Standards – Landscaping and Water Use

21A.16.050 Landscaping – street frontages.

A. For attached/group residences and single-family, commercial, institutional, and utility development in all areas where the buildings are setback from the street property line, street landscaping shall consist of the following:

1. Street trees planted at a minimum rate of 1 tree for every 40 feet of public street frontage;
2. Street trees may be spaced irregularly to accommodate sight distance requirements for driveways, intersections, utilities, lighting, etc.
3. Street trees will be located between the building facade and the street curb.
4. Street trees will be maintained by the adjacent landowner or the homeowners association or other workable organization unless part of a county maintenance program. Ownership and maintenance shall be noted on the face of the final recorded plat.
5. Up to 100% of the area between the building facade and street curb will be planted with groundcover or lawn.
6. Up to 50% of the area between the building facade and street curb may be planted with shrubs.
7. Street trees will be a species approved by the county if located within the street right-of-way and shall not include any tree or shrub whose roots are likely to obstruct sanitary or storm sewers, or that is not compatible with overhead utility lines.

B. For attached/group residences and commercial, institutional, and utility development located in the Mixed-Use Neighborhood Core where there is no building setback, street frontage landscaping shall consist of the following:

1. Street trees planted at a minimum rate of 1 tree for every 40 feet of public street frontage;
2. Street trees may be spaced irregularly to accommodate sight distance requirements for driveways, intersections, utilities, lighting, etc.
3. Street trees will be maintained by the adjacent landowner or homeowners association or other workable organization unless part of a county maintenance program. Ownership and maintenance shall be noted on the face of the final recorded plat.
4. Street trees will be a species approved by the county if located within the street right-of-way and shall not include any tree or shrub whose roots are likely to obstruct sanitary or storm sewers, or that is not compatible with overhead utility lines.

21A.16.060 Landscaping – interior lot lines.

A. In the Mixed-Use Neighborhood Core, no landscaping for commercial development along a lot line adjacent to a residential development. In the Residential Area, no landscaping is required for commercial development when temporarily relocated in a reused or remodeled existing building.

B. In all areas, 3 feet of Type III landscaping shall be included in an attached/group residence development except that:

1. No landscaping is required between Block CV3 and CV4;

2. No landscaping is required along interior lot lines adjacent to common tracts (parks, trails, drainage facilities, etc.); and

3. Along portions of the Greenbridge development adjacent to property developed with single detached residences or vacant developable property that is zoned R(1-8), the requirement shall be 10 feet of Type II landscaping.

C. In the Mixed-Use Neighborhood Core, no landscaping for institutional development. In the Residential Area, no landscaping is required for institutional development when temporarily relocated in a reused or remodeled existing building.

21A.16.090 – Landscaping – additional standards.

I. Shrubs shall be:

1. At least an AAN container class #2 size at time of planting in Type II, III and parking area landscaping;
2. At least 24 inches in height at the time of planting for Type I landscaping;
3. Maintained at a height not exceeding 42 inches when located in Type III or parking area landscaping; and
4. Bare root plant material can be used if installed between November and April.

See Condition 20 for additional landscape requirements.

ATTACHMENT P
K.C.C. 21A.18
Development Standards – Parking and Circulation

21A.18.020 Authority and application

C. Required parking may be located in on-street and off-street parking areas, provided it complies with the requirements of the preliminary plat approval and the conditions identified in this attachment (Attachment P).

21A.18.030 Computation of required off-street parking spaces.

A. Off-street parking areas shall contain at a minimum the number of parking spaces as stipulated in the following table. Off-street parking ratios expressed as number of spaces per square foot means the usable or net square footage of floor area, exclusive of non-public areas. Non-public areas include but are not limited to building maintenance areas, storage areas, closets or restrooms. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number with fractions of .50 or greater rounding up and fractions below .50 rounding down.

LAND USE	MINIMUM PARKING SPACES REQUIRED
RESIDENTIAL (K.C.C. 21A.08.030A):	
Single detached	2.0 per dwelling unit
Cottage ¹	1.0 per dwelling unit ²
Townhouse	1.0 per dwelling unit ²
Apartment	1.0 per dwelling unit ²
Senior citizen assisted	1 per 2 dwelling or sleeping units
Community residential facilities	1 per two bedrooms
Dormitory, including religious	1 per two bedrooms
Bed and breakfast guesthouse	1 per guest room, plus 2 per facility

¹ Cottage is defined as a single-family detached structure with a maximum footprint of 1,000 square feet and maximum floor area of 1,500 square feet.

² The applicant shall submit, with each building permit application, a certificate of parking availability from the King County Housing Authority indicating that there is an overall combined on- and off-street average of 1.7 parking spaces per dwelling unit. The certificate shall include a cumulative parking allocation table and a cumulative parking allocation plan that demonstrates compliance with this minimum parking requirement. Parking may be re-allocated as the various phases of the project are completed, provided the total cumulative parking is in compliance with the standards contained in this attachment (Attachment P).

LAND USE	MINIMUM PARKING SPACES REQUIRED
RECREATION/CULTURAL (K.C.C. 21A.08.040A):³	
Recreation/culture uses	1 per 300 square feet
Park/playfield	(director)
GENERAL SERVICES (K.C.C. 21A.08.050A):³	
General services uses:	1 per 300 square feet
Exceptions:	
Daycare I	2 per facility
Daycare II	2 per facility, plus 1 space for each 20 children
Churches, synagogue, temple	1 per 5 fixed seats, plus 1 per 50 square feet of gross floor area without fixed seats used for assembly purposes
Outpatient and Veterinary clinic offices	1 per 300 square feet of office, labs and examination rooms
Nursing and personal care facilities	1 per 4 beds
Elementary schools	1 per classroom, plus 1 per 50 students
Vocational schools	1 per classroom, plus 1 per five students
Specialized instruction schools	1 per classroom, plus 1 per two students
Artist Studios	.9 per 1,000 square feet of area used for studios
GOVERNMENT/BUSINESS SERVICES (K.C.C. 21A.08.060A):³	
Government/business services uses	1 per 300 square feet
Exceptions:	
Public agency yard	1 per 300 square feet of offices, plus .9 per 1,000 square feet of indoor storage or repair areas
Police facility	(director)
Fire facility	(director)
Self-service Storage	1 per 3,500 square feet of storage area, plus 2 for any resident director's unit

³ The required non-residential parking may be located both on- and off-street. The applicant shall submit, with each building permit application, a certificate of parking availability from the King County Housing Authority indicating the minimum required combined on- and off-street parking. The certificate shall include a cumulative parking allocation table and a cumulative parking allocation plan that demonstrates compliance with this minimum parking requirement. Parking may be re-allocated as the various phases of the project are completed, provided the total cumulative parking is in compliance with the standards contained in this attachment (Attachment P).

RETAIL/WHOLESALE (K.C.C. 21A.08.070A):	
Retail trade uses/Retail and wholesale trade mixed use:	1 per 300 square feet
Exceptions:	
Food stores, less than 15,000 square feet	3 plus 1 per 350 square feet
Restaurants	1 per 75 square feet in dining or lounge areas
MANUFACTURING (K.C.C. 21A.08.080A):	
Printing and Publishing	.9 per 1,000 square feet
REGIONAL (K.C.C. 21A.08.100A):	
Regional uses	(director)

B. When the county has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitations of the shell permit. When the range of possible uses result in different parking requirements, the director will establish the amount of parking based on a likely range of uses.

C. In any development required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.

1. Off-street parking areas shall contain at least one bicycle parking space for every twelve spaces required for motor vehicles except as follows:

a. The director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location.

b. The director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:

- (1) Park/playfield,
- (2) Marina,
- (3) Library/museum/arboretum,
- (4) Elementary/secondary school,
- (5) Sports club, or
- (6) Retail business (when located along a developed bicycle trail or designated bicycle route).

2. Bicycle facilities for patrons shall be located within 100 feet of the building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.

3. All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.

4. When more than ten people are employed on site, enclosed locker-type parking facilities for employees shall be provided. The director shall allocate the

required number of parking spaces between bike rack parking and enclosed locker-type parking facilities.

5. One indoor bicycle storage space shall be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. The director may reduce the number of bike rack parking spaces if indoor storage facilities are available to all residents.

21A.18.110 Off-street parking plan design standards.

A. 1. For all single detached dwellings, excluding cottages, the parking spaces shall be located on the same lot they are required to serve and may extend into the right-of-way to the back of sidewalk.

2. For all other residential dwellings at least a portion of parking areas, including on- and off-street parking, shall be located within one hundred fifty feet from the building or buildings they are required to serve;

3. For all nonresidential uses the parking areas, including on- and off-street parking, shall be located within 600 feet from the nearest building entrance they are required to serve. Off-street parking areas are not required to be assigned and may be located on the following blocks/lots shown on the approved preliminary plat: Block W11, Block W12, Block CV1, Block CV2, Block CV3, Block CV4, Block E13, Block School North, Lot 281 and Lot 282.

B.1. The minimum dimensions for the most common parking angles are shown on the table in this subsection, except as modified by B2 and B3 below. For parking angles other than those shown on the chart, the minimum parking space and aisle dimensions shall be determined by the director. Regardless of the parking angle, one-way aisles shall be at least ten feet wide, and two-way aisles shall be at least twenty feet wide. If dead-end aisles are used in the parking layout, they shall be constructed as two-way aisles. Parking plans for angle parking shall use space widths no less than eight feet six inches for a standard parking space design and eight feet for a compact car parking space design, except as modified by B2 below.

2. Parking space dimensions for off-street 90-degree angle parking shall be as follows:

a. Non-residential and live work units:

- 1) no more than 50%: 7 1/2 feet wide by 15 feet deep
- 2) 50%: 8 1/2 feet wide by 18 feet deep

b. Residential:

- 1) no more than 60%: 8 feet wide by 16 feet deep
- 2) 40%: 8 1/2 feet wide by 18 feet deep

3. Parking space dimensions for off-street parallel parking shall be at least 8 1/2 feet wide by 22 1/2 feet deep.

C. This provision has been waived.

E. Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with K.C.C. chapter 14.42, Road Standards. Driveways for single detached dwellings, no more than twenty feet in width, may cross required setbacks or landscaped areas to provide access between the off-street parking areas and the street, provided no more than sixty five percent of the required landscaping or setback area is eliminated by the driveway. Joint

use driveways may be located within the required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas to provide access between the off-street parking areas and the street, if no more than ten percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.

F. Required parking spaces shall be located as follows:

1. For single detached dwelling units the required parking space may be located in driveways crossing setbacks and required landscaping. However, if the driveway is a joint use driveway, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or parking space;

2. For all other developments parking spaces may be permitted by the director in the setback areas in accordance with an approved landscape plan, and driveways crossing setback areas may be used for parking. However, if the driveway is a joint use driveway, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or parking space.

Attachment Q
K.C.C. 21A.20
Development Standards – Signs

21A.20.865 Community bulletin board signs. A. One community bulletin board sign is permitted within the neighborhood core with the following limitations:

B. In the R zones, community bulletin board signs may not exceed 40 square feet and are only permitted at any location in the neighborhood core; . . .

(Ord. 10870 § 425, 1993).

ALL THE TIME

**Attachment R
K.C.C. 21A.08
Permitted Uses**

21A.08.010 Establishment of uses.

A. The use of a property is defined by the activity for which the building or lot is intended, designed, arranged, occupied, or maintained. The use is considered permanently established when that use will or has been in continuous operation for a period exceeding sixty days. A use which will operate for less than sixty days is considered a temporary use, and subject to the requirements of K.C.C. 21A.32. Except as modified by the preliminary plat approval for Greenbridge, all applicable requirements of K.C.C. 21A and other applicable state or federal requirements, shall govern a use located in Greenbridge.

B. In addition to the uses identified in this attachment (Attachment R), the applicant may request a future modification to permit other uses or different development conditions for uses not otherwise permitted in the R-18 zone, provided that such uses or development conditions are requested on or before the deadline specified in the preliminary plat approval or in K.C.C. 21A.55.060(L) and pursuant to the limitations and criteria for modifications described therein.

C. The permitted uses and development conditions identified in this attachment (Attachment R), apply specifically to the Greenbridge demonstration project as authorized by K.C.C. 21A.55.060 and as further described in any applicable requirements of the preliminary plat approval.

21A.08.020 Interpretation of land use tables.

A. The land use tables in this attachment (Attachment R), and as further specified in the conditions of preliminary plat approval determine whether a specific use is allowed in either the Residential Area or the Neighborhood Core land use categories of the Greenbridge development. The Greenbridge land use category is located on the vertical column and the specific use is located on the horizontal row of these tables.

B. If no symbol appears in the box at the intersection of the column and the row, the use is not allowed in that land use category, except for certain temporary uses.

C. If the letter "P" appears in the box at the intersection of the column and the row, the use is allowed in that land use category subject to the review procedures specified in K.C.C. 21A.42 and any applicable requirements of the preliminary plat approval and any other applicable code provisions not otherwise modified by preliminary plat approval.

D. If the letter "C" appears in the box at the intersection of the column and the row, the use is allowed subject to the conditional use review procedures specified in K.C.C. 21A.42 and applicable requirements of the preliminary plat approval and any other applicable code provisions not otherwise modified by preliminary plat approval.

E. If the letter "S" appears in the box at the intersection of the column and the row, the regional use is permitted subject to the special use permit review procedures specified in K.C.C. 21A.42 and applicable requirements of the preliminary plat approval.

and any other applicable code provisions not otherwise modified by preliminary plat approval.

F. If a number appears in the box at the intersection of the column and the row, the use may be allowed subject to the appropriate review process indicated above, any applicable requirements of the preliminary plat approval, any other applicable code provisions not otherwise modified by preliminary plat approval, and the specific conditions indicated in the development condition with the corresponding number immediately following the land use table.

G. If more than one letter-number combination appears in the box at the intersection of the column and the row, the use is allowed in that land use category subject to different sets of limitations or conditions depending on the review process indicated by the letter, any applicable requirements of the preliminary plat approval, any other applicable code provisions not otherwise modified by preliminary plat approval, and the specific conditions indicated in the development condition with the corresponding number immediately following the table.

H. All applicable requirements shall govern a use whether or not they are cross-referenced in a section.

21A.08.030 Residential land uses.

A. Residential land uses (1).

SIC Code, if applicable	Specific Land Use	Residential Area		Neighborhood Core
		W13	All other blocks	
*	Single detached	P	P	P
*	Townhouse	P, C5	P	P
*	Apartment	P2	P	P
*	Community residential facility - I		P	P
*	Community residential facility - II		P	P
*	Dormitory		P	P
*	Senior citizen assisted housing		P	P
*	Residential accessory	P3	P3	P3
*	Home occupation	P	P	P
*	Home industry	C	C	
*	Bed and breakfast guesthouse	P4	P4	P4

B. Development conditions.

1. The total number of dwelling units shall not exceed 1,100.
2. Apartment units are permitted outright in the W13 Block, provided that the density does not exceed eighteen units per acre of net buildable area as defined in K.C.C. 21A.06.797.
3. Accessory dwelling units:
 - a. only one accessory dwelling per primary single detached and townhouse dwelling unit;
 - b. may be in the same building as the primary dwelling unit or in a separate building;
 - c. the primary dwelling unit or the accessory dwelling unit shall be owner occupied;
 - d.1) one of the dwelling units shall not exceed a floor area of one thousand square feet except when one of the dwelling units is wholly contained within a basement or attic, and
 - 2) when the primary and accessory dwelling units are located in the same building, only one entrance may be located on each street side of the building;
 - e. one additional off-street parking space shall be provided. The director may waive the parking requirement for an accessory dwelling unit if a parking study is conducted and shows that the utilization rate for on-street parking within a four hundred (400) foot walking distance of the accessory dwelling unit is less than seventy-five (75) percent;
 - f. the accessory dwelling unit shall be converted to another permitted use or shall be removed if one of the dwelling units ceases to be owner occupied; and
 - g. an applicant seeking to build an accessory dwelling unit shall file a notice approved by the department of executive services, records, elections and licensing services division, which identifies the dwelling unit as accessory. The notice shall run

with the land. The applicant shall submit proof that the notice was filed before the department shall approve any permit for the construction of the accessory dwelling unit. The required contents and form of the notice shall be set forth in administrative rules. If an accessory dwelling unit in a detached building in the Rural zone is subsequently converted to a primary unit on a separate lot, neither the original lot or the new lot may have an additional detached accessory dwelling unit constructed unless the lot is at least twice the minimum lot area required in the zone.

4. Only as an accessory to the permanent residence of the operator, and:

a. Serving meals to paying guests shall be limited to breakfast; and

b. The number of persons accommodated per night shall not exceed five, except that a structure that satisfies the standards of the Uniform Building Code as adopted by King County for R-1 occupancies may accommodate up to ten persons per night.

5. Townhouses are permitted, but shall be subject to a conditional use permit if exceeding base density.

21A.08.040 Recreational/cultural land uses.

A. Recreational/cultural land uses (1).

SIC Code, if applicable	Specific Land Use	Residential Area		Neighborhood Core
		W13	All other blocks	
*	Park	P2	P2	P2
*	Trails	P	P	P
*	Sports Club			C3
7999 (A)	Amusement and Recreation Services		P5, C	P5, C
823	Library			P
841	Museum			C
842	Arboretum	P	P	P
*	Conference Center			C

B. Development conditions:

1. The overall combined total building square foota: for all non-residential uses, excluding the White Center Heights Elementary School, a maximum of 100,000 gross square feet.
2. The following conditions and limitations shall apply where appropriate:
 - a. No stadiums on sites less than ten acres;
 - b. Lighting for structures and fields shall be directed away from residential areas;
 - c. Service yards shall maintain a minimum distance of fifty feet from property lines adjoining residential zones; and
 - d. Structures in on-site recreation areas required in K.C.C. 21A.14.180 and 21A.14.190 and other park structures (e.g. activity center building), shall meet the same setback requirements as other structures within Greenbridge, with the exception of tot lots, and play area improvements which must meet a street setback of ten (10) feet and an interior setback of five (5) feet.
3. Only for stand-alone sports clubs that are not part of a park. The following are a permitted use:
 - a. sports facilities, such as basketball courts, that are located within the Wiley Center;
 - b. sports facilities, such as an on-site accessory exercise facility to a multi-family residential use, for the residents only; and
 - c. community clubhouse building for use by residents and guests.
4. Excluding amusement and recreational uses classified elsewhere in this attachment (Attachment R).
5. Neighborhood oriented sports instruction recreation services, similar related amusement and recreations service uses, and community activities or recreation events that are accessory to and complementary to the overall development objectives are permitted (e.g. temporary events and structure in Neighborhood Core gathering area or other on-site recreation areas; permanent recreational structures that are used on a

temporary basis – e.g. amphitheater use, etc.), subject to the following limitations and conditions:

a. such uses are subject to review in accordance with the preliminary plat approval and/or authorized Greenbridge preliminary plat modifications (i.e. authorized and minor modifications), as applicable; and

b. such uses may require a temporary use permit and/or building permit.

21A.08.050 General services land uses.

A. General services land uses (1).

SIC Code, if applicable	Specific Land Use	Residential Area		Neighborhood Core
		W13	All other blocks	
72	General Personal Service			P
*	Day care I	P4	P	P
*	Day care II	P5, C	P	P
074	Veterinary Clinic			P6
753	Automotive repair (2)			P7
754	Automotive service			P7
866	Churches, synagogue, temple			P
83	Social Services (3)		P8	P
*	Artist Studios		P	P
*	Interim Recycling Facility	P9	P9	P10
801-04	Office/Outpatient Clinic		P	P
805	Nursing and personal care facilities		C	C
*	Elementary School			P
*	Middle/Junior High School			P
*	Vocational School		P8	P
*	Specialized Instruction School		P8	P
*	School District Support Facility			P11

B. Development conditions:

1. The overall combined total building square footage for all non-residential uses, excluding the White Center Heights Elementary School, is a maximum of 100,000 gross square feet.
2. Except SIC Industry No. 7534 -- Tire Retreading, see manufacturing permitted use table.
3. Except SIC Industry Group Nos.
 - a. 835-Day Care Services, and
 - b. 836-Residential Care, which is otherwise provided for on the residential permitted land use table.
4. Only as an accessory to residential use, and:
 - a. Outdoor play areas shall be completely enclosed by a solid wall or fence, with no openings except for gates, and have a minimum height of six feet; and
 - b. Outdoor play equipment shall maintain a minimum distance of twenty feet from property lines adjoining residential zones.
5. Only as a reuse of a public school facility subject to K.C.C. chapter 21A.32, or an accessory use to a school, church, park, sports club or public housing administered by a public agency, and:
 - a. Outdoor play areas shall be completely enclosed by a solid wall or fence, with no openings except for gates and have a minimum height of six feet;

b. Outdoor play equipment shall maintain a minimum distance of twenty feet from property lines adjoining residential zones;

c. Direct access to a developed arterial street shall be required in any residential zone; and

d. Hours of operation may be restricted to assure compatibility with surrounding development

6.a. No burning of refuse or dead animals is allowed;

b. The portion of the building or structure in which animals are kept or treated shall be soundproofed. All run areas, excluding confinement areas for livestock, shall be surrounded by an eight-foot high solid wall and the floor area shall be surfaced with concrete or other impervious material; and

c. The provisions of K.C.C. chapter 21A.30 relative to animal keeping are met.

7. The repair work or service shall only be performed in an enclosed building, and no outdoor storage of materials. SIC Industry No 7532 - Rep, Body, and Upholstery Repair Shops and Paint Shops is not allowed.

8. Use shall be permitted within the residential area if reuse or remodel of an existing structure for the purpose of temporarily relocating a use from the Neighborhood Core.

9. Limited to drop box facilities accessory to a public or community use such as a school, fire station or community center.

10. With the exception of drop box facilities for the collection and temporary storage of recyclable materials, all processing and storage of material shall be within enclosed buildings. Yard waste processing is not permitted.

11. Only if adjacent to an existing or proposed school.

21A.08.060 Government/business services land uses.

A. Government/business services land uses (1).

SIC Code, if applicable	Specific Land Use	Residential Area		Neighborhood Core
		W13	All other blocks	
NON-RESIDENTIAL SERVICES				
*	Public agency or utility office		P	P
*	Public agency or utility yard		P8	P8
9221	Policy Facility	P3	P3	P3
9224	Fire Facility	C2	C2	P
*	Utility Facility	P10, C9	P10, C9	P
*	Commuter Parking Lot		P6, C	P6, C
*	Private Storm water Management	P4	P4	P4
BUSINESS SERVICES				
*	Self-service Storage		C5	C5
*	General Business Service			P
*	Professional Office			P
*	Off-street Required Parking Lot	P11	P11	P11
*	Commercial/Industrial Accessory Uses			P7

B. Development conditions.

1. The overall combined total building square footage for all non-residential uses, excluding the White Center Heights Elementary School, is a maximum of 100,000 gross square feet.

2.a. All buildings and structures shall maintain a minimum distance of twenty feet from property lines adjoining residential zones;

b. Any buildings from which fire-fighting equipment emerges onto a street shall maintain a distance of thirty-five feet from such street; and

c. No outdoor storage.

3.a. Limited to "storefront" police offices. Such offices shall not have:

- 1) holding cells,
- 2) suspect interview rooms, or
- 3) long-term storage of stolen properties.

4. Private storm water management facilities serving development proposals located on commercial/industrial zoned lands shall also be located on commercial/industrial lands, unless participating in an approved shared facility drainage plan. Such facilities serving development within an area designated "urban" in the King County Comprehensive Plan shall only be located in the urban area.

5. Accessory to an apartment development of at least twelve units provided:

a. the gross floor area in self-service storage shall not exceed the total gross floor area of the apartment dwelling on the site;

b. all outdoor lights shall be deflected, shaded and focused away from all adjoining property;

c. the use of the facility shall be limited to dead storage of household goods;

d. no servicing or repair of motor vehicles, boats, trailers, lawn mowers or similar equipment;

e. no outdoor storage or storage of flammable liquids, highly combustible or explosive materials or hazardous chemicals;

- f. no residential occupancy of the storage units;
 - g. no business activity other than the rental of storage units; and
 - h. a resident director shall be required on the site and shall be responsible for maintaining the operation of the facility in conformance with the conditions of approval.
6. Limited to new commuter parking lots designed for thirty or fewer parking spaces or commuter parking lots located on existing parking lots for churches, schools, or other permitted nonresidential uses which have excess capacity available during the commuting; provided that the new or existing lot is adjacent to a designated arterial that has been improved to a standard acceptable to the department of transportation;
7. Storage limited to accessory storage of commodities sold at retail on the premises or materials used in the fabrication of commodities sold on the premises.
- 8.a. Utility yards only on sites with utility district offices; or
- b. Public agency yards are limited to material storage for road maintenance facilities.
9. Limited to bulk gas storage tanks which pipe to individual residences but excluding liquefied natural gas storage tanks.
10. Excluding bulk gas storage tanks.
11. Provided:
- a. Off-street required parking for a land use located in the urban area must be located in the urban area; and
 - b. Off-street required parking must be located on a lot which would permit, either outright or through a land use permit approval process, the land use the off-street parking will serve.

21A.08.070 Retail land uses.

A. Retail land uses (1).

SIC Code, if applicable	Specific Land Use	Residential Area		Neighborhood Core
		W13	All other blocks	
*	Building Hardware and Garden Materials			P2
*	Department and Variety Stores			P3
54	Food Stores			P
58	Eating and Drinking Places			P4
*	Drug Stores			P
*	Book, Stationery, Video and Art Supply Stores			P
*	Hobby, Toy, Game Shops			P
*	Photographic and Electronic Shops			P
*	Florist Shops			P
*	Pet Shops			P

B. Development conditions.

1. The overall combined total building square footage for all retail uses is a maximum of 25,000 gross square feet.
2. Only hardware and garden materials stores shall be permitted.
3. Limited to SIC Industry No. 5331 - Variety Stores, and further limited to a maximum of two thousand square feet of gross floor area.
4. Excluding SIC Industry No. 5813 - Drinking Places.

21A.08.080 Manufacturing land uses.

A. Manufacturing land uses (1).

SIC Code, if applicable	Specific Land Use	Residential Area		Neighborhood Core
		W13	All other blocks	
7	Printing and Publishing			P2

B. Development conditions.

1. The overall combined total building square footage for all non-residential uses, excluding the White Center Heights Elementary School, is a maximum of 100,000 gross square feet.
2. Limited to photocopying and printing services offered to the general public.

21A.08.100 Regional land uses.

A. Regional land uses (1).

SIC Code, if applicable	Specific Land Use	Residential Area		Neighborhood Core
		W13	All other blocks	
*	Communication Facility (5)	C3a, S	C3a, S	C3a, S
*	Earth Station	C3a, S	C3a, S	P3b, C
8221-8222	College/University (2)		P4, S	P4, S

B. Development conditions.

1. The overall combined total building square footage for all nonresidential uses, excluding the White Center Heights Elementary School, is a maximum of 100,000 gross square feet.

2. Except technical institutions. See vocational schools on general services land use table above, K.C.C. 21A.08.050.

3.a. Limited to no more than three satellite dish antennae.

b. Limited to one satellite dish antenna.

c. Limited to tower consolidations.

4. Uses shall be permitted within the residential area if re-use or remodel of an existing structure for the purpose of temporarily relocating a use from the Neighborhood Core.

5. The following provisions of the table apply only to major communication facilities. Minor communication facilities shall be reviewed in accordance with the processes and standard outlined in K.C.C. chapter 21A.26.

21A.08.900 Applicability.

A. The permitted uses listed in the tables above shall not apply to the R-6 zoned areas in the School Block owned by the school district. Permitted uses in that area shall be limited to those uses permitted in the R-6 zone by K.C.C. 21A. on September 4, 2003.



King County
 Road Services Division
 Department of Transportation
 KSC-TR-0222
 201 South Jackson Street
 Seattle, WA 98104-3856

April 13, 2004

Mark A. Veldee
 1601 5th Avenue, Suite 1600
 Seattle, WA 98101

RE: Road Variance L03V0060 - Greenbridge Hope VI

Dear Mr. Veldee:

Thank you for submitting your application for a road variance from the King County Road Standards (KCRS) for the Greenbridge Hope VI Redevelopment Project. The King County Housing Authority (KCHA) will be redeveloping the 95 acre Park Lake Homes development in the White Center area to provide a mixed-income, mixed-use residential community. To further these ends the King County Council adopted a *Low Impact Development and Built Green Demonstration Project Ordinance* (Ordinance Number 14662). Your variance request was processed with intent to meet the expressed purposes of the Demonstration Ordinance to foster innovative design and development techniques in order to reduce impacts of development while maintaining housing affordability.

You requested variances from numerous sections of the KCRS concerning the design of the interior and perimeter roads. Attached to this variance letter is the Greenbridge Hope VI Road Standards Matrix that summarizes and details aspects of this road variance approval. With the Matrix are maps showing the agreed upon road classifications and selected cross-sections of the roadways. I approve the Road Standards Matrix, the Road Classification Map and the Road Cross Section Details as part of the variance request.

Specific variance considerations were made on the alignment of the perimeter roads, angle parking, the alignment of interior roads, road widths, sidewalk widths, road cross-sections, and alley designs. Decisions on these issues are:

Perimeter Road Alignment: SW Roxbury Street, SW 100th Street (west of 8th Avenue SW) and 4th Avenue SW are essentially already improved to urban standards with curb, gutter and sidewalk. The applicant is not required to reconstruct these roads. However, there are deficiencies in stopping and entering sight distance along SW 100th Street where intersections are being reconstructed. Your proposed mitigation for the deficient sight distances along the crest vertical curve on SW 100th Street is traffic mini-roundabouts at the intersections with 9th Avenue SW and 10th Avenue SW. The roundabouts will reduce vehicular speeds near the crest curve. With this correspondence I approve the mini-roundabout design concept, but the



ATTACHMENT 2

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detailed plans must be reviewed and approved by Department of Development and Environmental Services (DDES) and Department of Transportation (DOT) Traffic Engineering Section.

Angle Parking: The proposal for front-in angle parking along the neighborhood collector 8th Avenue SW raises concerns given the traffic volumes on the road. Cars exiting the angle parking have restricted sight lines due to adjacent vehicles. I deny the request for front-in angled parking on 8th Avenue SW. However, your alternative proposal for back-in angle parking on 8th Avenue SW is approved as visibility for the exiting cars is greatly improved with the proposal. 7th Avenue SW is classified as an urban subcollector street and will have significantly lower traffic volumes than 8th Avenue SW. With traffic lower volumes, vehicles will be able to back out of angle parking stalls with minimal impacts and delays along 7th Avenue SW. I grant a variance to allow the proposed front angle parking along 7th Avenue SW.

Interior Road Alignment: I do not agree with the proposal for a 25 MPH design speed for all the interior roads. Most of the site is accessed with subaccess streets for which the KCRS allows a low speed curve design. The neighborhood collector, 8th Avenue SW, has a straight alignment and there is no valid reason for reducing the design speed from 35 MPH to 30 MPH. The design speed for the horizontal alignments of several of the subcollector streets have been reduced per the approved Greenbridge Hope VI Road Standards Matrix. In general, the justification is either the reduced vehicular speeds approaching intersections or a reconstructed road is matching the existing alignment that functions adequately. Concerning vertical alignments, I approve a reduction in stopping sight distance (SSD) from 200 feet to 150 feet for SW 97th Street and SW 99th Street approaching 9th Place SW (between 9th Avenue SW and 9th Place SW). The reduction in SSD is where both subcollector roads transition to subaccess classification.

Road and Sidewalk Widths: Reduced per Greenbridge Hope VI Road Standards Matrix.

Road Cross-Slope: I approve a variance for the one directional cross slopes on subcollectors, subaccess and minor access streets. This will enhance water quality treatment and provide a more efficient design. The design must be reviewed and approved by DDES. In no case will drainage from the roadway be allowed to flow across sidewalks. The proposal for a paving swale at the interface between parking and traveled way is denied. Such a design would lead to icing or water ponding that extends into the traveled way when catch basin grates plug with debris. All road drainage flows must be directed to the curb line.

Alley Design: Alley widths and cross section are allowed per the Greenbridge Hope VI Road Standards Matrix. These designs will allow oncoming cars to safely pass and provide adequate structural support for vehicles. In addition, I approve variances for the lot counts along alleys, extended alley lengths to a maximum of 500 feet and for the width of the serving roads. Any proposed alleys over 500 feet long must have additional connections to adjacent streets via added alley intersections. No point along an alley should be over 250 feet from a street. An

exception to the 500-foot maximum alley length is made for the 580-foot alley between SW 99th Street and SW 97th Street. I approve the length of this 580-foot alley without additional connections. No dead ended alleys are permitted. Lastly, the alley connection onto the arterial, 4th Avenue SW, should be eliminated. A redesign with the alley connected to the west and 5th Avenue SW would be acceptable.

Miscellaneous Variances: The following additional variance requests are approved:

1. The 15-foot curb radii where subaccess streets intersect with subcollector streets or lesser classification with the condition that the property line-ROW radii also be a minimum of 15 feet.
2. Joint use driveways with no property line setback requirement.
3. The 260 feet of intersection spacing between SW 98th Street and SW 98th Place.
4. The slotted curb that directs surface water flows from the one directional cross slope roads to water quality swales.
5. Bulbouts at the ends of roadside parking areas along 8th Avenue SW and 7th Avenue SW.
6. All residential streets will be in accordance with the KCRS Residential Access Street Design (Section 2.03) and not the Commercial Access Street Design (Section 2.04).
7. The proposed Neighborhood Entrance concept found in the Approved Road Standards Matrix. Minimum length for a Neighborhood Entrance is 100 feet.
8. The proposed 300 feet of entering sight distance (ESD) along 8th Avenue SW. This ESD is based upon a 30 MPH design speed (reduced from 35 MPH) and the "draft" KCRS ESD criteria.
9. The 75-degree angle of intersecting at 9th Avenue SW and SW 98th Street is approved only upon the condition that it is clear with the detailed road engineering plans that topographical constraints do not allow for compliance with the KCRS (angle of intersection between 85 and 95 degrees).
10. Up to four lots on a joint use driveway (JUD), including proposed JUDs off alleys.

Your proposal to mitigate the development's impact at 8th Avenue SW and SW Roxbury Street, and your request for stop signs at 8th Avenue SW and SW 97th Street and SW 100th Street are not road variance items.

Mitigating the development proposal's impact at the intersection of 8th Avenue SW and Roxbury is subject to the State Environmental Policy Act (SEPA) and addressed under the project's Environmental Impact Statement.

Installation of all way stop control is regulated under traffic operations per the Manual on Uniform Traffic Control Devices (MUTCD). At the present time all-way stop control is not warranted at either location. King County Road Services Division, Traffic Engineering Section will monitor pedestrian activity associated with the school at partial and full build out of the site and coordinate with the School District on any changes the District makes to the school.

ATTACHMENT 2

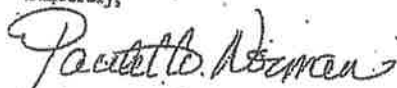
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Mark A. Voldes
April 13 2004
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walking routes. If either of these two intersections meets warrants for installation of an all way stop, installation by King County Traffic Engineering Section will follow.

A copy of the staff's analysis, findings and conclusions is enclosed. If you have any questions, please call Craig Comfort, Road Variance Engineer, Traffic Engineering Section, at 206-263-6109.

Sincerely,



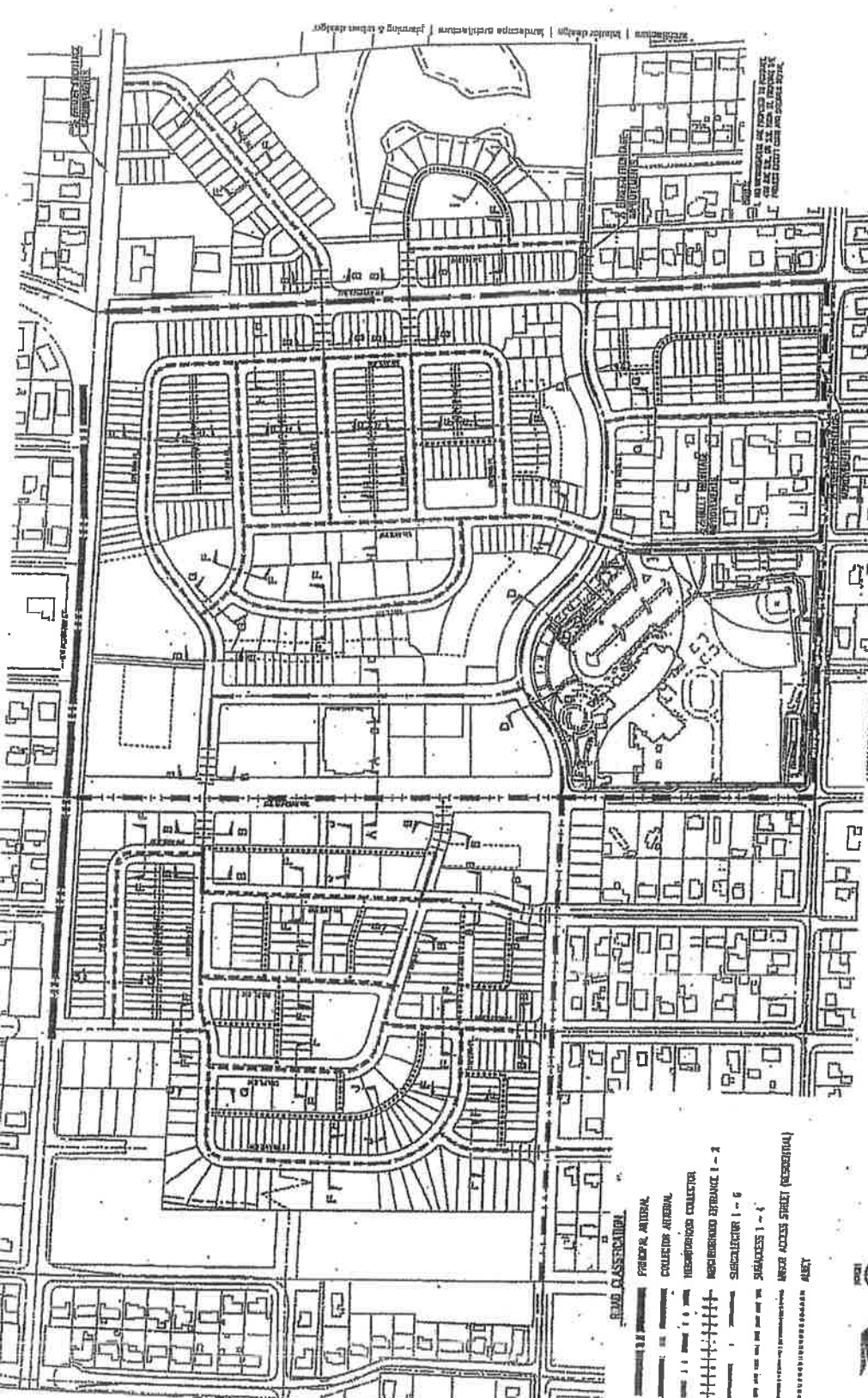
Paulette Norman, P.E.
County Road Engineer

PN:CC:kc

cc: Joe Miles, P.E., Director, Land Use Services Division (LUSD), Department of
Development and Environmental Services (DDES)
James Sanders, P.E., Development Engineer, LUSD, DDES
Lisa Pringle, Supervisor, LUSD, DDES
Pete Dye, P.E., Senior Engineer, LUSD, DDES
Trishah Bull, Planner, LUSD, DDES
Linda Dougherty, Director, Road Services Division (RSD), Department of
Transportation (DOT)
Matthew Nolan, P.E., County Traffic Engineer, Traffic Engineering Section, RSD,
DOT
Fatin Kara, P.E., Supervising Engineer, Traffic Engineering Section, RSD, DOT
Kris Langley, Senior Engineer, Traffic Engineering Section, RSD, DOT
Craig Comfort, P.E., Road Variance Engineer, Traffic Engineering Section, RSD, DOT

ATTACHMENT 2

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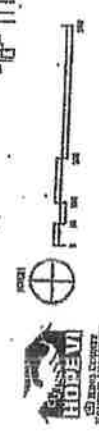
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 2/27/2015
 BY: US
 1-1007
 SUBJECT:
 RC-1

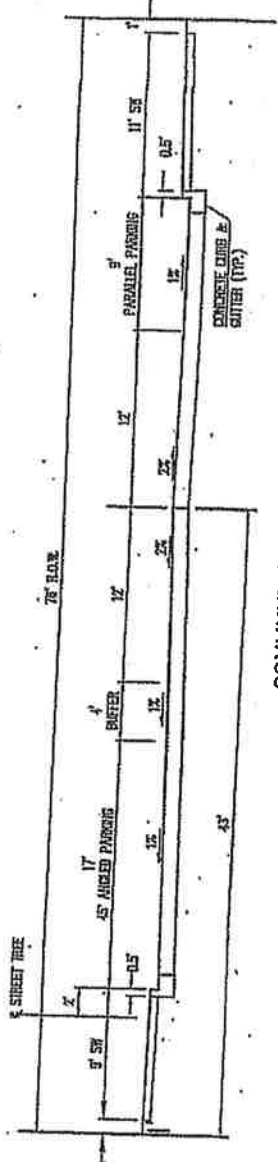
GREENBRIDGE - HOPE VI MASTER PLAN
 KING COUNTY HOUSING AUTHORITY
 ROADWAY CLASSIFICATION PLAN

4/03/04

NAKAMOTO ASSOCIATES
 GOLDSMITH & ASSOCIATES
 ARCHITECTS

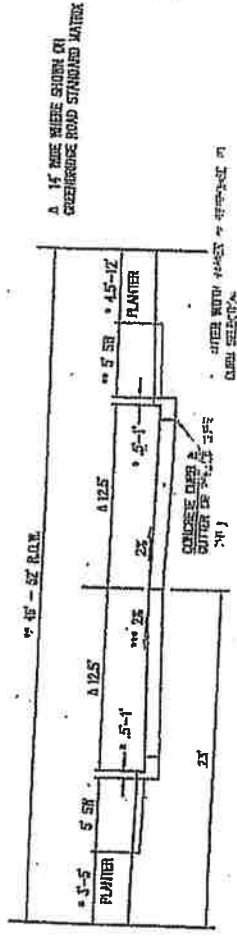
- ROAD CLASSIFICATION**
- PRIMARY ARTERIAL
 - COLLECTOR ARTERIAL
 - RESIDENTIAL COLLECTOR
 - RESURFACED ARTERIAL 1 - 2
 - SECONDARY 1 - 6
 - SIDEWALKS 1 - 6
 - ACCESS STREET (RESIDENTIAL)
 - ALLEY





COMMUNITY ACCESS
NEIGHBORHOOD COLLECTOR
8TH AVE. S.W.
1" = 10' Horiz.

A
RC-1



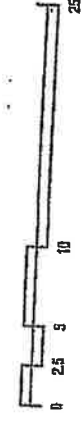
A. 14" WIDE WHEEL SHOULDER ON
GREENBRIDGE ROAD STANDARD MATRIX

14" WIDE WHEEL SHOULDER ON
GREENBRIDGE ROAD STANDARD MATRIX

14" WIDE WHEEL SHOULDER ON
GREENBRIDGE ROAD STANDARD MATRIX

B
RC-1

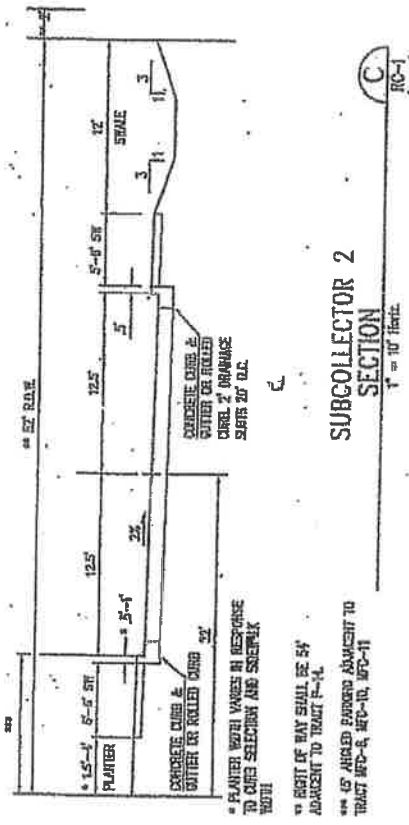
NEIGHBORHOOD ENTRANCE
OR SUBCOLLECTOR 1
SECTION
1" = 10' Horiz.



GREENBRIDGE - HOPE VI MASTER PLAN
KING COUNTY HOUSING AUTHORITY
ROADWAY SECTIONS

3/25/04



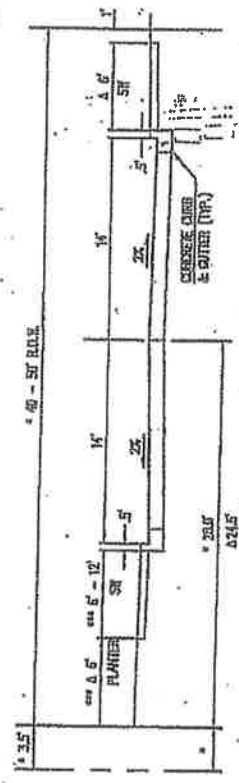


SUBCOLLECTOR 2 SECTION

1" = 10' Horiz.

C RC-1

- * PLANTER WIDTH VARIES IN RESPONSE TO CURB SELECTION AND SIDEWALK WIDTH
- ** RIGHT OF WAY SHALL BE 54' ADJACENT TO TRACT P-11
- *** AS ARIELED PARALLEL ADJACENT TO TRACT MFD-8, MFD-10, MFD-11

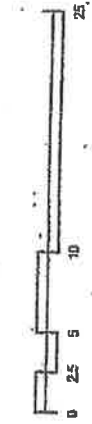


SUBCOLLECTOR 3 SECTION

1" = 10' Horiz.

D RC-1

- * RIGHT OF WAY SHALL BE 54' ADJACENT TO TRACT P-11
- *** OFFICIAL 1/2" SIDEWALK WITH STREET TIEES BETWEEN 6TH AVE SW AND 6TH AVE SE
- A' NO SIDEWALK WITH STRIKE ADJACENT TO ROAD



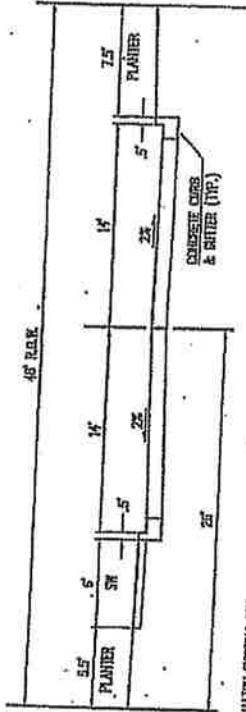
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APR 11 2011
FBI - HOUSTON

SEARCHED INDEXED
SERIALIZED FILED
APR 11 2011
FBI - HOUSTON

3/25/04

PROJECT: GREENBRIDGE - HOPEVI MASTER PLAN
CLIENT: KING COUNTY HOUSING AUTHORITY
SHEET TITLE: RUNWAY SECTIONS

PROJECT NO: RC-3



MATCH EXISTING GRD AND SW STREET SECTION

SUBCOLLECTOR 4

SECTION
1" = 10' Horiz.

E
RC-1



* PLANTER WIDTH VARIES BY RESPONSE TO CURB SELECTION

* WIDTH OF HWY SHALL BE 47' ± GCS

* SHOULDER IS 6 FEET ± WIDTH

* SIDEWAYS REQUIRED ONE SIDE

* SIDEWAYS BOTH SIDES OPTIONAL

SUBACCESS 1

SECTION
1" = 10' Horiz.

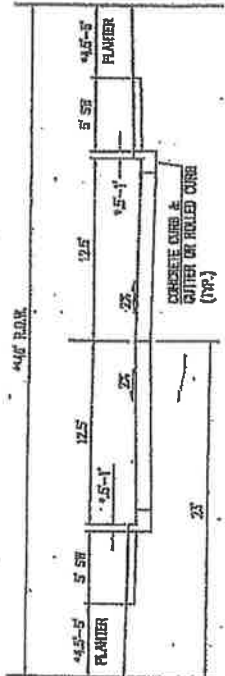
F
RC-1



GSLO
 G.S. LINDSEY
 CIVIL ENGINEER
 No. 12345
 State of Virginia
 License No. 12345
 Exp. 12/31/2025
 3/25/2024

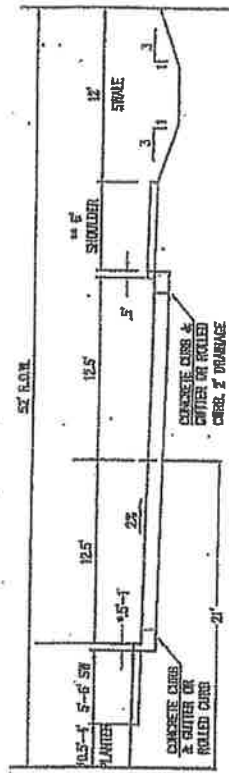
PROJECT: GREENBRIDGE - HOPE VI MASTER PLAN
 CLIENT: KING COUNTY HOUSING AUTHORITY
 SHEET TITLE: ROADWAY SECTIONS

SHEET NO. RC-4
 SCALE: 1" = 10'
 DATE: 3/25/24



* PLANTER WIDTH VARIES IN RESPONSE TO CURB SELECTION
 ** WIDTH OF WAY SHALL BE 47 FEET
 SIDEWALK IS 6 FEET WIDE
 SIDEWALKS WITH SLOPED APPROACH

SUBACCESS 2 SECTION
 1" = 10' Horiz.



* PLANTER WIDTH VARIES IN RESPONSE TO CURB SELECTION AND SIDEWALK WIDTH
 ** SIDEWALK OR SHOULDER, PER PLAN

SUBACCESS 4 SECTION
 1" = 10' Horiz.



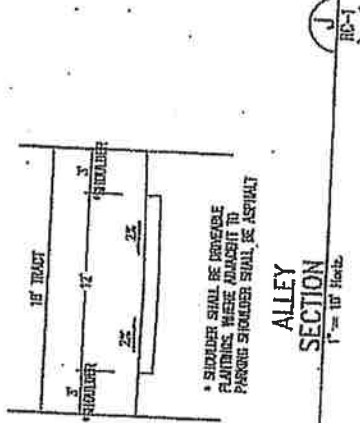
G G L O
 CONSULTANTS
 201 East Avenue
 Suite 200
 San Francisco, CA 94102
 Tel: (415) 774-2200
 Fax: (415) 774-2201
 www.ggl.com

GOLDSMITH
 ENGINEERS
 1000 Broadway
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 Tel: (415) 774-2200
 Fax: (415) 774-2201
 www.goldsmith.com

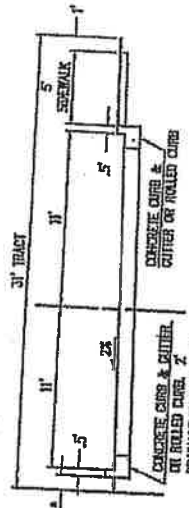
HNTB
 CONSULTANTS
 1000 Broadway
 San Francisco, CA 94133
 Tel: (415) 774-2200
 Fax: (415) 774-2201
 www.hntb.com

PROJECT: GREENBRIDGE - HOPE VI MASTER PLAN
 CLIENT: KING COUNTY HOUSING AUTHORITY
 DRAWING: ROADWAY SECTIONS

RC-5
 1" = 10' Horiz.



ALLEY SECTION
1" = 10' Horiz.



MINOR ACCESS STREET (RESIDENTIAL) SECTION
1" = 10' Horiz.



PROJECT: GREENBRIDGE - HOPE VI MASTER PLAN
 COUNTY: KING COUNTY HOUSING AUTHORITY
 DATE: 3/25/04

PROJECT NO: RC-8
 SHEET NO: RC-8



King County

Department of Development
and Environmental Services
600 Oakesdale Avenue SW
Renton, WA 98056-1219

May 6, 2004

John Eliason
King County Housing Authority
600 Andover Park West
Seattle, WA 98188-3326

Keith J. Goldsmith, P.E.
Goldsmith & Associates, Inc.
P.O. Box 3565
Bellevue, WA 98009

RE: Greenbridge Preliminary Plat 1998 KCSWDM Adjustment Request (File No. L03V0066)

Dear Applicant and Engineer:

The Land Use Services Division, Engineering Review Section, has completed review of the adjustment request for the Greenbridge preliminary plat. You are requesting approval for an adjustment from the 1998 King County Surface Water Design Manual (KCSWDM) Core Requirement No. 1, Section 1.2.1, Discharge at the Natural Location; Core Requirement No. 3, Section 1.2.3, Flow Control; Core Requirement No. 6, Section 1.2.6, Maintenance and Operations and Core Requirement No. 8, Section 1.2.8, Water Quality. Our review of the information and a site visit provides the following findings:

1. The proposed Greenbridge preliminary plat is generally located south of SW Roxbury Street, east of the White Center Pond Regional drainage facility, north of SW 100th and 102nd Streets and west of 4th Avenue SW. The 900-1,100 lot, 98 acre, proposed Greenbridge preliminary plat is filed under Land Use Services Division (LUSD) file number L03P0022.
2. The Greenbridge preliminary plat is divided between two major drainage basins. The larger western portion of the site is split between the Mallard Lake and Lake Garrett subbasins of the Salmon Creek basin of Puget Sound, while the remaining eastern portion of the site is located in the Hamm Creek subbasin of the Duwamish River basin. The entire site is subject to the Level One flow control and Basic water quality requirements of the 1998 KCSWDM.
3. Being a redevelopment project, the current Park Lake Homes site was constructed in the 1940s when flow control and water quality treatment were not required. Excess roof and yard sheetflow and street runoff is collected in street conveyance and is provided some attenuation through a series of designated wetlands and open ponds before reaching Lake Garrett for the Salmon Creek portion of the site. The Hamm Creek portion of the site is directly discharged to the east. As a result, downstream flooding and water quality problems exist.

ATTACHMENT 3

1 OF 10
PAGE OF PAGE

4. The existing site is divided into approximate thirds by roughly evenly spaced north-south oriented ridges. The westernmost subbasin is tributary to the off-site White Center Pond and is divided further into three parts, referred to as ML-1, ML-2 and ML-3 in the report entitled Level One Downstream Analysis and Preliminary Drainage Control Plan. The northernmost portion (ML-1) drains to SW Roxbury Street and 10th Avenue SW and enters the northern end of the White Center Pond. The main, developed portion (ML-2) drains to White Center Pond on the south side of the SW 98th Street crossing. The remaining steep slope, eastern edge (ML-3), sheetflows into the pond along its adjacent length. Flows to White Center Pond continue south, exits through a control structure on the north side of SW 102nd Street, and then flows approximately 700-feet into Mallard Lake (sometimes known locally as Kingston Pond). After attenuation in Mallard Lake, flows exit through a 30-inch storm drain toward Lake Garrett.
5. Prior to upgrading the outflow pipe of Mallard Lake from 18 to 30 inches in 1980, localized flooding of Mallard Lake was a recurring problem. Since the conveyance upgrade, occurrences of localized flooding have been reduced and appear to be related to Lake Garrett pump station outages. Although inlet modifications to the pump station were performed in 2003, replacing the pumps to complete fire pump station upgrade is scheduled to occur in 2004. Conveyance limitations downstream of the pump station will remain and there are no immediate plans for upgrade.
6. Runoff from the north central subbasin (LG-1) converges to 8th Avenue SW and travels south. The southern portion of this subbasin (LG-2) is currently being redeveloped as the White Center Heights Elementary School with its own separate drainage facility. Combined flows continue south where they enter a swale and natural pond system southeast of the corner of the intersection of 8th Avenue SW and SW 104th Street. Runoff from the White Center Pond/Mallard Lake area combines with drainage from the central subbasin and off-site area south of the project to converge at Lake Garrett (Lake Hicks). When lake levels become high enough, the Lake Garrett pump station pumps flows south through a force main along 10th Avenue SW. Pumped flows transition to gravity flow in an 18-inch pipe that meanders through a residential area until reaching Salmon Creek ravine just west of Ambaum Blvd SW. Flows parallel Salmon Creek in the "old government line" until reaching Puget Sound. Periodically the old government line's capacity is exceeded and excess flow is directed to Salmon Creek.
7. The eastern subbasin creates flow that travel in two different directions. Small areas tributary to SW Roxbury Street join flows that travel northeast down Olson Place SW to a WSDOT drainage facility located at the intersection of Olson Place SW and Myers Road. However, the overwhelming majority of runoff from this subbasin concentrates at 4th Avenue SW and discharges east into a ravine at approximately SW 98th Street. This flow, combined with runoff from SW 97th Place combines in what is referred to as the north swale that transitions from a steep to a flat grade as it flows to the eastern property line below. Flows from 3rd Avenue SW, SW 98th Place and off-

site flows from a class 3 stream to the south combine in what is referred to as the south swale which runs down the slope in a less defined manner. In theory, the north and south swales eventually combine behind a constructed berm intended to direct flows from the ravine area into an existing 30-inch pipe. However, during large storms the south swale's flow does not make it to the 30-inch pipe and instead passes through the constructed berm and meanders across the adjacent parcel to the east. The 30-inch pipe traverses a relatively flat area across the adjacent parcel that has plans for construction of a fire department training area. Relatively small upstream areas are tributary to the eastern ravine area. Upon crossing Myers Way and Hwy 509, much of the North and Middle Forks of Hamm Creek flows in enclosed conveyance through an industrialized area and eventually reaches the Duwamish River through a tide gate. If a rainstorm occurs during high tide, the tide gate causes well documented localized flooding.

8. The proposal addresses several core requirements of the 1998 KCSWDM. The first aspect of the proposal, addressing Core Requirement #1, is to divert post-developed flows in excess of the equivalent, pre-developed flows from the central (Lake Garrett) subbasin to a dual detention facility located in and serving the eastern Hamm Creek subbasin of the site. Consolidation of flows along SW Roxbury Street and redirection of flows in the central basin to the eastern subbasin amount to 2 and 11 acre diversions, respectively. Diverted flows will experience attenuation provided by the proposed roadside bioswale system which transports runoff to the eastern stormwater facility. The allowed release would then traverse the eastern slopes of the site through a tightline or potential existing natural channel. The Hamm Creek discharge direction would experience an increase in flow volume spread out over several days while keeping the Salmon Creek discharge direction flow volumes intentionally the same.
9. No decorative ponds or shallow wells have been identified that could be affected by the proposed diversion. Water quality treatment trades may be implemented.
10. The second aspect of the proposal addresses Core Requirement #3. Table 1.2.3.A, page 1-26 of the 1998 KCSWDM, outlines what is needed to mitigate for severe flooding that occurs in a designated Level One flow control area which characterizes the eastern downstream drainage path at the confluence of the Hamm Creek tributaries that outlet to the Duwamish River. At the outlet to the Duwamish River, tidal fluctuations during rain events dominate the severe flooding problem more than do conveyance capacity. The project team is offering Level Two flow control to mitigate the flooding impacts, citing that the project area including diversion is only 3% of the total tributary area to the Hamm Creek flooding problem. The design manual would prescribe Level Three flow control or some modified version of Level One flow control depending on the storm event that triggers the threshold for flooding caused by limited conveyance. The applicant has not provided the flooding depth/duration analysis to show when that threshold is reached.

11. The County would consider the performance criteria for the east pond equivalent to Level Three flow control with a combination of mitigations. The first of those mitigations would be to implement a modified Level One flow control standard that would match predeveloped peak flows for the 2-year, 10-year and 100-year storms. In addition, a full one foot depth of amended soils for the north/south bioswales and the larger east/west bioswale would be considered sufficient to mitigate for increased runoff volume. Monitoring would be required to help determine the effectiveness of this approach. Technical assistance would be provided by King County and grants maybe available for monitoring if this option were utilized.
12. The third aspect of the proposal requests relief from Core Requirement #6 which distinguishes between the types of facilities that KC WLRD will accept into their inventory and provide maintenance services for. The request is for all of the detention and water quality facilities located on the site to be maintained by King County regardless of the public vs. private criteria defined in the manual. The 1998 KCSWDM would normally assume maintenance responsibilities for any facility that serves at least 2/3 residential development and are properly contained in right-of-way, tract or easement. Although, the vault and downstream bioswale along 8th Avenue SW serves predominately multi-family/commercial uses, King County WLRD facilities maintenance personnel have indicated that these facilities will be maintained by King County.
13. Water quality bioswales contained in right-of-way along 5th, 6th and 7th Avenues SW and the wide bioswale that parallels SW 100th Street which is designated in a separate tract from the adjacent trail/recreation space satisfies the criteria to be maintained by KC WLRD. (King County WLRD will not own tracts that are designated for development recreation space). However, due to the types of equipment owned by the County for these purposes, limitations as to the type and placement of landscaping will be imposed in the case of the proposed roadside bioswales. Limitations to the types and placement of trees near the bioswales are also a concern due to shading and dropping leaves which affects their effectiveness. For King County Housing Authority to augment the landscape maintenance of the roadside bioswales, an adjustment is not required. Instead, after the tracts and right-of-ways have been recorded, the applicant will apply to King County Property Division for a Special Use Permit to augment the landscape maintenance services. Other open-space/park areas not designated a drainage facility would be maintained by the King County Housing Authority.
14. The remaining adjustment issues appear to be design related to Core Requirement #8; Water Quality. The previously mentioned roadside water quality swales conceptually appear to be a hybrid between standard bioswales and continuous inflow bioswales whose geometries and flows have not yet been determined. However, the applicant anticipates that the standard bioswale depth and freeboard requirements will be reduced from that defined in the 1998 KCSWDM. Access road limitations, aesthetic fencing and bioswale side slopes are also anticipated to vary from design manual

standards but have yet to be identified. Specific design criteria that are not met are required to define a specific equivalency condition or mitigation.

Based on these findings, we hereby grant partial approval of this adjustment request to 1) allow the diversion of runoff from the central subbasin to the eastern subbasin (draining to Hamm Creek); 2) allow modified Level One flow control with water quality bioswale soil amendments for the Hamm Creek/Duwamish River subbasin in place of Level Three flow control; and 3) allow for acceptance of ownership and maintenance responsibilities for the water quality vault and nearby bioswale adjacent to 8th Avenue SW. The design issues associated with the roadside water quality bioswales will be deferred and applied for in a separate adjustment when the pertinent design issues can be identified. The following conditions of approval will apply:

1. The release rates for the detention facility serving the Hamm Creek subbasin will be based on only that portion of the site that naturally drains to the east in the pre-developed condition.
2. The volume for the eastern detention facility will be based on all flows directed to the facility at full development under current zoning. The allowed release rate will be reduced by any undetained flows that would bypass the proposed drainage facility. The detention volume shall be sized using the Level Three flow control standard in the 1998 KCSWDM or a modified Level One flow control with amended soil bioswales. A 10 percent volumetric factor of safety must be applied to all storm events requiring detention.
3. A tightline shall be provided for the eastern detention pond to convey regular releases and undetained emergency overflows through the officially designated steep slope portion of the on-site ravine area. Regular releases are required to be connected to the existing 30-inch storm drain system that conveys stormwater to Myers Way SW. Emergency overflows may be allowed to daylight on project property between the steep slope and existing 30-inch pipe with justification during engineering review.
4. All roadside bioswale landscape plans shall be approved by King County WLRD prior to engineering plan approval. Planting of shrubbery and deciduous trees shall be reviewed for Recommended Design Features found on page 6-47 of the 1998 KCSWDM.
5. A Special Use Permit should be obtained to allow the King County Housing Authority, or the Home Owners Association to provide additional landscape maintenance on drainage facility tracts owned by King County.
6. If the option of modified Level One flow control with amended bioswales is implemented, then the East Pond's outflow stage/discharge shall be continuously monitored for three years starting at 75% buildout of that portion of the site. The data

ATTACHMENT 3

5 OF 10
PAGE OF PAGE

and interpreted results shall be presented to King County WLRD Stormwater Services Section at the end of each full year of monitoring.

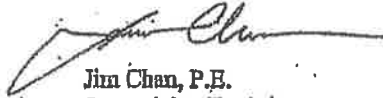
7. Additional storm drainage requirements identified by SEPA or the plat hearing review will apply to this project.

If you have any further questions regarding this KCSWDM adjustment or the design requirements, please contact Mark Bergam at (206) 296-7270.

Sincerely,



James Sanders, P.E.
Development Engineer
Engineering Review Section
Land Use Services Division



Jim Chan, P.E.
Supervising Engineer
Site Engineering and Planning Section
Building Services Division

cc: Curt Crawford, P.E., Managing Engineer, Stormwater Services Section, KCDNRP
Steve Foley, P.E., Engineer III, Stormwater Services Section, KCDNRP
Larry Gettle, P.E., Supervising Engineer, Stormwater Services Section, KCDNRP
Kate Rhoads, Senior Water Quality Specialist, Stormwater Services Section, KCDNRP
Trisha Bull, Project/Program Manager II, Current Planning Section, LUSD
Mark Bergam, P.E., Engineer III, Engineering Review Section, LUSD

King County
 Department of Development and Environmental Services
 800 Oakdale Avenue Southwest
 Renton, Washington 98058-1219

**Surface Water Design Manual
 Requirements/Standards
 Adjustment Request**

Project Name: Greenbridge Preliminary Plat L03P0022	DDES File No. L03V0086 DDES Engineer/Planner Name:
Project Address: 8th Ave. SW @ SW Roxbury St.	Design Engineer: Keith J. Goldsmith, P.E. Phone: 425-462-1080
Applicant/Agent: John Ellsason /King Co. Housing Authority	Signature: <i>[Signature]</i> Date: 10/1/03
Signature: <i>[Signature]</i> Date: 10/1/03	Engineering Firm Name: Goldsmith & Associates, Inc.
Address: 600 Andover Park West Seattle, WA 98188-3326	Address: P.O. Box 3565, Bellevue, WA 98009

INSTRUCTIONS TO APPLICANT/DESIGN ENGINEER:
 Please be sure to include all plans, (T.I.R. if available), sketches, photos, and maps that may assist in complete review and consideration of this adjustment request. Failure to provide all pertinent information may result in delayed processing or denial of your request. Please submit two complete copies of this request, application form and applicable fee to the DDES Intake Counter, at 900 Oakdale Avenue Southwest, Renton, Washington 98058-1219. For additional information, phone Rendell Parsons, P.E., at (206)-298-7207.

REQUIREMENTS FOR THE SURFACE WATER DESIGN MANUAL FOR ADJUSTMENTS

DESCRIPTION OF ADJUSTMENT REQUEST: Standard Complex Experimental Blanket
 Pre-application

APPLICABLE VERSION KCSWDM: 1990 (11/95) 1998 (9/98) _____

- APPLICABLE SECTION(S) OF STANDARDS:**
- SWDM Sec. 1.2.1 Core Requirement #1 Discharge at the Natural Location
 - SWDM Sec. 1.2.3 Core Requirement #3 Flow Control
 - SWDM Sec. 1.2.6 Core Requirement #6 Maintenance and Operations
 - SWDM Sec. 1.2.8 Core Requirement #8 Water Quality

JUSTIFICATION PER KCSWDM SECTION 1.4.2
 See attachments listed below.
 Modifications and Waivers Document: Sept. 23, 2003
 Greenbridge Preliminary Plat Level 2 Downstream Analysis and Conceptual Drainage Plan, August 2003

AUTHORIZATION SIGNATURES:

DETERMINATION: Approval Conditional Approval (see below) Denial

DNF/WLRD Approval Signed: _____ Date: _____ (Experimental & Blanket variances only)

DDES Staff Recommendation Signed: *[Signature]* Date: **5-6-04**

Conditions of Approval:
 See attached Memo Dated: **5-6-04**

DDES DIRECTOR/DESIGNER:

DDES, Land Use Services Div., Engineering Review Supervisor: Signed: <i>[Signature]</i> Date: 5/6/04	DDES, Bldg. Serv. Div., Site Engineering & Planning Supervisor: Signed: <i>[Signature]</i> Date: 5/6/04
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**DRAINAGE
SUMMARY OF MODIFICATIONS AND WAIVERS
TABLE C.1**

Applicable King County Code	Modification or Waiver / New Development Standard	Rationale for Mod/Waiver	Related Mod/Waiver
<p>9.04.050.1 HYWDM Sec. 1.2.1 Core Requirement #1 Discharge at the Natural Location</p>	<ul style="list-style-type: none"> The project will divert approximately 11 acres of developed site drainage from the Lake Garrett sub-basin of the Salmon Creek Basin east to the Haman Creek sub-basin of the Duwamish River Basin. The project will divert approximately 2 acres of developed site drainage from the Olson Pl SW (WSDOT HWY 509) sub-basin to the Haman Creek sub-basin, both within the Duwamish River Basin. 	<ul style="list-style-type: none"> The existing site has no storm water control facilities (i.e. flow control or water quality treatment). The Lake Garrett sub-basin experiences downstream nuisance flooding. Developed-flow diverted to the Haman Creek sub-basin will be routed to a storm water control facility and discharged to a downstream system with higher quality downstream characteristics in a controlled manner without aggravating existing flooding problems. Diverted area is a small part (1%) of the Haman Cr. basin, exposure to downstream system flooding can be mitigated through flow control (see Core Requirement #3 adjustment request). The diversion creates greater flexibility for urban design in the central Lake Garrett sub-basin. The Olson Place SW sub-basin is exempt from requiring flow control under Core Requirement #2. The diversion of this area allows greater design flexibility. Eliminates need for flow control in central basin, resulting in reduced infrastructure cost and an additional 2 acres of land for housing development. 	<ul style="list-style-type: none"> Density and Dimensions Design
<p>9.04.050.3 SWDM Sec. 1.2.3 Core Requirement #3 Flow Control</p>	<ul style="list-style-type: none"> Use of Level 2 flow control for discharges to the Haman Creek Basin. 	<ul style="list-style-type: none"> Currently no detention control in the Haman Creek Basin. Level 2 detention will mitigate impacts to the Haman Creek downstream system. The Haman Creek system has limited conveyance capacity specifically during high tide conditions. Impacts will be minimized since the project area is only 3% of the total basin. 	<ul style="list-style-type: none"> Roads Design Landscaping

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Revised February 2004
Page C.1-1

**DRAINAGE
SUMMARY OF MODIFICATIONS AND WAIVERS
TABLE C-1**

Applicable King County Code	Modification or Waiver / New Development Standard	Rationale for Mod/Waiver	Related Mod/Waiver
<p>9.04.050.6 SWDM Sec. 1.2.6 Core Requirement #6 9.04.115, 9.04.120 Maintenance and Operations</p>	<p>King County will assume maintenance of facilities that 1) are considered common facilities (i.e., stormwater facilities in tracts, easements, and right-of-way), and 2) site landscaping will be integrated as a feature of the facilities and maintained by King County.</p> <p>Allow maintenance agreements to permit Greenbridge to perform supplemental, voluntary maintenance.</p>	<p>Level 2 detention allow peak discharges to be delayed thereby lagging the Hiram Ck system flows to prevent peak flow increases.</p>	<p>Roads Design Landscaping</p>
<p>9.04.050.8 SWDM Sec. 1.2.6 Core Requirement #8 Water Quality</p>	<p>Water quality pond and swale design criteria, geometry, may vary from requirements outlined in SWDM chapter 6 design criteria/design suggestions as promulgated and discussed in A Green Developer Program 1. Green Communities and Natural Approaches to Stormwater Management, Low Impact Development in P. 247 Second Water quality pond and swale analysis shall be as outlined in SWDM Chapter 6.</p> <p>Allow stipulated swale depth and faceboard requirement to be reduced.</p>	<p>One goal of the Greenbridge redevelopment is to provide low-income residential housing with mix of single family detached, duplex, townhome and apartment dwellings. The KCHA, a public agency, will be responsible for the maintenance and operation of public and affordable housing facilities. King County WIRD, a public agency, is responsible for the maintenance and operation of public drainage facilities. It would be most efficient and best benefit to the public, to have King County WIRD maintain and operate storm water facilities enabling the KCHA to focus their efforts to maintain and operate public and affordable housing.</p> <p>A goal of the Greenbridge redevelopment is to integrate water quality features into the site design and landscaping.</p> <p>Open water quality ponds will be landscaped to express a natural look and feel (see figure C.18).</p> <p>Continuous inflow biofiltration swales along roadsides will be shallower than standard roadside ditches and look more like a landscape feature than storm water conveyances.</p> <p>Larger biofiltration swales will run parallel to</p>	<p>Roads Design Landscaping</p>

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**DRAINAGE
SUMMARY OF MODIFICATIONS AND WAIVERS
TABLE C1**

Applicable King County Code	Modification or Waiver / New Development Standard	Reasons for Mod/Waiver	Related Mod/Waiver
		<p>trails and open space.</p> <ul style="list-style-type: none"> • These facilities will provide demonstration of the Low Impact Development goal of minimizing and managing storm water at the source. • Innovative engineering design of the water quality system will provide maximum protection of the environment while varying from the "engineered system" look. • Provides treatment standards using native-based methods (2 pts - GC 1-11). Roadside biofiltration swales and water quality wetpools are "nature-based methods" (biological) for treating stormwater. Both methods will be employed to meet site water quality requirements. • Allows use of roadside swales for surface water runoff (2 pts - GC 1-14). • See Green Communities points above. 	

Green Communities Points Achieved with Modifications and Waivers Request 4 points



Appendix D: Greenbridge Preliminary Plat

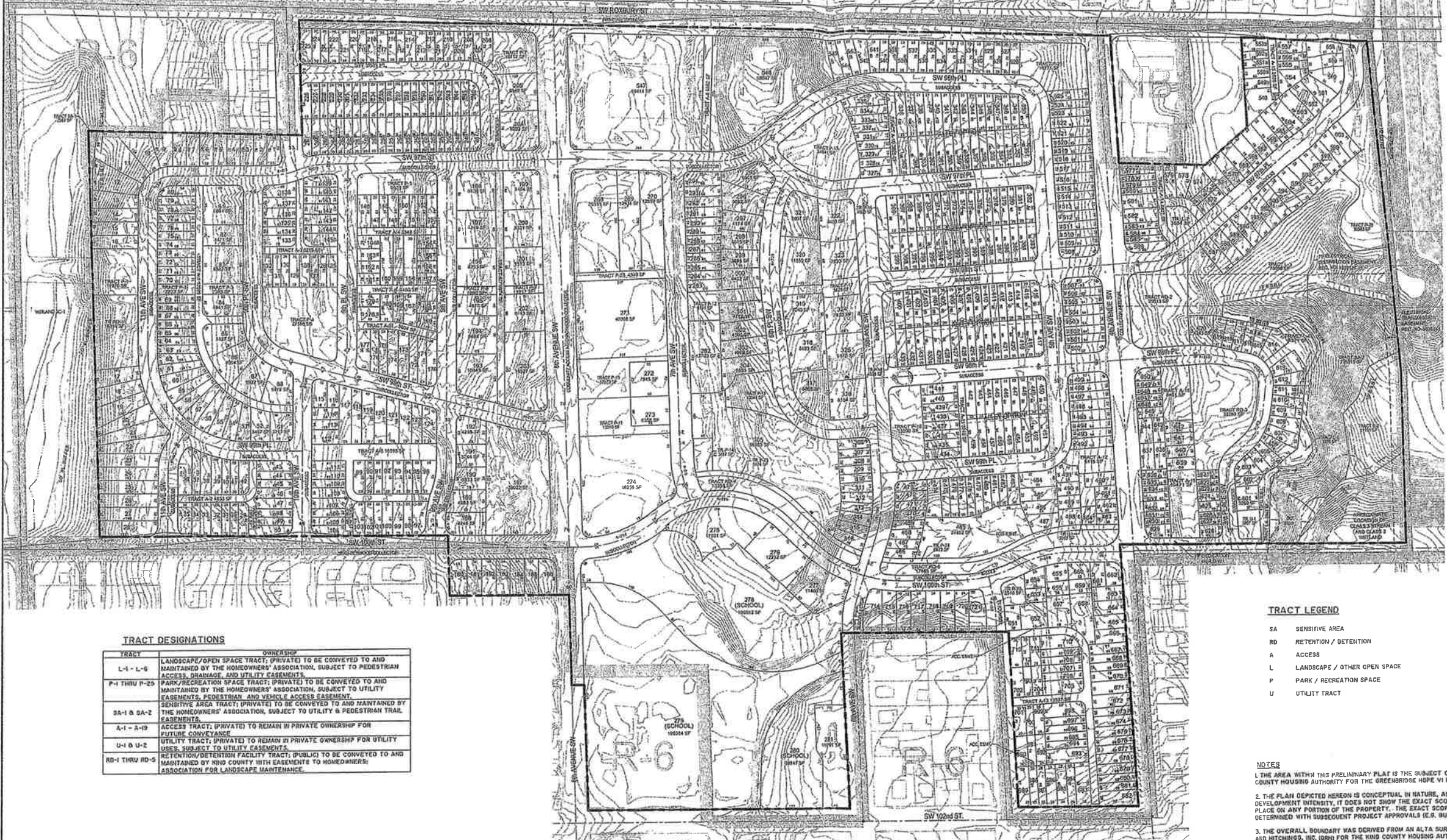
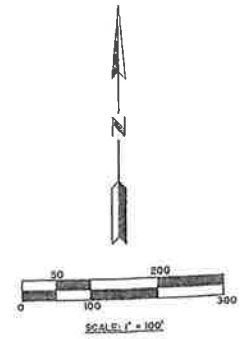
See following pages for:

Preliminary Land Use and Unit Range Plan (Sheet 6)

Overall Lot Configuration (Sheet 7)



MARCH 2014



TRACT DESIGNATIONS

TRACT	OWNERSHIP
L-1 - L-5	LANDSCAPE/OPEN SPACE TRACT; (PRIVATE) TO BE CONVEYED TO AND MAINTAINED BY THE HOMEOWNERS' ASSOCIATION, SUBJECT TO PEDESTRIAN ACCESS, DRAINAGE, AND UTILITY EASEMENTS.
P-1 THRU P-25	PARK/RECREATION SPACE TRACT; (PRIVATE) TO BE CONVEYED TO AND MAINTAINED BY THE HOMEOWNERS' ASSOCIATION, SUBJECT TO UTILITY EASEMENTS, PEDESTRIAN AND VEHICLE ACCESS EASEMENT.
SA-1 & SA-2	SENSITIVE AREA TRACT; (PRIVATE) TO BE CONVEYED TO AND MAINTAINED BY THE HOMEOWNERS' ASSOCIATION, SUBJECT TO UTILITY & PEDESTRIAN TRAIL EASEMENTS.
A-1 - A-9	ACCESS TRACT; (PRIVATE) TO REMAIN IN PRIVATE OWNERSHIP FOR FUTURE CONVEYANCE.
U-1 & U-2	UTILITY TRACT; (PRIVATE) TO REMAIN IN PRIVATE OWNERSHIP FOR UTILITY USES, SUBJECT TO UTILITY EASEMENTS.
RD-1 THRU RD-5	RETENTION/DETENTION FACILITY TRACT; (PUBLIC) TO BE CONVEYED TO AND MAINTAINED BY KING COUNTY WITH EASEMENTS TO HOMEOWNERS' ASSOCIATION FOR LANDSCAPE MAINTENANCE.


TRACT LEGEND



- SA SENSITIVE AREA
- RD RETENTION / DETENTION
- A ACCESS
- L LANDSCAPE / OTHER OPEN SPACE
- P PARK / RECREATION SPACE
- U UTILITY TRACT

NOTES

1. THE AREA WITHIN THIS PRELIMINARY PLAT IS THE SUBJECT OF A MASTER PLAN BY THE KING COUNTY HOUSING AUTHORITY FOR THE GREENBRIDGE HOPE VI REDEVELOPMENT PROJECT.
2. THE PLAN DEPICTED HEREON IS CONCEPTUAL IN NATURE, AND WHILE IT SHOWS INTENDED DEVELOPMENT INTENSITY, IT DOES NOT SHOW THE EXACT SCOPE OF CONSTRUCTION TO TAKE PLACE ON ANY PORTION OF THE PROPERTY. THE EXACT SCOPE OF CONSTRUCTION WILL BE DETERMINED WITH SUBSEQUENT PROJECT APPROVALS (E.G. BUILDING PERMITS).
3. THE OVERALL BOUNDARY WAS DERIVED FROM AN ALTA SURVEY PERFORMED BY BUSH, ROED AND BETHUNE, INC. (BRH) FOR THE KING COUNTY HOUSING AUTHORITY IN 2002/2003. IT IS CURRENTLY INTENDED THAT A MAJORITY OF THE EXISTING PUBLIC RIGHTS OF WAY WITHIN THE PROJECT BOUNDARY WILL BE VACATED AND RE-ESTABLISHED IN THE CONFIGURATION SHOWN.
4. THE BOUNDARY SHOWN HEREON IS THE PRELIMINARY PLAT BOUNDARY AS DESCRIBED AND SHOWN ON SHEET 2 OF THE PRELIMINARY PLAT. MINOR MODIFICATIONS TO THE BRH BOUNDARY BY THE UNDERSIGNED SURVEYOR WERE PERFORMED TO ALIGN TO THE KCHA PRELIMINARY PLAT PLAN.
5. CONTOUR INFORMATION SHOWN ON SITE IS BASED ON TOPOGRAPHIC MAPPING BY BRH PERFORMED IN 2002. THE VERTICAL DATUM IS NAVD83. OFF-SITE CONTOUR INFORMATION IS BASED ON PHOTOGRAMMETRICALLY PRODUCED MAPPING (9953) OBTAINED FROM THE CITY OF SEATTLE.
6. THE OFF-SITE WETLAND WEST OF THE PROJECT BOUNDARY (WHITE CENTER "POND") WAS DELINEATED BY RADEKER AND ASSOCIATES AND FIELD SURVEYED BY GOLDSMITH AND ASSOCIATES IN JANUARY 2003. APPROXIMATE LOCATION OF CLASS 3 STREAM AND CLASS 3 WETLAND IS DEPICTED PER KING COUNTY DECS. 50 FOOT BUFFER APPLIED PER KCC 2A.24.320(A)(5).
7. THE TOP OF STEEP SLOPES SHOWN HEREON ARE BASED ON FIELD LOCATED FEATURES SHOWN ON BRH TOPOGRAPHIC MAPPING. SEE SEPARATE SUPPORTING DOCUMENTATION FROM GEOTECHNICALS REGARDING ANY SETBACK (SBL) FROM 500 TOPS OF SLOPE.
8. THE NUMBER OF LOTS IDENTIFIED ON THIS PRELIMINARY PLAT PLAN MAY BE CONSOLIDATED, ALTERED, RECONFIGURED AND/OR RELOCATED BASED ON THE FINAL DEVELOPMENT PLAN. THE TOTAL NUMBER OF LOTS FOR GREENBRIDGE, AT FULL BUILD OUT, WILL NOT EXCEED THE NUMBER DEPICTED ON THIS PRELIMINARY PLAT MAP. THE TOTAL DWELLING UNIT COUNT FOR GREENBRIDGE, AT FULL BUILD OUT, WILL NOT EXCEED 1,000 DWELLING UNITS.
9. CONCURRENT WITH THIS PRELIMINARY PLAT PROCESSING, A STREET VACATION PETITION IS BEING SUBMITTED. IT IS THE INTENTION OF THE APPLICANTS TO VACATE ALL PUBLIC INTEREST IN ANY EXISTING ROAD RIGHTS-OF-WAY OR EASEMENTS WITHIN THIS PRELIMINARY PLAT AND TO ESTABLISH NEW RIGHTS OF WAY IN ACCORDANCE WITH THE PRELIMINARY PLAT PLAN.

APPROVED PRELIMINARY PLAT PER HEARING EXAMINER, JULY 16, 2004

 1215 114th Avenue SE, Bellevue, WA 98004, P.O. Box 3555, Bellevue, WA 98009 OFFICE (425) 462-1080, FAX (425) 462-7719, info@goldsmithengineering.com	REV. NO.	DATE	DESCRIPTION	MADE BY	CHECKED	REV. NO.	DATE	DESCRIPTION	MADE BY	CHECKED	REV. NO.	DATE	DESCRIPTION	MADE BY	CHECKED	REV. NO.	DATE	DESCRIPTION	MADE BY	CHECKED	REV. NO.	DATE	DESCRIPTION

KING COUNTY HOUSING AUTHORITY

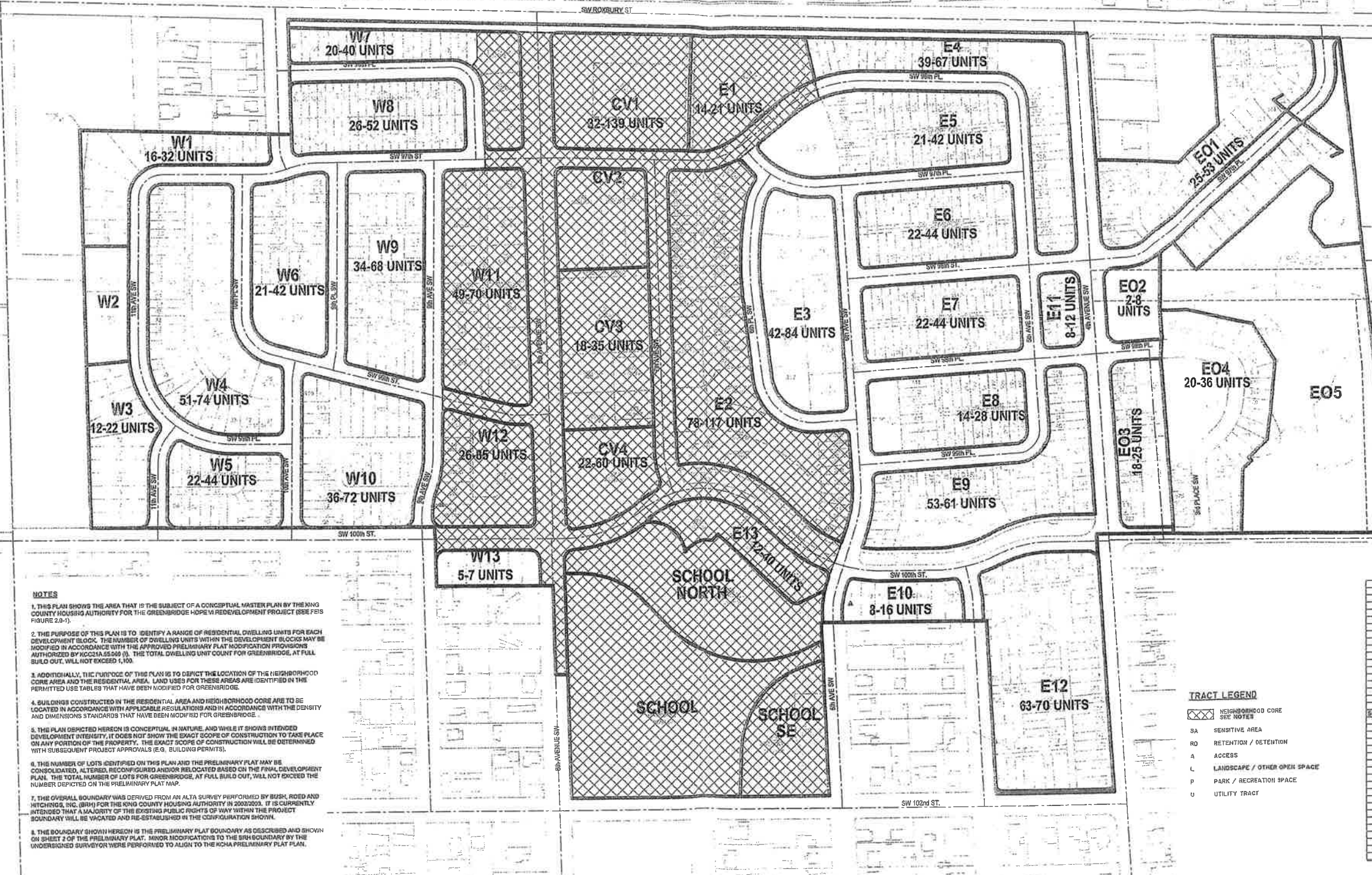
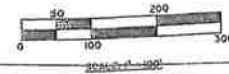
OVERALL LOT CONFIGURATION
FOR
GREENBRIDGE PRELIMINARY PLAT

KING COUNTY WASHINGTON

JOB NO. 02075

SHEET

7



- NOTES**
1. THIS PLAN SHOWS THE AREA THAT IS THE SUBJECT OF A CONCEPTUAL MASTER PLAN BY THE KING COUNTY HOUSING AUTHORITY FOR THE GREENBRIDGE HOPE VI REDEVELOPMENT PROJECT (SEE FIGS FIGURE 2.9-1).
 2. THE PURPOSE OF THIS PLAN IS TO IDENTIFY A RANGE OF RESIDENTIAL DWELLING UNITS FOR EACH DEVELOPMENT BLOCK. THE NUMBER OF DWELLING UNITS WITHIN THE DEVELOPMENT BLOCKS MAY BE MODIFIED IN ACCORDANCE WITH THE APPROVED PRELIMINARY PLAT MODIFICATION PROVISIONS AUTHORIZED BY RCDCM 55.040 (1). THE TOTAL DWELLING UNIT COUNT FOR GREENBRIDGE, AT FULL BUILD OUT, WILL NOT EXCEED 1,100.
 3. ADDITIONALLY, THE PURPOSE OF THIS PLAN IS TO DEPICT THE LOCATION OF THE NEIGHBORHOOD CORE AREA AND THE RESIDENTIAL AREA. LAND USES FOR THESE AREAS ARE IDENTIFIED IN THE PERMITTED USE TABLES THAT HAVE BEEN MODIFIED FOR GREENBRIDGE.
 4. BUILDINGS CONSTRUCTED IN THE RESIDENTIAL AREA AND NEIGHBORHOOD CORE ARE TO BE LOCATED IN ACCORDANCE WITH APPLICABLE REGULATIONS AND IN ACCORDANCE WITH THE DENSITY AND DIMENSIONS STANDARDS THAT HAVE BEEN MODIFIED FOR GREENBRIDGE.
 5. THE PLAN DEPICTED HEREON IS CONCEPTUAL IN NATURE, AND WHILE IT SHOWS INTENDED DEVELOPMENT BENCHMARKS, IT DOES NOT SHOW THE EXACT SCOPE OF CONSTRUCTION TO TAKE PLACE ON ANY PORTION OF THE PROPERTY. THE EXACT SCOPE OF CONSTRUCTION WILL BE DETERMINED WITH SUBSEQUENT PROJECT APPROVALS (E.G. BUILDING PERMITS).
 6. THE NUMBER OF LOTS IDENTIFIED ON THIS PLAN AND THE PRELIMINARY PLAT MAY BE CONSOLIDATED, ALTERED, RECONFIGURED AND/OR RELOCATED BASED ON THE FINAL DEVELOPMENT PLAN. THE TOTAL NUMBER OF LOTS FOR GREENBRIDGE, AT FULL BUILD OUT, WILL NOT EXCEED THE NUMBER DEPICTED ON THE PRELIMINARY PLAT MAP.
 7. THE OVERALL BOUNDARY WAS DERIVED FROM AN ALTA SURVEY PERFORMED BY BUSH, ROED AND WITCHER, INC. (BRW) FOR THE KING COUNTY HOUSING AUTHORITY IN 2002/2003. IT IS CURRENTLY INTENDED THAT A MAJORITY OF THE EXISTING PUBLIC RIGHTS OF WAY WITHIN THE PROJECT BOUNDARY WILL BE VACATED AND RE-ESTABLISHED IN THE CONFIGURATION SHOWN.
 8. THE BOUNDARY SHOWN HEREON IS THE PRELIMINARY PLAT BOUNDARY AS DESCRIBED AND SHOWN ON SHEET 2 OF THE PRELIMINARY PLAT. MINOR MODIFICATIONS TO THE BRW BOUNDARY BY THE UNDERSIGNED SURVEYOR WERE PERFORMED TO ALIGN TO THE ALTA PRELIMINARY PLAT PLAN.

BLOCK	AREA (AC)	LOW RANGE	HIGH RANGE
W1	1.4 AC	16 UNITS	32 UNITS
W2	0.7 AC	12 UNITS	22 UNITS
W3	1.2 AC	11 UNITS	24 UNITS
W4	3.1 AC	21 UNITS	44 UNITS
W5	1.3 AC	22 UNITS	44 UNITS
W6	1.7 AC	21 UNITS	42 UNITS
W7	1.9 AC	20 UNITS	40 UNITS
W8	1.7 AC	23 UNITS	42 UNITS
W9	2.0 AC	34 UNITS	68 UNITS
W10	2.2 AC	28 UNITS	72 UNITS
W11	2.6 AC	49 UNITS	70 UNITS
W12	1.4 AC	28 UNITS	56 UNITS
W13	0.5 AC	5 UNITS	7 UNITS
CV1	2.1 AC	22 UNITS	59 UNITS
CV2	1.2 AC	18 UNITS	35 UNITS
CV3	1.9 AC	18 UNITS	60 UNITS
CV4	0.9 AC	22 UNITS	40 UNITS
SCHOOL NORTH	4.8 AC	14 UNITS	21 UNITS
SCHOOL SE	1.6 AC	78 UNITS	117 UNITS
E1	4.3 AC	42 UNITS	64 UNITS
E2	2.2 AC	28 UNITS	67 UNITS
E3	4.4 AC	21 UNITS	32 UNITS
E4	1.6 AC	22 UNITS	44 UNITS
E5	1.8 AC	22 UNITS	44 UNITS
E6	1.8 AC	14 UNITS	28 UNITS
E7	2.4 AC	22 UNITS	44 UNITS
E8	0.7 AC	8 UNITS	16 UNITS
E9	2.7 AC	63 UNITS	105 UNITS
E10	0.4 AC	8 UNITS	12 UNITS
E11	0.4 AC	8 UNITS	12 UNITS
E12	1.0 AC	12 UNITS	40 UNITS
EO1	4.8 AC	28 UNITS	53 UNITS
EO2	0.5 AC	2 UNITS	8 UNITS
EO3	0.7 AC	18 UNITS	28 UNITS
EO4	2.8 AC	20 UNITS	38 UNITS
EO5	6.1 AC	20 UNITS	38 UNITS
TOTALS	78.3 AC	851 UNITS	1610 UNITS

- TRACT LEGEND**
- NEIGHBORHOOD CORE SEE NOTES
 - SA SENSITIVE AREA
 - RD RETENTION / DETENTION
 - A ACCESS
 - L LANDSCAPE / OTHER OPEN SPACE
 - P PARK / RECREATION SPACE
 - U UTILITY TRACT

APPROVED PRELIMINARY PLAT PER HEARING EXAMINER, JULY 16, 2004

GOLDSMITH & ASSOCIATES
 Engineering - Land Use Planning - Surveying
 1215 114th Avenue SE, Bellevue, WA 98004, P.O. Box 3545, 98004, WA 98007
 OFFICE: (425) 462-1080, FAX: (425) 462-7110, info@goldsmithandassociates.com

REV. NO.	DATE	DESCRIPTION	MADE BY	CHECKED	REV. NO.	DATE	DESCRIPTION	MADE BY	CHECKED

FLOTTED: 02071602441 RPK 09/19/04 C153
 SCALE: 1" = 100' VEP: DA
 DATE: 5/2/02 KMP:
 DRAWN: SWN LSP:
 DESIGNER: FLD SW:
 APPROVER: PS #:
 SEAL: KING COUNTY ENGINEER 277,005

KING COUNTY HOUSING AUTHORITY
 PRELIMINARY LAND USE AND UNIT RANGE PLAN
 FOR
GREENBRIDGE PRELIMINARY PLAT
 KING COUNTY WASHINGTON

JOB NO. Q2075
 SHEET
6

Appendix E: Right of Way Planting Checklist



MARCH 2014

Right-of-way Planting Checklist – Greenbridge

Review date:
Present at the review:
Lot number:
Design Review approval date:

Additional Design Review materials -

- Topsoil analysis of macro and micro nutrients, pH, and organic content and amendment recommendations: **Yes/No**
- Specifications for mulch, fertilizer, amendments, and tree staking materials: **Yes/No**
- Plant layout and plant list with common and botanic names and container size: **Yes/No**

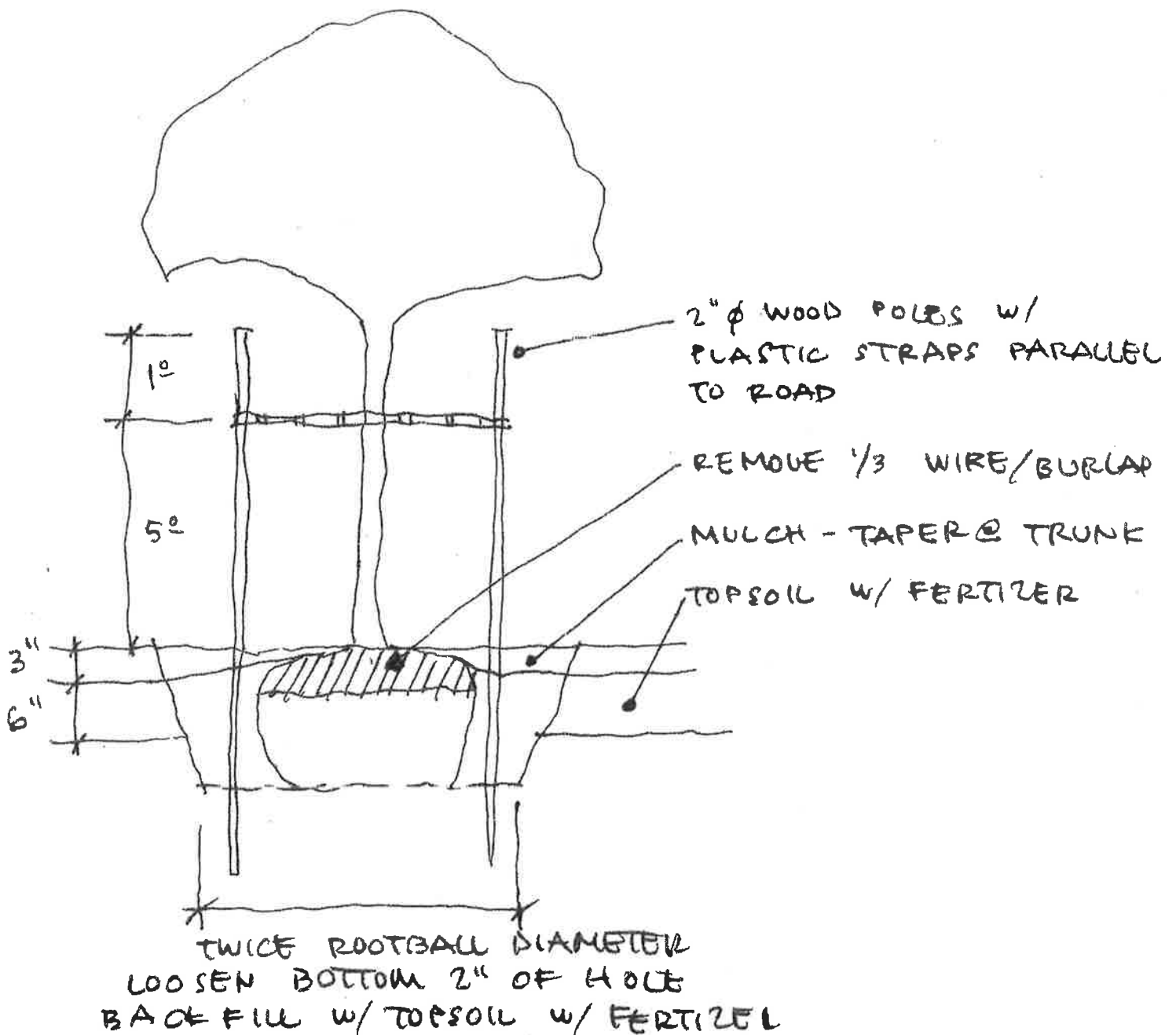
Other requirements -

- Confirm American Association of Nurserymen plant and planting standards and approved amendments (min. slow release 10-10-10 slow release @ ½ pound per 1000SF): **Yes/No**
- Note: Turf is preferred over shrubs & groundcover in the Right-of-Way. If Shrubs and groundcover are used for plant materials then they shall conform to the requirements below.
- Shrubs – 24” oc and 15” from planting area edges, groundcover – 18” oc and 9” from edges, complete coverage in 3 years, plants from attached list with one shrub and groundcover species per lot **Yes/No**

- | | |
|--|---------------|
| 6” minimum imported approved topsoil | Yes/No |
| Slow release fertilizer and amendments | Yes/No |
| 50% planting strip area shrubs | Yes/No |
| Shrub container size #2 minimum | Yes/No |
| Shrubs mature height 24” maximum | Yes/No |
| 100% planting strip area groundcovers | Yes/No |
| Groundcover container size #1 minimum | Yes/No |
| Street tree species per KCHA | Yes/No |
| Street tree spacing per KCHA | Yes/No |
| Street trees 50’ from intersection | Yes/No |
| Street trees from 4’ light or utility poles, and signs, drives | Yes/No |
| Street trees 2’ from utility vaults/boxes | Yes/No |
| Street trees 5’ from hydrants | Yes/No |
| Street trees minimum 2.5 to 3” caliper | Yes/No |
| Street trees 6’ clear branch height | Yes/No |
| Street trees 12’ minimum height | Yes/No |
| Street trees are 2’ back of sidewalk | Yes/No |
| Street trees two 2” diameter wood poles and supports | Yes/No |
| Street trees with GatorBag irrigation | Yes/No |
| 3” minimum mulch depth | Yes/No |
| Planting strip weed and debris free | Yes/No |
| Plants in vigorous and disease / insect free condition | Yes/No |

Notes:
Summary:





Additional requirements -

- Loosen / cut shrub and groundcover roots
- Taper mulch to shrub and groundcover stems
- Rootballs / container to be level with finish grade
- Tree locations to satisfy King County sight distance requirements
- Water weekly June through September - 1" depth in shrub and groundcover area and 2" depth for tree pits
- Remove stakes after one growing season as directed by KCHA

Misc. –

- Soil tests - Plant & Soil Laboratory test AO5-2 or approved substitution
- Hydroseed lawn may be used in the ROW in lieu of shrubs and groundcover with a 4' wide planting area of 100% shrubs are installed with required topsoil and fertilizer with a maximum of three shrub species. Lawn area to have topsoil and fertilizer.

Materials –

- Topsoil – Pacific Topsoils Inc., 3-way mix or approved substitution
- Mulch – Pacific Topsoils Inc., Pacific Garden Mulch or approved substitution
- Grass seed - 60/30/10 by weight perennial ryegrass / creeping red fescue / Kentucky bluegrass

Note: Turf is preferred over shrubs & groundcover in the Right-of-Way. If Shrubs & groundcover are used for plant materials then they shall conform to the requirements below.

Shrub List

Substitutions will be reviewed as part of the Design Review submittal

- *Berberis buxifolia* 'Nana' / Dwarf Boxleaf Barberry
- *Carex flagellifera* / New Zealand Sedge
- *Carex testacea* / Orange New Zealand Sedge
- *Cistus x cripatus* 'Warley Rose' / Warley Rose Rock Rose
- *Choisya ternata* 'Aztec Pearl' / Aztec Pearl Mock Orange
- *Helictotrichon sempervirens* / Blue Oat Grass
- *Ilex crenata* 'Green Island' / Japanese Holly
- *Ilex crenata* 'Helleri' / Helleri Japanese Holly
- *Lonicera pileata* / Box-leaf Honeysuckle
- *Nandina domestica* 'Moon Bay' / Compact Heavenly Bamboo
- *Pinus mugo mugo* / Mugo Pine
- *Spirea japonica* 'Little Princess' / Japanese Spirea
- *Spirea nipponica* 'Snow Mound' / Snow Mound Spirea

Groundcover List

Substitutions will be reviewed as part of the Design Review submittal

- *Arctostaphylos uva-ursi* / Kinnikinnick
- *Calluna vulgaris* 'Spring Torch' / Heather
- *Erica* spp. / Heather
- *Epimedium x perralchium* 'Frohnleiten'
- *Epimedium x versicolor* 'Sulphureum'
- *Fragaria virginiana* / Creeping Strawberry
- *Rubus pentalobus* 'Emerald Carpet' / Emerald Carpet Strawberry

