



MEMORANDUM

TO: TY PETERSON, KING COUNTY DPER
FROM: TREVOR STIFF, P.E.
SUBJECT: PACIFIC RACEWAYS BUSINESS PARK, LUT4-0003, GRDE18-0083
JOB #: 1263-002-016
DATE: NOVEMBER 15, 2018

The following are responses to the review comment letter, dated October 15, 2018, for the Clearing and Grading, Site, Restoration and Landscape Plan submittal for Pacific Raceways. ESM has included responses to the comments below.

Clearing and Grading Plan:

Access Road:

Item #3 on the previous comment letter requested a proposal for an alternative access road. Response received for this issue does not address how access to the offices, pit, spectator seating areas and for emergency vehicles will be provided when grading activities have commenced. The Technical Information Report provided mentions that grading of the site will be conducted from the south to north. This would mean the access road would be removed at the onset. In consultation with the Fire Marshal, the secondary emergency access on 148th Avenue SE is inadequate due to existing road conditions. As previously requested, provide plans to reflect alternative access road. This plan will need to address King County Code requirements for road standards, fire, surface water, and zoning.

There is an existing paved access road between the southwest corner of the proposed business park and the existing race track. This road will be used as temporary access for employees, visitors and emergency vehicles during construction.

The existing road is comprised of two lanes that provides an approximately 22' wide driving surface. One lane is approximately 11'-12' wide and paved asphalt. The remainder of the driving surface is comprised of crushed asphalt. There is a 25' wide gate at the end of this access road, which will remain open during construction.

Restoration/Reforestation Plan:

Refer to items and #8 on the previous comment letter. The plan submitted to address this item show a meadow seed mix proposal. This does not address the Hearing Examiners

comment for restoration/reforestation. Revise the plans per comments. The landscaping bond quantity work sheet will need to be revised to match the restoration/reforestation plan.

The restoration/Reforestation plan has been revised to include tree replacement in the areas that are current treed.

Forest Practice Approval:

Item on the previous comment letter. In addition to the trees to be removed on the perimeter adjacent to the north and east property lines, several mature conifer trees are being removed south of the existing access road as part of the site grading proposal. It is estimated that all the trees to be removed will exceed 5000 board feet of merchantable timber. Provide board feet measurement totals for all the proposed trees to be removed.

Noted. A Forest Practice Permit will be applied for by the contractor prior to any tree removal.

Landscape / Site Plans:

1. The site plan must include a pedestrian and bicycle circulations plan elements (See KCC 21A.08.100 for further detail). This was identified in the prior comment letter (Pg 4, item 1.g.). Please address the following:
 - a. All permitted nonresidential uses shall provide pedestrian and bicycle access within and onto the site. Access points onto the site shall be provided (a) approximately every 800 to 1,000 feet along existing and proposed perimeter sidewalks and walkways, and (b) at all arrival points to the site, including abutting street intersections, crosswalks, and transit stops. In addition, access points to and from adjacent lots shall be coordinated to provide circulation patterns between developments.

A pedestrian path within the site has been added to the site plan. In addition, a path is now provided between the project and the current race track parking lot.

Because of the location of the project (a rural road near a freeway overpass) no pedestrian or bicycle traffic is expected to or from the site. The site will be secured by a security fence around the perimeter. Access is only provided at the gates on the south side of the project.

- b. Walkways shall form an on-site circulation system that minimizes the conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. Walkways shall be provided when the pedestrian access point onto

the site, or any parking space, is more than 75 feet from the building entrance or principal on-site destination and as follows:

1. All developments which contain more than one building shall provide walkways between the principal entrances of the buildings;

Each of the buildings will each have multiple entrances, therefore none of them will have one principle entrance. Visitors will most likely park across from the portion of the building they are going to access and walk directly to the door. If they need to walk between the buildings, a marked walkway will be provided between the buildings.

2. All non-residential buildings set back more than 100 feet from the public right-of-way shall provide for direct pedestrian access from the building to buildings on adjacent lots; and

Marked walkways are now provided between the project site and the existing race track parking. A security fence surrounds the proposed business park; therefore, no access will be provided to the adjacent lots.

3. Walkways across parking areas shall be located as follows:

- a. Walkways running parallel to the parking rows shall be provided for every six rows. Rows without walkways shall be landscaped or contain barriers or other means to encourage pedestrians to use the walkways;

There is only one row of parking stalls, therefore this requirement does not apply.

- b. Walkways running perpendicular to the parking rows shall be no further than twenty parking spaces. Landscaping, barriers or other means shall be provided between the parking rows to encourage pedestrians to use the walkways

The internal walkway is adjacent to the parking stalls and accessible by crossing the grass buffer. A paved connection is provided between the ADA accessible parking stalls and the internal walkway.

- c. Pedestrian and bicycle access and walkways shall meet the following minimum design standards:
1. Access and walkways shall be well lit and physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separation or other means to protect pedestrians from vehicular traffic;

Parking lot lighting will be provided to light the proposed walkways. The walkway will be separated from the parking stalls by a 5' wide grass strip.
 2. Access and walkways shall be a minimum of 48 inches of unobstructed width and meet the surfacing standards of the King County Road Standards for walkways or sidewalks;

The proposed walkway is 5' wide.
 3. The minimum standard for walkways required to be accessible for persons with disabilities shall be designed and constructed to comply with the current State Building Code regulations for barrier-free accessibility;

The proposed walkway will be constructed per ADA and State Building Code standards.
 4. A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles; and

The proposed crosswalks will be striped to designate the crossing area.
- d. Blocks in excess of 660 feet shall be provided with a crosswalk at the approximate midpoint of the block.

I believe this requirement would only apply to a block of a street, not the proposed business park parking lot.
2. DPER recommends a more central location for recyclables enclosure.

The proposed garbage and recycle enclosure has been relocated to the southwest portion of the site.
 3. Please label buildings (IE. "Building A" "B".... or "1" "2"... etc.)

Building labels have been added to the site plan.

4. Please place the following note on the site-plan: *"Internal access roads to off-street parking areas shall conform with the surfacing and design requirements for private commercial roads set forth in KCC 14.42 King County Roads Standards."*

This note has been added to the site plan sheet.

5. The landscape plans identify retaining existing vegetation to meet the Type 1 landscape requirements along the northern and eastern property boundaries. Retention of existing native vegetation is encouraged; however, visual observations identified several areas where a Type 1 visual screen would likely not be achieved through solely retention. Please evaluate these areas and identify supplemental planting where needed to achieve the visual screen standards.

Callouts have been added to Sheet L1.0 stating noting this requirement.

6. Along the northern half of western site boundary landscaping; the detail #5 of L1.1 does not match the finished grade contours of the Site Plan EN 17. Primarily DP&R has concerns about the top row of trees depicted atop a relatively flat area of the 10' Type 1 landscape buffer not matching the finished grade on the site plan which is not showing a 10 wide relatively flat area. Please address, the site and grading plans may need to be amended.

The grading plan has been revised to match the landscape plans, with the buffer located in the flat area at the top of the slope.

7. Please provide 'standard planting details' meeting the planting standards (KCC 21A. 16.090) for trees and for shrubs.

Standard planting details have been added to Sheet L1.1 of the landscape plan set.

8. Please place the following note on the plans; "Landscape Planting Areas Soil Amendments: At least 2 inches of composted organic matter will be cultivated to a depth of six inches; or 4 inches of top soil with an organic content of at least 30% to be placed in the planting area. All landscape areas to be covered with 2 inches of mulch."

This note has been added to the lower right corner of Sheet L1.0 of the landscape plan set.