



**LAND USE PERMIT APPLICATION**  
City of Woodinville

Development Services Department  
425-489-2754 • 17301 133<sup>rd</sup> Avenue NE • Woodinville, WA 98072  
Desk Hours • Monday – Thursday 7:30am – 5:00pm • Friday 7:30am – 4:00pm

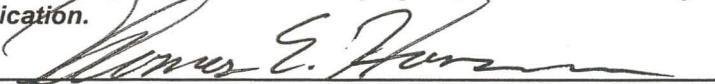
Project # \_\_\_\_\_  
SEPA # 12002  
Misc # \_\_\_\_\_

**EXHIBIT** 2  
**PAGE** 1 **OF** 10

SCU12001

<b>PROJECT NAME:</b> Sammamish River Bridge and Road (SR 202) Project	<b>PARCEL NUMBER:</b>				
<b>PROJECT ADDRESS:</b> SR 202 (NE 175th Street), from 131st Avenue NE (MP 0.31) to Woodinville-Redmond Road NE (MP 0.55)					
<b>LEGAL DESCRIPTION:</b> Project located within Section 9, Township 26 North, Range 5 East in the City of Woodinville, King County, Washington.					
<b>APPLICANT NAME:</b> City of Woodinville, Public Works Department	<b>OWNER NAME:</b> Same as Applicant				
<b>APPLICANT ADDRESS:</b> 17301 133rd Avenue NE Woodinville, WA 98072	<b>OWNER ADDRESS:</b>				
<b>APPLICANT PHONE:</b> 425-877-2291	<b>OWNER PHONE:</b>				
<b>APPLICANT EMAIL ADDRESS:</b> tomh@ci.woodinville.wa.us	<b>OWNER EMAIL ADDRESS:</b>				
<b>KEY CONTACT NAME:</b> Thomas E. Hansen, Public Works Director	<b>KEY CONTACT PHONE:</b>				
<b>KEY CONTACT ADDRESS:</b> same as above	<b>KEY CONTACT EMAIL ADDRESS:</b>				
<b>PROJECT TYPE:</b> <input type="checkbox"/> Check if consolidated review should be used <table style="width:100%; border:none;"> <tr> <td style="width:25%; vertical-align: top;"> <b>Type I</b>  <input type="checkbox"/> Boundary Line Adjustment  <input checked="" type="checkbox"/> Critical Area Determination <i>Alteration</i>  <input type="checkbox"/> Home Occupation Permit  <input type="checkbox"/> Home Industry Permit  <input type="checkbox"/> Master Signage Plan  <input type="checkbox"/> Shoreline Exemption  <input type="checkbox"/> Portable Sign Variance  <input type="checkbox"/> Temporary Use Permit         </td> <td style="width:25%; vertical-align: top;"> <b>Type II</b>  <input type="checkbox"/> Commercial, Mixed-Use, Industrial, Multi-Family, Public Project Approval  <input checked="" type="checkbox"/> Permits with SEPA  <input type="checkbox"/> Interpretation  <input type="checkbox"/> Binding Site Plan  <input type="checkbox"/> Personal Wireless Service Facility  <input type="checkbox"/> Short Subdivision  <input checked="" type="checkbox"/> Shoreline Development         </td> <td style="width:25%; vertical-align: top;"> <b>Type III</b>  <input type="checkbox"/> Conditional Use  <input type="checkbox"/> Subdivision Modification  <input checked="" type="checkbox"/> Shoreline CUP  <input type="checkbox"/> Shoreline VAR  <input type="checkbox"/> Site Specific Zoning Map Amendment  <input type="checkbox"/> Special Use Permit  <input type="checkbox"/> Preliminary Subdivision  <input type="checkbox"/> Variance  <b>Type IV</b>  <input type="checkbox"/> Final Subdivision         </td> <td style="width:25%; vertical-align: top;"> <b>Type V</b>  <input type="checkbox"/> Annexation  <input type="checkbox"/> Area-Wide Zoning Map Amendment  <input type="checkbox"/> Comprehensive Plan Amendment  <input type="checkbox"/> Development Agreement  <input type="checkbox"/> Development Regulation Amendment  <input type="checkbox"/> Subdivision Vacation  <input type="checkbox"/> Zoning Code Amendment         </td> </tr> </table>		<b>Type I</b> <input type="checkbox"/> Boundary Line Adjustment <input checked="" type="checkbox"/> Critical Area Determination <i>Alteration</i> <input type="checkbox"/> Home Occupation Permit <input type="checkbox"/> Home Industry Permit <input type="checkbox"/> Master Signage Plan <input type="checkbox"/> Shoreline Exemption <input type="checkbox"/> Portable Sign Variance <input type="checkbox"/> Temporary Use Permit	<b>Type II</b> <input type="checkbox"/> Commercial, Mixed-Use, Industrial, Multi-Family, Public Project Approval <input checked="" type="checkbox"/> Permits with SEPA <input type="checkbox"/> Interpretation <input type="checkbox"/> Binding Site Plan <input type="checkbox"/> Personal Wireless Service Facility <input type="checkbox"/> Short Subdivision <input checked="" type="checkbox"/> Shoreline Development	<b>Type III</b> <input type="checkbox"/> Conditional Use <input type="checkbox"/> Subdivision Modification <input checked="" type="checkbox"/> Shoreline CUP <input type="checkbox"/> Shoreline VAR <input type="checkbox"/> Site Specific Zoning Map Amendment <input type="checkbox"/> Special Use Permit <input type="checkbox"/> Preliminary Subdivision <input type="checkbox"/> Variance <b>Type IV</b> <input type="checkbox"/> Final Subdivision	<b>Type V</b> <input type="checkbox"/> Annexation <input type="checkbox"/> Area-Wide Zoning Map Amendment <input type="checkbox"/> Comprehensive Plan Amendment <input type="checkbox"/> Development Agreement <input type="checkbox"/> Development Regulation Amendment <input type="checkbox"/> Subdivision Vacation <input type="checkbox"/> Zoning Code Amendment
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<b>GENERAL PROJECT DESCRIPTION:</b> Widen State Route (SR) 202 (NE 175th Street) from the intersection of 131st Avenue NE (MP 0.31) to Woodinville-Redmond Road NE (MP 0.55). This east-west segment of SR 202 spans the Sammamish River and covers a distance of approximately 0.25 mile. The project includes the construction of a new bridge adjacent to the existing bridge crossing, and road widening and lane reconfiguration at both the east and west approaches to the bridge.					
<b>Zoning:</b> <u>Central Business District</u>	<b>Comp Plan Designation:</b> <u>Retail Services</u>				
<b>Existing Use:</b> <u>Roadway and bridge across the Sammamish River</u>	<b>Proposed Use:</b> <u>Roadway and bridge across the Sammamish River</u>				

*I certify under penalty of perjury that the information furnished by me is true and correct to the best of my knowledge. I further agree to hold harmless the City of Woodinville as to any claim (including costs, expenses, and attorneys' fees incurred in investigation and defense of such claim), which may be made by any person, including the undersigned, and filed against the City of Woodinville, but only where such claim arises out of the reliance of the City, including its officers and employees, upon the accuracy of the information supplied to the City as a part of this application.*

  
OWNER / OWNER'S AGENT - Must sign in ink 1/12/12

December 20, 2011

DATE

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JAN 12 2012

## Sammamish River Bridge and Road (SR 202) Project ECS Attachment 1: Project Description

### Project Overview

The City of Woodinville is proposing to widen State Route (SR) 202 (NE 175th Street) from the intersection of 131st Avenue NE (MP 0.31) to Woodinville-Redmond Road NE (MP 0.55). This east-west segment of SR 202 spans the Sammamish River and covers a distance of approximately 0.25 mile. The project includes the construction of a new bridge adjacent to the existing bridge crossing, and road widening and lane reconfiguration at both the east and west approaches to the bridge. Currently, there is one eastbound through/right-turn lane, two eastbound left-turn lanes, and one westbound lane at the intersection of 131st Avenue NE. At the intersection of Woodinville-Redmond Road NE, there is currently one westbound through/right-turn lane, one westbound left-turn lane, and one eastbound through lane. The center of the project corridor consists of an existing two-lane bridge (one lane in each direction) that crosses over the Sammamish River. The project corridor includes two railroad crossings, one just east of Woodinville-Redmond Road NE, and the other just east of the existing bridge. The proposed project will follow the WSDOT Design Manual (July 2010). The functional class of SR 202 is Urban Minor Arterial. The posted speed limit on SR 202 is 35 mph and the design speed is 35 mph. Washington State Pavement Management System (WSPMS) indicates that two-way traffic on SR 202 is 17,000 vehicles per day (Average Daily Traffic, ADT), of which 4.14% are trucks. ADT is expected to grow at a rate of 3.2%. Concrete sidewalks, curbs, and gutters are present along the majority of both sides of the roadway.

The new bridge will be built adjacent to the existing bridge without affecting traffic and will require no in-water work below Ordinary High Water Mark (OHWM).

### Proposed Corridor Improvements

At the river crossing, SR 202 will be widened to four lanes by constructing a new two-lane bridge adjacent to and south of the existing bridge. At the intersection of 131st Avenue NE, an additional through-lane will be added to the existing configuration. At the Woodinville-Redmond Road NE intersection, an additional eastbound through-lane and a westbound right-turn pocket will be added to the existing configuration. The proposed project includes bike lanes, curb and gutter, and sidewalks along both sides of the road. The existing wire-span signal at the Woodinville-Redmond Road NE intersection will be upgraded with new signal poles. The existing railroad signals will be relocated and modified for the new roadway width. The project will follow the WSDOT Design Manual (July 2010), with several necessary design deviations (i.e., reduced bike lane and sidewalk widths over the existing bridge crossing).

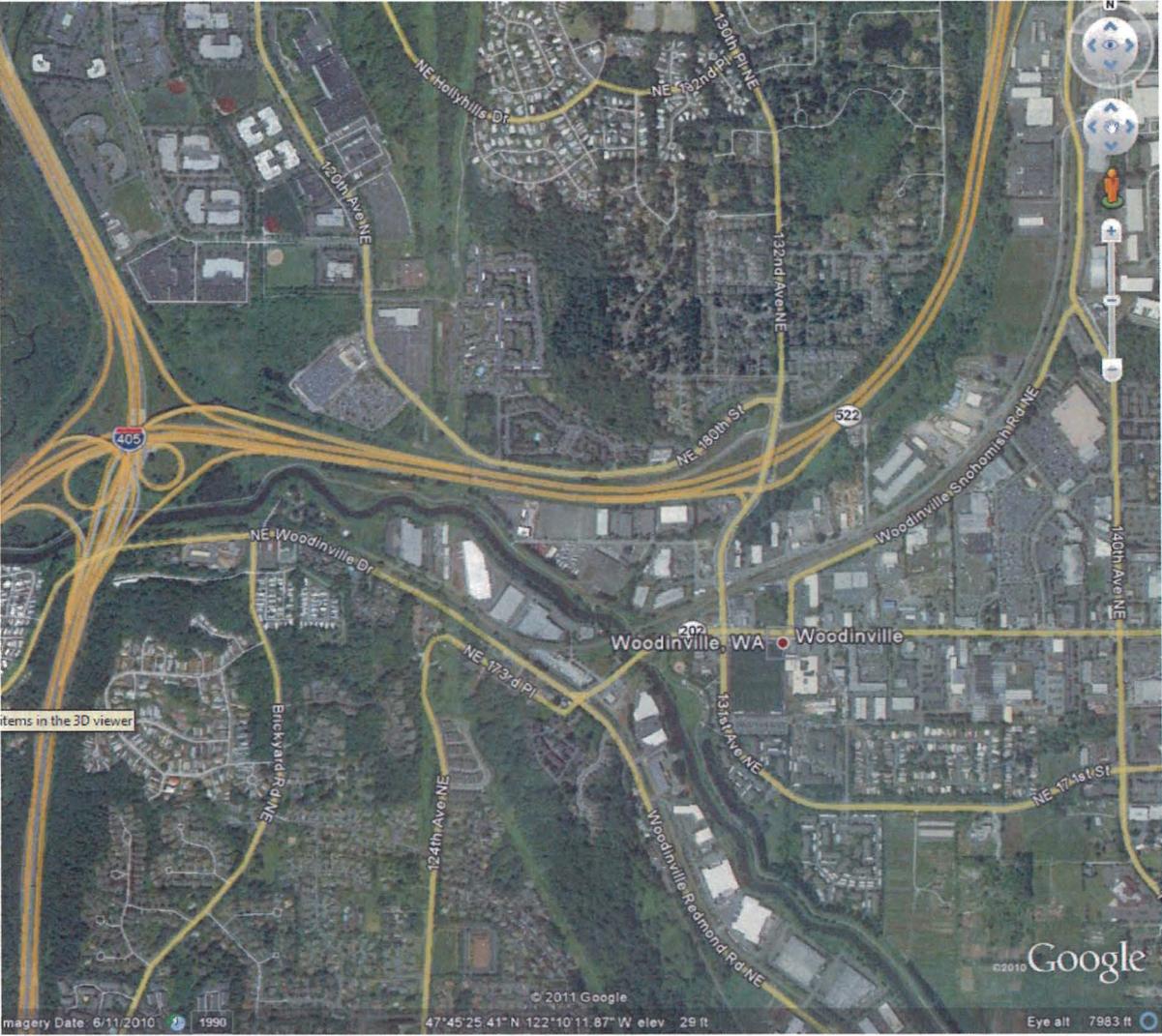
### Construction Sequencing

Construction is expected to start in March 2013 and last for about 9 months. Initial work will include all clearing, excavation, grading, and erosion control necessary to construct the new bridge. The new bridge will be built adjacent to the existing bridge without affecting traffic, although occasional single lane and road closures may be required at night for certain project elements. Once the south side of SR 202 is constructed, traffic will be shifted to the new bridge to allow the north side to be widened, and to remove and replace the existing bridge barriers with new bridge rails and widened sidewalk. The final stage will include landscaping, final clean-up, laying asphalt, and striping. Signal replacements for the Woodinville-Redmond Road NE intersection and the two railroad crossings will happen concurrently with the other improvements.

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DEVELOPMENT SERVICES



Location/Directional Map

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CITY OF WOODINVILLE  
DEVELOPMENT SERVICES

File: P:\2010\10100025\_01\SammamishSR202\04CAD\4.1Sheets\Sammamish-1.dwg Layout: Layout1 User: appleg Plotted: Sep 13, 2011 - 10:20am Xref's:



KING COUNTY  
SECTION: 9  
RANGE: 5E  
TOWNSHIP: 26N

LONGITUDE = 122° 08' 45" W  
LATITUDE = 47° 43' 57" N

Project Area  
Woodinville City Limits

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CITY OF WOODINVILLE  
DEVELOPMENT SERVICES

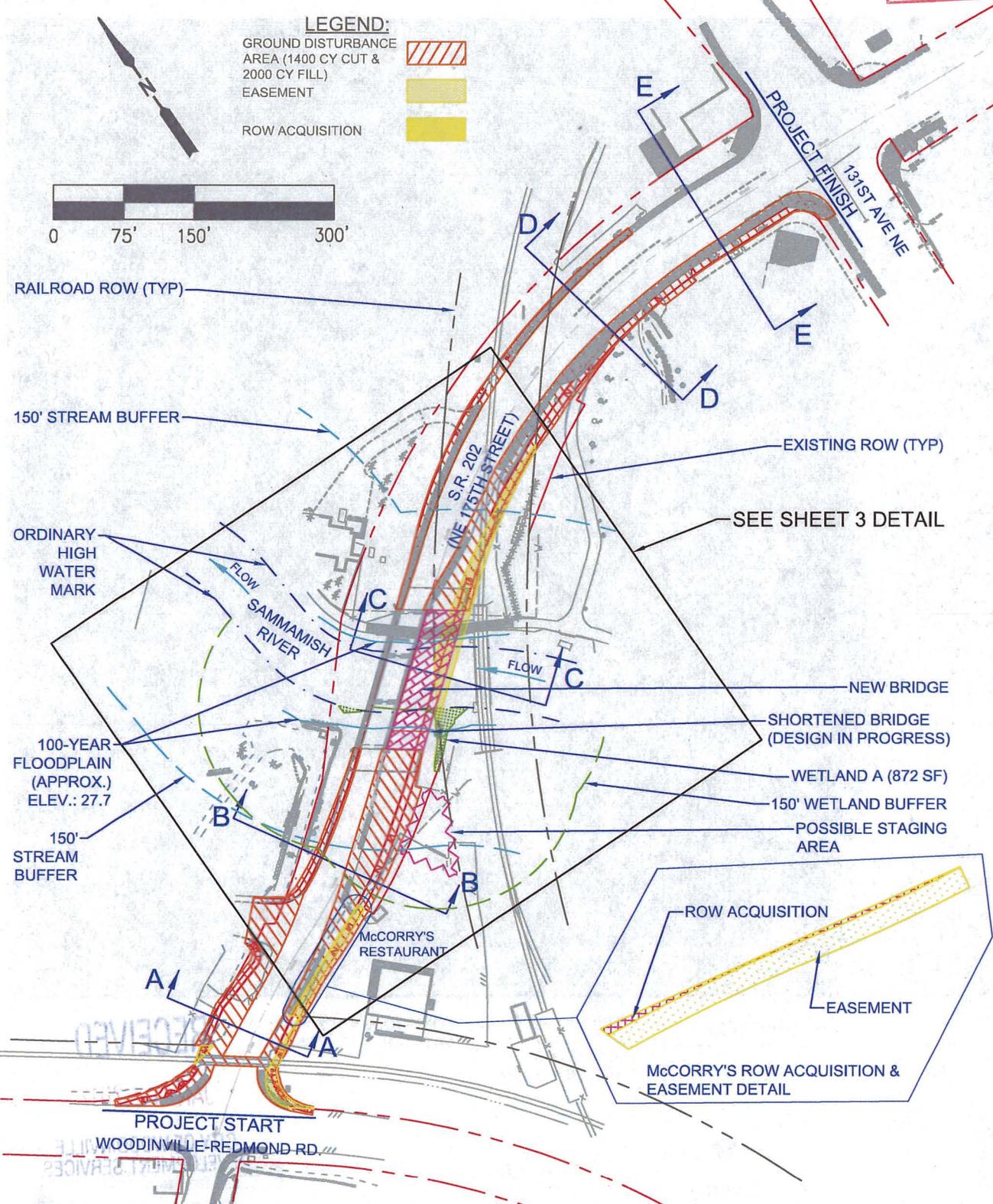
0 250 500 Feet

PURPOSE: CONGESTION RELIEF, SAFETY,  
INCREASE CAPACITY  
DATUM: NAVD 88  
ADJ PROP OWNER:  
1. SEE ATTACHMENT "A"

NAME: SAMMAMISH RIVER BRIDGE AND ROAD  
PROJECT  
LOCATION: SR 202 (NE 175TH ST),  
MILEPOST 0.31 - 0.55, WOODINVILLE, WA  
REFERENCE #:  
DATE: 9/9/11 DRWN:

PROPOSED: BRIDGE CONSTRUCTION  
IN: SAMMAMISH RIVER  
NEAR/AT: WOODINVILLE  
COUNTY: KING STATE: WA

SHEET 1 OF 5



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KING COUNTY  
SECTION: 9  
RANGE: 5E  
TOWNSHIP: 26N

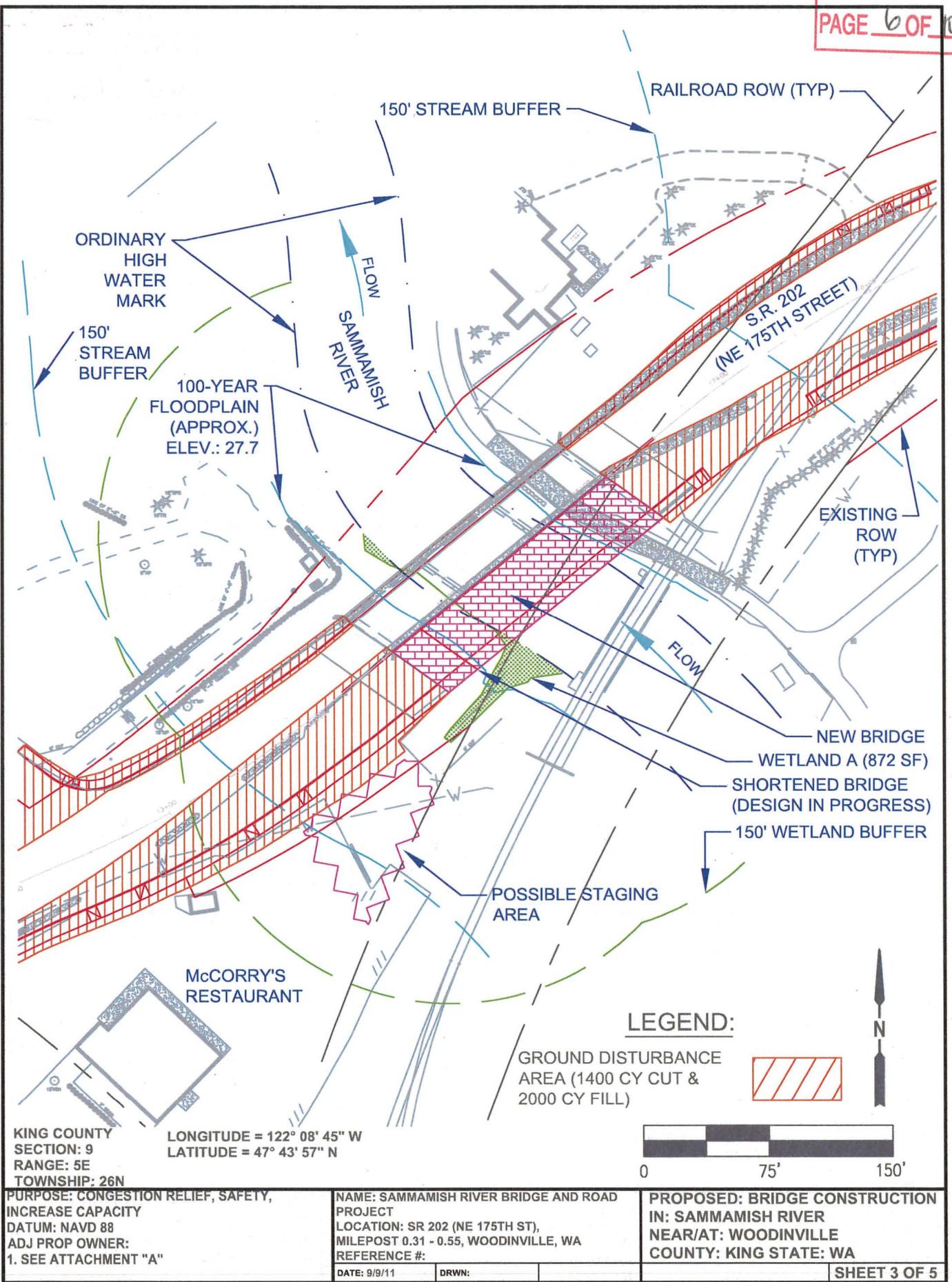
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LATITUDE = 47° 43' 57" N

PURPOSE: CONGESTION RELIEF, SAFETY,  
INCREASE CAPACITY  
DATUM: NAVD 88  
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MILEPOST 0.31 - 0.55, WOODINVILLE, WA  
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PROPOSED: BRIDGE CONSTRUCTION  
IN: SAMMAMISH RIVER  
NEAR/AT: WOODINVILLE  
COUNTY: KING STATE: WA  
SHEET 2 OF 5

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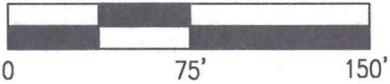


KING COUNTY  
SECTION: 9  
RANGE: 5E  
TOWNSHIP: 26N

LONGITUDE = 122° 08' 45" W  
LATITUDE = 47° 43' 57" N

**LEGEND:**

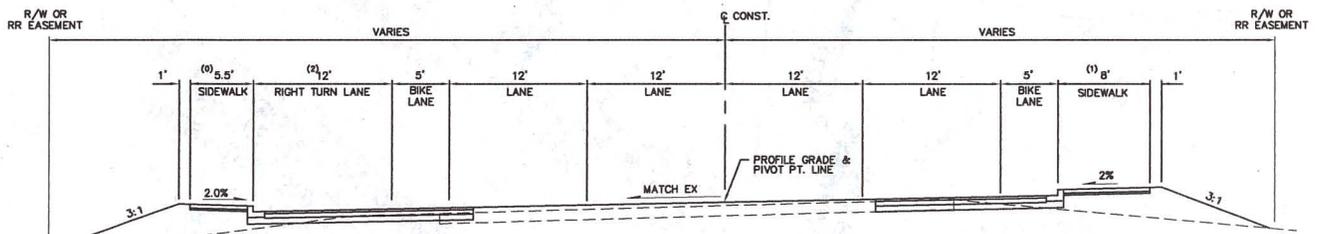
GROUND DISTURBANCE  
AREA (1400 CY CUT &  
2000 CY FILL)



PURPOSE: CONGESTION RELIEF, SAFETY,  
INCREASE CAPACITY  
DATUM: NAVD 88  
ADJ PROP OWNER:  
1. SEE ATTACHMENT "A"

NAME: SAMMAMISH RIVER BRIDGE AND ROAD  
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LOCATION: SR 202 (NE 175TH ST),  
MILEPOST 0.31 - 0.55, WOODINVILLE, WA  
REFERENCE #:  
DATE: 9/9/11 DRWN:

PROPOSED: BRIDGE CONSTRUCTION  
IN: SAMMAMISH RIVER  
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COUNTY: KING STATE: WA

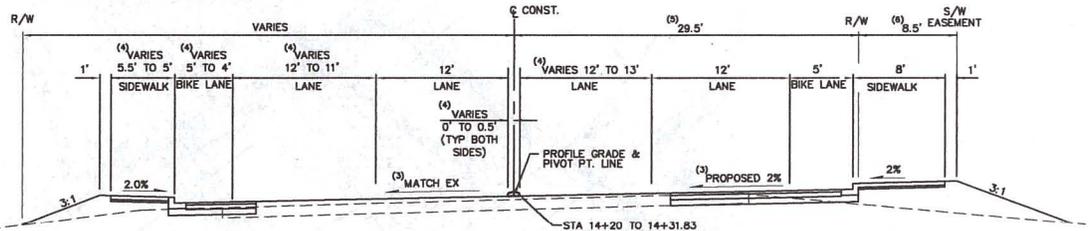


ROADWAY SECTION A - SR 202  
STA 10+26 TO STA 11+88.80

(0) STA WR 100+52.65 TO 10+59.31  
VARIES FROM 5.5' TO 10', SEE PLANS

(1) STA WR 98+31.99 TO 10+84.96  
WIDTH = 5.5'

(2) STA 11+26.50 TO 11+82.70  
VARIES FROM 12' TO 0'



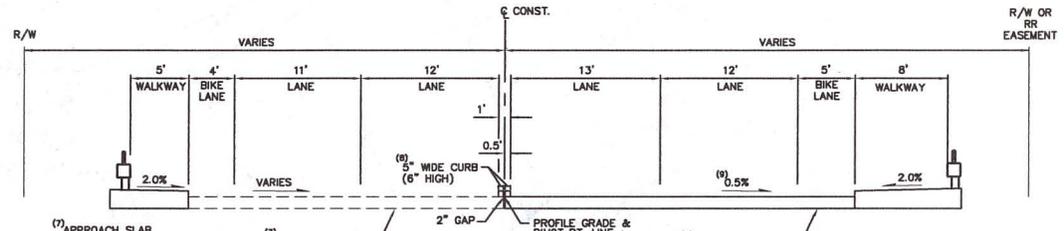
ROADWAY SECTION B - SR 202  
STA 11+88.80 TO STA 14+31.83

(3) SUPERELEVATION VARIES FROM  
STA 13+69.33 TO 14+31.83  
FROM 2% TO 0.1%

(4) STA 12+90.75 TO 14+31.83  
R/W VARIES FROM 49.3' TO 58.73'

(5) STA 12+90.75 TO 14+31.83  
S/W EASEMENT = 0'

(6) WIDTH VARIES FROM STA 13+85 TO 14+20



ROADWAY SECTION C - SR 202  
STA 14+31.83 TO STA 16+41.35

(7) APPROACH SLAB  
STA 14+31.83 TO 14+56.83  
STA 16+16.35 TO 16+41.35

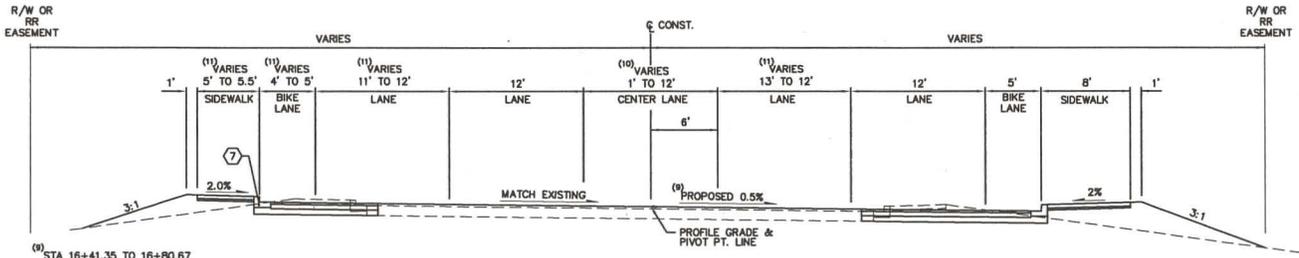
(8) INSTALL PRECAST CONCRETE DUAL SLOPED  
MOUNTABLE CURB ON APPROACH SLAB  
INSTEAD OF 2 EA.-5' WIDE CURBS

(9) SEE BRIDGE PLANS  
FOR DETAILS

(10) SUPERELEVATION VARIES FROM  
STA 14+31.83 TO 14+56.83  
FROM 0.1% TO 0.5%

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<b>KING COUNTY</b> SECTION: 9 RANGE: 5E TOWNSHIP: 26N		LONGITUDE = 122° 08' 45" W LATITUDE = 47° 43' 57" N	
<b>PURPOSE: CONGESTION RELIEF, SAFETY,          INCREASE CAPACITY</b> DATUM: NAVD 88 ADJ PROP OWNER: 1. SEE ATTACHMENT "A"		<b>NAME: SAMMAMISH RIVER BRIDGE AND ROAD          PROJECT</b> LOCATION: SR 202 (NE 175TH ST), MILEPOST 0.31 - 0.55, WOODINVILLE, WA REFERENCE #: DATE: 9/9/11      DRWN:	
		<b>PROPOSED: BRIDGE CONSTRUCTION          IN: SAMMAMISH RIVER          NEAR/AT: WOODINVILLE          COUNTY: KING STATE: WA</b>	
			<b>SHEET 4 OF 5</b>



ROADWAY SECTION D - SR 202

(9) STA 16+41.35 TO 16+80.67  
SUPERELEVATION = 0.5%

STA 16+80.67 TO 20+75.85  
MATCH EXISTING SLOPE

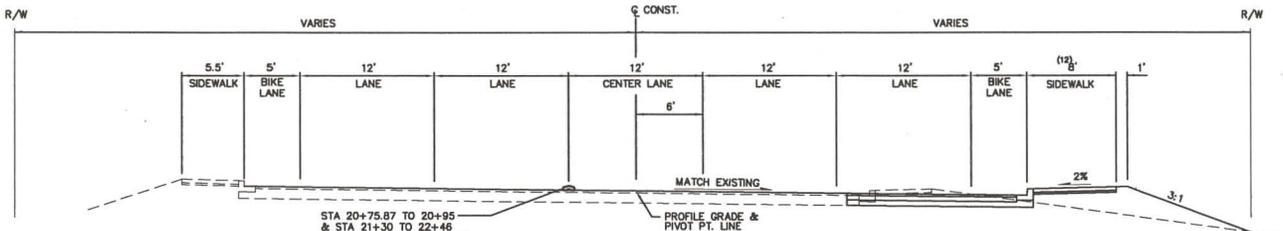
(10) STA 16+41.35 TO 18+50  
WIDTH = 1' WITH PRECAST CONCRETE DUAL FACED SLOPED MOUNTABLE CURB (SEE ROADWAY SECTION B)

STA 16+50 TO 18+00  
WIDTH VARIES FROM 1' TO 12'

STA 18+00 TO 20+75.87  
WIDTH = 12'

STA 20+00 TO 20+75.87, 6' LT  
INSTALL PRECAST CONCRETE DUAL FACED SLOPED MOUNTABLE CURB (SEE ROADWAY SECTION E)

(11) WIDTH VARIES FROM STA 16+50 TO 18+00



ROADWAY SECTION E - SR 202

STA 20+75.87 TO 20+85  
& STA 21+30 TO 22+48  
INSTALL PRECAST CONCRETE DUAL SLOPED MOUNTABLE CURB

(12) STA 21+90 TO 22+15  
SIDEWALK VARIES FROM 8' TO 7.5'

STA 22+15 TO 22+65  
SIDEWALK = 7.5'

KING COUNTY  
SECTION: 9  
RANGE: 5E  
TOWNSHIP: 26N

LONGITUDE = 122° 08' 45" W  
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PURPOSE: CONGESTION RELIEF, SAFETY, INCREASE CAPACITY  
DATUM: NAVD 88  
ADJ PROP OWNER:  
1. SEE ATTACHMENT "A"

NAME: SAMMAMISH RIVER BRIDGE AND ROAD PROJECT  
LOCATION: SR 202 (NE 175TH ST), MILEPOST 0.31 - 0.55, WOODINVILLE, WA  
REFERENCE #:

PROPOSED: BRIDGE CONSTRUCTION  
IN: SAMMAMISH RIVER  
NEAR/AT: WOODINVILLE  
COUNTY: KING STATE: WA

DATE: 9/9/11

DRWN:

File: P:\2010\10100025\_01\SammamishSR202\04CAD\4.1Sheets\Sammamish-5.dwg Layout: Layout1 User: appleg Plotted: Sep 09, 2011 - 11:33am Xref's:



# MEMO

EXHIBIT 2  
PAGE 9 OF 10

Date: January 25, 2012

To: Tom Hansen, P.E. – Director of Public Works  
Rachel Speer, P.E. – Assistant Public Works Director  
17301 133<sup>rd</sup> Avenue NE  
Woodinville, WA 98072

From: Jan Mulder, AICP  
AECOM

Subject: Sammamish River Bridge and Road Project – MP 0.31 – MP 0.55  
Woodinville Shoreline Master Program – Shoreline Conditional Use analysis

The Sammamish River bridge project is permitted as a conditional use under the Woodinville Shoreline Master Program; the road (SR 202) is a permitted use and does not require conditional use approval. According to WAC 173-14-140 *Review criteria for conditional use permits*, the bridge may be authorized if:

- a. The proposed use is consistent with the policies of RCW 90.58.020 and the master program;
  - The project to construct a new (parallel) bridge for SR 202 recognizes both statewide and local interests in improving transportation access.
  - The project preserves the natural character and protects the resources and ecology of the shoreline by minimizing the footprint of the bridge supports, staying outside of the 100-year floodplain, and removing invasive vegetation and replanting with native species.
  - The project results in long term over short term benefits.
- b. The proposed use will not interfere with the normal public use of public shorelines;
  - Over the long term, the bridge project will continue to accommodate the recreational trail along the Sammamish River.
  - During construction, a safe detour will be provided and notice of the detour will be posted in advance of temporary closure.
- c. The proposed use of the site and design of the project is compatible with other authorized uses within the area and with uses planned for the area under the comprehensive plan and shoreline master program;
  - The proposed new bridge is compatible with the existing transportation corridor serving the existing industrial and retail land uses in the immediate area and the designated future industrial and central business land uses.
  - As a conditional use, the bridge is compatible with the other authorized uses in the shoreline environment.

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DEVELOPMENT SERVICES

EXHIBIT 2  
PAGE 10 OF 10

- d. The proposed use will cause no significant adverse effects to the shoreline environment in which it is to be located; and
  - A SEPA environmental checklist has been prepared and the analysis suggests that the lead agency will issue a determination of non-significance (DNS) for the Sammamish River Bridge and Road Project.
  
- e. The public interest suffers no substantial detrimental effect.
  - The bridge will improve traffic flow in the vicinity; the public interest will not suffer substantial detrimental effects. Public interest will suffer if this bridge is not built due to increased congestion, slower travel speeds, increased air pollution due to traffic delays, etc.

The bridge also meets criteria in WAC 173-27-140 *Review criteria for all development*:

- (1) No authorization to undertake use or development on shorelines of the state shall be granted by the local government unless upon review the use or development is determined to be consistent with the policy and provisions of the Shoreline Management Act and the master program.
  - As summarized above, the bridge project is consistent with the policies of the Shoreline Management Act and the Woodinville Shoreline Master Program.
  
- (2) No permit shall be issued for any new or expanded building or structure of more than thirty-five feet above average grade level on shorelines of the state that will obstruct the view of a substantial number of residences on areas adjoining such shorelines except where a master program does not prohibit the same and then only when overriding considerations of the public interest will be served.
  - The bridge project is permitted as a conditional use in the shoreline environment. There are not residences in the area and residential views will not be obstructed.