

**ATTACHMENT 21 - Email Communication - Ron
Hoelscher, King County and Rick Tomkins, DEA, RE:
King County Comment # F.47, July 6, 2020**

From: Rick Tomkins
Sent: Monday, July 6, 2020 3:51 PM
To: 'ron.hoelscher@kingcounty.gov' <ron.hoelscher@kingcounty.gov>
Cc: John Hempelmann (JHempelmann@Cairncross.com) <jhempelmann@cairncross.com>; 'Karen Deal' <Karen.Deal@lakesideindustries.com>; Kyler.Danielson@lakesideindustries.com; Travis Wageman <Travis.Wageman@deainc.com>
Subject: COMM18-0014 & SHOR18-0032 - Response to request for clarification

Hi Ronaldo –

Hope you are staying well. I am writing to follow-up on our conversation regarding clarification of your plan review comments associated with the above project. Specifically, I am writing in response to your comment #47, provided in the consolidated review letter dated 11/18/19.

47. The proposed mitigation trade submitted in the TIR is within the State ROW. Generally, it has to be on-site, which King County has jurisdiction and control.

During our conversation you indicated I should send you an email describing what is being proposed and clarify why it needed. Accordingly, I submit the following:

- This site has both frontage improvements (along SR169) and onsite improvements that generate runoff and that must be mitigated for.
- The site infiltrates, so we have proposed an onsite facility to manage runoff from both onsite and offsite areas. There is no space within the right of way to manage the State ROW drainage separately.
- Runoff from required frontage improvements are often mitigated in facilities located outside the ROW, within the development parcel. Area trades are commonly used when all of the improvement area cannot gravity drain to the mitigation facilities.
- WSDOT has reviewed our frontage improvement plans, including drainage improvements, and has approved them.
- The unimproved area that is being traded is upgradient of other improved area. It would be impractical to separate this drainage so that it does not flow to the collection/on-site mitigation system.
- The unimproved area that is being traded for the improved area cannot increase in size without moving the crown of the roadway north (highly unlikely), or further widening of the roadway south (would require ROW dedication).
- The area trade is the minimum size possible, given the constraints of the collection, conveyance and infiltration system.

Please refer to the attached Targeted Surfaces Exhibit, which is included in our updated TIR. Note that the area of untargeted impervious ROW surface that is traded, exceeds the amount of ROW surface that is bypassing.

We recognize that this kind of cross-jurisdiction trade may not be typical, but it makes sense, and there is minimal risk that the area will grow or change in use. Let me know if you have any further questions regarding this proposal. I am working from home these days but you can still reach me by email or you can call my cell number: 206-794-9265.

Best Regards,
Rick

