



# City Council, Regular Meeting

## AGENDA REVISED

November 5, 2013

**5:30 pm** – 9:30 pm  
Council Chambers

### Call to Order

**Executive Session** – Potential Litigation pursuant to RCW 42.30.110(1)(i)

### Roll Call

### Pledge of Allegiance

### Approval of Agenda

### Student Liaison Reports

### Presentations/Proclamations

- 2013 Comprehensive Plan Docket Items/Planning Commission Recommendations

### Public Comment

**Note:** *This is an opportunity for the public to address the Council. Three-minutes limit per person or 5 minutes if representing the official position of a recognized community organization.*

### Consent Agenda

- Payroll for the period ending October 15, 2013 for pay date October 18, 2013 in the amount of \$ 284,644.50
  1. **Approval:** Claims for period ending November 05, 2013 in the amount of \$786,098.00 for Check No. 35931 through 36082
  2. **Resolution:** Final Acceptance/228th Ave SE/SE 24th St Left Turn Pocket Extension Project
  3. **Contract:** Stormwater Facility Replacement Signs/Fast Signs
  4. **Design Contract:** Major Stormwater Repairs/Osborn Consulting
  5. **Approval:** Notes for the October 8, 2013 Study Session

City Council meetings are wheelchair accessible. American Sign Language (ASL) interpretation is available upon request. Please phone (425) 295-0500 at least 48 hours in advance. Assisted Listening Devices are also available upon request.

6. **Approval:** Minutes for October 14, 2013 Regular Meeting

**Public Hearings**

7. **Ordinance:** Second Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Snoqualmie Valley School District No. 410 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date.

**Ordinance:** Second Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Lake Washington School District No. 414 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date.

**Ordinance:** Second Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Issaquah School District No. 411 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date

8. **Ordinance:** First Reading Vacating a Portion of SE 28<sup>th</sup> Street

9. **Ordinance:** First Reading Vacating a Portion of SE 32<sup>nd</sup> Street

**New Business**

10. Solid Waste Transfer Station

**Unfinished Business**

11. Fire Services

**Council Reports**

**City Manager Report**

- Mid-Biennial Budget Overview
- NLC Voting Delegate

**Adjournment**

**AGENDA CALENDAR**

<b>Nov 2013</b>			
Tues 11/12	6:30 pm	Special Meeting/Joint Meeting with PC	Comprehensive Plan Update Fire Services
Mon. 11/18	6:30 pm	Regular Meeting	Ordinance: Second Reading for Ja Huvinen Street Vacation Ordinance: Second Reading for a Portion of SE 32 <sup>nd</sup> Street Vacation Ordinance: Public Hearing First Reading/2013 Docket Ordinance: Public Hearing/First Reading 2013-2014 Budget Adjustment Ordinance: Public Hearing/First Reading 2014 Tax Levy Public Hearing: First Reading Collective Gardens Public Hearing: First Reading Recreational Marijuana Resolution: Support for ISD Bond/Levy Resolution: Salary Schedule Discussion: Tree Retention Ordinance Community Center Update
<b>Dec 2013</b>			
Tues 12/03	6:30 pm	Regular Meeting	Ordinance: Second Reading 2013-2014 Budget Adjustment Ordinance: Second Reading 2014 Tax Levy Ordinance: Second Reading 2013 Docket Ordinance: Second Reading Collective Gardens Ordinance: Second Reading Recreational Marijuana Resolution: Fee Schedule Resolution: Comprehensive Plan Resolution: Medical Insurance Rate Contribution Contract: Community Sports Field Maintenance/Brickman Contract: Custodial Services/TBD Contract: On-Call Electrical Services/TBD Contract: Plumbing/Eastside Plumbing Contract HVAC Maintenance/TBD Contract: Olympic Environmental/Recycle Grants Program
Mon 12/9			Boards & Commission Appreciation Event
Tues 12/10	6:30 pm	Special meeting/Study Session	Presentation: Councilmember Recognition
Mon. 12/16	6:30 pm	Regular Meeting	<b>CANCELLED</b>
<b>Jan 2014</b>			
Tue 01/01	6:30 pm	Regular Meeting	<b>CANCELLED – NEW YEAR’S DAY</b>
Tues 01/07	6:30 pm	Special Meeting	Oath of Office New Councilmembers Commission Interviews
Mon 01/13	6:30 pm	Regular Meeting	Commission Appointments
<b>Fberuary 2014</b>			
Tues 02/04	6:30 pm	Regular Meeting	
Tues 02/11	6:30 pm	Study Session	Television Cable Franchise
Mon 02/17	6:30 pm	Regular Meeting	



If you are looking for facility rentals, please click [here](#).

<< October

## November 2013

December >>

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5 6:30 p.m. City Council Meeting	6 4 p.m. Finance Committee Meeting 6:30 p.m. Parks and Recreation Commission Meeting	7 6:30 p.m. Planning Commission Meeting	8	9 9 a.m. Volunteer at Pine Lake Park
10	11 Veterans' Day City offices closed	12 6:30 p.m. City Council Special Meeting	13 7 p.m. Beaver Lake Management District Meeting	14	15	16 9 a.m. Plant Salvage Event
17	18 6:30 p.m. Arts Commission Meeting 6:30 p.m. City Council Meeting	19 5:30 p.m. City Council Office Hour	20 6 p.m. Sammamish Youth Board Meeting	21 6:30 p.m. Planning Commission Meeting	22	23
24	25	26	27	28 Thanksgiving City offices closed	29 Thanksgiving City offices closed	30

If you are looking for facility rentals, please click [here](#).

<< November

## December 2013

January >>

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 6:30 p.m. City Council Meeting	4 6:30 p.m. Parks and Recreation Commission Meeting	5 6:30 p.m. Planning Commission Meeting	6 6 p.m. Holiday Lighting Ceremony	7
8	9 5:30 p.m. City Council Office Hour 6 p.m. Boards and Commission Appreciation Event	10 6:30 p.m. Special Meeting / Study Session	11	12	13	14
15	16 6:30 p.m. City Council Meeting <b>Canceled</b> 6:30 p.m. Arts Commission Meeting	17	18 6 p.m. Sammamish Youth Board Meeting	19 9 a.m. Donate Blood at City Hall 6:30 p.m. Planning Commission Meeting	20	21
22	23	24	25 Christmas City offices closed	26	27	28
29	30	31	City offices closed			



## Planning Commission

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801 228<sup>th</sup> Avenue SE • Sammamish, WA 98075 • Phone: 425.295.0500 • Fax: 425.295.0600 • web: www.sammamish.us

**Date:** October 30, 2013  
**To:** City Council  
**From:** Michael Luxenberg, Chair  
Mahbubul Islam, Vice Chair  
**RE:** Recommendation for proposed Transportation Level of Service Changes

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On behalf of the Planning Commission, I am pleased to transmit the Planning Commission's recommendations for modifications to the transportation Level of Service (LOS) standards within the Transportation Element of the City's Comprehensive Plan.

This proposal was added to the 2013 docket at the City Council's December 11, 2013 meeting. This issue arose out of interest among City Councilors in removing projects designed to improve portions of East Lake Sammamish Parkway from the Transportation Improvement Program. These projects were included in the program because they were required in order to meet the City's adopted Level of Service standards. Changes to the Transportation Improvement Program require an amendment to our comprehensive plan.

The Planning Commission was directed to review potential modifications to the City's Transportation Element of the Comprehensive Plan. The City Council directed the Commission to examine the current comprehensive plan Level of Service (LOS) standards and recommend adjustments such that the future East Lake Sammamish Parkway projects would not be needed to meet these standards. In addition, the City Council also requested that the Planning Commission review the need to add projects supporting anticipated Town Center growth.

The Planning Commission recommends that the City Council adopt the following proposed modifications to the Transportation Element of the City's Comprehensive Plan:

- Revise Table V-J in the Comprehensive Plan to allow a roadway parallel to a regional trail to realize a capacity benefit of 580 vehicles per 1 foot of trail width, eliminating the need for future improvements on East Lake Sammamish Parkway;
- Reclassify SE 4<sup>th</sup> Street between 218<sup>th</sup> and 228<sup>th</sup> streets from a Collector to a Minor Arterial and add SE 4<sup>th</sup> Street improvements to the City's *Concurrency Project List*;
- Continue discussion and coordination with King County and add Duthie Hill improvements to the City's *Concurrency Project List* at such time that Sammamish is in control of the entire corridor between Issaquah Beaver Lake Road and Trossachs Blvd or when a coordinated and continuous project can be developed in partnership with King County and/or Issaquah; and
- Address projected intersection failures at S.E. 4<sup>th</sup> Street and 228<sup>th</sup> Ave. SE and Issaquah Pine Lake Road SE and SE 32<sup>nd</sup> Street as part of the concurrency projects planned or recommended in this memo. Address projected intersection failures at SE 8<sup>th</sup> Street and 228<sup>th</sup> Ave. and Issaquah Pine Lake Road SE

and 228<sup>th</sup> Ave. through project-specific SEPA (State Environmental Policy Act) analyses associated with the planned development.

## **Background**

The current Comprehensive Plan defines the adopted LOS standards for the City's transportation system. Annual traffic counts are compared to the City's transportation model to assess whether the system is achieving the adopted standards. The model includes the anticipated future development citywide and forecasts the future traffic volumes. The transportation model forecasts are used to assess the system and determine if it will meet the defined LOS standards in future years.

LOS for road segments and corridors are measured by a volume to capacity ratio (V/C) and intersections are measured with an alphabetical system (A through F) that uses time delay as the metric.

If a road segment, corridor, or intersection in the transportation system is predicted to fall below the adopted standards, the City is required to program capital projects to address the anticipated deficiency and bring the system back up to the adopted standards "concurrently" with developmental impacts. This is called "concurrency". State law has defined "concurrency" to mean the system failures must be fixed within ten years of the development's impact occurring.

A list of projects, the *concurrency project list*, was established such that the City's transportation system would meet the adopted LOS standards as development occurs.

## **Public Process and Planning Commission Review:**

Meetings were held on the following dates to address the Transportation questions raised by the City Council:

- February 21, 2013
- March 7, 2013
- March 21, 2013
- April 4, 2013
- May 2, 2013
- May 16, 2013

During the May 16<sup>th</sup> meeting, the Commission held a formal public hearing and listened to public testimony on the subject. A summary of public comment is attached.

## **Planning Commission Recommendation:**

### ❖ East Lake Sammamish Parkway

The current adopted concurrency project list includes two projects along East Lake Sammamish Parkway NE. Both of the following projects are needed to maintain concurrency based on the current LOS standards:

- East Lake Sammamish Parkway NE: NE 26th St to 196th Ave NE
- East Lake Sammamish Parkway NE: 196th Ave NE to 187th Ave NE

The Commission considered five options to achieve the Council’s goal of removing both East Lake Sammamish Parkway (ELSP) projects from the City’s concurrency project list. The options that were considered are listed below:

- **Option 1:** Change the acceptable volume over capacity (V/C) ratio for northern segments of ELSP Segments 1, 2 and 3
- **Option 2:** Create a unique capacity threshold for ELSP
- **Option 3:** Allow the adjacent regional East Lake Sammamish Trail to add “capacity benefits” to ELSP
- **Option 4:** Create a reduced scale project to meet future capacity needs
- **Option 5:** Modify the roadway functional classification of ELSP north of Inglewood Hill Road

The Commission voted on May 16<sup>th</sup> to recommend **Option 3**; which is to revise the LOS to incorporate a calculated capacity benefit from the adjacent regional East Lake Sammamish Trail that is sufficient to meet the future traffic volume needs of ELSP. The Commission is recommending this be accomplished by modifying Table V-J in the Comprehensive Plan to allow a roadway parallel to a regional trail to realize a capacity benefit of 580 vehicles per 1 foot of trail width (i.e. the 12 foot wide East Lake Trail would provide 6,960 vehicles per day of capacity). By making these recommended changes, future phases of ELSP would no longer be required.

In addition to the Level of Service changes, the Commission is recommending the City Council consider future projects that would provide enhanced pedestrian crossing facilities, allowing residents improved safe access to the regional trail.

One of the Commission’s success criteria for this project is to understand likely implications of policy options. The Commission would like to make sure the City Council is aware that by removing ELSP from the project list, planned improvements to Sahalee Way will likely need to be accelerated.

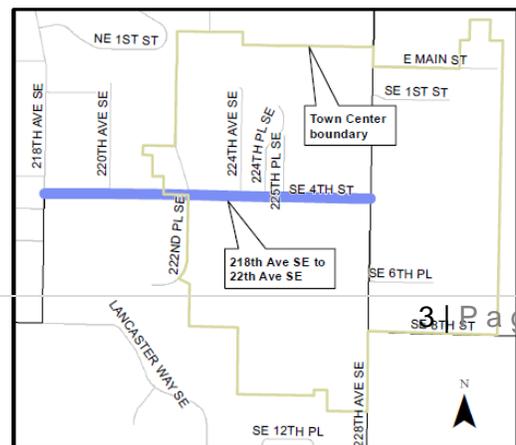
#### *Rationale for Commission Recommendation*

The East Lake Sammamish Trail is a regional facility that provides real and significant capacity to not only local users, but to the region (specifically Issaquah, Sammamish and Redmond commuters and recreational users). This regional trail has urban services on each end and it supports a mode shift to bikes and pedestrians from cars which provides a reduced demand on the parallel road, ELSP. We recommend the current Comprehensive Plan be modified to take this into account.

#### ❖ Town Center Projects

The Commission reviewed the transportation system needs based on adding the adopted Town Center land use. The results from the City’s Transportation Model show two major roadway projects reaching threshold volumes requiring improvements per the City’s LOS standards. Those two projects are SE 4<sup>th</sup> Street between 218<sup>th</sup> Avenue SE and 228<sup>th</sup> Avenue SE, and SE Duthie Hill Road. In addition, the modeling results showed four (4) intersection failures along 228<sup>th</sup> Avenue SE with the addition of the Town Center growth.

— SE 4<sup>th</sup> Street



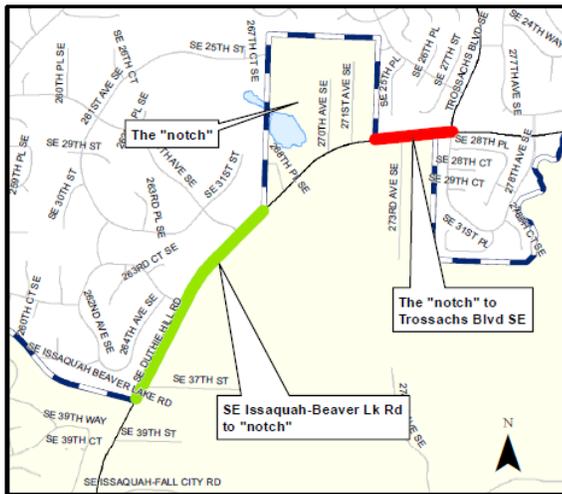
The SE 4<sup>th</sup> Street corridor future capacity needs are 18,500 vehicles per day. Under the current Comprehensive Plan, SE 4<sup>th</sup> Street is classified as a Collector which has a maximum capacity value of 17,800 vehicles per day. The Commission is recommending that SE 4<sup>th</sup> Street between 218<sup>th</sup> and 228<sup>th</sup> Avenue SE be reclassified as a Minor Arterial (which allows a capacity up to 25,370 vehicles per day). The Commission is also recommending the City Council add a project to the Transportation Improvement Program to improve SE 4<sup>th</sup> Street in such a way as to provide for the future volumes. The recommendation includes adding this project to the Street Impact Fee calculation that is currently charged to developers.

*Rationale for Commission Recommendation*

SE 4<sup>th</sup> Street is within the heart of Town Center and improvements are needed to support the City’s adopted Town Center plan. Without re-classifying the roadway, under current policies, this street will not meet the adopted LOS standard even if it were improved. Also, by adding this project to the City’s Concurrency List, the City will be able to begin to collect Street Impact Fees to assist with the project funding.

— SE Duthie Hill Road

The SE Duthie Hill Road corridor was also identified by the transportation model as needing capacity improvements to meet the future traffic volume projections. Currently, the SE Duthie Hill Road corridor carries about 13,400 vehicles per day. Per the City’s comprehensive plan it has a capacity of 16,790 vehicles per day. The model predicts that by the year 2025 the capacity needs will be 19,500 vehicles per day, which is when the capacity improvements would be triggered.



Because Duthie Hill Road is not continuous within the City of Sammamish and concerns that King County may not be willing or able to construct improvements within their jurisdictional boundaries, the Commission is recommending that the City continue discussion and coordination with the neighboring jurisdiction (currently King County) and add the Duthie Hill Rd improvements to the City’s concurrency project list at such time that Sammamish is in control of the entire corridor between Issaquah-Beaver Lake Road and Trossachs Blvd SE or when a coordinated and continuous project can be developed in partnership with the neighboring jurisdiction.

*Rationale for Commission Recommendation*

As shown in the figure above, the City does not control the full corridor along SE Duthie Hill Road. Currently the area along Klahanie and the “notch” area is within King County’s jurisdiction. The Commission was concerned about recommending the City program a project and collect fees for a project that will cost in excess of \$25 Million but not provide real world benefit due to the discontinuous nature of the roadway’s ownership.

— *Intersection Level of Service Failures*

Four specific intersections were projected to operate below the adopted acceptable levels of service (LOS C) when the transportation model runs were made in connection with Town Center.

1. SE 4th Street and 228th Avenue SE (Predicted to operate at LOS: F during the PM Peak in future years); and
2. Issaquah Pine Lake Road SE and SE 32nd Street (Predicted to operate at LOS: E during the PM Peak in future years); and
3. SE 8th Street and 228th Avenue SE (Predicted to operate at LOS: F during the PM Peak in future years); and
4. Issaquah Pine Lake Road SE and 228th Avenue SE (Predicted to operate at LOS: F during the PM Peak in future years).

Intersection 1 is adjacent to the SE 4<sup>th</sup> Street roadway concurrency project being recommended above and the Commission is recommending that the concurrency project include intersection improvements to address any operating deficiencies.

Intersection 2 is adjacent to an existing project on the City's concurrency list; Issaquah Pine Lake Roadway Improvements. The Commission is recommending that the City include any necessary intersection improvements in that project to address intersection deficiencies.

Intersections 3 and 4 were studied by the City in 2012 as part of the 228<sup>th</sup> Corridor analysis. The study concluded that the type of correction needed would depend upon the type of development. Corrections could be as simple as timing changes or may necessitate significant construction. The future operating LOS of these two intersections will depend greatly on the specific development (type and location) of the Town Center.

The Commission is recommending the City Council not take any action at this time to address projected 3 and 4 intersection failures, but rather allow the specific failures and solutions to be identified and addressed by the permit and environmental review process for specific Town Center Projects.

*Rationale for Commission Recommendation*

Intersection LOS is sensitive enough that each development project within Sammamish is required to evaluate all intersections where they add 10 or more peak hour vehicle trips. They are required to study both AM and PM peak hour impacts. If their 10 or more trips cause a LOS failure, they must provide the necessary mitigation to address the failure before they can develop. The Commission's recommendations for Intersections 3 and 4 are consistent with this practice and will better and more rapidly address the very specific impacts.

Intersections 3 and 4's proximity to planned major capital improvements will afford an opportunity to address any anticipated LOS failures at that time. It will also insure that the new improvements themselves will be successful and leave behind a deficiency that will need to be evaluated and addressed at a later date.

Thank you for your consideration of our recommendations. If you have any questions, please contact Laura Philpot at 425-295-0570 or [lphilpot@sammamish.us](mailto:lphilpot@sammamish.us).



# Transportation Level of Service Public Comment Summary – May 16<sup>th</sup> 2013

Date	Name	Organization	Summary of Comment	Staff Response
04/08/2013	Jim Stanton	Email - Received	<ul style="list-style-type: none"> <li>Shared his opinions regarding the southern end of the City. He stated that they have repeatedly asked Sammamish to pay attention to improvements on Issaquah- Pine Lake Rd. (carry over project from KC due to be expanded originally by KC in the late 90's).</li> <li>He feels that it is not accurate that Director Philpot and David Evans are using V/C ratio as the sole guide for determining what to do here. That's a 24 hour measure of total traffic and the more specific issue is am and pm peak that overwhelms capacity, not total counts all day long. He feels that the City is relying on the wrong measurement output to make a decision on what to do here.</li> </ul>	<p>The City Council gave the Planning Commission very specific scope of work. The work did not include revisiting the current comprehensive plan level of service standards citywide.</p> <p>There will be an opportunity to revisit the level of service standards in the full comprehensive plan update that is expected to be adopted in 2015.</p>
05/16/2013	Greg Allen 530 254 <sup>th</sup> Ave Sammamish, WA 98074	Public Hearing PC Meeting	<ul style="list-style-type: none"> <li>Resident here at the City of Sammamish during the last 10 years. Feels like King County have lower community standards during this period of time.</li> <li>King County 6 year TIP Project always turned into a 12 year TIP project without numerous projects ever being build. He now feels that the City have been listening and are putting the existing residents first. He felt refreshed to hear that all details would be submitted through SEPA.</li> <li>He requested that we do not lower the level of service in the Community to the detriment of existing residents. Please to hear that within the Community Sammamish would build something</li> </ul>	<p>The level of service is not being "lowered". The level of service is being modified to account for the benefits being realized by the adjacent regional trail.</p> <p>Also, Mr. Allen expressed concerns about traffic on State Route 202. This is not within the City of Sammamish's city limits.</p>

			<p>when it triggers concurrency standards.</p> <ul style="list-style-type: none"> <li>• Concerned with the volume on East Lake Sammamish Parkway and 202. With these two projects in mind encouraged the City not to take a regional outlook.</li> <li>• He feels very disappointed if Sammamish were to lower the Level of Service.</li> </ul>	
05/16/2013	Murray Todd 2366 279 <sup>th</sup> Drive SE Sammamish, WA 98075	Public Hearing PC Meeting	<ul style="list-style-type: none"> <li>• Duthie Hill Road concern, over the last 10 years he feels there has been very little improvements. Several traffic lights have been inserted which the residents are very grateful for.</li> <li>• Peak Business Hours - It takes 20 minutes from Trossachs to I-90 due to the volume of traffic jammed/logged up on this road.</li> <li>• Main purposes of attending the Public Hearing today was to bring it to the City's attention that this road needs major funding which should incorporate widening, re-paving included fixing the numerous amounts of pot holes.</li> </ul>	The Planning Commission is recommending the City Council work with King County to develop a corridor project that spans multiple jurisdictions and solves the congestion and safety concerns of Sammamish residents.



## Planning Commission

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801 228<sup>th</sup> Avenue SE • Sammamish, WA 98075 • Phone: 425.295.0500 • Fax: 425.295.0600 • web: www.sammamish.us

**Date:** October 30, 2013  
**To:** City Council  
**From:** Michael Luxenberg, Chair  
Mahbulul Islam, Vice Chair  
**RE:** Planning Commission Recommendation on Density Calculation Pilot Program

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The City Council at its December 11, 2012 meeting placed two items on the 2013 docket for review and recommendation by the Planning Commission. This memo transmits the Commission's recommendation on the Density Calculation Pilot Program, (*Attachment A*, submitted by the program proponent, Mr. Kipp).

Mr. Kipp proposes the creation of a pilot program of up to five subdivision projects which would use a modified density calculation method to determine the number of allowed dwelling units. The task before the Planning Commission, as set by the City Council, was to review the proposal and decide whether or not to recommend creation of a pilot program.

The Planning Commission began work on this proposal on June 20, 2013 with an introduction by staff, followed by a study session on July 11, 2013. We held a public hearing on July 25, 2013. Due to continued interest by some members of the public in providing additional comment after this date, the public hearing was re-opened for additional comment during our September 19, 2013 meeting with the record held open until October 2, 2013. We received comment both in favor of and in opposition to the pilot program. A summary of comments from members of the public is attached (*Attachment B*).

We approached this proposal by first understanding the development standards and regulations pertaining to density calculation currently in place, then considering the impacts that could arise, should the pilot program be created. We next considered ways to mitigate potential significant negative impacts. The Commission also discussed how pilot program monitoring might work, including what kinds of data would be produced that would assist our upcoming work on the comprehensive plan, noting that a key reason for creating pilot programs is to provide data that will inform future decisions. This discussion led to a realization that even if the City Council were to approve a pilot program before the end of the year, no data from the program would be available in time to inform the Commission's scheduled March 2014 work on the land use element of the comprehensive plan.

Deliberations and a Commission vote occurred at our October 3, 2013 meeting. Only five Commissioners were present at that meeting and the discussions made clear that the Commission would not be making a unanimous recommendation. The vote was 3-2 in favor of **not** recommending creation of a pilot program. The voting majority was of the opinion that since the pilot program would not be able to provide information that would assist the Commission in making better policy recommendations (a key purpose of pilot programs) in the land use element of the comprehensive plan, it should not be recommended. This recommendation only addresses

the appropriateness of a pilot program; we did not address the question of whether the City should consider a change in policy and adopt a gross density calculation city-wide.

Commissioner Collins elected to draft a minority report. Three other Commissioners have chosen to support this minority report: One who was present at the meeting and voted in the minority and two who were not at the meeting. The supporters of the minority report have also submitted a draft ordinance, revised from an earlier version considered by the Planning Commission, outlining possible parameters for a pilot program for consideration by the Council.

*Summary:* The Planning Commission decided, by a vote of three to two, **not** to recommend creation of a pilot program. However, four of the seven Planning Commissioners are in support of the minority report (*Attachment C*), and provide the attached draft ordinance as a framework for creating a pilot program (*Attachment D*).

**Attachments:**

A: Application

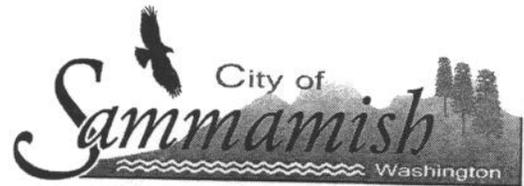
B: Public comment summary

C: Minority Report

D: Draft ordinance

Community Development Department  
 801 228th Avenue SE  
 Sammamish, WA 98075-9509  
 Phone: 425-295-0500  
 Fax: 425-295-0600

City Hall Hours: 8:30am-5:00pm  
 Permit Center: 8:30am-4:00pm



Web: [www.ci.sammamish.wa.us](http://www.ci.sammamish.wa.us)

**Land Use Application**

SMC Chapter 24

**Comprehensive Plan Amendment NOV 05 2012**  
**Policy Plan Amendment**

**CITY OF SAMMAMISH**

Submittal Items	
	Base Land Use Application
	SEPA Environmental Checklist
	List of prior/pending applicable permits or decisions or variances
	Legal Description of Site
	Criterion Compliance Document
	Mailing, List, Map & Labels <sup>1</sup> <ul style="list-style-type: none"> <li>• One list &amp; map of property owners within 500 feet of subject property line</li> <li>• Four sets of mailing labels</li> </ul>
	Counter Service Intake Fee: \$116.00
	Legal Notice Posting: \$190.40
	Preliminary Review Deposit: \$1,740.00
	Publication/Mailing: \$250.00
	SEPA Determination: \$580.00

Each year the city's comprehensive plan or development regulations may be amended to add technical updates, make corrections, reclassify land use map designations or to make other changes exclusive of changes to policy language. For the 2013 comprehensive plan amendments, submittal of applications will be accepted from Sept 1 thru Sept 30, 2012.

Applications are evaluated for compliance with the Sammamish Municipal Code (SMC), King County Countywide Planning Policies, and the State Growth Management Act (GMA) and forwarded to the Planning Commission for a recommendation. A final decision is made by the City Council. Amendments are subject to public participation.

Please provide specific written responses to the following SMC criteria, to the extent known:

1. Describe the proposed change.
2. Describe the anticipated impacts of the change, i.e., geographic area affected and issues presented.
3. Describe why the existing comprehensive plan guidance in effect or the existing criteria is no longer applicable.
4. Describe how the amendment complies with GMA goals/requirements.
5. Describe how the amendment complies with the Sammamish vision statement.
6. What are the effects of the change on the current functional plans/capital improvement programs.
7. Describe the necessary implementation steps and alternatives to the proposed change.
8. Describe how the change implements/supports the goals of the comprehensive plan.
9. What effects would the proposed amendment have on adjacent and nearby existing and permitted land use and surrounding development pattern?

<sup>1</sup> As identified by KC Tax Assessor records. The 500 foot area shall be expanded as necessary to include at least 20 different property owners.

The listed fees are initial deposit amounts based on hourly rate of \$116.00. If the initial deposits have been exhausted before the project is completed an additional deposit will be required in the amount estimate by the Community Development Department round to the nearest 10 hour increment.

## Comprehensive Plan Amendment Policy Plan Amendment

1. Describe the proposed change. Amend Sammamish Municipal Code (SMC) 21A.25.080 for R-1 zoned properties only, to allow 100% of the site area to be used in calculating the maximum allowable residential density.
2. Describe the anticipated impacts of the change, i.e., geographic area affected and issues presented. This change would result in a slight increase in the number of residential units allowed on R-1 zoned properties.
3. Describe why the existing comprehensive plan guidance in effect or the existing criteria is no longer applicable. The City of Sammamish has the most restrictive regulations among jurisdictions in King County for calculating the allowed density of a property (see attachment 1). This is especially true for R-1 zoned properties in Sammamish.

The current restriction on R-1 lands significantly limit the development potential of many properties that could otherwise provide opportunities for small scale residential development.

- R-1 lands are required to set aside 50% of the property for permanent open space, and
- R-1 lands must deduct all environmentally critical areas/buffers and street rights-of-way from their allowed density.

These two regulations together result in a "double whammy" to R-1 properties.

Many R-1 lands have less than 50% of their site encumbered by critical areas and could easily develop ½ acre lots on the remaining 50% not set aside for permanent open space. However, because of the existing density regulations, they are not allowed to do so. This creates an unfair burden on those properties w/ environmentally critical areas. Here are two scenarios that depict this disparity.

- Scenario 1: a 30 acre parcel w/ 12 acres of environmentally critical areas and requires 3 acres for streets/roads; the maximum allowable density for the site would be 15 residential lots to be built on 15 acres.
- Scenario 2: a 30 acre parcel w/ no critical areas and requires 3 acres for streets/roads; the maximum allowable density would be 27 residential lots to be built on 15 acres.

This represents a loss of more than 44% in the development potential (and value) in Scenario 1, yet in both scenarios, 50% of the land would be set aside in permanent open space and development would occur on 15 acres of unencumbered land.

It is also important to note that the 12 acres of environmentally critical areas in Scenario 1 would be fully protected by the city's ECA regulations. No ECA regulations would be changed under this amendment.

By maintaining the 50% set aside, while allowing 100% density credit for these properties, a reasonable level of development could occur that otherwise is not financially feasible for many R-1 properties.

4. Describe how the amendment complies with GMA goals/requirements. The proposed amendment is consistent with the overall philosophy of the state's Growth Management Act. More specifically, the following GMA goals will be advanced with the proposed amendment:
- Urban Growth – this amendment will encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner
  - Reduce Sprawl – by encouraging development w/in the city, it reduces the demand to convert undeveloped land into sprawling, low density development.
  - Property Rights – the private property rights and development potential of R-1 land owners in the city are significantly limited with the existing density regulations. The City of Sammamish has the most limiting density calculation formula among jurisdictions in King County. This amendment will provide a more fair and better balance between property rights and environmental protection
  - Environment – no change to the city's current or future environmentally critical areas (ECA) regulations is proposed with this amendment. The ECA regulations, along w/ the 50% set aside for open space provide strong protection of the environment on R-1 lands.
5. Describe how the amendment complies with the Sammamish vision statement. The vision of Sammamish is a community of families. This includes quality residential neighborhoods on lands that can accommodate development. Currently many R-1 lands are underdeveloped due solely to the methodology used to calculate allowable density. As discussed above, this amendment will provide the opportunity for new, high quality residential development to occur, thus supporting the vision statement of Sammamish.
6. What are the effects of the change on the current functional plans/capital improvement programs. This is a difficult question to answer with a great deal of certainty.

It is recognized that the city's current capital facilities plan is based on the city's growth projections which used the existing code's density calculation formula. However, this amendment applies to only R-1 properties and thus the impact to the CIP should be minimal, if at all. To provide a likely scenario, the following information and analysis, based on the 2007 King County Buildable Lands Report and the Sammamish Comprehensive Plan, is provided.

According to the 2007 King County Buildable Lands Report, Sammamish had (in 2006) approximately 1,107 gross acres zoned R-1 that were either vacant or had redevelopment potential. Included on these lands were approximately 640 acres of environmentally critical areas plus 199 acres (approx. 18%) for anticipated ROW. A total of 839 acres of R-1 land not counted in the growth forecast model.

Using the Buildable Lands Report methodology, subtractions of 176 acres for Public Purpose (16%) and 199 acres for Market Factor (15-20%), are taken from the 839 acres, leaving 464 acres of R-1 land would be added to the gross area planned for in the CIP. If one then applies the factor of 0.5 Dwelling Units Per Acres Yield used in the Comprehensive Plan Future Growth Forecasts, the number is reduced to 232 or fewer.

Based on this analysis, the maximum number of households that would be added to the city's growth projections is 232. It is reasonable to expect that the CIP and other functional plans for the City of Sammamish could accommodate an additional 232 households in their existing plans.

7. Describe the necessary implementation steps and alternatives to the proposed change. The Sammamish City Council would need to adopt an amendment to SMC 21A.25.080. The following code amendment is proposed. The code change is highlighted in **bold, underline italics**.

**21A.25.080 Calculations – Site area used for density calculations.**

(1) All site areas may be used in the calculation of maximum allowed residential density or project floor area except as outlined under the provisions of subsection (2) of this section.

(2) **Except for R-1 zoned sites**, existing submerged lands, steep slopes and buffers, Categories 1 – 4 wetlands and buffers, Types S, F, Np, and Ns streams and buffers, and property to be used as a street(s) shall not be credited toward base and maximum density or floor area calculations; provided, that subdivisions or short plats that meet the tree retention standards of SMC 21A.35.210(2), Tree retention requirements, shall be credited 10 percent of the environmentally sensitive areas and associated buffers identified above.

(a) The site has accumulated sufficient technique points pursuant to SMC 21A.85.070, preferred low impact development incentives, to allow for inclusion of such areas as set forth in that section; or

(b) The site meets the tree retention incentives of SMC 21A.35.220(2), in which case 10 percent of the critical areas and buffers identified above may be included in the site area used for calculating base and maximum density or floor area. (Ord. O2009-249 § 1; Ord. O2008-236 § 1; Ord. O2005-174 § 1; Ord. O2003-132 § 12)

8. Describe how the change implements/supports the goals of the comprehensive plan. This amendment is consistent with all the land use goals in the comprehensive plan. More importantly, it not inconsistent with any of the goals.
9. What effects would the proposed amendment have on adjacent and nearby existing and permitted land uses and surrounding development pattern? The majority of development in Sammamish is R-4 or greater. R-1 zoning is the least dense development in the city. The impact of this amendment to surrounding communities and existing development patterns would be minimal..

## Comparison of Allowable Density on Properties w/ Critical Areas

Hypothetical scenario used for comparison

- 10 acre site zoned R-1 (1 residential development unit per acre)
- 4 of the 10 acres contain critical areas and buffers
- 6 of the 10 acres are unencumbered (do not contain critical areas)

King County            10 development units (d. u.'s) allowed  
Full credit for all acres on site

Redmond                10 d.u.'s allowed  
Full credit for all acres on site

Issaquah                8.8 d.u.'s allowed  
Full credit for 6 unencumbered acres +2.8 d.u.'s for 4 critical area acres  
Issaquah applies a variable "density credit" to critical area acres

Bellevue                8.4 d.u.'s allowed  
Full credit for 6 unencumbered acres + 2.4 d.u.'s for 4 critical area acres  
Bellevue applies a variable "density credit" to critical area acres

Sammamish            <6 d.u.'s allowed  
Full credit for 6 unencumbered acres, less acreage required for streets/roads (~15%)  
Sammamish also requires 50% of site to be set aside in permanent open space

Prepared by Gregory Kipp based on Zoning / Development Codes from the respective jurisdictions

King County: KCC 21A.12.060

Redmond: RZC 21.08.170

Issaquah: IMC 18.10.450

Bellevue: BLUC 20.25H.045

Sammamish: SMC21A.25.080



# Density Calculation Pilot Program

Planning Commission Meeting 10-3-2013

Public Comment Summary

Comment Date	Name	Organization/ Affiliation	Summary of Comment	Staff Response
7/25/2013	Steven Hoffman	Broadmoore HOA	<ul style="list-style-type: none"> <li>• Why is this change being considered via a pilot program and not through the comprehensive rewrite process?</li> </ul>	<ul style="list-style-type: none"> <li>• This pilot program is being considered at this time because the proponent made application through the 2012 docket process. The City Council passed a resolution to consider a pilot program of up to five projects for evaluation in 2013.</li> </ul>
7/25/2013	Erica Tiliacos	Friends of Pine Lake	<ul style="list-style-type: none"> <li>• Would impervious surface requirements remain in place?</li> <li>• Would developers still be able to use TDRs on non-buildable sites?</li> <li>• Consider calling out the intent of the 50% open space requirement in the code, which was to provide an additional buffer for environmentally critical areas.</li> </ul>	<ul style="list-style-type: none"> <li>• The pilot program as proposed would not change codes related to impervious surface or TDRs.</li> <li>• The open space requirements of 21A.25 and 21A.35 would remain unchanged.</li> </ul>
7/25/2013	Larry Farmer		<ul style="list-style-type: none"> <li>• What kinds of affordable housing parameters might be associated with the pilot program?</li> </ul>	<ul style="list-style-type: none"> <li>• Specific recommendations for parameters on affordable housing will be determined in deliberations</li> </ul>
7/25/2013	Greg Kipp	Proponent	<ul style="list-style-type: none"> <li>• The proposed pilot program uses a more fair density calculation method than current city code.</li> <li>• Pilot parameters suggested by city are mostly acceptable, but sewer service requirement could be problematic, because most of R-1 zoned lands do not have sewer yet.</li> <li>• 215 ft distances from selected environmental features, excluding whole parcels is too much. Would suggest larger buffers instead, and would be another way of offering protection.</li> </ul>	<ul style="list-style-type: none"> <li>• A range of possible amendments has been added to the possible motions.</li> </ul>

Comment Date	Name	Organization/ Affiliation	Summary of Comment	Staff Response
7/25/2013	Joe McCarron	Broadmoore HOA	<ul style="list-style-type: none"> <li>• Oppose pilot program.</li> <li>• Appears to be attempt to upzone selected properties.</li> <li>• This proposal could change the character of their neighborhood, which the HOA opposes.</li> <li>• Will other zones be affected?</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed pilot program would allow pilot sites to build more dwelling units than would otherwise be allowed, but the zoning designation will not change.</li> <li>• Suggested measures have been added by the proponent to mitigate neighborhood character change, and additional measures could be incorporated.</li> <li>• Only the R-1 zone will be affected. Other zones are not proposed to be included.</li> </ul>
7/25/2013	Panfilo Morelli	Property Owner	<ul style="list-style-type: none"> <li>• Owns property in EHNSWB Overlay &amp; No Disturbance Area.</li> <li>• Support creation of pilot program and use of gross density.</li> </ul>	<ul style="list-style-type: none"> <li>• Property in question is zoned R-4. The pilot program is currently proposed for the R-1 zone.</li> </ul>
9/18/2013	Rick Aramburu	Broadmoore HOA	<ul style="list-style-type: none"> <li>• The docket proposal should be processed as part of the Comprehensive Plan Update rather than the annual docket process.</li> <li>• The proposal gives a few property owners special treatment.</li> <li>• The proposal would effectively rezone properties without going through the procedures for a rezone.</li> <li>• There are no monitoring criteria identified for measuring impact, and there are no remediation measures should the pilot "fail"</li> </ul>	<ul style="list-style-type: none"> <li>• The City Council decided to place consideration of the pilot project on the docket, and staff and the Planning Commission are obligated to review the application through the docket process.</li> <li>• The pilot program will only modify density calculation. Underlying zoning and associated requirements remain the same.</li> <li>• The Planning Commission may choose to develop and add monitoring criteria as part of its recommendation to the City Council.</li> </ul>

Comment Date	Name	Organization/ Affiliation	Summary of Comment	Staff Response
9/26/2013	Greg Kipp	Proponent	<ul style="list-style-type: none"> <li>• Would prefer that Planning Commission recommendation set maximum density of four dwelling units per acre in lieu of the 10,000 sq. ft. lot size requirement proposed in staff-recommended alternative ordinance, or to lower the minimum lot size to 7,000 sq. ft.</li> <li>• Limiting density to four units per acre should render the proposed requirement to limit pilot project sites to those adjacent to properties zoned R-4 or higher unnecessary.</li> </ul>	<ul style="list-style-type: none"> <li>• Acknowledged.</li> </ul>
10/2/2013	Erica Tiliacos	Friends of Pine Lake	<ul style="list-style-type: none"> <li>• Proposal should be evaluated as part of the Comprehensive Plan Rewrite process.</li> <li>• Concerned that impervious surface limits contained in development standards in 21A.25.30.A.4.C could increase.</li> <li>• Density incentives for use of LID techniques should be removed.</li> <li>• If the PC decides to recommend adoption, include a minimum lot size similar to 10,000 sq ft in the parameters.</li> </ul>	<ul style="list-style-type: none"> <li>• The City Council decided to place consideration of the pilot project on the docket, and staff and the Planning Commission are obligated to review the application through the docket process.</li> <li>• 21A.25.30.A.4.C applies only to the R-4 and R-6 zones. The zoning designation for pilot projects would not change from R-1, so the maximum impervious surface limit would not change.</li> <li>• Code changes relating to the LID incentives are outside the scope of this process, but are relevant to the Comprehensive Plan Rewrite, and could be evaluated during that process.</li> <li>• Acknowledged.</li> </ul>
10/2/2013	Rick Aramburu	Broadmoore HOA	<ul style="list-style-type: none"> <li>• Basis for R-1 zone well justified, change would not be appropriate.</li> <li>• 10,000 sq ft minimum lot size and requirement that pilot project development be adjacent to would be appropriate if the Planning Commission were to recommend creation of a pilot.</li> <li>• Broadmoore HOA remains in opposition to pilot program.</li> </ul>	<ul style="list-style-type: none"> <li>• Acknowledged.</li> </ul>

Comment Date	Name	Organization/ Affiliation	Summary of Comment	Staff Response
10/2/2013	Ilene Stahl		<ul style="list-style-type: none"> <li>• Docket proposal should be processed as part of the Comprehensive Plan Update, to allow for greater public scrutiny.</li> <li>• Question about public benefit of this proposal.</li> <li>• Density changes in R-1 zone could be particularly impactful because the zone contains sensitive areas.</li> </ul>	<ul style="list-style-type: none"> <li>• The City Council decided to place consideration of the pilot project on the docket, and staff and the Planning Commission are obligated to review the application through the docket process.</li> <li>• The Planning Commission will process the application using the evaluation criteria for comprehensive plan and development regulation amendments, which include statewide planning goals, and the City's comprehensive plan.</li> </ul>



## Memorandum

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**Date:** October 10, 2013  
**To:** City Council  
**From:** Planning Commissioner Mike Collins;  
Planning Commissioner Ryan Kohlmann;  
Planning Commissioner Manuel Soto;  
Planning Commissioner Joe Lipinsky  
**Re:** Minority Report for Density Calculation Pilot Project

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Growth is very difficult to manage but without growth the needs of community will exceed the capacity of existing development. To strive to successfully plan for future development, the Growth Management Act (GMA) was created. GMA contains many concepts, one of the foundational concepts is clustering. Clustering is where development is condensed (concentrated geographically/directed to one area of a site) and other areas are set aside, which ideally allows economics of scale to provide infrastructure and services at lower costs and better design, improving function and reducing the total ecological impact. This concept is an attempt to curtail sprawl, the antithesis of clustering. This program would examine the use of clustering in the Sammamish R-1 zoning in close proximity to but outside of Environmentally Critical Areas (ECA).

GMA and Community Planning 101 also propose "absent an overriding public need, owners should be allowed to use their property as they like". This obligates planners to balance the need of the many with the wants of the few. If a public need reduces the ability of an owner to use an aspect of their holding, "Public Need" allows the reduction. If the "Public Need" is satisfied, a higher use can be given.

Sammamish has adopted an ECA Ordinance to protect important ecological functions. Further, Sammamish has imposed a 50% Open Space requirement on R-1. This program looks at the proposition that parcels in R-1 zones that also contain ECAs might be able to credit impacted lands toward density calculations. For example Redmond and Issaquah both have lower threshold than Sammamish. Their history has demonstrated that the higher threshold may indeed not provide higher benefit. Please consult staff to confirm this point.

Sammamish does have a "public need" to provide harmony between existing uses and new development, which is commonly referred to as compatibility. Compatibility allows the different city uses to co-exist, maximizing function, minimizing conflict, increasing efficiency and sustainability. This Minority report emphasizes this concern and suggests commitment to this concept. The Planning Commission (PC) identifies compatibility issues in net density and suggests mitigation and directing the director to work on the issue as it affects most future growth and development.

The PC majority found a timing conflict with ND and the Comp Plan update. The consultant and staff recommend the CP Update forgo combining the two separate functions of goals (CP) and regulation (Sammamish Code). This eliminates the conflict. The PC now appears to agree with the Consultant and staff on this issue.

The minority urges the City Council to adopt the draft ordinance below. This allows limited growth in area around ECAs increasing fairness in the growth potential of R1 while not compromising ecological function.

The minority further urges the City Council to direct work to formulate and improve the compatibility processes of evaluating future development and existing use.

Supported by Sammamish Planning Commissioners

Mike Collins

Ryan Kohlmann

Manuel Soto

Joe Lipinsky

To this end the minority submits the follow to the City Council for its consideration:

## **Density Calculation Pilot Program – Minority-proposed Ordinance**

Section 1. Pilot Program Established. A pilot program is hereby established to change the calculation method for density in the R-1 zone for a limited number of permit applications. Under this program, up to 5 applications for subdivision or short subdivision may use the percentage of site area described below to calculate the number of allowable lots.

Section 2. Purpose. The purpose of this program is to test whether an alternative method of calculating allowable lots that does not fully deduct area for on-site critical areas and buffers nor for streets from total site area in the R-1 zone will adequately maintain environmental protections and preserve neighborhood character.

Section 3. Eligibility. To limit impacts on any one area, pilot program sites shall be geographically dispersed throughout the city. A maximum twenty units (fifty in total) shall be allowed in each of the areas described below:

1. East of 236<sup>th</sup> Ave NE and north of NE 8<sup>th</sup> St
2. West of 228<sup>th</sup> Ave NE, south of Inglewood Hill Rd NE and north of SE 24<sup>th</sup> St
3. South of SE 24<sup>th</sup> St and west of 228<sup>th</sup> Ave NE
4. South of SE 8<sup>th</sup> St and east of 228<sup>th</sup> Ave NE; and
5. East of 228<sup>th</sup> Ave SE, north of SE 8<sup>th</sup>, and south of NE 8<sup>th</sup> St

Section 4. Density Calculation Method. The following method shall be used to calculate allowable lots on pilot program sites:

1. Lots created under the pilot program shall be a maximum net density of four lots per acre.

Section 5. Requirements. The following requirements shall apply to pilot program sites:

1. All projects selected to be part of the pilot program shall satisfy all applicable Sammamish Municipal Code requirements for subdivisions, short subdivisions and Environmentally Critical Areas.
2. The pilot program shall be open for application for 3 years.
3. The total number of new lots above those that would be authorized under existing code shall not exceed 20 lots per project, and a maximum of 50 in total, across all applications.
4. Proposed projects should meet the director's compatibility threshold
5. Proposed projects adjoining development zoned R-4 are preferred.

Section 6. Monitoring and Evaluation. The Department of Community Development shall monitor the effect of the additional units permitted under the pilot program and shall provide a report to the City Council when meaningful data becomes available and be done yearly

thereafter. Monitoring criteria shall be developed by the director to measure the effect of pilot program sites on neighborhood compatibility and environmental protections.

The director shall develop and update a compatibility model, to be used to mitigate conflicts between new and existing uses. The mitigation process shall maximize citizen involvement while reserving the final decision to the director. The goal of this process is to acknowledge change will happen while confirming existing uses are important.

Mitigation may include:

Notification and mailing to neighbors and other stakeholders, smart design, LID, screening, buffers, berms, infrastructure improvements, access enhancements, and any other techniques the director deems effective.



# MEMORANDUM

**TO:** Melonie Anderson/City Clerk  
**FROM:** Marlene/Finance Department  
**DATE:** October 31, 2013  
**RE:** Claims for November 5, 2013

\$ 99,435.96  
 15,932.06  
 669.88  
 670,060.10

### Top 5 Expense Items in Packet

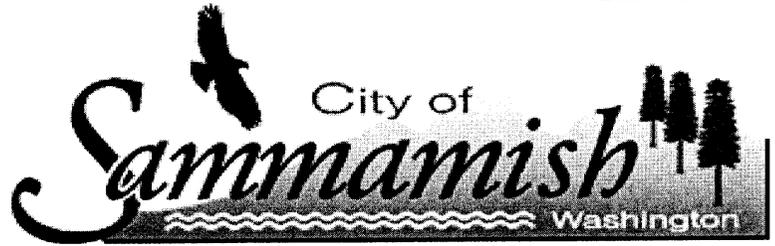
Barker Rinker Seacat Arch.	\$143,894.64	Community & Acquatic Center September 2013
King county Finance	\$134,386.96	Basic Traffic Main. June-July-Aug-Sept 2013
Plantscapes	\$48,551.96	Landscape Svcs Parks & Streets August & October
City of Bellevue	\$41,265.00	Human Services Pooled Program 3rd Qtr 2013
Olympic environmental	\$22,418.51	2013 Recycling Program

<b>TOTAL \$ 786,098.00</b>	99,435.96 +
<b>Checks # 35931 - 36082</b>	15,932.06 +
	669.88 +
	670,060.10 +
	786,098.00G+

# Accounts Payable

## Check Register Totals Only

User: mdunham  
 Printed: 10/17/2013 - 2:55 PM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
35931	10/18/2013	ANI	ANI Administrators NW Inc	2,044.51	35,931
35932	10/18/2013	BELMONT	Belmont-Colvin Holdings LLC	15,447.10	35,932
35933	10/18/2013	CHAP13	Chapter 13 Trustee	280.00	35,933
35934	10/18/2013	DICKIN	Jeff Dickinson	992.69	35,934
35935	10/18/2013	FRONTIR2	Frontier	351.44	35,935
35936	10/18/2013	ICMA401	ICMA 401	64,911.66	35,936
35937	10/18/2013	ICMA457	ICMA457	8,189.27	35,937
35938	10/18/2013	PSE	Puget Sound Energy	2,730.13	35,938
35939	10/18/2013	SAM	Sammamish Plateau Water Sewer	4,197.16	35,939
35940	10/18/2013	WASUPPOR	Wa State Support Registry	292.00	35,940
				<hr/> <hr/>	
Check Total:				99,435.96	
				<hr/> <hr/>	

# Accounts Payable

## Check Register Totals Only

User: mdunham  
 Printed: 10/25/2013 - 10:17 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
35941	10/25/2013	US BANK	U. S. Bank Corp Payment System	15,932.06	35,941
Check Total:				15,932.06	

Accounts Payable  
Computer Check Register

User: mdunham  
 Printed: 10/25/2013 - 10:37AM  
 Batch: 00006.10.2013  
 Bank Account: APPR



Check	Vendor No	Vendor Name	Date	Invoice No	Amount
35942	AMEX	American Express	10/25/2013		416.80
					132.60
					29.12
					26.87
					36.59
					27.90
					<hr/>
				Check 35942 Total:	669.88
					<hr/>
				Report Total:	669.88
					<hr/> <hr/>

## Accounts Payable

## Check Register Totals Only

User: mdunham  
 Printed: 10/31/2013 - 10:28 AM



Check	Date	Vendor No	Vendor Name	Amount	Voucher
35943	11/05/2013	ALDWORTH	Kurt Aldworth	285.92	35,943
35944	11/05/2013	ALLAROUN	All Around Fence Co	3,522.62	35,944
35945	11/05/2013	ALLBATTE	All Battery Sales & Service, Inc.	23.00	35,945
35946	11/05/2013	ALPINE	Alpine Products, Inc.	54.65	35,946
35947	11/05/2013	ANI	ANI Administrators NW Inc	3,741.02	35,947
35948	11/05/2013	ANM	ANM Electric Inc	4,131.42	35,948
35949	11/05/2013	APEX	Apex Facility Resources, Inc	1,023.60	35,949
35950	11/05/2013	ARCDOC	ARC Document Solutions	1,138.32	35,950
35951	11/05/2013	AT&TMOBI	AT&T Mobility	181.47	35,951
35952	11/05/2013	ATHLETES	Athletes for Kids	2,500.00	35,952
35953	11/05/2013	ATOMIC	Atomic Art Services, Inc	180.00	35,953
35954	11/05/2013	ATWORK	At Work!	750.00	35,954
35955	11/05/2013	BACKMAN	Ann Backman	250.00	35,955
35956	11/05/2013	BELLCITY	City Of Bellevue	41,275.00	35,956
35957	11/05/2013	BELPAINT	Bellevue Paint & Decorating In	12.76	35,957
35958	11/05/2013	BMC	BMC Select	555.19	35,958
35959	11/05/2013	BRICKMAN	Brickman Group Ltd LLC	5,834.35	35,959
35960	11/05/2013	BRS	Barker Rinker Seacat Architecture	143,894.64	35,960
35961	11/05/2013	CADMAN	Cadman, Inc.	3,119.34	35,961
35962	11/05/2013	CASCADER	Cascade Recreation, Inc	909.22	35,962
35963	11/05/2013	CDW	CDW Govt Inc	2,509.83	35,963
35964	11/05/2013	CENTLIN2	Century Link	280.10	35,964
35965	11/05/2013	CLARK	Clark's Towing & Repair	104.03	35,965
35966	11/05/2013	CODEPUB	Code Publishing Inc	211.39	35,966
35967	11/05/2013	COLSON	Tasha Colson	88.00	35,967
35968	11/05/2013	COMCAST2	COMCAST	206.65	35,968
35969	11/05/2013	COMCAST3	Comcast	987.34	35,969
35970	11/05/2013	COMCHEM	Commercial Chemtech, Inc	136.88	35,970
35971	11/05/2013	COMPOFF	The Complete Office	611.88	35,971
35972	11/05/2013	CONNER	Conner Homes	500.00	35,972
35973	11/05/2013	DAY	Day Wireless	3,792.68	35,973
35974	11/05/2013	DEERE	John Deere Landscapes	1,585.31	35,974
35975	11/05/2013	DRSI	DRSI	406.15	35,975
35976	11/05/2013	EASTEQ	Eastside Equipment & Marine	3,930.55	35,976
35977	11/05/2013	ENCOMPAS	Encompass	1,750.00	35,977
35978	11/05/2013	EVANS	David Evans & Associates, Inc	14,411.50	35,978
35979	11/05/2013	EVANSMAR	Mark Evans	224.00	35,979
35980	11/05/2013	EVERFORD	Evergreen Ford	362.52	35,980
35981	11/05/2013	EVERSONS	Everson's Econo Vac, Inc.	10,432.00	35,981
35982	11/05/2013	EWINGIRR	Ewing Irrigation	4,093.70	35,982
35983	11/05/2013	FASTENAL	Fastenal Industrial Supplies	973.82	35,983
35984	11/05/2013	FIREPROT	Fire Protection, Inc.	376.02	35,984
35985	11/05/2013	GCMULTI	Kevin Tighe	3,558.75	35,985
35986	11/05/2013	GENERATO	Generator Services NW	1,578.19	35,986
35987	11/05/2013	GITELMAN	Robin Gitelman	500.00	35,987
35988	11/05/2013	GRAINGER	Grainger	3,346.30	35,988
35989	11/05/2013	GUROL	Kamuron Gurol	376.00	35,989
35990	11/05/2013	HAYESRAC	Rachel Hayes	500.00	35,990
35991	11/05/2013	HDFOWL	H. D. Fowler Company	2,581.12	35,991
35992	11/05/2013	HEROHOUS	Hero House	300.00	35,992

Check	Date	Vendor No	Vendor Name	Amount	Voucher
35993	11/05/2013	HOMEDE	Home Depot	3,282.99	35,993
35994	11/05/2013	HOPEEFS	Hopelink/Emergency Food	756.25	35,994
35995	11/05/2013	HOPEEMSV	Hopelink Emergency Services	500.00	35,995
35996	11/05/2013	HUMENNY	Dwayne Humenny	2,165.63	35,996
35997	11/05/2013	IBSEN	IBSEN Towing	251.85	35,997
35998	11/05/2013	INFRASOU	Infrasource Services LLC	538.75	35,998
35999	11/05/2013	INTEGRA	Integra Telecom	1,257.10	35,999
36000	11/05/2013	ISD	Issaquah School District	356.81	36,000
36001	11/05/2013	ISSAQI	Issaquah Press, Inc.	209.37	36,001
36002	11/05/2013	ISSCHURC	Issaquah Community Services	250.00	36,002
36003	11/05/2013	ISSCOMMU	Issaquah Community Network	296.00	36,003
36004	11/05/2013	ISSFOUND	Issaquah Schools Foundation	1,250.00	36,004
36005	11/05/2013	ISSIGNS	Issaquah Signs	377.78	36,005
36006	11/05/2013	JARDO	William Jarcho	450.00	36,006
36007	11/05/2013	JAYMARC	Jaymarc Investments, Inc	8,894.46	36,007
36008	11/05/2013	JIRSA	Barbara Jirsa	252.28	36,008
36009	11/05/2013	JOHNSMAR	Marie Johns	205.50	36,009
36010	11/05/2013	KCBLANK	King County Finance	160.00	36,010
36011	11/05/2013	KCRADIO	King Cty Radio Comm Svcs	798.82	36,011
36012	11/05/2013	KENNEY	Carolyn Kenney	76.50	36,012
36013	11/05/2013	KINGFI	King County Finance A/R	134,386.96	36,013
36014	11/05/2013	KINGSH	King County Sheriff's Office	13,164.62	36,014
36015	11/05/2013	KOMPANI	Kompan Inc	155.90	36,015
36016	11/05/2013	KRIEG	Kyler Krieg	150.00	36,016
36017	11/05/2013	LAKESIDE	Lakeside Industries	2,283.09	36,017
36018	11/05/2013	LANE	Lane & Associates	930.10	36,018
36019	11/05/2013	LEWISKIM	Kimberly Lewis	655.05	36,019
36020	11/05/2013	LPD	LPD Engineering PLLC	6,417.25	36,020
36021	11/05/2013	MACDONAL	MacDonald-Miller Facility Solutions	3,244.50	36,021
36022	11/05/2013	MAFUSIRE	Cosmas Mafusire	250.00	36,022
36023	11/05/2013	MICRO	Microflex, Inc.	43.62	36,023
36024	11/05/2013	MINUTE	Mike Immel	344.24	36,024
36025	11/05/2013	MOOREMAR	Mary Margaret Moore	550.00	36,025
36026	11/05/2013	MQP	St. Vincent de Paul Society	1,375.00	36,026
36027	11/05/2013	NAMI	NAMI Eastside	747.50	36,027
36028	11/05/2013	NAPA	Genuine Parts Company/Issaquah	128.69	36,028
36029	11/05/2013	NC MACH	NC Machinery Co	500.01	36,029
36030	11/05/2013	NELSONCO	Walter E. Nelson Company	310.94	36,030
36031	11/05/2013	NELSONTR	Nelson Truck Equip Co Inc	630.88	36,031
36032	11/05/2013	NETRUCK	North End Truck Equip Inc	6,741.65	36,032
36033	11/05/2013	NWCASC	Northwest Cascade, Inc.	1,822.92	36,033
36034	11/05/2013	NWWeath	NW Weathernet	620.00	36,034
36035	11/05/2013	OER	Olympic Environmental Resource	22,418.51	36,035
36036	11/05/2013	PACE	Pace Engineers, Inc.	1,230.16	36,036
36037	11/05/2013	PACPLANT	Pacific Plants	2,258.16	36,037
36038	11/05/2013	PACSOIL	Pacific Topsoils, Inc	672.27	36,038
36039	11/05/2013	PAPE	Pape Machinery Exchange	7,358.40	36,039
36040	11/05/2013	PLANTSCA	Plantscapes, Inc	48,551.96	36,040
36041	11/05/2013	PLATT	Platt Electric	480.26	36,041
36042	11/05/2013	POA	Pacific Office Automation	234.44	36,042
36043	11/05/2013	PRICEROS	Ross Price	815.00	36,043
36044	11/05/2013	PROPET	Pro Pet Distributors, Inc	2,232.95	36,044
36045	11/05/2013	PROTH	Prothman Company	7,688.44	36,045
36046	11/05/2013	PSECONOM	Puget Sound Economic Forcaster	432.53	36,046
36047	11/05/2013	QBS	Quality Business Systems	615.66	36,047
36048	11/05/2013	REDSIGNS	Redmond Signs	99.51	36,048
36049	11/05/2013	RENNIE	Steven & Connie Rennie	1,212.00	36,049
36050	11/05/2013	RICHARDS	Jessi Bon	286.50	36,050
36051	11/05/2013	ROBINDAP	Daphne Robinson	23.95	36,051

Check	Date	Vendor No	Vendor Name	Amount	Voucher
36052	11/05/2013	ROTH	Stantec Consulting Serives, Inc	1,034.33	36,052
36053	11/05/2013	RWSCOTT	R. W. Scott Construction Co	950.00	36,053
36054	11/05/2013	SAM	Sammamish Plateau Water Sewer	7,053.76	36,054
36055	11/05/2013	SB&MAC	Stewart MacNichols & Harmell Inc	9,740.00	36,055
36056	11/05/2013	SEQUOYAH	Sequoyah Electric, LLC	216.55	36,056
36057	11/05/2013	SHANNONW	Shannon & Wilson Inc	2,933.60	36,057
36058	11/05/2013	SHERWIN	Sherwin-Williams Company	34.54	36,058
36059	11/05/2013	SIMSLEE	Lee Sims	5,634.00	36,059
36060	11/05/2013	SKYLINE	Skyline High School	1,000.00	36,060
36061	11/05/2013	SOUNDPUB	Sound Publishing, Inc	1,556.50	36,061
36062	11/05/2013	SSUG	National Users Group Springbrook	175.00	36,062
36063	11/05/2013	STAPLES	Staples Advantage	2,491.41	36,063
36064	11/05/2013	STUDIO3M	Studio 3MW, LLP	14,988.75	36,064
36065	11/05/2013	SWIFTTRE	Swift Tree Care	9,417.00	36,065
36066	11/05/2013	TDS	Tire Distribution Systems, Inc.	1,929.85	36,066
36067	11/05/2013	THERAPEU	Therapeutic Health Services	1,238.00	36,067
36068	11/05/2013	THYSSENK	Thyssenkrupp Elevator Corp.	525.60	36,068
36069	11/05/2013	TRAFFIC	Trafficount Consultants, Inc	1,960.00	36,069
36070	11/05/2013	ULINE	ULINE	4,583.70	36,070
36071	11/05/2013	UNITRENT	United Rentals NA, Inc	1,381.58	36,071
36072	11/05/2013	UPROAR	Uproar, Inc.	5,100.00	36,072
36073	11/05/2013	VANNOTE	Jodi Van Note	1,811.25	36,073
36074	11/05/2013	VERIZON	Verizon Wireless	110.56	36,074
36075	11/05/2013	WAAUDIT	Wa State Auditor's Office	1,002.00	36,075
36076	11/05/2013	WAEMP	State of Wa Employment Security Dep	7,748.45	36,076
36077	11/05/2013	WATRACTO	Washington Tractor	220.40	36,077
36078	11/05/2013	WATSONSE	Watson Security	493.30	36,078
36079	11/05/2013	WAWORK	Washington Workwear Stores Inc	1,259.94	36,079
36080	11/05/2013	WESTERNE	Western Entrance Tech LLC	3,498.53	36,080
36081	11/05/2013	WHPACIFI	WH Pacific, Inc.	8,826.56	36,081
36082	11/05/2013	ZUMAR	Zumar Industries, Inc.	2,654.00	36,082
				670,060.10	
Check Total:					





# City Council Agenda Bill

**Meeting Date:** November 5, 2013

**Date Submitted:** October 29, 2013

**Originating Department:** Public Works

**Clearances:**

<input checked="" type="checkbox"/> City Manager	<input type="checkbox"/> Community Development	<input type="checkbox"/> Parks & Rec
<input type="checkbox"/> Attorney	<input type="checkbox"/> Finance & IT	<input type="checkbox"/> Police
<input type="checkbox"/> Admin Services	<input type="checkbox"/> Fire	<input checked="" type="checkbox"/> Public Works

**Subject:** 228th Ave SE/SE 24th St Left Turn Pocket Extension Project  
Contract #C2013-164  
Final Project Acceptance

**Action Required:** Adopt the attached Resolution No. R2013\_\_\_\_ accepting 228th Ave SE/SE 24th St Left Turn Pocket Extension Project as completed.

**Exhibits:**

1. Resolution of Project Acceptance
2. Final Contract Voucher Certificate

**Budget:** \$164,255 is available in the adopted 2013 Transportation Capital Improvement Fund (228th Turn Lane Project, 340-151-595-30-63-00). The total project cost is: \$118,279 for a total savings of \$45,976.

**Summary Statement:**

All work for the above referenced contract has been completed in accordance with the project specifications and plans approved by the City Engineer. This project provided for construction of southbound left turn pocket extension at the intersection of 228<sup>th</sup> Ave SE/SE 24<sup>th</sup> St. The work included the construction of raised median removal, asphalt paving, utility adjustment, and pavement markings.

This project was completed on time and within the budgeted amount for construction. The final construction contract amount was \$112,278.65. There were no contractor claims filed against the City, and no liquidated damages were assessed against the contractor. The recommended action approves the final contract amount and constitutes the final acceptance of the work by the project contractor, Watson Asphalt Paving Co Inc. of Redmond, Washington.

**Background:**

On July 15, 2013, City Council authorized the City Manager to award and execute a construction contract with Watson Asphalt Paving Co Inc. for construction of 228th Ave SE/SE 24th St Left Turn Pocket Extension Project in the amount of \$128,494 in addition to a 10% construction contingency. Construction began in August 2013 and was substantially completed at the end of August 2013.

Both design and construction inspection were completed by City staff.



## City Council Agenda Bill

### Financial Impact:

The completed improvements were constructed within the project budget. A summary of the budget and actual expenditures is below:

Program		2013 Budget	Construction Actual
228th Turn Lane Project	340-151-595-30-63-00	\$ 164,255	\$ 112,278.65
<b>TOTALS:</b>		<b>\$ 164,255</b>	<b>\$ 112,278.65</b>
<b>Project Expenditures</b>			
Design & Construction Management (In-House)			\$ 0
<b>Construction (Watson Asphalt Paving Co Inc.)</b>			<b>\$ 112,278.65</b>
Street Illumination & Utility Relocation (King County Traffic Signal)			\$ 6,000.00
<b>TOTAL PROJECT EXPENDITURES:</b>			<b>\$ 118,278.65</b>

### Recommended Motion:

Approve the final contract amount with Watson Asphalt Paving Co Inc. of Redmond, Washington, for the base amount of \$128,494, plus bid item quantity increases and decreases which resulted in a final contract amount of \$112,278.65 and adopt Resolution No. R2013- \_\_\_\_\_ accepting construction of 228th Ave SE/SE 24th St Left Turn Pocket Extension Project as completed as of November 5, 2013.

**CITY OF SAMMAMISH  
WASHINGTON  
RESOLUTION NO. R2013- \_\_\_\_**

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**A RESOLUTION OF THE CITY OF SAMMAMISH,  
WASHINGTON, ACCEPTING THE 228<sup>TH</sup> AVE SE/SE 24<sup>TH</sup> ST  
LEFT TURN POCKET EXTENSION PROJECT AS COMPLETE.**

WHEREAS, at the Council meeting of July 15, 2013 the City Council authorized award of the construction contract for the 228th Ave SE/SE 24th St Left Turn Pocket Extension Project; and

WHEREAS, the City Manager entered into Contract C2013-164 for construction of the 228th Ave SE/SE 24th St Left Turn Pocket Extension Project with Watson Asphalt Paving Co Inc. on July 15, 2013; and

WHEREAS, the project was substantially completed by the contractor on August 31, 2013; and

WHEREAS, the project was completed within the adopted project budget and within the authorized construction contract amount plus contingencies;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON, DOES RESOLVE AS FOLLOWS:**

Section 1. Project Acceptance. The City of Sammamish hereby accepts the 228th Ave SE/SE 24th St Left Turn Pocket Extension Project as complete.

Section 2. Authorization of Contract Closeout Process. The City of Sammamish Director of Public Works and City Clerk are hereby authorized to complete the contract closure process upon receiving appropriate clearances from the Department of Revenue, and the Department of Employment Security.

Section 3. Effective Date. This resolution shall take effect immediately upon signing.

**PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON  
THE 5<sup>TH</sup> DAY OF NOVEMBER 2013.**

CITY OF SAMMAMISH

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Mayor Thomas T. Odell

Exhibit 1

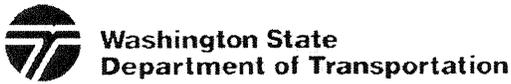
ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Michael R. Kenyon, City Attorney

Filed with the City Clerk: \_\_\_\_\_, 2013  
Passed by the City Council: November 5, 2013  
Resolution No.: R2013-\_\_\_\_\_

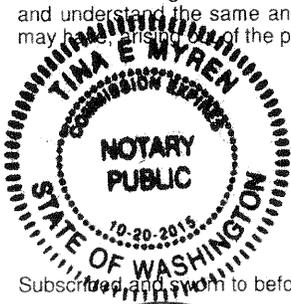


# Final Contract Voucher Certificate

Contractor <u>Watson Asphalt Paving Co Inc.</u>			
Street Address <u>PO Box 845</u>			
City <u>Redmond</u>	State <u>WA</u>	Zip <u>98053</u>	Date <u>10/25/13</u>
State Project Number - Contract # <u>C2013-164</u>		Federal-Aid Project Number	Highway Number
Contract Title <u>228th Ave SE / SE 24th St. Left Turn Pocket Extension</u>			
Date Work Physically Completed <u>8/30/13</u>		Final Amount <u>\$ 112,278.65</u>	

### Contractor's Certification

I, the undersigned, having first been duly sworn, certify that I am authorized to sign for the claimant; that in connection with the work performed and to the best of my knowledge no loan, gratuity or gift in any form whatsoever has been extended to any employee of the Department of Transportation nor have I rented or purchased any equipment or materials from any employee of the Department of Transportation; I further certify that the attached final estimate is a true and correct statement showing all the monies due me from the State of Washington for work performed and material furnished under this contract; that I have carefully examined said final estimate and understand the same and that I hereby release the State of Washington from any and all claims of whatsoever nature which I may have against the performance of said contract, which are not set forth in said estimate.



X [Signature]  
Contractor Authorized Signature Required  
Peter C. Schroeder, Secretary  
Type Signature Name

Subscribed and sworn to before me this 25 day of October 20 13

X [Signature] Notary Public in and for the State of WA

residing at Kirkland

### Department of Transportation Certification

I, certify the attached final estimate to be based upon actual measurements, and to be true and correct.

Approved Date 10-28-13

X [Signature] Steven Chen X [Signature]  
Project Engineer / Project Administrator Regional Administrator, Area Administrator, or Facilities Administrator

*City Engineer*

### Headquarters Use Only

Secretary of Transportation hereby accepts the completed contract pursuant to Section 1-05.12 of the Contract provisions.

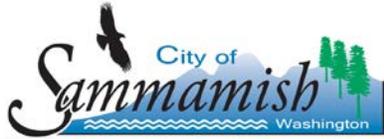
X \_\_\_\_\_ Date of Acceptance \_\_\_\_\_  
Secretary of Transportation/or Designee

This Final Contract Voucher Certification is to be prepared by the Project Engineer or Project Administrator and the original forwarded to Olympia Headquarters for acceptance and payment.

Contractors Claims, if any, must be included and the Contractors Certification must be labeled indicating a claim attached.

Original to:  State Construction Office  
Copies by State Accounting Office, Contract Payments to:  Region  Project Engineer or Project Administrator  Contractor





# City Council Agenda Bill

**Meeting Date:** November 5, 2013

**Date Submitted:** October 30, 2013

**Originating Department:** Public Works

**Clearances:**

<input checked="" type="checkbox"/> City Manager	<input type="checkbox"/> Community Development	<input type="checkbox"/> Parks & Recreation
<input type="checkbox"/> Attorney	<input type="checkbox"/> Finance & IT	<input type="checkbox"/> Police
<input type="checkbox"/> Admin Services	<input type="checkbox"/> Fire	<input checked="" type="checkbox"/> Public Works

**Subject:** Stormwater Facility Sign Replacement

**Action Required:** Authorize the City Manager to purchase 400 Stormwater Facility Signs from FastSigns of Bellevue, WA for a total cost not to exceed \$44,266.04.

**Exhibits:** Photos of existing signs

**Budget:** \$44,266 is an anticipated expenditure and will be paid for out of the Drainage Resolutions line item within the adopted 2013 Surface Water Capital Projects Fund.

**Summary Statement:**

The City of Sammamish has approximately 360 stormwater facilities. The signage for the existing facilities is in need of replacement.

**Background:**

There are several different kinds of signs currently in use to identify The City's numerous stormwater facilities. Most of the signs are in disrepair and are outdated, referring citizens to King County for more information. This is because most of the signs were installed before Sammamish incorporated. This order includes approximately 40 additional signs to be used as spares or for new facility installations. The total order is for 400 signs. Some example photos of existing signs are attached for your reference.

The City solicited bids for the supply of stormwater facilities signage utilizing the eCityGov Shared Procurement Portal. A total of three bids were received. FastSigns of Bellevue, WA submitted the lowest responsive bid.

**Financial Impact:**

The sign replacement is a planned expenditure for 2013 and is included in the approved stormwater fund budget for 2013.



## City Council Agenda Bill

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DESCRIPTION	COST
400 Stormwater Facility Signs	\$40,425
Washington State Sales Tax	\$3,840
<b>Total</b>	<b>\$44,266</b>

BUDGET SUMMARY - Drainage Resolutions	AMOUNT
Stormwater Capital Fund – Drainage Resolutions	\$450,000

### Recommended Motion:

Authorize the City Manager to purchase 400 Stormwater Facility Signs from FastSigns of Bellevue, WA for a total cost not to exceed \$44,266.04.

### Examples of storm water facility signs within Sammamish







# City Council Agenda Bill

**Meeting Date:** November 5, 2013

**Date Submitted:** October 30, 2013

**Originating Department:** Public Works

**Clearances:**

City Manager

Attorney

Admin Services

Community Development

Finance & IT

Fire

Parks & Rec

Police

Public Works

**Subject:** Major Drainage Repairs Design Contract

**Action Required:** Authorize the City Manager to execute a contract agreement with Osborn Consulting Inc. in an amount not to exceed \$71,388.02 to provide engineering and professional services for design of major drainage repairs.

**Exhibits:** 1. Agreement for Services

**Budget:** \$71,388 will be paid for out of the Drainage Resolutions line item within the adopted 2013 Surface Water Capital budget (total available budget is: \$450,000)

**Summary Statement:**

The City of Sammamish has identified three major drainage repairs that need to be addressed during the 2013-2014 budget development process. Professional design services are needed due to the specialized nature of the work. Osborn Consulting has been selected to provide the engineering and design services necessary to complete the projects. The projects are planned for construction in the summer of 2014.

**Background:**

Three projects were identified as part of the stormwater capital improvement program. The projects are summarized as follows:

- NE 6<sup>th</sup> St tightline repair – an existing tightline to George Davis Creek (aka Inglewood Creek) is in need of major repairs and/or replacement. The consultant will assess the condition of the tightline and make recommendations for repair or replacement work. Sections of the tightline that have separated will be replaced.
- 229<sup>th</sup> Avenue NE near NE 15<sup>th</sup> Pl in the Cimarron neighborhood contains a pair of 12 inch cross culverts that continually need maintenance due to blockages. The consultant will investigate the feasibility of replacing the existing culverts with a single, larger diameter pipe. The larger pipe will be able to pass material and debris more efficiently. If the twin culverts cannot be upsized to larger pipe, then accommodations will be made at the inlet of the culverts to minimize clogging.
- NE 15<sup>th</sup> St, in the Inglewood neighborhood, has a 24 inch storm drain line that has separated and requires replacement. The area surrounding the pipe failure is highly erosive and contains steep slopes. The design will replace the existing pipe with new material of the same size.



## City Council Agenda Bill

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### **Financial Impact:**

There is \$450,000 available for addressing drainage resolutions in the 2013 adopted Surface Water Capital Projects fund (438-413-595-40-63-00).

The total contract amount is not to exceed \$ 71,388.02. Included in this total are two optional tasks (Tightline Geotechnical Investigations and Permitting Assistance) totaling \$13,514.73. Additionally a management reserve fund in the amount of \$6,699.50 is included to accommodate potential unknowns. The management reserve fund will only be spent if determined necessary by the City.

### **Recommended Motion:**

Authorize the City Manager to execute a contract agreement with Osborn Consulting Inc. in an amount not to exceed \$71,388.02 to provide engineering and professional services for design of major drainage repairs.

**CITY OF SAMMAMISH  
AGREEMENT FOR SERVICES**

Consultant: Osborn Consulting, Inc.

This Agreement is entered into by and between the City of Sammamish, Washington, a municipal corporation, hereinafter referred to as the "City," and Osborn Consulting, Inc., hereinafter referred to as the "Consultant."

WHEREAS, the City desires to have certain services performed for its citizens; and

WHEREAS, the City has selected the Consultant to perform such services pursuant to certain terms and conditions;

NOW, THEREFORE, in consideration of the mutual benefits and conditions set forth below, the parties hereto agree as follows:

**1. Scope of Services to be Performed by Consultant.** The Consultant shall perform those services described in Exhibit "A" of this agreement. In performing such services, the Consultant shall comply with all federal, state, and local laws and regulations applicable to the performance of such services. The Consultant shall perform services diligently and completely and in accordance with professional standards of conduct and performance.

**2. Compensation and Method of Payment.** The Consultant shall submit invoices for work performed using the form set forth in Exhibit "B".

The City shall pay Consultant:

[Check applicable method of payment]

According to the rates set forth in Exhibit "\_\_\_"

A sum not to exceed \$71,388.02

Other (describe): \_\_\_\_\_  
\_\_\_\_\_

The Consultant shall complete and return to the City Exhibit "C," Taxpayer Identification Number, prior to or along with the first invoice submittal. The City shall pay the Consultant for services rendered within ten days after City Council approval.

**3. Duration of Agreement.** This Agreement shall be in full force and effect for a period commencing upon execution and ending December 31, 2014, unless sooner terminated under the provisions of the Agreement. Time is of the essence of this Agreement in each and all of its provisions in which performance is required.

**4. Ownership and Use of Documents.** Any records, files, documents, drawings, specifications, data or information, regardless of form or format, and all other materials produced by the Consultant in connection with the services provided to the City, shall be the property of the City whether the project for which they were created is executed or not

**5. Independent Contractor.** The Consultant and the City agree that the Consultant is an independent contractor with respect to the services provided pursuant to this Agreement. The Consultant will solely be responsible for its acts and for the acts of its agents, employees, subconsultants, or representatives during the performance of this Agreement. Nothing in this Agreement shall be considered to create the relationship of employer and employee between the parties hereto.

**6. Indemnification.** The Consultant shall defend, indemnify and hold the City, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the negligent acts, errors or omissions of the Consultant, in performance of this Agreement, except for injuries and damage caused by the sole negligence of the City.

## Exhibit 1

### 7. Insurance.

A. The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

#### Minimum Scope of Insurance

Consultant shall obtain insurance of the types described below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.
2. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City.
3. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to the Consultant's profession.

#### Minimum Amounts of Insurance

Consultant shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
3. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.

#### Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions for Automobile Liability, Professional Liability and Commercial General Liability insurance:

1. The Consultant's insurance shall not be cancelled by either party except after thirty (30) days prior written notice has been given to the City

#### Verification of Coverage

Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.

### 8. Record Keeping and Reporting

A. The Consultant shall maintain accounts and records, including personnel, property, financial, and programmatic records, which sufficiently and properly reflect all direct and indirect costs of any nature expended

## Exhibit 1

and services performed pursuant to this Agreement. The Consultant shall also maintain such other records as may be deemed necessary by the City to ensure proper accounting of all funds contributed by the City to the performance of this Agreement.

**B.** The foregoing records shall be maintained for a period of seven years after termination of this Agreement unless permission to destroy them is granted by the Office of the Archivist in accordance with RCW Chapter 40.14 and by the City.

**9.** **Audits and Inspections.** The records and documents with respect to all matters covered by this Agreement shall be subject at all times to inspection, review, or audit by the City during the performance of this Agreement.

**10.** **Termination.**

**A.** This City reserves the right to terminate or suspend this Agreement at any time, with or without cause, upon seven days prior written notice. In the event of termination or suspension, all finished or unfinished documents, data, studies, worksheets, models, reports or other materials prepared by the Consultant pursuant to this Agreement shall promptly be submitted to the City

**B.** In the event this Agreement is terminated or suspended, the Consultant shall be entitled to payment for all services performed and reimbursable expenses incurred to the date of termination.

**C.** This Agreement may be cancelled immediately if the Consultant's insurance coverage is canceled for any reason, or if the Consultant is unable to perform the services called for by this Agreement.

**D.** The Consultant reserves the right to terminate this Agreement with not less than fourteen days written notice, or in the event that outstanding invoices are not paid within sixty days.

**E.** This provision shall not prevent the City from seeking any legal remedies it may otherwise have for the violation or nonperformance of any provisions of this Agreement.

**11.** **Discrimination Prohibited.** The Consultant shall not discriminate against any employee, applicant for employment, or any person seeking the services of the Consultant under this Agreement, on the basis of race, color, religion, creed, sex, age, national origin, marital status, or presence of any sensory, mental, or physical handicap.

**12.** **Assignment and Subcontract.** The Consultant shall not assign or subcontract any portion of the services contemplated by this Agreement without the prior written consent of the City.

**13.** **Conflict of Interest.** The City insists on the highest level of professional ethics from its consultants. Consultant warrants that it has performed a due diligence conflicts check, and that there are no professional conflicts with the City. Consultant warrants that none of its officers, agents or employees is now working on a project for any entity engaged in litigation with the City. Consultant will not disclose any information obtained through the course of their work for the City to any third party, without written consent of the "City". It is the Consultant's duty and obligation to constantly update its due diligence with respect to conflicts, and not the City's obligation to inquire as to potential conflicts. This provision shall survive termination of this Agreement.

**14.** **Confidentiality.** All information regarding the City obtained by the Consultant in performance of this Agreement shall be considered confidential. Breach of confidentiality by the Consultant shall be grounds for immediate termination.

**15.** **Non-appropriation of funds.** If sufficient funds are not appropriated or allocated for payment under this Agreement for any future fiscal period, the City will so notify the Consultant and shall not be obligated to make payments for services or amounts incurred after the end of the current fiscal period. This Agreement will terminate upon the completion of all remaining services for which funds are allocated. No penalty or expense shall accrue to the City in the event that the terms of the provision are effectuated.

**16.** **Entire Agreement.** This Agreement contains the entire agreement between the parties, and no other agreements, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or bind either

Exhibit 1

of the parties. Either party may request changes to the Agreement. Changes which are mutually agreed upon shall be incorporated by written amendments to this Agreement.

17. **Notices.** Notices to the City of Sammamish shall be sent to the following address:

City of Sammamish  
801 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075  
Phone number: (425) 295-0500

Notices to the Consultant shall be sent to the following address:

Company Name Osborn Consulting, Inc.  
Contact Name Laura Ruppert, PE  
Street Address 1800 112th Ave NE, Suite 220E  
City, State Zip Bellevue, WA 98004  
Phone Number (425) 451-4009 x 2  
Email Laura@osbornconsulting.com

18. **Applicable Law; Venue; Attorneys' Fees.** This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. In the event any suit, arbitration, or other proceeding is instituted to enforce any term of this Agreement, the parties specifically understand and agree that venue shall be exclusively in King County, Washington. The prevailing party in any such action shall be entitled to its attorneys' fees and costs of suit, which shall be fixed by the judge hearing the case and such fee, shall be included in the judgment.

19. **Severability.** Any provision or part of this Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken and all remaining provisions shall continue to be valid and binding upon the City and the Consultant, who agree that the Agreement shall be reformed to replace such stricken provision or part with a valid and enforceable provision that comes as close as reasonably possible to expressing the intent of the stricken provision.

CITY OF SAMMAMISH, WASHINGTON

CONSULTANT

By: \_\_\_\_\_

By: Tarelle Osborn

Print Name: \_\_\_\_\_

Print Name: Tarelle Osborn

Title: City Manager

Title: President

Date: \_\_\_\_\_

Date: 10/20/13

Attest/Authenticated:

Approved As To Form:

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
City Attorney

## **Exhibit A Scope of Services 2014 Stormwater Repairs**

### **I. BACKGROUND and PURPOSE**

The City of Sammamish (CITY) has identified three sites where the existing stormwater infrastructure is damaged and/or not meeting the desired level of service. The three sites are:

1. NE 6th Street / Private Road Tight-line Pipe Repair. The existing metal tightline system is separated and/or falling apart and in need of repair. The existing system is located within a 10-foot drainage and utility easement and discharges to an existing open channel. The anticipated solution is to replace the damaged tightline with a new HDPE tightline with a diffuser tee outfall.
2. 230th Avenue NE twin culvert replacement. The two existing parallel 12-inch diameter culverts clog with debris resulting in flooding at 230th Avenue NE. The proposed solution shall be less prone to clogging.
3. NE 15th Street and 208th Avenue NE Pipe replacement. The existing 24-inch storm drain pipe is damaged and needs to be replaced. Damage was identified when this section of pipe was CCTV'd as part of the Inglewood Neighborhood Drainage Improvement study.

The three projects will be bundled into one set of bid documents in order to achieve some economy of scale through the bidding and construction phases of these projects. The resulting product will be one set of construction documents (plans, specifications, and engineer's estimate) ready for 2014 construction.

#### **General Assumptions**

- Structural investigations are not required.
- All coordination with property owners will be handled by the CITY.
- The CITY Project Manager will provide necessary information and data to proceed with the planning, design, coordination, and completion of the work described below.
- Assume 2014 construction (prior to wet season beginning October 1). Plant installation will occur in October of the construction year.
- English Units shall be used for all documents, plans, estimates, and engineering work.

### **II. WORK ELEMENTS**

The major Work Elements include:

1. Review Existing Conditions.
2. Analysis & Design.
3. Permitting.
4. Geotechnical Investigation.
5. Plans, Specification, and Estimate Preparation.
6. Project Administration.
7. Tightline Optional Geotechnical Investigation
8. Optional Permitting
9. Management Reserve - Contingency Fund.

## **Work Element 1      Review Existing Conditions**

### **A. Topographic Survey**

The objective of this work element is to obtain the necessary topographic survey of the project area to aid the design process and verify existing information available on GIS. Under this task, Axis Survey and Mapping will prepare base mapping for the two specified project areas. An AutoCAD drawing will be prepared at a scale of 1" = 20', or as required by the CITY before drafting commences. Existing Aerial and/or LIDAR mapping sources may be utilized either directly or as a basis for verification. We recommend the use of a utility locate service to establish approximate utility locations before commencement of field mapping. This Work Element will consist of the following tasks:

1. Control survey in NAD '83/'91 Horizontal Datum, with all elevations derived from and checked to NAVD '88 Vertical Datum per CITY Control Network.
2. Retrieve, interpret, and include existing as-builts as readily available from local agencies and purveyors.
3. Establish rights-of-way and roadway centerlines derived to plat records.
4. Set two temporary elevation benchmarks at site.
5. Arrange for utility locates.
6. Depict hard and soft surfaces on individual layers per accepted APWA standards.
7. Show and dimension located topographic features and contours at 2-foot intervals within subject area.
8. Show known utilities by surface evidence, utility pre-marks, or as-built location.
9. Location, species, and size (DBH) of significant trees  $\geq$  6-inch DBH.
10. Show ordinary high water and wetland (if any) flags delineated within the project area.

OCI will also be responsible for all coordination with the surveyor, insuring proper and accurate data is collected. Survey data collection will be performed for sites 1 and 2. Site 3 will use the survey form the NE 15th Street & 210th Avenue NE Water and Sewer Main project (Sammamish Plateau Water and Sewer District).

OCI will perform a site visit to verify the base map. Existing Information such as: GIS information, survey data, as-built plans and other City records of the area will be reviewed.

### **B. Pipe Condition Assessment**

Bravo Environmental will provide CCTV inspection of the failing tightline pipe in accordance with Pipeline Assessment Certification Program (PACP) Standards (assumes up to 300-LF of pipe). Video and pipe rating will be reviewed by OCI to determine the extent of damage and to inform the proposed solution. The video and pipe rating will be provided to the CITY.

OCI will review CCTV data for Site #3 that was collected as part of the Inglewood Neighborhood Drainage Improvement study.

### **Assumptions:**

- Property boundaries and easements will be based on plat records.
- Proposed work will be located within existing City right-of-way or easements; therefore, temporary construction easements (TCE) will not be needed. If a TCE is needed, preparation of legal descriptions and exhibits will be paid for out of the Manager's Reserve budget.

## Exhibit 1

- Utility potholes, if needed, will be provided by utility companies. OCI will coordinate utility potholing.
- Site #3 CCTV data will be provided by the City.

### **Deliverables:**

1. Survey Base Map
2. CCTV video and PACP inspection.

## ***Work Element 2            Analysis and Design***

The findings of Work Element 1 will be used to identify solution alternatives in addition to those listed above. Potential alternatives will look to address the existing problem without causing adverse affects to upstream and downstream systems. Qualitative analysis will be used to select up to three solution alternatives.

Anticipated solutions and design considerations include:

1. NE 6th Street / Private Road Tight-line Pipe Repair.
  - a. Replace the damaged tightline with a new HDPE tightline with a diffuser tee outfall.
  - b. Repair the damaged tightline via trenchless pipe lining.
  - c. Solution may repair or replace only the damaged portions of the existing outfall.
  - d. CCTV will inform the extent and severity of the existing damage.
  - e. Anchoring the pipe will be a significant design consideration at the tightline site.
  - f. Low disturbance construction methods will be explored to limit tree removal and other disturbances to private property.
2. 230th Avenue NE twin culvert replacement.
  - a. Install a new, larger diameter culvert.
  - b. Install a trash rack at the existing culvert inlets.
  - c. Existing utilities within the right-of-way may limit the culvert diameter.
3. NE 15th Street and 208th Avenue NE pipe replacement assumes an open trench pipe installation. Existing pipe size and invert elevations will be maintained. No utility conflicts are anticipated. Existing utility crossings will be supported in place during construction. No additional alternatives will be considered at this site.

OCI will summarize the performance of the alternatives in a matrix. The analysis matrix will also include consideration of cost, critical area impacts, constructability, and maintenance requirements. OCI will submit a draft matrix, accompanied by conceptual sketches, to the CITY for review and comment. CITY comments will be incorporated and a final matrix will be submitted. OCI, together with the CITY, will select the preferred alternative.

Analysis and Design does not include hydrologic and hydraulic verification of existing flooding. Existing problems are assumed to be maintenance related, and not capacity issues. Hydrologic and hydraulic analysis will be limited to excel based calculations to verify proposed solutions provide equivalent (or greater) capacity than the existing systems. Upstream and downstream assessments will be qualitative.

### **Deliverables**

1. Draft Alternatives Analysis Matrix and Sketches.
2. Final Alternatives Analysis Matrix and Sketches.
3. Design documentation (Technical Appendices and electronic design files).

### **Work Element 3      Permitting**

Work Element 3 covers critical areas documentation and design coordination. Except for coordination of work elements, The Watershed Company will conduct Work Element 3 at sites 1 and 2, consisting of the following tasks:

1. Site visit to identify, evaluate, and classify wetland and stream critical areas in the project vicinity (within 250 feet of the work area).
2. Delineate and flag wetlands and streams within 50-feet of the work areas inside drainage easements. Locations of critical areas found outside easements will be sketched onto site maps/plans.
3. Coordinate with the design team and CITY to communicate critical areas regulations and requirements and formulate the best design approach.
4. Coordinate on simple restoration plans for temporary impacts, goals, performance standards, and monitoring plan (OCI to prepare plans w/ TWC assistance).
5. Prepare a critical areas report detailing the findings of 1 & 2 above and outlining how the selected designs meet the requirements of local (Sammamish), state, and federal regulatory requirements for wetlands and streams.

#### **Assumptions:**

- The project will not excavate or fill within floodplains, jurisdictional wetlands or jurisdictional streams; work will take place within the footprint of existing pipes/drainage facilities.
- One revision of each deliverable is sufficient.
- Construction Best Management Practices and erosion controls are sufficient to limit project impacts. Other than the potential for simple restoration plans for temporary clearing impacts (included in the engineering plan set), the projects will not require environmental mitigation for regulatory approval. No detailed enhancement, restoration, or mitigation plans will be prepared.
- No critical areas are located at Site #3.

#### **Deliverables**

1. Critical Areas Report.

### **Work Element 4      Geotechnical Investigation**

Geotechnical investigation will be provided in support of Alternatives Analysis and Conceptual Design. Readily available, geology maps, geotechnical reports, and existing subsurface data will be reviewed to characterize the NE 6th Street / Private Road Tight-line Pipe Repair site conditions. A brief site reconnaissance will be completed to observe the surficial geology, seepage/groundwater, and slope conditions. Information obtained in this task will be utilized to give qualitative geotechnical input for the alternative analysis. Conceptual pipe configuration and anchor recommendations will be provided to inform the concept design.

#### **Assumptions**

- No subsurface explorations.
- Access to the project site will be provided by the City.
- Geotechnical Engineer will attend one alternative analysis meeting of up to 2 hours.

## **Deliverables**

- Brief technical memorandum describing literature review, site visit, and conceptual recommendations (draft and final; one round of review).

## **Work Element 5            *Plans, Specifications, and Engineer's Estimate (PS&E)***

OCI will complete design drawings, details, and an Engineer's construction cost estimate for the preferred alternatives. Deliverable submittals will be made at 60% and 100% design for CITY review and comment. City review will be completed following each submittal of Draft Plans. CITY will provide a consolidated list or redline set of comments within the timeframe shown on the project schedule. A meeting to discuss comments/redlines will be conducted with OCI staff and the CITY's Stormwater Engineer.

OCI will update plans and address all comments and submit one Bid Set construction bid package comprised of plans, bid documents, specifications, and bid schedule (A, B & C). Comments received following submittal of Final Bid Documents will be considered additional work.

### **Assumptions:**

- TESC plan will be shown on the site plan sheet.
- CITY will provide Contract documents and Division 1 special provisions.
- Submittals are electronic. Up to \$240 has been allocated for printed Bid documents.

### **Deliverables (60%, 100%, and Bid Set)**

1. Plans in AutoCAD (CAD files and 1 PDF copy Half Size 11"X17" and Full Size 22"X34"). Plans shall include the following sheets:
  - a. Cover sheet and Vicinity Map.
  - b. Typical Notes and Legend.
  - c. Typical Details.
  - d. Schedule A: Plan and Profile View.
  - e. Schedule A: Site Restoration Plan.
  - f. Schedule A: Details.
  - g. Schedule B: Plan and Profile.
  - h. Schedule B: Site Restoration Plan.
  - i. Schedule B: Details.
  - j. Schedule C: Plan and Profile View.
2. Engineer's Construction Cost Estimate
3. Special Provisions: Anticipated Special Provisions will be identified at the 60% submittal. Draft Special Provisions will be included with the 100% submittal.

## **Work Element 6            *Project Administration***

The objective of this work element is to provide project administration including budget and schedule management, internal quality assurance/quality control review of deliverables prior to submission, maintenance of records and monthly progress reports, and project set-up and

## Exhibit 1

close-out. Administration will also include design meetings and other coordination with the City Project Manager.

### **Assumptions:**

- Project duration is six (6) months: November through April

### **Deliverables**

1. Monthly progress reports.

### ***Work Element 7      Tightline Optional Geotechnical Investigation***

If a new, anchored, welded HDPE pipe is selected as the preferred alternative, a focused subsurface investigation will be completed at the general location of the pipe anchor that would be located at the top of the slope. A simple slope stability analysis will be completed to evaluate the relative stability of the slope, and to determine an appropriate setback for a top-anchor. Geotechnical design parameters (lateral resistance and slope setback of top anchor, mid-slope anchorages, and toe anchor) will be developed to inform the final design. Geotechnical input will be provided for the Special Provisions. The final design drawings will be reviewed to confirm that the geotechnical recommendations were properly interpreted and incorporated.

### **Assumptions:**

- The accompanying budget assumes that a boring will be completed (depth up to 20 feet) at the top of the slope. A backhoe test pit is another potential, and less costly, alternative.
- Access to the project site, and necessary permits for field explorations, will be provided by the City.
- Traffic control will not be necessary for field investigation.
- A public one-call and private utility locate will be conducted prior to conducting subsurface explorations.
- Excess drill spoils will be non-contaminated and will be spread onsite.
- Up to 6 hours for unplanned meetings, phone calls, and general support are assumed in the budget.

### **Deliverables**

2. Draft and final geotechnical report (one review cycle).
3. Review comments.

### ***Work Element 8      Optional Permitting***

Work Element 8 covers permitting. Except for coordination of work elements, The Watershed Company will conduct Work Element 8, consisting of the following tasks:

1. Prepare a SEPA checklist for both projects.
2. Prepare a Joint Aquatic Resources Permit Application (JARPA) to send to WDFW, seeking a Hydraulic Project Approval (HPA). OCI to furnish 60% design drawings for inclusion in the JARPA submittal.

### **Assumptions:**

## Exhibit 1

- The project will not excavate or fill within floodplains, jurisdictional wetlands or jurisdictional streams; work will take place within the footprint of existing pipes/drainage facilities.
- Replacement of facilities requires an HPA from WDFW but no approval from the US Army Corps of Engineers or any other federal agency is needed.
- A Biological Assessment/Biological Evaluation is not required since no federal permits will be needed.
- One revision of each deliverable is sufficient.
- It is assumed that permitting for both project sites (1 & 2) can be combined.
- SEPA and JARPA will not be needed for Site #3.

### **Deliverables**

1. Draft & Final SEPA Checklist.
2. Draft & Final JARPA Application and Drawings.
3. Clear and Grade Permit (if needed).

### ***Work Element 9                      Manager's Reserve - Contingency Item***

The objective of this work element is to provide budget for additional services identified by the project manager during the course of the project. Potential services may include, but are not limited to:

- Scope or design changes.
- Addressing a changed condition (i.e. existing condition does not fit scope assumptions).
- Other out of scope work elements.

Written direction from the City of Sammamish is required to proceed with this work element.

EXHIBIT B



## REQUEST FOR CONSULTANT PAYMENT

To: City of Sammamish  
 801 228<sup>th</sup> Avenue SE  
 Sammamish, WA 98075  
 Phone: (425) 295-0500  
 FAX: (425) 295-0600

Invoice Number: \_\_\_\_\_ Date of Invoice: \_\_\_\_\_

Consultant: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email Address: \_\_\_\_\_

Contract Period: \_\_\_\_\_ Reporting Period: \_\_\_\_\_

Amount requested this invoice: \$ \_\_\_\_\_

Specific Program: \_\_\_\_\_

\_\_\_\_\_  
 Authorized signature

***ATTACH ITEMIZED DESCRIPTION OF SERVICES PROVIDED***

***For Department Use Only***

Total contract amount	
Previous payments	
Current request	
Balance remaining	

Authorization to Consultant: \$
Account Number:
Date:

Approved for Payment by: \_\_\_\_\_ Date: \_\_\_\_\_

<i>Finance Dept.</i>	
Check # _____	Check Date: _____

EXHIBIT C



## TAX IDENTIFICATION NUMBER

In order for you to receive payment from the City of Sammamish, you must have either a Tax Identification Number or a Social Security Number. The Internal Revenue Service Code requires a Form 1099 for payments to every person or organization other than a corporation for services performed in the course of trade or business. Further, the law requires the City to withhold 20% on reportable amounts paid to unincorporated persons who have not supplied us with their correct Tax Identification Number or Social Security Number.

Please complete the following information request form and return it to the City of Sammamish prior to or along with the submittal of the first billing invoice.

Please check the appropriate category:

Corporation                       Partnership                       Government Consultant  
 Individual/Proprietor                       Other (explain)

TIN No.: 20-1896054

Social Security No.: \_\_\_\_\_

Print Name: Tarelle Osborn, PE

Title: President

Business Name: Osborn Consulting, Inc.

Business Address: 1800 112th Avenue NE, Suite 220E

Business Phone: (425) 451-4009

10/28/13  
Date

Tarelle Osborn  
Authorized Signature (Required)

Exhibit 1

EXHIBIT D  
FEE ESTIMATE

Osborn Consulting, Inc. - City of Sammamish 2014 Stormwater Repairs

Classification	OCI						The Watershed Co.				Aspect						Axis Survey	Bravo	Cost Estimate			
	PIC	PM	PE	CADD	Engr. I/II		SR Ecologist	Planner	Ecologist	Cost	Principal	Sr. Project	Sr. Staff	CADD	PA	Driller Locate & ODCs				Cost		
Hourly Rate	\$149.00	\$142.00	\$127.00	\$129.00	\$81.00		\$140.00	\$130.00	\$80.00		\$193.00	\$134.00	\$106.00	\$101.00	\$73.00							
Project Tasks	Hours Estimate						Expense	Sub Mark-Up (1.5%)	Cost Estimate	Hours Estimate				Cost Estimate	Hours Estimate							
<b>Work Element 1: Review Existing Conditions</b>																						
A Topographic Survey	0	0	1	0	0				0	0	0		0	0	0	0	0		\$ 6,000			
Site visit to verify base map	0	0	5	0	5	\$ 17.00			0	0	0		0	0	0	0	0				\$ 2,759	
B Pipe Condition Assessment	0	0	2	0	0				0	0	0		0	0	0	0	0					
<b>Total Hours</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>\$ 17</b>	<b>\$ 131</b>	<b>\$ 1,569</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,000</b>	<b>\$ 2,759</b>	<b>\$10,328.79</b>
<b>Work Element 2: Analysis and Design</b>																						
Kickoff meeting	0	2	2	0	0	\$ 17.00			0	2	0		0	0	0	0	0					
Data collection and review	0	0	4	0	6				0	0	0		0	0	0	0	0					
Qualitative Analysis - 3 alts / site	0	0	4	0	6				0	0	0		0	0	0	0	0					
Concept design sketches and matrix	2	2	4	0	8				0	0	0		0	0	0	0	0					
Technical Appendix	0	1	2	0	4				0	0	0		0	0	0	0	0					
<b>Total Hours</b>	<b>2</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>24</b>	<b>\$ 17</b>	<b>\$ 4</b>	<b>\$ 5,005</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>\$ 260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$5,264.90</b>
<b>Work Element 3: Permitting</b>																						
CA recon & delineation fieldwork & CA report	0	0	0	0	0				4	3	15		0	0	0	0	0					
Coordinate on design, restoration plan	0	0	0	0	0				8	0	0		0	0	0	0	0					
<b>Total Hours</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ 0</b>	<b>\$ 49</b>	<b>\$ 49</b>	<b>12</b>	<b>3</b>	<b>15</b>	<b>\$ 3,270</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,319.05</b>
<b>Work Element 4: Geotechnical Investigation</b>																						
Literature review & Site visit	0	0	0	0	0				0	0	0		1	8	0	0	0	\$ 50				
Alternative analysis meeting	0	0	0	0	0				0	0	0		1	2	0	0	0	\$ 25				
Draft & final memo	0	0	0	0	0				0	0	0		2	12	0	2	1					
<b>Total Hours</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ 0</b>	<b>\$ 61</b>	<b>\$ 61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>\$ 75</b>	<b>\$ 4,070</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$4,131.05</b>
<b>Work Element 5: PS&amp;E</b>																						
60% Plans and Cost estimate	4	8	24	10	28				0	0	0		0	0	0	0	0					
100% Plans, Specs, and Cost estimate	4	8	22	4	26				0	0	0		0	0	0	0	0					
PS&E (Bid Set)	2	8	22	2	26	\$ 240			0	0	0		0	0	0	0	0					
<b>Total Hours</b>	<b>10</b>	<b>24</b>	<b>68</b>	<b>16</b>	<b>80</b>	<b>\$ 240</b>	<b>\$ -</b>	<b>\$ 22,318</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$22,318.00</b>
<b>Work Element 6: Project Administration</b>																						
Project admin and client/sub coordination	0	12	6	0	0				0	0	0		0	0	0	0	0					
QA/QC	4	8	0	0	0				0	0	0		0	0	0	0	0					
Progress tracking and reporting	0	6	6	0	0				0	0	0		0	0	0	0	0					
<b>Total Hours</b>	<b>4</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ 147</b>	<b>\$ 147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$5,812.00</b>
<b>Work Element 7: Tightline Optional Geotechnical Investigation</b>																						
Field investigation	0	0	0	0	0				0	0	0		1	1	8	0	0	\$ 2,550				
Slope stability	0	0	0	0	0				0	0	0		1	4	0	0	0					
Anchor design	0	0	0	0	0				0	0	0		1	4	0	0	0					
Draft & final report	0	0	0	0	0				0	0	0		2	16	0	2	1					
Specification input and plan review	0	0	0	0	0				0	0	0		1	4	0	0	0					
Support, phone calls and meetings	0	0	0	0	0				0	0	0		2	4	0	0	2					
<b>Total Hours</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ 147</b>	<b>\$ 147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>8</b>	<b>33</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>\$ 2,550</b>	<b>\$ 9,785</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$9,931.78</b>
<b>Work Element 8: Optional Permitting</b>																						
SEPA, JARPA & local permit	0	0	0	0	0				2	25	0		0	0	0	0	0					
<b>Total Hours</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ 53</b>	<b>\$ 53</b>	<b>2</b>	<b>25</b>	<b>0</b>	<b>\$ 3,530</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$3,582.95</b>
<b>Work Element 9: Management Reserve - Contingency Fund</b>																						
	0	0	0	0	0				0	0	0		0	0	0	0	0					
	0	0	0	0	0				0	0	0		0	0	0	0	0					
<b>Total Hours</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ 44</b>	<b>\$ 3,800</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ 650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ -</b>	<b>\$ 1,400</b>	<b>\$ 600</b>	<b>\$ 250</b>	<b>\$6,699.50</b>
<b>Firm Subtotal:</b>								<b>\$38,814</b>	<b>Firm Subtotal:</b>				<b>\$7,710</b>	<b>Firm Subtotal:</b>						<b>\$15,255</b>	<b>\$6,600</b>	<b>\$3,009</b>
<b>% of total budget:</b>								<b>54%</b>	<b>% of total budget:</b>				<b>11%</b>	<b>% of total budget:</b>						<b>21%</b>	<b>9%</b>	<b>4%</b>
<b>Total Budget: \$71,388.02</b>																						



# STUDY SESSION NOTES

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## Study Session October 8, 2013

Mayor opened the study session of the Sammamish City Council at 6:30 p.m.

### Open Study Session

6:30 pm

### Public Comment

*This is an opportunity for the public to address the Council. Three-minutes limit per person or 5 minutes if representing the official position of a recognized community organization.*

Rich Shivley, Parish Administrator, Mary Queen of Peace Catholic Church, Spoke regarding the church process for hosting Tent City.

John Galvin, 432 228<sup>th</sup> Avenue SE, Spoke regarding the Economic Development Plan and the Town Center.

John Hansen, 504 228<sup>th</sup> Avenue SE, He felt that the public comment period should come at the end of this meeting so he can see what is going to be presented during the Economic Visioning session and then comment.

### Topics

- Economic Development Visioning Exercise
- Council Chamber Update

### Adjournment

9:30 pm



*COUNCIL*  *MINUTES*

**Regular Meeting**  
**October 14, 2013**

Mayor Tom Odell called the regular meeting of the Sammamish City Council to order at 6:30 pm.

**Councilmembers present:**

Mayor Tom Odell  
Deputy Mayor Ramiro Valderrama  
Councilmember Don Gerend  
Councilmember John James  
Councilmember Tom Vance  
Councilmember Nancy Whitten

**Absent:**

Councilmember John Curley

**MOTION:** Councilmember Valderrama moved to excuse Councilmember Curley. Councilmember Whitten seconded. Motion carried unanimously 6-0.

**Staff present:**

City Manager Ben Yazici  
Deputy City Manager Lyman Howard,  
Public Works Director Laura Philpot  
Assistant City Manager/Community Development Director Kamuron Gurol  
Assistant City Manager/Administrative Services Director Mike Sauerwein  
City Attorney Mike Kenyon  
Administrative Assistant to the City Clerk Lita Hachey.

**Roll Call/Pledge of Allegiance**

Roll was called. Mayor Tom Odell led the pledge.

**Approval of Agenda**

**MOTION:** Councilmember Valderrama moved to approve the agenda. Councilmember Gerend seconded. Motion carried unanimously 6-0.

**Presentations/Proclamations**

**Public Comment**

Father Kevin Duggen, 1121 228<sup>th</sup> Ave SE, Pastor Mary Queen of Peace Church, The church is considering hosting Tent City 4 (a homeless encampment) with the help of other area churches. Starting this

Saturday, October 19, 2013, Tent City 4 will be established for a 90-day period, ending on January 18, 2014.

Tereasa Cody, 25625 East Plateau Dr. Plateau Golf & Country Club, requested golf carts be allowed on the public streets surrounding the golf club neighborhood. The golf cart zone would be restricted to streets with a speed limit of 30 mph or less.

Randy Hoefler, 113 Windsor Drive SE, discussed what a golf club zone is. In 2009, legislation passed in Washington to allow the creation of golf cart zones. This allows a local government agency to create a zone around, for example, the Plateau Golf and Country Club. Public Works Director Laura Philpot will present the golf club zone later in the meeting.

### **Consent Agenda**

Payroll for the period ending September 30, 2013 for pay date October 4, 2013 in the amount of \$300,082.21

Approval: Claims for period ending October 14, 2013 in the amount of \$1,641,792.93 for Check No. 35805 through 35930.

Resolution: Authorizing the City Manager To Enter Into An Interlocal Agreement With Association Of Washington Cities Employee Benefit Trust To Participate In Their Self-Insured Health And Welfare Benefit Program

Amendment: Economic Development Plan/Community Attributes

Approval: October 1, 2013 Regular Meeting Minutes

**MOTION: Deputy Mayor Valderrama moved to approve the consent agenda. Councilmember Gerend seconded. Motion carried unanimously 6-0.**

### **Public Hearing**

Public Hearing opened at 6:48 pm and will remain open until November 5, 2013

### **Public Comment**

Denise Stiffarm, 925 4<sup>th</sup> Ave # 2900, Seattle, WA, Lake Washington School District, spoke regarding the impact fees in the Lake Washington School District

Steve Crawford, 565 NW Holly St. Issaquah, WA, Director of Capital Projects, Issaquah School District, discussed the factors that contribute to the changes in the school Impact fees

Assistant City Manager/Community Development Director Kamuron Gurol gave the staff report and gave a PowerPoint presentation (*available on the city's website at [www.sammamish.us](http://www.sammamish.us)*).

**Ordinance:** First Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Snoqualmie Valley School District No. 410 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date.

**Ordinance:** First Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Lake Washington School District No. 414 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date.

**Ordinance:** First Reading Relating To School Impact Fees; Amending The City's Comprehensive Plan To Adopt The Issaquah School District No. 411 Capital Facilities Plan; Adopting The Associated School Impact Fee Schedule; And, Establishing An Effective Date.

### **Council Reports**

**Councilmember Gerend**, spoke regarding the Eastside Transportation Partnership meeting on October 11.

**Councilmember Vance**, spoke regarding the Regional Transit Committee meeting on Wednesday, October 16. They will be discussing the potential transit cutbacks in service due to funding issues.

**Deputy Mayor Valderrama**, spoke regarding Tent City 4 and praised the decision to hold it at Mary Queen of Peace. Attended the Eastside Fire and Rescue board meeting last Thursday, October 10. The Board voted to extend the Interlocal Agreement (ILA). All other members of the board were planning to take back to their Commissions and Councils, the 75/25 proposal presented and get back to Sammamish about their decisions. Discussion and a vote was held to approve a subgroup of five members who would discuss, if the 75/25 approved, how a long-term funding model could be done.

**Mayor Odell**, spoke regarding the success of the Mayor's Month of Concern Hunger Food Drive. There was 18,235 lbs. of food collected and almost \$3,000.00. Public Issues Committee, with Sound Cities Association, discussed the closing of garbage transfer stations and creating new ones. At a meeting on Oct. 9, 2013, King County presented a transfer-plan review document that the Sammamish Council will have to vote on. He also attended the EF & R Funding Model & Board meeting.

### **City Manager Report**

Golf Carts on City Streets

Public Works Director Laura Philpot gave the staff report and gave a PowerPoint presentation (*available on the city's website at [www.sammamish.us](http://www.sammamish.us)*).

Ms. Philpot asked for the Council's direction in moving forward with this request.

Councilmember Whitten and Mayor Odell would like more information before proceeding with this issue. There have been concerns expressed about safety issues. A desire for feedback from local schools and the Sammamish Police Chief. Councilmember James stated that golf carts are allowed on the streets in the Sahalee community.

Decision postponed until more discussion about the issues is possible.

**MOTION:** Deputy Mayor Valderrama moved to amend the agenda to move the Executive Session to the end of the meeting after the Study Session. Councilmember James seconded. Motion carried unanimously 6-0.

Mayor Odell suggested a 5-minute break. Meeting resumed at 7:40 pm.

### **Study Session**

- Fire Services

### **Public Comment**

**Dave Augenstein, 723 212<sup>th</sup> Ave SE, Sammamish, WA 98075, Citizen and Firefighter**, Comment: He spoke regarding the timeline of this latest report. He feels that the Citizens/First responders are being ignored in this process and there has not been enough opportunity for public input. Taxpayers have paid over \$65,000 for a consultant study. Why are you changing something that is working fine at the risk of something of poor quality?

**Mike O'Brien, 519 N 77<sup>th</sup> St, Seattle, WA, 98103, Firefighter with EF & R**, Comment: Requesting a written response to his question prior to vote on Nov. 5<sup>th</sup>. He wonders why the City is saying that the Fire Dept. the city is proposing will have the same or better quality of service, for the same or less cost than what EF & R is providing today? The report that he has seen won't be offering several services that EF & R is currently offering.

**Emily Harig, 416 221<sup>st</sup> Ave NE, Sammamish, WA 98074, Resident and Volunteer Firefighter at Station 82**, Comment: She feels the program has helped her become the person she is today. EF & R has provided many outreach services to her neighborhood, including blood pressure checks, holiday engines, food donations and other support. How will this change?

**Robin Earl, 2151 E Beaver Lake Drive SE, Sammamish, WA 98074, Resident & Principal of Creekside Elementary School**, Comment: Discussed how successful the community partnership with EF & R has been with the schools. She feels there is a tight bond in the community. EF & R has always been there for school events; from the start of a new school to various school functions. They are part of her school team.

**Michelle Frey, 3113 214<sup>th</sup> Place SE, Sammamish, WA 98075, Volunteer for EF & R**, Comment: Requested a written response to her question. She hears the City plans to pay firefighters the lowest possible salary on the pay scale if this fire department is formed. Is that fair? What is the justification? Has the risk gone down?

**Ryan O'Cain, 11915 NE 103<sup>rd</sup> Place, Kirkland, WA, Firefighter, formerly at Station 81 & now at Station 83**, Comment: Requested a written response by Nov. 5, 2013. It appears you won't have a dedicated fire prevention division or even an officer. If not, how will plan review inspections, permitting and service testing be accomplished? How much will that cost in addition to what is being proposed?

**David Geller, 2156 272<sup>nd</sup> Way SE, Sammamish, WA 98075, Resident of Trossachs**, Comment: He is here to voice his strong supporter of EF & R. He feels we need to keep EF & R. He trained as an EMT and a volunteer at Station 83. Do we want to take the risk with a new Fire Department? A majority of calls are for medical emergencies. If the City forms its own department then not all forty firefighters will be employed from those three stations. He would prefer a group of well-trained professionals coming to his door in the case of an emergency.

**Sara Groff, 1855 Trossachs Blvd SE, # 205, Sammamish, WA 98075, Resident,** Comment: Requested a written response by Nov. 5, 2013. She does not see in the final study, where there is a full-time training officer on staff should the city break away from Eastside Fire & Rescue. How will firefighters receive the training they need to keep their skills current? How much will that cost in addition to what is being proposed? Why fix something that is not broken? She feels EF & R is a well-established, well-oiled department and she does not want to see that changed with a new department.

**Mary Zeigler, 4617 225th Ave SE, Sammamish, WA 98075, Resident,** Comment: She has checked with her homeowners insurance and two factors concerned with the rate are Fire Dept. response time and distance from fire station. She is concerned about the changes that will happen and the possibility the Station 83 will be closing. She feels that response time is critical and that EF & R are trained professionals. Ms. Zeigler would like to know what the City's experience is in operating a Fire Department.

**Jon Poulin, 14819 4<sup>th</sup> Place NE, Duvall, WA. 98019, Sammamish Firefighter,** Comment: Requested a written response to the following question. As board members of EF & R, your members have approved the budget for the last 12 years, why now are you making an issue of a higher cost?

**Colin O' Brien, 27223 NE 146<sup>th</sup> Place, Duvall, WA 98019, Firefighter at Station 83:** Comment: Requests a written response to the following question: Who will do specialized maintenance on fire trucks? Does the City currently have the expertise and exactly what will the cost be to do that sort of maintenance?

**Kim Hilliker, 2630 233<sup>rd</sup> Place NE, Sammamish, WA 98074,** Comment: She begs that Sammamish not get rid of this fire station and these providers. She feels that we need these experienced firefighters to remain in Sammamish. What value does the City put on human lives over the dollars saved?

**Kent T. Kiernan, 23101 NE 18<sup>th</sup> Court, Sammamish, WA 98074,** Comment was previously voiced.

**Joe Lindsay, 710 240<sup>th</sup> Way SE, Sammamish, WA 98075, EF & R Firefighter,** Comment: The City has done five fire services studies since 2005 at a cost of \$100,000 or more. The last one stated that it was more effective to have Sammamish remain with EF & R. What has changed in this last report and what makes the city think it can run a stand-alone fire department cheaper and better than what we get with EF & R?

**Chris Tubbs, 22618 NE 15<sup>th</sup> Place, Sammamish, WA 98074, Resident and Fire Chief with over 35 years' experience,** Comment: He cautioned the Council with proceeding with its own fire department and feels there is a lack of transparency with this issue. He respects the right of the Council to make such business decisions. As public servants, the public trust should be paramount. He feels that the City is being naive about the ability to run its own fire service. He requests that the Council delay any decision to sever the contract with EF & R. Public safety is the most important service we receive from local government.

**John Bromberg, 22309 NE 31<sup>st</sup> Street, Sammamish, WA 98074** Comments: Requested a written response to his questions. Spoke against the Council's decision to create its own fire department. He feels the decision for Sammamish to create its own Fire Department is based on financial information on paper only. There is a whole lot more that needs to go into it. Instead, all the Citizens of Sammamish should make the decision.

**Jan Bromberg, 22309 NE 31st Street, Sammamish, WA 98074, Cert Program Manager,**  
Comment: The Community Emergency Response Team program in Sammamish are the main providers of training for citizens. They host 4 training sessions per year and have graduated over 600 CERT's. EF & R has been a big partner in this program. She would like to know why no one in her organization was asked for input.

**Jon Wiseman, 7329 410<sup>th</sup> Ave SE, Snoqualmie, WA, 98065, President of the Firefighter Union,**  
Comment: Spoke on behalf of the local firefighters that support the Sammamish community. They have been concerned about the rush to push the decision forward to November from December. He does not feel confident in the decision to turn away Eastside Fire and Rescue. He is concerned about the FCS report and that the costs do not add up. The quality of service will decline if the City tries to take over the management. The CERT program and regional partnerships will suffer.

**Brad Speigler, 13804 252<sup>nd</sup> Place, Issaquah, WA, 98027,** Comment: Requested a written response to his question. He is here to support EF & R. He feels that the proposed budget has issues. He feels we need ongoing training for our EMT's.

**Dee Carrel, 20814 NE 26<sup>th</sup> Place, Sammamish, WA 98074, Citizen,** Comment: She is concerned about the loss of the EF & R in Sammamish and here to support the EF & R. She is also worried about home insurance rates going up.

**Suzie Rockey, 23253 NE 17<sup>th</sup> St, Sammamish, WA 98074, Business Owner, Sammamish,**  
Comment: Requested a written response before the Nov. 5<sup>th</sup> meeting. How will the intellectual capital about the people, schools and the area, be maintained, if you have a new fire department?

**Pete Brummel, 1251 West Valley Pkwy, Chimacum, WA 98325, Captain Eastside Fire & Rescue, Emergency Management Advisory Board, Regional Fire Service Planner,** Comment: He found numerous flaws in the new FCS report. The lack of the Fire Battalion Chiefs is important for daily operations and safety issues. Regional assistance is needed to run the Fire Dept. Regional fire services is the way of the future. EF & R has the specialists that are needed.

**Wayne Parker, 5017 35<sup>th</sup> Ave SW, Seattle, WA 98126, Fire Fighter with EF & R,** Comment: Request for a written response to his question before Nov. 5<sup>th</sup> meeting. When calling around to others that operate a three station fire department, none are able to get the costs per station down as far as EF & R, while maintaining the level of quality in services. Why does the city think that they can do what others can't?

**Loren Charlston, 445 243<sup>rd</sup> PI SE, Sammamish, WA 98074, Former Assistant Fire Chief,**  
Comment: Requested a written response before Nov. 5 meeting. Regional Fire Service is the way of the future. Why is the City choosing this direction? The City is being unrealistic about costs

and not having a Battalion Chief. The entire City staff is going to get busier. How many Sammamish residents have requested a change away from ER & R?

**Judi McLaughlin, 427 219<sup>th</sup> Ave NE, Sammamish, WA 98074, Citizen**, Comment: Why would you do this to our community? Why would you take away the people who service this community? This is not the right thing to do, our citizens need our EMT's and fire & rescue. She was told her home insurance rates will go up. She requests that Council make a common sense decision and keep EF & R.

**Sarah Cousins Hoopes, 23966 SE 7<sup>th</sup> Lane, Sammamish, WA 98075**, Comments: Based on the comments from the Technical Advisory Committee, a more community-based model is desired by the community. What community organizations or individuals did the FCS or the TAB ask about the decision to leave EF & R?

**Mike Mandella, 688 110<sup>th</sup> Ave NE, Bellevue, WA, 98004, Retired Fire Chief with 30 years of service**, Comment: What is the rush? He is here to talk about transparency, cost analysis, due diligence and risk assessment. He would like to know why the Council is not open and honest about this decision. He feels you cannot run a fire department on that few dollars. You do not have the in house expertise dealing with union workers. Potential staffing issues will put the burden on the homeowner and businesses to pay more in taxes.

**Richard Waymire, 806 233<sup>rd</sup> Pl NE, Sammamish, WA 98073, Volunteer Firefighter at Station 82**, Comment: He is against the decision to remove EF & R. He did not see any mention in the report of the volunteers in the fire department. Do you have a plan to have volunteers in the department or not?

**Sharon Rhinevault, 21472 NE 20<sup>th</sup> Court, Sammamish, WA 98074**, declined to comment as her comment was previous addressed.

**Michael King, 2328 233<sup>rd</sup> Ave NE, Sammamish, WA 98074**, Comment: Requested a written response. Will the city still get all the support on major calls from EF & R that they get today if they are no longer a partner? Are EF & R, Redmond or Fall City Fire, obligated to offer any mutual or automatic aid and if not, have they agreed to do so? Will the City automatically allow mutual aid agreements if the city decides to form its own Fire department. He finds the FCS report inadequate and has many concerns. He encourages Council to think twice about this decision.

**David Misakian, 1237 227<sup>th</sup> Terrace SE, Sammamish, WA 98075, Volunteer Program Manager**, Comment: Requested a written response by Nov. 5 meeting. His question is about the Council's decision to have a fire department that is more community based. What is the desire of the Council? We currently have a volunteer pool that works with the career staff to provide grief and counseling services to our Chaplin corps, a SSV corps that provides data and tele-communications back-up services, staffing for concerts in the park and school events. What is Council seeking additionally that the volunteer pool and the career staff do not provide?

**Adam Merritt, 33801 SE Sorenson St, Snoqualmie, WA 98065, Firefighter with EF & R**, Comment: His question to Council is that it is his understanding that the City has no union employees. If you start a Fire Department, the firefighters will quickly organize one. Will that

cost us more in a few years? Will other city workers organize and increase City expenses as well? Do you want the firefighters to organize?

**John Fallstrom, 885 7<sup>th</sup> Ave NW, Issaquah, WA, 98027, 27 years with KC Fire District 10 & with EF & R.** Comment: currently the citizens of Sammamish receive numerous, seamless fire services, all as partners with EF & R provide numerous services. How will that work under the new plan for the City? Other considerations are requirements for staff training, mechanic services, facility maintenance, dispatch services and the ability to respond to hazardous situations etc.

**Eugene Craig, 20555 NE 27<sup>th</sup> Pl, Sammamish, WA 98074, Long-time resident of Sammamish,** Comment: The Fire people should handle fire and safety and the City people should manage City affairs. He thanked the members of Council; feels they are doing their job and will make the right decision. With change, come improvements.

**Frank Dahlquist, 25307 145<sup>th</sup> Pl SE, Monroe, WA, 98272, EF & R firefighter,** Comment: He sees the trend with regional fire services around the area. Regionalization is the way to go. If one of the Cities' mentioned in your study has since gone to a regional fire authority, why would we go to something else?

**Eric Jarvi, 20906 NE 19<sup>th</sup> Place, Sammamish, WA 98074** Comment: Requested a written response. What will our 2014 and 2015 cost projections become in the event Sammamish Fire Dept. and will other city employees need to unionize? What plan does the City have for negotiating union contracts?

**Kyle Wyler, 22626 SE 281<sup>st</sup> street, Maple Valley, WA 98038, Firefighter with EF & R** Comment: Requested a written response. Is it true that the city pays far less per thousand assessed property value than any of the other current partners for fire and medical services? If you pay the least and the public is satisfied with this service, why are you leaving?

**Rick Reynolds, 33028 SE 44<sup>th</sup> Street, Sammamish, WA 98074, Lieutenant with EF & R,** Comment: He spoke in favor of EF & R as a first rate department. Council needs to consider disaster preparedness in Sammamish, the CERT group and the training they provide. This is just one of the many areas that you could lose if you chose to going somewhere else.

Public Comment ended at 8:44 pm.

Mayor Odell requested a 10 min recess.

City Manager Ben Yazici gave a staff report and gave a PowerPoint presentation (*available on the city's website at [www.sammamish.us](http://www.sammamish.us)*)

Peter Moy, with the FCS group, gave an update of the Fire Services Study and gave a PowerPoint presentation (*available on the city's website at [www.sammamish.us](http://www.sammamish.us)*). Along with Bob Merritt with MHC Associates

Kathleen Huckabay, with the Technical Advisory Board (TAB), gave an update of the Fire Services Study and gave a PowerPoint presentation (*available on the city's website at [www.sammamish.us](http://www.sammamish.us)*). Ms. Huckabay introduced Ron Haworth and Lee Felling fellow TAB members.

**Close Study Session**

**Executive Session** – Potential Litigation pursuant to RCW 42.30.110(1)(i)

Council retired to Executive Session at 11:20 pm and returned at 11:39 pm. with the following action taken:

**Motion: Deputy Mayor Valderrama moved to authorizing a Quiet Title lawsuit regarding certain parcels on SE 14<sup>th</sup> St. Councilmember Gerend seconded. Motion carried unanimously 6-0.**

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Lita Hachey, Administrative Assistant  
to the City Clerk

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Thomas T. Odell, Mayor





# City Council Agenda Bill

**Meeting Date:** November 5, 2013

**Date Submitted:** October 4, 2013

**Originating Department:** Community Development

**Clearances:**

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> City Manager | <input checked="" type="checkbox"/> Community Development | <input type="checkbox"/> Parks & Recreation |
| <input checked="" type="checkbox"/> Attorney     | <input type="checkbox"/> Finance & IT                     | <input type="checkbox"/> Police             |
| <input type="checkbox"/> Admin Services          | <input type="checkbox"/> Fire                             | <input type="checkbox"/> Public Works       |

**Subject:** Ordinances amending the City Comprehensive Plan to adopt the 2013 6-year capital plans and associated impact fees for Snoqualmie Valley, Lake Washington and Issaquah school districts.

**Action Required:** Re-open public hearing, take additional testimony, and close public hearing. Approve ordinances relating to school impact fees

- Exhibits:**
- 1) Ordinance amending the city’s comprehensive plan to incorporate the 2013 Snoqualmie Valley school district capital facilities plan and impact fees.
  - 2) Ordinance amending the city’s comprehensive plan to incorporate the 2013 Lake Washington school district capital facilities plan and impact fees
  - 3) Ordinance amending the city’s comprehensive plan to incorporate the 2013 Issaquah school district capital facilities plan and impact fees

**Budget:** Not Applicable

**Summary Statement:**

Each of the three school districts that serve the City of Sammamish have prepared updated six-year capital facility plans (CFPs) in compliance with the requirements of the Growth Management Act and SMC 21A.105. The updated CFPs include revised impact fees for single family housing and for multifamily housing units. The CFPs are included in Appendix B of the City’s Comprehensive Plan. The proposed ordinances would approve the new fees and replace the CFP’s with the current versions.

A fee comparison table is show below.

	Single Family Per Unit	Multi-Family Per Unit
<b>Snoqualmie Valley SD</b>	\$8,011.11 <i>(old \$8,668.48)</i>	\$3,366.16 <i>(old \$3,220.38)</i>
<b>Lake Washington SD</b>	\$6,302.00 <i>(old \$7,005.00)</i>	\$207.00 <i>(old \$197.00)</i>
<b>Issaquah SD</b>	\$5730.00 <i>(old \$3,738.00)</i>	\$1,097.00 <i>(old \$0.00)</i>

**Background:**

The adoption of the school district capital facility plans are an annual amendment to the City’s Comprehensive Plan. The amendment is required by RCW 82.02.050 for continued authorization to



## City Council Agenda Bill

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collect and expend impact fees. The fees help implement the capital facilities element of the city comprehensive plan and the Growth Management Act by:

- (1) Ensuring that adequate public school facilities and improvements are available to serve new development;
- (2) Establishing standards whereby new development pays a proportionate share of the cost for public school facilities needed to serve such new development;
- (3) Ensuring that school impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees or duplicative fees for the same impact; and
- (4) Providing needed funding for growth-related school improvements to meet the future growth needs of the City of Sammamish.

An environmental review of the associated Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), and a non-project SEPA Determination of Non-significance was issued by the City on October 1, 2013. Council conducted a public hearing on October 14, 2013 and continued it to November 5, 2013.

### **Financial Impact:**

There is no financial impact.

### **Recommended Motion:**

Move to adopt the ordinances relating to school impact fees for Lake Washington, Issaquah and Snoqualmie Valley School Districts.

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2013-\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON,  
RELATING TO SCHOOL IMPACT FEES; AMENDING THE CITY'S  
COMPREHENSIVE PLAN TO ADOPT THE SNOQUALMIE VALLEY  
SCHOOL DISTRICT NO. 410 CAPITAL FACILITIES PLAN; ADOPTING  
THE ASSOCIATED SCHOOL IMPACT FEE SCHEDULE; AND,  
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, Chapter 82.02 RCW authorizes the City to impose and collect impact fees for public facilities which are addressed by a capital facilities plan element of a comprehensive plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Section 24.25.030 of the Sammamish Municipal Code and RCW 36.70A.130(2)(a)(iv) allow the comprehensive plan to be amended more than once a year, to address an amendment of the capital facilities element of the comprehensive plan that occurs in conjunction with the adoption of the City budget; and

WHEREAS, Chapter 21A.105 of the Sammamish Municipal Code sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, Chapter 21A.105.080 of the Sammamish Municipal Code allows for an exemption or reduction to the fee for low or moderate income housing; and

WHEREAS, the Snoqualmie Valley School District has submitted to the City the District's Capital Facilities Plan for 2013 which establishes a revised impact fee schedule for single family housing units in the amount of \$8,011.11 per unit and for multifamily housing units in the amount of \$3,366.16 per unit; and

WHEREAS, an environmental review of the associated Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), and a non-project SEPA Determination of Non-significance was issued by the City on October 1, 2013; and

WHEREAS, the fee schedule was calculated in accordance with SMC 21A.105.030 utilizing the formula set forth in SMC 21A.105.040; and

WHEREAS, the City Council conducted a public hearing on the fourteenth day of October 2013 regarding the proposed amendment to the City's Comprehensive plan, and finds

that the proposed amendment is consistent with the comprehensive plan and is in the best interest of the public health, safety and welfare;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Adoption of District Capital Facilities Plan.** The City hereby adopts and incorporates herein by this reference the Snoqualmie Valley School District No. 410, Capital Facilities Plan 2013, attached hereto within Exhibit "A", into Appendix B of the city's comprehensive plan.

**Section 2. Adoption of Fee Schedule.** The City hereby adopts the Snoqualmie Valley School District No. 410 impact fee schedule for single family housing units in the amount of \$8,011.11 per unit and for multifamily housing units in the amount of \$3,366.16 per unit.

**Section 2. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force beginning January 1, 2014.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_\_\_ DAY OF \_\_\_\_\_ 2013.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor Thomas T. Odell

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Michael R. Kenyon, City Attorney

Filed with the City Clerk:      October 4, 2013

## Exhibit 1

Public Hearing: October 14, 2013  
First Reading: October 14, 2013  
Public Hearing: November 5, 2013  
Passed by the City Council:  
Publication Date:  
Effective Date:



**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2013-\_\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON,  
RELATING TO SCHOOL IMPACT FEES; AMENDING THE CITY'S  
COMPREHENSIVE PLAN TO ADOPT THE LAKE WASHINGTON  
SCHOOL DISTRICT NO. 414 CAPITAL FACILITIES PLAN; ADOPTING  
THE ASSOCIATED SCHOOL IMPACT FEE SCHEDULE; AND,  
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, Chapter 82.02 RCW authorizes the City to impose and collect impact fees for public facilities which are addressed by a capital facilities plan element of a comprehensive plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Section 24.25.030 of the Sammamish Municipal Code and RCW 36.70A.130(2)(a)(iv) allow the comprehensive plan to be amended more than once a year, to address an amendment of the capital facilities element of the comprehensive plan that occurs in conjunction with the adoption of the City budget; and

WHEREAS, Chapter 21A.105 of the Sammamish Municipal Code sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, Chapter 21A.105.080 of the Sammamish Municipal Code allows for an exemption or reduction to the fee for low or moderate income housing; and

WHEREAS, the Lake Washington School District has submitted to the City the District's Capital Facilities Plan for 2013-2018 which establishes a revised impact fee schedule for single family housing units in the amount of \$6,302.00 per unit and for multifamily housing units in the amount of \$207.00 per unit; and

WHEREAS, an environmental review of the associated Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), and a non-project SEPA Determination of Non-significance was issued by the City on October 1, 2013; and

WHEREAS, the fee schedule was calculated in accordance with SMC 21A.105.030 utilizing the formula set forth in SMC 21A.105.040; and

WHEREAS, the City Council conducted a public hearing on the fourteenth day of October 2013 regarding the proposed amendment to the City's Comprehensive plan, and finds

that the proposed amendment is consistent with the comprehensive plan and is in the best interest of the public health, safety and welfare;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Adoption of District Capital Facilities Plan.** The City hereby adopts and replaces herein by this reference the Lake Washington School District No. 414, Six-Year Capital Facility Plan 2013-2018, attached hereto within Exhibit "A", into Appendix B of the city's comprehensive plan.

**Section 2. Adoption of Fee Schedule.** The City hereby adopts the Lake Washington School District No. 414 impact fee schedule for single family housing units in the amount of \$6,302.00 per unit and for multifamily housing units in the amount of \$207.00 per unit.

**Section 2. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force beginning January 1, 2014.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_\_\_ DAY OF \_\_\_\_\_ 2013.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor Thomas T. Odell

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Michael R. Kenyon, City Attorney

Filed with the City Clerk:      October 4, 2013

## Exhibit 2

Public Hearing: October 14, 2013  
First Reading: October 14, 2013  
Public Hearing: November 5, 2013  
Passed by the City Council:  
Publication Date:  
Effective Date:



**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. O2013-\_\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH, WASHINGTON,  
RELATING TO SCHOOL IMPACT FEES; AMENDING THE CITY'S  
COMPREHENSIVE PLAN TO ADOPT THE ISSAQUAH SCHOOL  
DISTRICT NO. 411 CAPITAL FACILITIES PLAN; ADOPTING THE  
ASSOCIATED SCHOOL IMPACT FEE SCHEDULE; AND,  
ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, Chapter 82.02 RCW authorizes the City to impose and collect impact fees for public facilities which are addressed by a capital facilities plan element of a comprehensive plan adopted and revised in compliance with RCW 36.70A.070; and

WHEREAS, Section 24.25.030 of the Sammamish Municipal Code and RCW 36.70A.130(2)(a)(iv) allow the comprehensive plan to be amended more than once a year, to address an amendment of the capital facilities element of the comprehensive plan that occurs in conjunction with the adoption of the City budget; and

WHEREAS, Chapter 21A.105 of the Sammamish Municipal Code sets forth the administrative provisions applicable to the calculation, collection and adjustment of school impact fees on behalf of the school district; and

WHEREAS, Chapter 21A.105.080 of the Sammamish Municipal Code allows for an exemption or reduction to the fee for low or moderate income housing; and

WHEREAS, the Issaquah School District has submitted to the City the District's Capital Facilities Plan for 2013 which establishes a revised impact fee schedule for single family housing units in the amount of \$5,730.00 per unit and for multifamily housing units in the amount of \$1,097.00 per unit; and

WHEREAS, an environmental review of the associated Comprehensive Plan amendment was conducted in accordance with the requirements of the State Environmental Policy Act (SEPA), and a non-project SEPA Determination of Non-significance was issued by the City on October 1, 2013; and

WHEREAS, the fee schedule was calculated in accordance with SMC 21A.105.030 utilizing the formula set forth in SMC 21A.105.040; and

WHEREAS, the City Council conducted a public hearing on the fourteenth day of October 2013 regarding the proposed amendment to the City's Comprehensive plan, and finds that the proposed amendment is consistent with the comprehensive plan and is in the best interest of the public health, safety and welfare;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH, WASHINGTON, DO ORDAIN AS FOLLOWS:**

**Section 1. Adoption of District Capital Facilities Plan.** The City hereby adopts and replaces herein by this reference the Issaquah School District No. 411, 6 Year Financing Plan, attached hereto within Exhibit "A", into Appendix B of the city's comprehensive plan.

**Section 2. Adoption of Fee Schedule.** The City hereby adopts the Issaquah School District No. 411 impact fee schedule for single family housing units in the amount of \$5,730.00 per unit and for multifamily housing units in the amount of \$1,097.00 per unit.

**Section 2. Effective Date.** This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force beginning January 1, 2014.

**ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE \_\_\_\_ DAY OF \_\_\_\_\_ 2013.**

CITY OF SAMMAMISH

\_\_\_\_\_  
Mayor Thomas T. Odell

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Melonie Anderson, City Clerk

Approved as to form:

\_\_\_\_\_  
Michael R. Kenyon, City Attorney

Filed with the City Clerk:      October 4, 2013  
Public Hearing:                      October 14, 2013  
First Reading:                      October 14, 2013  
Public Hearing:                      November 5, 2013  
Passed by the City Council:

Exhibit 3

Publication Date:

Effective Date:





# City Council Agenda Bill

**Meeting Date:** November 5, 2013

**Date Submitted:** October 30, 2013

**Originating Department:** Public Works

**Clearances:**

<input checked="" type="checkbox"/> City Manager	<input type="checkbox"/> Community Development	<input type="checkbox"/> Parks & Recreation
<input checked="" type="checkbox"/> Attorney	<input type="checkbox"/> Finance & IT	<input type="checkbox"/> Police
<input type="checkbox"/> Admin Services	<input type="checkbox"/> Fire	<input checked="" type="checkbox"/> Public Works

**Subject:** Public Hearing and First Reading of Ordinance to vacate approximately 3,300 square feet of unopened public right of way adjacent to SE 28<sup>th</sup> Street

**Action Required:** Open public hearing and listen to public testimony regarding the potential vacation of approximately 3,300 square feet of unopened public right of way adjacent to SE 28<sup>th</sup> Street

**Exhibits:**

1. Ordinance to vacate right of way
2. Vicinity Map showing area of the proposed right of way vacation

**Budget:** Not applicable

**Summary Statement:**

Staff is recommending the City vacate the excess public right of way that currently exists adjacent to SE 28<sup>th</sup> Street.

**Background:**

On October 1, 2013, City Council adopted Resolution R2013-548 to formally initiate the process to vacate a portion of public right of way adjacent to SE 28<sup>th</sup> Street and to establish a public hearing for November 5, 2013.

In March of 2013, the City Council approved the vacation of a portion of unopened public right of way. The unopened right of way was north of SE 28<sup>th</sup> Street and was originally titled JA Halverson. The right of way vacation was requested by the adjacent property owner. Through the process the research showed that the JA Halverson alignment was replaced by what is currently known as SE 28<sup>th</sup> Street.

Research also showed that the donating parcels dedicated both alignments, and King County never intended to construct more than one roadway. The majority of JA Halverson alignment was vacated decades ago. After the approved vacation in March 2013, only one remnant of right of way from this alternative alignment exists. It is this remaining piece that staff is recommending the City vacate.

**Financial Impact:**

None



## City Council Agenda Bill

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**Recommended Motion:**

Open public hearing, listen to public testimony and either close public hearing or continue it to the second reading of the ordinance scheduled for November 18, 2013.

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. R2013 - \_\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, VACATING A PORTION OF SE 28<sup>th</sup>  
STREET**

WHEREAS, on October 1, 2013 City Council passed Resolution 2013-548 initiating a street vacation of approximately 3,300 square feet of unopened right of way adjacent to SE 28th Street along parcel number 0924069038; and

WHEREAS, on November 5, 2013 a public hearing was held and public testimony taken regarding vacation of said unopened right of way; and

WHEREAS, the Council finds there are sufficient grounds for the vacation of said portions of City right-of-way, that said portions of City right-of-way are not needed for any public purpose, and that vacation thereof would be in the public interest;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON, DOES ORDAIN AS FOLLOWS:**

Section 1. Street Vacation. The following described portions of City right-of-way are hereby vacated:

That portion of the unopened right of way of J.A. Huvinen Road Extension, lying within the West 109.03 feet of the East 273.06 feet of Government Lot 4, Section 9, Township 24 North, Range 6 East, W.M., and lying North of SE 28th Street (J.A. Huvinen Road No. 2705) in the City of Sammamish, King County, Washington.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**PASSED BY THE SAMMAMISH CITY COUNCIL AT A REGULAR MEETING  
THEREOF ON THE \_\_\_\_ DAY OF NOVEMBER 2013.**

CITY OF SAMMAMISH

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Mayor Thomas T. Odell

ATTEST/AUTHENTICATED:

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Melonie Anderson, City Clerk

Approved as to form:

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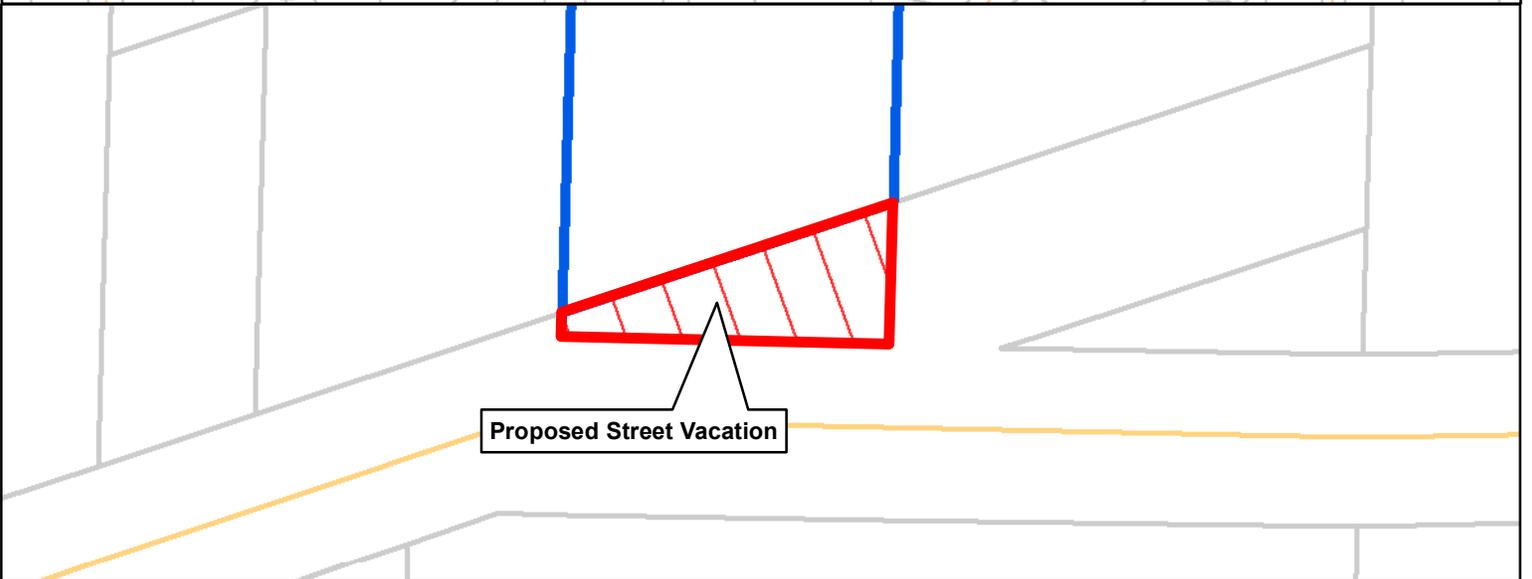
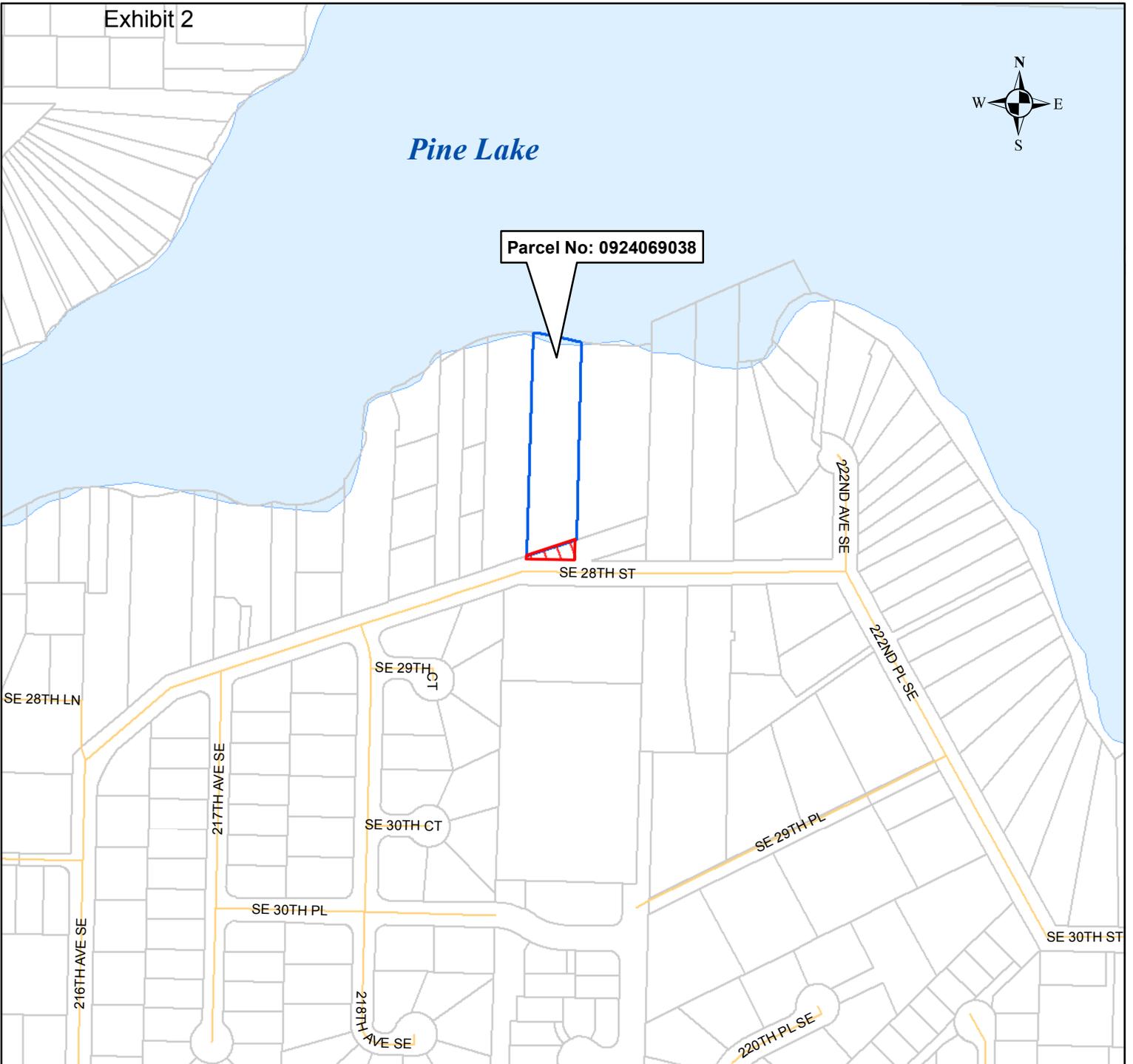
Michael R. Kenyon, City Attorney

Filed with the City Clerk:	October 31, 2013
Public Hearing:	November 5, 2013
First Reading:	November 5, 2013
Passed by the City Council:	
Date of Publication:	
Effective Date:	



*Pine Lake*

Parcel No: 0924069038



Proposed Street Vacation





# City Council Agenda Bill

**Meeting Date:** November 5, 2013

**Date Submitted:** October 30, 2013

**Originating Department:** Public Works

**Clearances:**

<input checked="" type="checkbox"/> City Manager	<input type="checkbox"/> Community Development	<input type="checkbox"/> Parks & Recreation
<input checked="" type="checkbox"/> Attorney	<input type="checkbox"/> Finance & IT	<input type="checkbox"/> Police
<input type="checkbox"/> Admin Services	<input type="checkbox"/> Fire	<input checked="" type="checkbox"/> Public Works

**Subject:** Public Hearing and First Reading of Ordinance to vacate the northern most 30 feet of SE 32<sup>nd</sup> Street public right of way

**Action Required:** Open public hearing and listen to public testimony regarding the potential vacation of the northern most 30 feet of SE 32<sup>nd</sup> Street public right of way

**Exhibits:**

1. Ordinance to vacate right of way
2. Vicinity Map showing area of the proposed right of way vacation

**Budget:** Not applicable

**Summary Statement:**

Staff is recommending the City vacate the excess public right of way that currently exists on SE 32<sup>nd</sup> Street just west of 224<sup>th</sup> Ave SE.

**Background:**

On October 1, 2013, City Council adopted Resolution R2013-547 to formally initiate the process and to establish a public hearing for November 5, 2013.

At the time parcels 6795100662 and 6795100663 along SE 32<sup>nd</sup> Street were originally platted, SE 32<sup>nd</sup> Street was not a through street. In order to accommodate a temporary turnaround for emergency vehicles, the developer dedicated an extra 30 feet of public right of way over and beyond that required per the public street standards. The intent was that once SE 32<sup>nd</sup> Street was connected, the excess public right of way would be vacated and returned to the adjacent parcels.

SE 32<sup>nd</sup> Street is now a fully connected roadway, and because of that staff is recommending the City Council approve the proposed vacation.

**Financial Impact:**

None



## City Council Agenda Bill

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### **Recommended Motion:**

Open public hearing, listen to public testimony and either close public hearing or continue it to the second reading of the ordinance scheduled for November 18, 2013.

**CITY OF SAMMAMISH  
WASHINGTON  
ORDINANCE NO. R2013 - \_\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF SAMMAMISH,  
WASHINGTON, VACATING A PORTION OF SE 32<sup>nd</sup>  
STREET**

WHEREAS, on October 1, 2013 City Council passed Resolution 2013-547 initiating a street vacation of the northern most 30 feet of SE 32<sup>nd</sup> Street along parcel numbers 6795100662 and 6795100663; and

WHEREAS, on November 5, 2013 a public hearing was held and public testimony taken regarding vacation of said unopened right of way; and

WHEREAS, the Council finds there are sufficient grounds for the vacation of said portions of City right-of-way, that said portions of City right-of-way are not needed for any public purpose, and that vacation thereof would be in the public interest;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH,  
WASHINGTON, DOES ORDAIN AS FOLLOWS:**

Section 1. Street Vacation. The following described portions of City right-of-way are hereby vacated:

That portion lying south of and abutting thereto; Lot 3, City of Sammamish Short Plat No. L98S0073, recorded under Recording No. 20001218900023, in King County, Washington, being a portion of Government Lot 3 within the Northeast% of Section 9, Township 24 North, Range 6 East, W.M., and more particularly described as follows:

BEGINNING at the southwest corner of said Lot 3; Thence South 01°01'08" West 30.00 feet, along the southerly extension of the west line of said Lot 3, to a point 30.00 feet northerly from, when measured at right angle to, the centerline of SE 32nd Street; thence South 88°27'23" East, parallel with and 30.00 feet northerly from said centerline, 170.87 feet to a point on the southerly extension of the east line of said Lot 3; Thence North 01°01'08" East 30.00 feet to the southeast corner of said Lot 3; Thence North 88°27'23" West, along the south line of said Lot 3, a distance of 170.87 feet to the POINT OF BEGINNING.

AND

That portion lying south of and abutting thereto; Lot 4, City of Sammamish Short

Exhibit 1

Plat No. L98S0073, recorded under Recording No. 20001218900023, in King County, Washington, being a portion of Government Lot 3 within the Northeast% of Section 9, Township 24 North, Range 6 East, W.M., and more particularly described as follows:

BEGINNING at the southwest corner of said Lot 4; Thence South 01°01'08" West 30.00 feet, along the southerly extension of the west line of said Lot 4, to a point 30.00 feet northerly from, when measured at right angle to, the centerline of SE 32nd Street; thence South 88°27'23" East, parallel with and 30.00 feet northerly from said centerline, 171.10 feet to the beginning of a curve, concave northwesterly, having a radius of 25.00 feet, thence northeasterly, along the arc of said curve, through a central angle of 90°24'17" a distance of 39.45 feet to a point on the southerly extension of the east line of said Lot 4; thence North 01°08'20" East, along said extension, 4.83 feet to the southeast corner of said Lot 4; thence North 88°27'23" West, along the south line of said Lot 4, a distance of 171.16 feet to the POINT OF BEGINNING.

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 3. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

**PASSED BY THE SAMMAMISH CITY COUNCIL AT A REGULAR MEETING  
THEREOF ON THE \_\_\_\_ DAY OF NOVEMBER 2013.**

CITY OF SAMMAMISH

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Mayor Thomas T. Odell

Exhibit 1

ATTEST/AUTHENTICATED:

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Melonie Anderson, City Clerk

Approved as to form:

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Michael R. Kenyon, City Attorney

Filed with the City Clerk:	October 31, 2013
Public Hearing:	November 5, 2013
First Reading	November 5, 2013
Passed by the City Council:	
Date of Publication:	
Effective Date:	



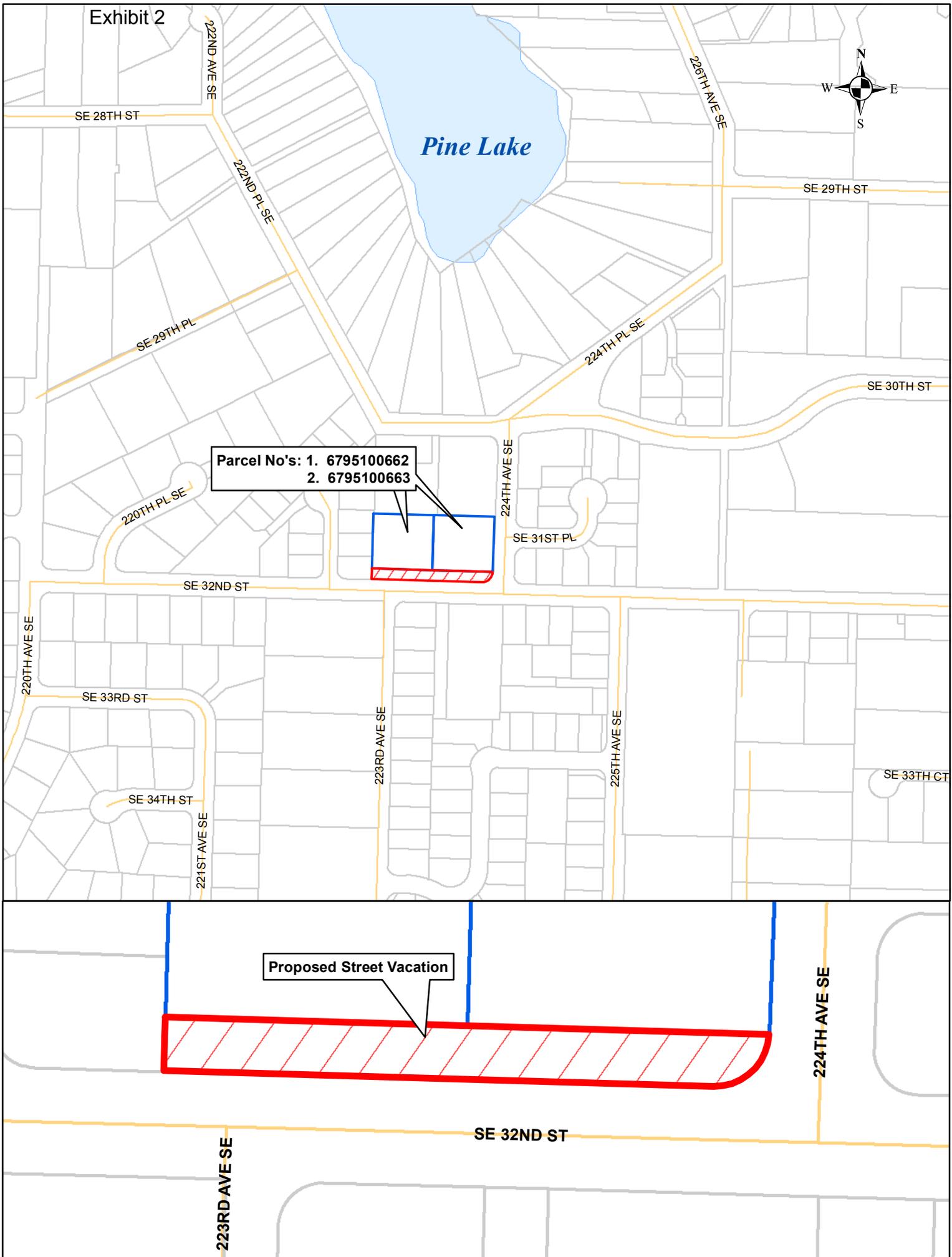
Exhibit 2



Pine Lake

Parcel No's: 1. 6795100662  
2. 6795100663

Proposed Street Vacation







# City Council Agenda Bill

**Meeting Date:** November 5, 2013

Date Submitted: October 30, 2013

**Originating Department:** Admin Services

**Clearances:**

City Manager

Attorney

Admin Services

Community Development

Finance & IT

Fire

Parks & Recreation

Police

Public Works

**Subject:** Solid Waste Transfer Plan Review

**Action Required:** City Council Direction to our Representatives on the Sound Cities Association Public Issues Committee (PIC)

**Exhibits:**

- Draft Transfer Plan Review, Dated October 9, 2013

**Budget:** NA

## Summary Statement

This is a request for the City Council to provide direction to our Representatives on the Sound Cities Association Public Issues Committee (PIC) regarding the King County Solid Waste Transfer Plan.

## Background

At the direction of the King County Council the County Solid Waste Division reviewed the level of service currently provided by the County's six Solid Waste Transfer Stations. County Staff determined that all Transfer Stations were operating over capacity, did not provide the desired level of recycling, and failed to meet safety standards. County Staff reviewed a number of options to address the situation.

The capital cost of constructing new or updated Transfer Stations will ultimately be passed on to the rate payers. However, if additional capacity is not added to the Transfer Station network garbage haulers costs will increase and this increase will ultimately be passed on to the rate payers for curbside collection.

County Staff is recommending a plan with relatively high initial capital costs but the lowest impact on the cost of curbside collection.

## Solid Waste Service in Sammamish



## City Council Agenda Bill

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When the City of Sammamish incorporated we inherited two garbage companies from King County...Waste Management which provides garbage, recycling, and yard waste services North of NE 8<sup>th</sup> Street/Inglewood Hill Rd and Allied Waste/Republic Services which provides service to the South of NE 8<sup>th</sup> Street/Inglewood Hill Rd.

In 2007 the City signed 10-year Franchise Agreements with both Waste Management and Allied Waste. The Franchise Agreements address operations and the services to be provided in Sammamish. When citizens have issues or concerns with their garbage service City Staff endeavors to address those concerns directly with Waste Management and Allied Waste.

The City Franchise Agreements **do not** establish the rates to be charged for services. Rates for both residential and commercial services are established by the Washington State Utilities and Transportation Commission, <http://www.wutc.wa.gov/comment>

If a garbage company wishes to increase their rates they must present a "Rate Case"...essentially a justification for the requested increase...to the Utilities and Transportation Commission.

### **Financial Impact:**

County Staff estimates the recommended plan will increase the average household's monthly curbside collection bill by about 15 cents.

### **Recommended Motion:**

Staff recommends that the City Council provide direction to our Representatives on the Sound Cities Association Public Issues Committee (PIC)

# Transfer Plan Review

## Introduction

King County Ordinance 17619, adopted by the King County Council on July 8, 2013, directed the King County Solid Waste Division to conduct a review of the 2006 *Solid Waste Transfer and Waste Management Plan* (Transfer Plan). This Plan confirmed the current locations of transfer stations was efficiently distributed throughout King County with adequate service hours to meet the needs of our customers; however, Algona, Bow Lake, Factoria, Houghton, and Renton, which were built in the mid-1960s, all failed to meet level of service standards. All of them were operating over capacity, did not provide desired levels of recycling, and failed to meet safety goals. The adopted plan requires major transfer system upgrades in order to continue providing environmentally sound solid waste disposal services efficiently and effectively and at reasonable rates. The limitations of these functionally obsolete facilities have not improved with time despite a tonnage decline since the Transfer Plan was completed.

The analysis in this review of the Transfer Plan has shown that alternatives that do not build one or more of the planned transfer facilities would result in lower capital costs for King County but increase overall costs for a significant number of residential and business customers because of the higher collection costs. Building fewer transfer station would also reduce services and increase environmental impacts. Future capital cost savings may be realized through phasing, value engineering and alternative project financing and delivery methods.

The consequence of lowering capital costs by building fewer transfer station is a that it transfers costs to the commercial garbage haulers who will raise curbside collection rates correspondingly. Additionally, in time, capital costs will be paid off while collection cost increases will be ongoing. Capital costs are uniformly distributed among all system users, while collection costs are dependent on transfer system configuration. The Northeast and South county regions are forecasted to experience the greatest population growth in the county. Alternatives that do not provide transfer facilities in these regions will not only leave those areas underserved, but will raise collection costs in some of the system's lowest income areas and areas with the densest populations.

Service levels are highest with a larger number of facilities. Alternatives with fewer stations leave many customers, often those in the most populous areas of the system, with reduced services. Those customers (including commercial haulers) will have to drive farther to reach a facility. Fewer transfer stations also reduces capacity for emergency storage at the remaining stations. Although every alternative can provide sufficient tonnage capacity, several do not meet transactional (vehicle) capacity. Alternatives that retain existing stations as self-haul only facilities can mitigate drive time issues for self-haulers, but present a number of other service concerns. These aging facilities can be renovated to continue operating, but cannot be expanded to provide adequate recycling services, meet vehicle capacity demands or mitigate for community impacts e.g. dust, noise and odor.

Both the current adopted (2001) and draft 2013 Comprehensive Solid Waste Management Plans call for maximizing recycling. In 2012, approximately 115,000 tons of recyclable materials were disposed by self-haulers and buried at Cedar Hills. The current self-haul recycling rate is only five percent, but must increase to 35 percent if we are to meet the 70 percent goal developed jointly by the division and its advisory committees. Currently, only Shoreline and Bow Lake are capable of supporting such growth in self-haul recycling. As a general rule, traffic impacts and resulting GHG emissions are minimized by

increasing the number of facilities, by distributing facilities evenly throughout the service area, and by compacting waste before hauling to disposal (compactors reduce transfer trailer trips by about one third). With fewer facilities customers would drive further to reach facilities, increasing traffic and GHG emissions.

Every alternative presents some level of risk including siting, timing new construction, and failing to meet satisfactory levels of service to our customers. Each alternative presents a unique combination of risks that must be considered together with other factors.

The analysis of the alternatives described in this report and preliminary stakeholder feedback indicate that the Transfer Plan (a scenario which was called the Base Alternative for this analysis) is still sound. However, the review shows the need to reconsider the timing and phasing in the implementation of the remaining new facilities.

King County seeks to provide sound solid waste disposal and recycling services in a way that is cost effective and equitable for everyone. This means making our services equally available to all of the residences and businesses within our system while ensuring that any potential negative impacts of providing solid waste service do not fall disproportionately on a single community. Both of these approaches benefit from a regional system in which full-service recycling and transfer facilities are distributed throughout the system.

### **Purpose of review**

King County Ordinance 17619 called for a review of the Transfer Plan before continuing with implementation.

The purpose of this review is to:

1. Determine if changes are needed to ensure that the transfer system is sized/configured appropriately to meet current and anticipated needs and;
2. Determine whether changes could be made that could reduce future expenditures while still meeting desired service objectives and levels.

This report summarizes the analysis and findings of the review in response to Ordinance 17619, Section 56, P1. As called for in Section A of the proviso, this report addresses:

1. Tonnage projections based on waste volumes from cities that have indicated commitment to the regional solid waste system through 2040 through approval of the Amended and Restated Solid Waste Interlocal Agreement;
2. Revenue projections based on waste volumes from cities that have indicated commitment to the regional solid waste system through 2040 through approval of the Amended and Restated Solid Waste Interlocal Agreement;
3. Overall costs of the region-wide transfer station upgrade;
4. Functionality and service alternatives at the respective transfer stations;
5. Level of service criteria addressed in the 2006 Transfer Plan, with particular attention to options for revision to the travel time criterion requiring that ninety percent of a station's users be within thirty minutes' travel time;

6. Retention and repair costs of the existing Factoria transfer station including itemized cost estimates for retention and repair and updated long-term tonnage projections; and
7. Recommendation “4” of the King County Performance Audit of Solid Waste Transfer Station Capital Projects, which requires systematic analysis of incremental cost impacts of the number, capacities and functionality of the transfer stations and assessment of project financing and delivery methods.

In accordance with the requirements of Section B of the proviso, the division undertook this review and report with the participation of stakeholder groups, including the Metropolitan Solid Waste Management Advisory Committee (MSWMAC), the Sound Cities Association (SCA), the City of Bellevue, and the Solid Waste Advisory Committee (SWAC), among others. Documentation of stakeholder engagement and feedback received from stakeholders are included in Appendix A.

### **Transfer Plan review process**

This draft report is the result of a review process carried out in a collaborative, transparent manner with significant involvement from stakeholders. There will be a two week comment period during which written comments will be accepted. All written comments received will be addressed in a responsiveness summary and included in full in the final report.

For the review of the Transfer Plan, a series of three workshops were held in July, August, and September 2013. These were open to all interested parties; they were attended by:

- MSWMAC members,
- SWAC members,
- SCA representatives,
- Staff from 18 cities, including Bellevue
- Elected officials from XX cities
- Representatives of the four commercial solid waste haulers operating in King County
- Interested citizens,
- King County Auditor’s staff, and
- King County Council staff.

The presentations, handouts, and supporting analysis provided at each of these workshops are available on the division’s website. All questions and feedback received during the workshops are included in the workshop summaries, which are also available on the division’s website. As recommended by the King County Auditor, the division analyzed the incremental cost impacts of the number of transfer stations by considering the effect on capital, operating, and collection costs if one or more of the stations were not constructed. This analysis can be found in Appendix B of this report and in the Workshop 3 materials. The cost and service impacts of functionalities of the transfer stations – compaction, self-haul and recycling (also see alternatives description), and storage capacity – were also studied. As part of the review process, the division presented information to stakeholders about project delivery and financing methods and Ordinance 17437, which requires that the division analyze for the South County and Northeast projects at least the following procurement methods: competitive negotiated procurement under chapter 36.58 RCW, traditional public works bidding, developer-delivered, with and without private financing, and design-build.

In addition to the workshops, the division provided updates to the advisory committees during their normally scheduled meetings each month for the duration of the process. Feedback and discussion at those meetings is summarized in the meeting minutes, which are available online.

The division provided briefings to:

- SCA,
- Regional Policy Committee (RPC), and
- meetings with city managers, mayors, and staff of four cities.

Materials from these additional presentations are also provided on the [website](#).

In collaboration with SCA, SWAC, and MSWMAC, the division developed the following principles to guide the review process:

### Guiding principles

- The system shall maximize ratepayer value and ensure that participants in King County's solid waste system have access to efficient and reliable regional solid waste handling and disposal services at rates as low as reasonably possible, consistent with sound financial and environmental stewardship.
- Future system facilities will be designed to provide flexibility to accommodate changes in growth, anticipated future customer needs, and future waste disposal options and technologies.
- The system complies with all applicable state and federal law, including requirements for storage for disasters.
- This review will comply with the requirements of Ordinance 17619.
- This review will be conducted in a transparent and collaborative manner between King County and its stakeholders, so that all parties have timely access to relevant data and determining factors for decision making.

### Background

In 1992, King County adopted a comprehensive solid waste management plan calling for the renovation of its aging urban transfer system. Without strong regional consensus about the need for improvements, a rate increase to support this plan was not approved. Since 1992, population growth, technological changes, and aging infrastructure have intensified the need for significant improvements. The 2001 *Comprehensive Solid Waste Management Plan* emphasized this need again.

Recognizing the need for a more coordinated approach to planning and decision-making, in 2004, the Metropolitan King County Council adopted [Ordinance 14971](#), which prioritized evaluation of the urban transfer station network as an integral part of the analysis for the next comprehensive solid waste management plan, and established a process for collaborative participation by the cities in solid waste planning. This process led to the formation of the MSWMAC.

Codified in KCC 10.25.110, Ordinance 14971 outlined an iterative, collaborative process that would culminate in a package of recommendations for the urban transfer system. Along with division staff, SWAC, MSWMAC, and an Interjurisdictional Technical Staff Group comprised of staff from cities and from the King County Council analyzed the solid waste system through four milestone reports.

Milestone Reports 1 and 2 developed 17 criteria for evaluating the stations. These fall into three general categories of information:

- 1) level of service to users,
- 2) station capacity to handle solid waste and recyclable materials, and
- 3) the local and regional effects of each facility.

These criteria were applied to the existing urban transfer stations – Algona, Bow Lake, Factoria, Houghton, and Renton. Because Shoreline Recycling and Transfer Station was under construction at the time, it was not evaluated. Each of the five transfer stations failed to meet between seven and 12 of the evaluation criteria; all of them were operating over capacity and failed to meet safety goals. These detailed evaluations demonstrated the need for major transfer system upgrades in order to continue providing environmentally sound solid waste disposal services efficiently and effectively and at reasonable rates.

Milestone Report 3 discussed options for public and private sector roles in solid waste and recycling in King County. The recommendation was to retain the current mix of public-private operations where the private sector:

- provides curbside collection of garbage, recyclables, organics (yard waste, food scraps, and food-soiled paper), and construction and demolition debris (C&D),
- processes recyclable materials and C&D,

and the division:

- provides solid waste transfer facilities,
- maintains the Cedar Hills landfill for disposal until it reaches capacity and closes, contracting for disposal once the landfill closes.

Milestone Report 4 identified alternative configurations for the urban transfer station network and potential disposal options for the future. It also considered feasible options for long haul transport; the need for an intermodal facility or facilities; and the timing of waste export or other method of final disposal. A preferred alternative for the transfer system was identified.

These four milestone reports culminated in the Transfer Plan, which provides recommendations for upgrading the urban transfer station system; methods for extending the lifespan of Cedar Hills; and options for preparing the landfill for eventual closure. The Transfer Plan called for the Bow Lake and Factoria stations to be deconstructed, and new recycling and transfer stations to be built on the existing sites and adjacent properties. Both the Houghton and Algona stations would be closed and replaced with newly sited recycling and transfer stations in the Northeast and South County areas, respectively. The Renton station was approved for closure.

The division's stakeholders had a significant role in shaping the recommendations in the Transfer Plan. At the conclusion of the process, both SWAC and MSWMAC recommended the plan to the King County Executive and the County Council.

Before final approval of the Transfer Plan, the County Council requested an independent third-party review of the Transfer Plan, which was conducted by the firm Gershman, Brickner & Bratton, Inc. (GBB). GBB fully supported the primary objectives of the plan: to modernize the transfer station system and maximize the lifespan of the Cedar Hills landfill. The County Council unanimously approved the Transfer Plan in December 2007.

Since the approval of the Transfer Plan, the division has completed construction of the new Bow Lake Recycling and Transfer Station in Tukwila; completed design and permitting of a new Factoria Recycling

and Transfer Station in Bellevue; and begun the siting process for a new South County Recycling and Transfer Station to replace the aging Algona facility.

The new Bow Lake Recycling and Transfer Station (RTS) is capable of handling one third of the system's waste in a fully enclosed building reduces noise, litter, and odors. It is projected to achieve a Gold level certification through the internationally recognized Leadership in Energy and Environmental Design (LEED) Rating System.

### **Factors for Review**

The division and its stakeholders considered all of this background information when evaluating the Transfer Plan against today's conditions of reduced tonnage and extended interlocal agreements with cities generating approximately 90 percent of the system's tonnage. For this review, at the request of SCA and other key stakeholders, the division also analyzed eight modifications to the Transfer Plan. The impacts to cost, service, and the environment for each of the nine total alternatives were evaluated. These included the existing Base Alternative plus eight new alternatives (Tables 1.a and 1.b) that did not build all planned new facilities or that maintained as self-haul only facilities currently planned for closure.

### **Cost**

To answer the central question of whether costs could be reduced while still providing the desired level of service, the division examined total ratepayer impacts of the various alternatives, comprised of the components below. Summary capital cost estimates are provided in the descriptions of the alternatives. Additional cost information can be found in Appendix B.

#### Capital cost

Capital costs are influenced by the number of facilities and the size and complexity of those facilities. The division pays for capital and other costs through disposal rates. The current rate includes debt service for the Shoreline and Bow Lake stations. The current rate includes payments on the capital costs of the Shoreline and Bow Lake stations.

This review included costs involved in construction of a new transfer facility with detailed consideration of cost drivers (both those of particular interest to stakeholders and those identified as cost drivers in a [2011 Performance Audit of Solid Waste Transfer Station Capital Projects](#)). Cost drivers included installation of waste compactors, space to provide self-haul and recycling services, and emergency storage capacity. Capital costs also include possible renovation of existing facilities, such as Algona, to operate as self-haul only facilities. These analyses are provided in Appendix B.

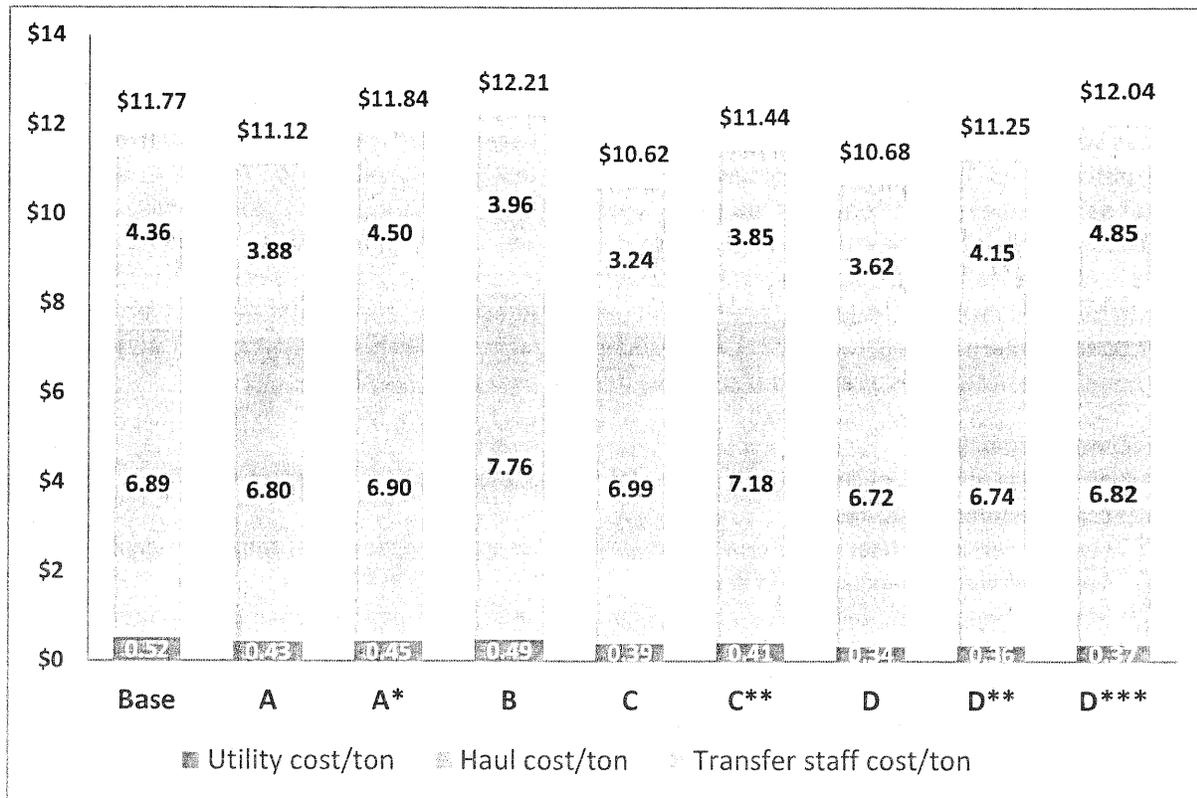
#### Operating cost

Operating costs include many varied costs, some of which are fixed or overhead costs, such as payroll, so to distinguish between alternatives, this review focused on the primary variable cost components. Three factors were used for this cost comparison:

1. Operating hours – the more hours a facility is open the higher the cost of staffing.
2. Distance to disposal – the further a transfer station is from the disposal location the higher the hauling cost. This is the most significant factor because it involves staff time, fuel, and equipment. It is also the most uncertain because locations for two of the transfer stations and disposal after Cedar Hills closes are unknown, so the analysis used proxy locations.
3. Tipping area square footage – the larger the facility the higher the cost of utilities.

These estimates are provided for the purpose of comparing alternatives only; to obtain a cost per ton, the tonnage estimate for 2027<sup>1</sup> was used; costs are shown in 2013 dollars.

**Figure 1 – Estimated Solid Waste Division Operating Cost per Ton per Alternative (2013\$, 2027 tonnage)**



Note: See Tables 1.a and 1.b for a summary of the alternatives.

Collection cost

Overall collection costs increase when there are fewer facilities to serve the commercial haulers who provide collection service for homes and businesses. Some transfer system alternatives that would reduce capital costs for County facilities would increase costs to the commercial solid waste collection companies – and ultimately ratepayers. Unlike capital costs, which are uniformly distributed throughout the system, increased collection costs are not equally distributed among ratepayers. Increased collection costs resulting from longer hauling distances will raise rates for residents in areas that are not served by transfer facilities. Thus it was important to consider collection costs in order to understand the true impact on residents and businesses of any transfer system alternative.

All three commercial hauling companies serving the areas evaluated in the Transfer Plan responded to the division’s request for information. They provided preliminary estimates of collection-cost impacts that would result from changes to the Base Plan. Those increased costs would be passed on to residents

<sup>1</sup> There is no particular significance to 2027. Dollar amounts would vary, but the comparison would be same regardless of the year (after full implementation of the alternative).

and businesses. The division believes that the estimates provide a reasonable approximation of potential increased costs. As one hauler noted, “A more thorough assessment would necessitate studies on estimated traffic patterns and facility wait times, as well as the identification of specific locations for the proposed South County and Northeast County transfer stations. Consideration of these variables may significantly affect the cost estimates.” A summary of the information supplied by the haulers can be found in Table 5. The complete information provided by haulers is in Appendix B.

The results show that collection costs would be lowest under the Base Alternative, and rise as the number of facilities serving commercial haulers decreases and collection trucks need to be on the road for longer distances, burning more fuel and spending more time in traffic. The haulers’ capital costs increase with more trucks traveling longer routes. In some cases capital costs increase up to \$15 million (Alternatives C and D) for one hauler alone. Labor costs would rise correspondingly, up to \$4.5 million for that same hauler in additional staff hours per year. The Northeast and South County service areas are forecast to have the highest growth, and become the most densely populated areas in King County by 2035. Alternatives that do not build facilities in either of those areas (Alternatives D\*\* and D\*\*\*) will impact collection rates for the greatest number of people. Alternatives that do not build Factoria or South County (Alternatives B, C, and C\*\*) will result in the highest rates for customers in those service areas; one hauler estimates a rate increase of five percent over the Base Alternative.

### **Service and Capacity**

Seventeen criteria for level of service (LOS) were developed for the original Transfer Plan. These criteria fall into three general categories:

1. Level of Service to Users – Criteria 1 through 4 define standards for acceptable user experience, such as drive time and speed of service
2. Station Capacity for Solid waste and Recycling – Criteria 5 through 12 define operational standards for a cost-effective and efficient system
3. Local and Regional Effects of Facility – Criteria 13 through 17 set standards for impacts to local roadways and nearby land uses; although these criteria are separate from the requirements of King County’s Equity and Social Justice Ordinance, they provide an opportunity to begin discussions of ESJ.

This review process reconsidered whether the original criteria were still appropriate standards for measuring level of service. As required by the ordinance, the division thoroughly evaluated Criterion 1, travel-time to reach a transfer facility. Analysis of drive time for each alternative is presented in Appendix C. The division found that seven of the nine alternatives met this criterion. Alternatives C and D failed this criterion because of limited self-haul service in the South County area. The analysis used drive times provided by Google Maps.

Criteria in the second group, those relating to station capacity, are critical from an operational perspective, and can have cascading effects on other criteria. For both the original planning process and the current review, a level of service score no lower than “C” for the duration of the planning period was used as the standard for acceptable service. This means that the system must be able to accommodate vehicles and tonnage at all times of day except occasional peak hours; the optimal operating capacity should be exceeded for only five to 10 percent of operating hours.

For this review, only one criterion needed to be somewhat redefined – Criterion 8, “room to expand on-site.” This criterion originally considered whether it was possible to build a larger station on the site, which would not be an important consideration in relation to newly sited or constructed facilities. In this

analysis the criterion was redefined to determine whether space was available to expand services or to support waste conversion technology in the future.

During the development of the original Transfer Plan, these criteria were applied to each existing urban transfer station. This review applied the LOS criteria to each alternative (Table 3), evaluating the system configuration as a whole. A summary of the vehicle and tonnage capacity LOS score for each facility under each of the nine alternatives is available [online](#).

The division has committed to providing service to self-haulers, viewing the solid waste disposal network as a public system that exists for the benefit of the community. The policies in the current *2001 Comprehensive Solid Waste Management Plan* and the draft *2013 Comprehensive Solid Waste Management Plan* call for the division to provide transfer service to self-haulers. Both plans also include policies to provide substantially more recycling opportunities at the transfer stations than is possible in the current facilities. However, feedback at the initial workshop indicated that stakeholders were interested in examining alternatives that would limit self-haul and recycling services. The division did develop and analyze alternatives with these limitations. Preliminary feedback from subsequent workshops, as well as past experience (such as the public response to elimination of recycling services at some stations in 2011) indicates that many stakeholders continue to value these services highly.

### **Environment**

Environmental impacts of the system alternatives may include construction and siting impacts, greenhouse gas (GHG) emissions, and recycling opportunities. The combination of facilities in each alternative would result in unique traffic conditions and patterns, with resulting GHG emissions. This analysis reviews environmental impacts based on existing information. More detailed analysis would likely be required for any alternative other than the Base Alternative, which has already undergone environmental review under SEPA.

As a general rule, traffic impacts and resulting GHG emissions are minimized by increasing the number of facilities, by distributing facilities evenly throughout the service area, and by compacting waste before hauling to disposal (compactors reduce transfer trailer trips by about one third). With fewer facilities customers would drive further to reach facilities, increasing traffic and GHG emissions. The more customers directed to a single facility, the more concentrated traffic impacts would be on the streets neighboring that facility, although mitigation may be possible.

Both the current adopted (2001) and [draft 2013 Comprehensive Solid Waste Management Plans](#) call for maximizing recycling. In 2012, approximately 115,000 tons of recyclable materials were disposed by self-haulers and buried at Cedar Hills. The current self-haul recycling rate is only five percent, but must increase to 35 percent if we are to meet the 70 percent goal developed jointly by the division and its advisory committees. Currently, only Shoreline and Bow Lake are capable of supporting such growth in self-haul recycling. The recycling options available under each alternative are shown in Table 2. Recycling rate analysis for each alternative was beyond the scope of this review; however, the LOS criteria do identify which alternatives provide sufficient infrastructure to support increased recycling. More information about recycling at transfer stations is available [online](#). In general, recycling has far reaching environmental benefits; however, environmental analysis related to the recycling options for each alternative was beyond the scope of this review.

All alternatives assume that new transfer facilities would be fully enclosed to minimize community impacts, including noise, odor, and litter. Resembling a commercial warehouse, these buildings are much more compatible than the old open structures with a variety of surrounding land uses that may

are likely to develop over the 40-year to 50-year lifespan of the building. Some alternatives retain the current Houghton and Algona facilities, which would not be fully enclosed and would not include waste compaction. Community impacts such as noise, odor, and traffic on neighboring streets would be included in environmental review under SEPA.

### Risks

Each alternative presents a unique combination of risks that must be considered together with other factors. Initial identification of risks is included in the description of each alternative.

### Assumptions

In order to model the alternatives developed for this process, it was necessary to make assumptions in forecasting and in calculations where data is not yet available, for example, where might facilities that have not yet been sited be located. To predict solid waste generation over the long term, the long-term tonnage forecast model relies on well-established statistical relationships between waste generation and various economic and demographic variables, such as:

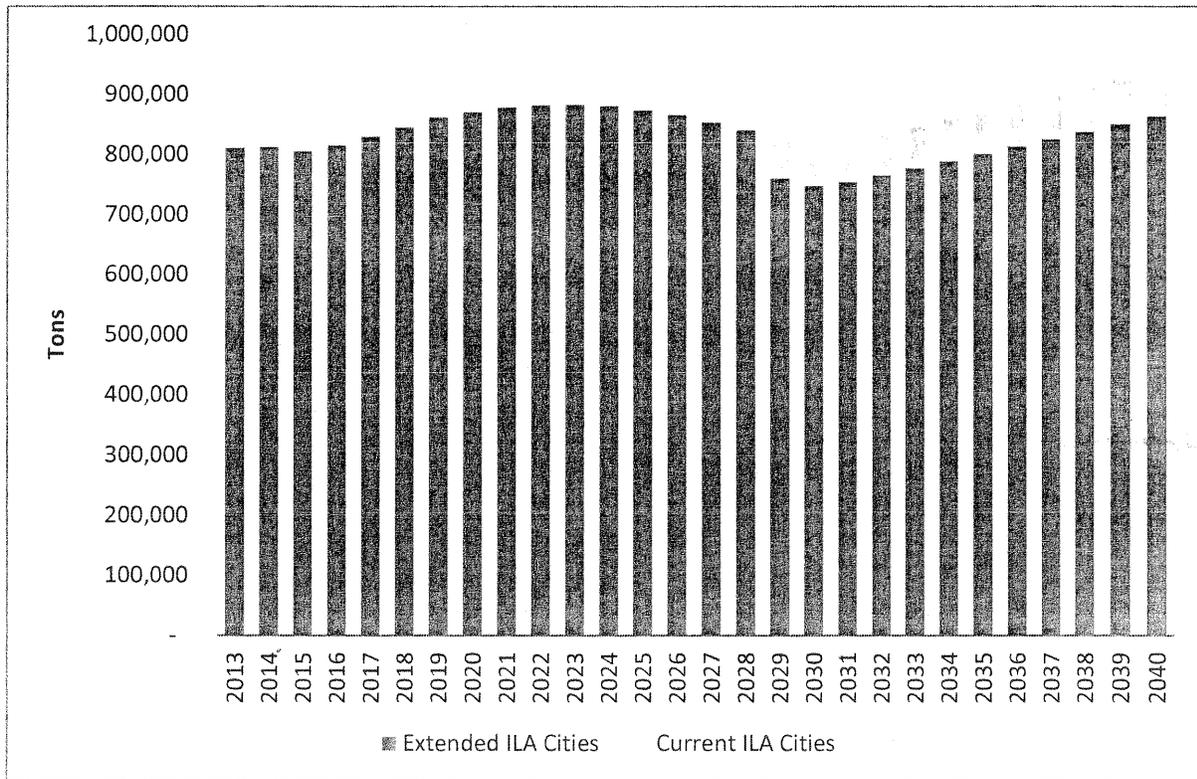
- population of the service area
- employment rates
- household size
- per capita income adjusted for inflation

Increases in population, employment, and per capita income, and decreases in household size typically lead to more consumption and hence more waste generated.

Analysis performed as part of this review used the following assumptions:

- The tonnage forecast starts with today's actual tonnage and assumes that Bellevue, Clyde Hill, Hunts Point, Medina, and Yarrow Point will leave the system July 2028 (see Figure 2 for tonnage projections)
- Where possible, facilities would be designed to meet capacity needs with a minimum LOS score of C, which is defined as able to accommodate vehicles and tonnage at all times of day except occasional peak hours (optimal operating capacity exceeded 5 to 10 percent of hours)
- All new stations would share a similar design to that of the currently designed new Factoria station, although the size would depend on capacity needs
- All new stations would be subjected to value engineering and sized according to the most current tonnage forecasts for the area the facility would serve
- Alternative project financing and delivery methods would be evaluated for each new station to identify potential cost savings
- Any limitations to self-haul would not apply to customers with a division charge account
- For planning purposes, generic locations for South County and Northeast were assigned within the service area; Cedar Hills served as a proxy disposal location
- Cost estimates are planning-level; where escalated costs are given, costs were inflated using projections from the Office of Economic and Financial Analysis
- Recycling Scenario Three (Figure 3) provided the standard for full recycling services; several scenarios do not achieve standard recycling service levels
- Revenue will be based on tonnage projections, such that:  
revenue = projected tonnage x solid waste tip fee, where tip fees are set to cover expenses
- A rate study, to be performed in 2014, will incorporate decisions resulting from this review

Figure 2 – Long-term Tonnage Forecast of Waste Disposed



Based on trends, the tonnage forecast assumes a one percent increase in recycling per year with a maximum recycling rate of 70 percent. The table above shows the tonnage from the cities that have not signed extended interlocal agreements as Non ILA Cities after June 2028. **Tonnage from those cities was excluded when evaluating the Alternatives.**

**Alternatives**

Five basic alternatives include the current plan as developed in 2006 (the Base Alternative), as well as four alternatives that do not build one or more of the planned new recycling and transfer stations. These five alternatives are supplemented by four variations that would close Houghton and/or Algona to commercial hauler traffic (i.e., they would be self-haul-only facilities.) This gives a total of nine alternatives for consideration.

**Table 1.a – Transfer System Alternatives**

	Base (Current Plan)	Alternative A	Alternative B	Alternative C	Alternative D
<b>Open facilities</b>	Shoreline	Shoreline	Shoreline	Shoreline	Shoreline
	Bow Lake	Bow Lake	Bow Lake	Bow Lake	Bow Lake
	Factoria	Expanded Factoria			Expanded Factoria
	Northeast		Expanded Northeast	Expanded Northeast	
	South County	South County	South County		
<b>Closed facilities</b>	Algona	Algona	Algona	Algona	Algona
	Renton	Renton	Renton	Renton	Renton
	Houghton	Houghton	Houghton	Houghton	Houghton
<b>Do not build</b>		Northeast	Factoria	Factoria South County	Northeast South County

**Table 1.b – Transfer System Alternatives with Self-haul Only Facilities**

	Alternative A*	Alternative C**	Alternative D**	Alternative D***
Open facilities	Shoreline	Shoreline	Shoreline	Shoreline
	Bow Lake	Bow Lake	Bow Lake	Bow Lake
	Expanded Factoria		Expanded Factoria	Expanded Factoria
		Expanded Northeast		
	South County	Algona (self-haul only)	Algona (self-haul only)	Algona (self-haul only)
	Houghton (self-haul only)			Houghton (self-haul only)
Closed facilities	Algona			
	Renton	Renton Houghton	Renton Houghton	Renton
Do not build	Northeast	Factoria South County	Northeast South County	Northeast South County

## Recycling Services

The standard for recycling services was set to meet the recycling goals established in collaboration with SWAC and MSWMAC for the draft *2013 Comprehensive Solid Waste Management Plan*. It is described here in Figure 3, and was presented as “Scenario Three” at the workshops.

**Figure 3 – Standard Recycling Service**



## Recycling Scenario 3

Flexibility to collect a wide range of materials

### Curbside Mix

- Corrugated Cardboard, Mixed Paper & Newspaper
- PET & HDPE Plastic Bottles
- Other Rigid Plastic Containers
- Plastic Film
- Aluminum Cans, Tinned Food Cans & Glass Containers

### Organics

- Yard Waste
- Food Waste & Soiled Paper

### Metal

- Scrap metal
- Appliances

### Construction & Demolition Debris

- Clean Wood
- Gypsum Wallboard
- Asphalt Shingles
- Carpet & Carpet Pad

### Bulky Items

- Furniture
- Mattresses
- Tires

### Reusables

- Building Materials (events)
- Household Goods
- Textiles & Clothes
- Bicycles

Allows for flexibility to remove recyclables from the waste stream and consider alternative processing

Additional information about recycling at transfer stations was presented at the first workshop. That presentation is available [online](#). The recycling services available under each alternative are described in Table 2.

**Table 2 – Recycling Services by Alternative**

	<b>Base</b>	<b>A</b>	<b>A+</b>	<b>B</b>	<b>C</b>	<b>C**</b>	<b>D</b>	<b>D**</b>	<b>D***</b>
<b>Shoreline</b>	Full service	Full service	Full service	Full service	Full service	Full service	Full service	Full service	Full service
<b>Bow Lake</b>	Full service	Full service	Full service	Full service	Weekends and limited weekday hours				
<b>Factoria</b>	Full service	Full service	Weekends and limited weekday hours				Full service	Full service	Weekends and limited weekday hours
<b>Northeast</b>	Full service			Full service	Full service	Full service			
<b>South County</b>	Full service	Full service	Full service	Full service					
<b>Houghton</b>			Yard waste and limited other materials						Yard waste and limited other materials
<b>Algona</b>						Yard waste only		Yard waste only	Yard waste only

The updated level of service criteria were applied to each of the nine alternatives. Whereas the initial planning process used these standards to evaluate each of the existing urban transfer stations, for this review process, the standards were used to evaluate each alternative as a whole. The level of service criteria are applied to all nine alternatives in Table 3, preceding the full descriptions of each alternative.

**Table 3**  
**Transfer Plan Level-of-Service Criteria Applied to Alternatives<sup>1</sup>**

		Base	A	A*	B	C	C**	D	D**	D***
<b>1. Estimated time to a transfer facility within the service area for 90% of users</b>	< 30 min = YES	YES	YES	YES	YES	NO <sup>2</sup>	YES	NO <sup>3</sup>	YES	YES
<b>2. Time on site meets standard for 90% of trips<sup>4</sup></b>										
<b>a. commercial vehicles</b>	< 16 min = YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
<b>b. business self-haulers</b>	< 30 min = YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
<b>c. residential self-haulers</b>	< 30 min = YES	YES	YES	NO	YES	NO	NO	NO	NO	NO
<b>3. Facility hours meet user demand<sup>5</sup></b>	YES/NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
<b>4. Recycling services meet Plan policies</b>										
<b>a. business self-haulers</b>	YES/NO	YES	YES	NO	YES	NO	NO	NO	NO	NO
<b>b. residential self-haulers</b>	YES/NO	YES	YES	NO	YES	NO	NO	NO	NO	NO
<b>5. Vehicle capacity<sup>6</sup></b>										
<b>a. meets 2027 forecast needs</b>	YES/NO	YES	YES	NO	YES	NO	NO	NO	NO	NO
<b>b. meets 2040 forecast needs</b>	YES/NO	YES	YES	NO	YES	NO	NO	NO	NO	NO
<b>6. Average daily handling capacity (tons)</b>										
<b>a. meets 2027 forecast needs</b>	YES/NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
<b>b. meets 2040 forecast needs</b>	YES/NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
<b>7. Space for 3 days' storage</b>										
<b>a. at time of construction</b>	YES/NO	YES	YES	NO	YES	YES	NO	YES	NO	NO
<b>b. meets 2040 forecast needs</b>	YES/NO	YES	YES	NO	YES	YES	NO	YES	NO	NO
<b>8. Space to expand on-site<sup>7</sup></b>	YES/NO	YES	YES	NO	YES	YES	NO	YES	NO	NO
<b>9. Minimum roof clearance of 25 ft.</b>	YES/NO	YES	YES	YES	YES	YES	YES	YES	YES	YES

<sup>1</sup> Criteria applied to the overall Alternative – individual transfer station scores may vary

<sup>2</sup> See [drive time map 8](#)

<sup>3</sup> See [drive time map 13](#)

<sup>4</sup> Based on vehicle capacity LOS rating

<sup>5</sup> Hours may be adjusted at some facilities to meet user demand

<sup>6</sup> "NO" if one or more facilities in the alternative did not have an LOS score of at least a C – see vehicle capacity in "[Alternatives Station Detail](#)" for information about each facility

<sup>7</sup> This criterion has been adapted to indicate future flexibility to expand service, e.g., household hazardous waste, or to support waste conversion technology

		Base	A	A*	B	C	C**	D	D***	D****
10. Meets facility safety goals	YES/NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
11. Ability to compact waste	YES/NO	YES	YES	NO	YES	YES	NO	YES	NO	NO
<b>12. Safety</b>										
a. Meets goals for structural integrity	YES/NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
b. Meets FEMA immediate occupancy standards	YES/NO	YES	YES	NO	YES	YES	NO	YES	NO	NO
13. Meets applicable local noise ordinance levels	YES/NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
14. Meets PSCAA standards for odors	YES/NO	YES	YES	YES	YES	YES	YES	YES	YES	YES
<b>15. Meets goals for traffic on local streets<sup>8</sup></b>										
a. Meets LOS standard	YES/NO	YES	YES	NO	YES	YES	NO	YES	NO	NO
b. Traffic does not extend onto local streets 95% of the time	YES/NO	YES	YES	NO	YES	YES	NO	YES	NO	NO
16. 100 foot buffer between active area and nearest residence	YES/NO	YES	YES	NO	YES	YES	YES	YES	YES	NO
17. Transfer station is compatible with surrounding land use	YES/NO	YES	NO	NO	YES	YES	YES	NO	NO	NO

<sup>8</sup> Represents an assumed outcome based on vehicle capacity LOS rating; this criterion would need a more thorough assessment

**Table 4**  
**Estimated Capital Cost**  
**Added cost per month for the average household**  
**(estimated median cost of capital debt 2014-2040)**

Alternative	Monthly Cost
Base	\$ 1.08
A	\$ 0.92
A*	\$ 0.66
B	\$ 0.93
C	\$ 0.56
C**	\$ 0.61
D	\$ 0.55
D**	\$ 0.60
D***	\$ 0.34

#### **Base Alternative (Current Transfer Plan)**

The Base Alternative implements the current Transfer Plan, which was adopted by the County Council in December 2007. This plan calls for the county to:

- Build a new Factoria recycling and transfer station as currently designed and permitted, with phase 1 (garbage) opening in 2016, and phase 2 (recycle and HHW) opening in 2017, and demolition of the existing Factoria transfer station
- Close Renton in 2018
- Build a new South County recycling and transfer station to open in 2019 on one of three sites currently being evaluated
- Close the Algona transfer station in 2020, making that property available for other use
- Site a new Northeast recycling and transfer station somewhere in the service area currently being served by Houghton to open in 2020
- Close the Houghton transfer station in 2021
- All stations would provide pre-load compaction, three days storage capacity, self-haul service during all operating hours, and full recycling services as described in Figure 3.

The Base Alternative is the most expensive in terms of capital costs. However, with five transfer stations dispersed across the county, particularly in the forecasted high growth areas of Northeast and South County, collection costs are expected to be lower than the other alternatives. This plan supports the targeted self-haul, recycling, and compaction objectives providing the highest level of service amongst all options under consideration. The primary risks are associated with the typical siting challenges for a transfer station.

### **Cost**

With a total of five newly constructed modern transfer and recycling facilities, three of which have yet to be built, this alternative has the highest capital costs. Preliminary planning-level estimates (in 2013 dollars) place future capital costs for this alternative at \$222 million; this would translate to an added cost of about \$1.10 per month for the average household (estimated median cost of capital debt 2014-2040). All new facilities would be subjected to value engineering and sized according to the most current tonnage forecasts for the area the facility would serve. Alternative project financing and delivery methods would be evaluated for each new station built to identify potential cost savings.

The Renton Transfer Station would close under this alternative, so collection cost for residents and businesses in the Renton area would increase as commercial haulers are redirected to the Bow Lake and Factoria facilities. One area hauler estimates a less than a one percent increase in operational or customer costs; a second hauler estimates an increase of \$1 to 2 million per year in added driver hours and trips and an additional \$3 to 6 million in capital costs such as additional trucks.

### **Service**

This is one of only two alternatives that meet all of the level of service standards developed by consensus with regional stakeholders to evaluate satisfactory system performance. A full range of recycling services would be available to self-haulers and self-haul service would be available at all facilities during all hours of operation to support the region's recycling goal.

This alternative provides the greatest number of transfer facilities, evenly distributed throughout the regional system. Therefore all areas of the system would receive a uniform high level of service.

### **Environment**

The Base Alternative minimizes impacts by incorporating compactors at every facility, which significantly reduces the number of transfer trailer trips generating traffic and GHGs. With the greatest number of full-service facilities evenly distributed throughout the system, this alternative also minimizes the environmental impacts of customer trips, as well as the intensity of impacts on streets neighboring each facility.

### **Risks/Challenges**

This alternative requires siting two new facilities. Siting any new facility is challenging and comes with the risk that an appropriate site will not be identified.

### **Alternative A**

In this alternative, plans for the South County are not changed, but Factoria serves the east/northeast county without the addition of a new Northeast station.

- Do not build Northeast
- Increase the size of Factoria to accommodate an expanded service area, requiring use of the Eastgate property, opening in 2020/2021
- Close Houghton in 2021
- Close Renton in 2018
- Build a new South County recycling and transfer station to open in 2019 on one of three sites currently being evaluated
- Close the Algona transfer station in 2020, making that property available for other use

The Factoria recycling and transfer station would:

- Have two buildings – one for commercial customers on the currently permitted property and one for self-haul customers on the “Eastgate” property
- The commercial building would be equipped with waste compactors; the self-haul building would not, however space would be available to add compaction later if desired
- The commercial building would be open 5 days a week with extended evening hours
- The self-haul building would be open 7 days a week with standard operating hours
- A full range of recycling would be available for self-haulers
- Household hazardous waste (HHW) service would be available 6 days a week for residents and businesses that generate small quantities

This option provides desirable self-haul, recycling, and compaction at all operating facilities. It would build a new and expanded Factoria requiring the use of the upper property known as the Eastgate since the current location is not big enough to meet the service needs for the entire east/northeast service area. The expanded capacity in South County would help address the forecasted population growth in that region, but the same could not be said for the Northeast part of the county. This alternative has one of the most expensive capital costs at \$186 million. Although tonnage and vehicle capacity would not be a concern with this option, the reduction in total stations and in particular the lack of a Northeast station would increase collection costs over the Base Alternative. Additionally, Bellevue has expressed concern in regards to probable land use conflicts with the Eastgate property.

#### Cost

Alternative A is among the higher-costing alternatives for capital costs, estimated at \$186 million in 2013 dollars. This would add about \$0.90 per month for the average household (estimated median cost of capital debt 2014-2040). Estimated costs for the Factoria Recycling and Transfer Station would increase with the expanded function of that facility, but this increase is more than offset by the elimination of all capital costs for the Northeast facility, which would not be built. As with each of the alternatives, all new facilities would be subjected to value engineering and sized according to the most current tonnage forecasts for the area the facility would serve. Alternative project financing and delivery methods would be evaluated for each new station built to identify potential cost savings.

The Renton Transfer Station would close under this alternative, so collection costs for residents and businesses in the Renton area would increase as commercial haulers are redirected to the Bow Lake and Factoria facilities. The Houghton Transfer Station would close and a replacement facility in the service area would not be built, so collection costs for residents and businesses in the Bothell, Woodinville, Kirkland, Redmond, Duval, and Carnation areas would increase as commercial haulers are redirected to the Factoria and Shoreline facilities. Cost may also increase for customers in Lake Forest Park and Kenmore, because although the Shoreline station is nearby, the hauler serving this area is currently using the Houghton transfer station for end-of-day trips based on proximity to their base location. One area hauler estimates a less than a one percent increase in operational or customer costs; a second hauler estimates an increase of \$1.5 to 2.5 million per year in added driver hours and trips and an additional \$6 to 9 million in capital costs such as additional trucks.

#### Service

This alternative meets all level of service standards except Criterion 17, “Transfer station is compatible with surrounding land use.” This is because the alternative calls for developing the Eastgate property, which is inconsistent with current City of Bellevue zoning and land use plans. A full range of recycling services would be available to self-haulers and self-haul service would be available at all facilities during all hours of operation to support the region’s recycling goal.

**Environment**

Like the Base Alternative, Alternative A includes compactors at every facility (although waste brought in by self-haulers would not be compacted at Factoria), significantly reducing the number of transfer trailer trips generating traffic and GHGs. Lacking a Northeast facility, some customers would have to travel outside their current service area, increasing the environmental impacts of customer trips compared to the Base Alternative. Impacts on streets neighboring Factoria would increase.

**Risks/Challenges**

Because this alternative redirects all east/northeast tonnage and customers to Factoria, it would increase any impacts in the area around that facility. Bellevue's land use code would require a conditional use permit to construct on the Eastgate property. The City of Bellevue is the permitting authority, and a conditional use permit would be inconsistent with Bellevue's recently adopted I-90 corridor plan. Without a new permit from Bellevue, this alternative could not be built.

**Alternative A\***

This alternative renovates and retains the current Houghton transfer station as a self-haul only facility and builds a new Factoria facility as currently designed.

- Do not build Northeast
- Build Factoria as currently designed and permitted, with phase 1 (garbage) opening in 2016, and phase 2 (recycle and HHW) opening in 2017
- Renovate Houghton and transition to self-haul only in 2017
- Close Renton in 2018
- Build a new South County recycling and transfer station to open in 2019 on one of three sites currently being evaluated
- Close the Algona transfer station in 2020, making that property available for other use

The Houghton transfer station would:

- Accept garbage and yard waste from self-haul customers 7 days a week
- Accommodate limited recycling, e.g., curbside mix OR scrap metal and appliances
- Not have a compactor
- Not provide emergency storage

The Factoria recycling and transfer station would:

- Accept garbage from commercial haulers seven days a week with extended hours on weekdays
- Accept garbage and recyclables from self-haulers on weekends and limited weekday hours, for example, 4 p.m. to 10 p.m.
- HHW service would be available 6 days a week

This option results in \$85 million savings of capital over the base plan. Storage capacity and compaction would be supported everywhere except Houghton. However, vehicle capacity at Factoria and Houghton would be exceeded for 50 percent of the operating hours, and sometimes more. The Eastgate risk is resolved but Kirkland has expressed objections to the continued operation of Houghton in its residential neighborhood. Like Alternative A, the lack of a Northeast station would also increase collection costs over the Base Alternative.

**Cost**

At about \$136 million (\$2013), Alternative A\* falls in the middle of the capital cost range. This would translate to an added cost of about \$0.65 per month for the average household (estimated median cost of capital debt 2014-2040). The most significant change from the Base Alternative is elimination of the cost of constructing a Northeast facility. The capital cost of retaining Houghton as a self-haul facility does not significantly affect the total. As with each of the alternatives, all new facilities would be subjected to value engineering and sized according to the most current tonnage forecasts for the area the facility would serve. Alternative project financing and delivery methods would be evaluated for each new station built to identify potential cost savings

Compared to Alternative A, this alternative adds self-haul service. But it does not add service for commercial haulers. Since collection costs are determined by the haulers, who would be served by the same facilities as in Alternative A, collection cost impacts in this alternative would be the same as Alternative A.

**Service**

This alternative meets less than half (14 out of 25) of the level of service criteria and subcriteria, because it retains the existing Houghton transfer station. Houghton is not large enough to be renovated to meet level of service standards for recycling services, emergency storage, compaction, vehicle capacity, and others, and is not compatible with surrounding residential land use. Transfer station recycling services under this alternative do not meet the LOS standard and will not fully support meeting our regional recycling goal.

The Houghton transfer station currently does not meet vehicle capacity needs (LOS score D); based on projections, it would score an F (optimal operating capacity exceeded more than 50 percent of operating hours) in future years. This would be expected to have cascading effects on other criteria, including time on site and impacts on local streets.

**Environment**

This alternative includes compactors at every facility except Houghton, requiring slightly more transfer trailer trips generating traffic and GHGs compared to the Base Alternative. Lacking a Northeast facility, some customers would have to travel outside their current service area, increasing the environmental impacts of customer trips compared to the Base Alternative. Impacts on streets neighboring Factoria and Houghton would increase relative to the Base Alternative.

**Risks/Challenges**

This alternative redirects self-haul customers from the Factoria service area to Houghton during certain weekday hours; the Houghton facility would not be able to accommodate the increased vehicle traffic without resulting in back-ups and lengthy wait times during 50 percent or more of operating hours. Because Houghton is located in a residential area, hours cannot be increased to accommodate the additional traffic. The City of Kirkland has expressed objections to maintaining Houghton in any capacity past the currently scheduled closure date.

**Alternative B**

In Alternative B, plans for the South County are the same as the Base Alternative. Instead of building a new Factoria facility, a larger Northeast facility is constructed to serve the current Houghton and Factoria service areas.

- Do not build new Factoria

- Increase the size and operating hours of Northeast to accommodate east/northeast tonnage and customers, opening in 2020
- Close Factoria and Houghton in 2021
- Close Renton in 2018
- Build a new South County recycling and transfer station on one of three sites currently being evaluated to open in 2019
- Close the Algona transfer station in 2020, making that property available for other use
- All stations would provide pre-load compaction, three days storage capacity, self-haul service during all operating hours, and full recycling services as described in Figure 3

This alternative calls for a halt to the current Factoria project to instead build a facility in the Northeast with an expanded size (25 percent larger than the Bow Lake RTS) and longer operating hours (approximately 6:30 a.m. to 11 p.m.); this would be necessary to handle double the tonnage and traffic. It would also build a new South County station to serve alongside Bow Lake and Shoreline. These four transfer stations would offer full service recycling, self-haul service during all operating hours, emergency storage, and compaction. There are no significant concerns about tonnage or vehicle capacity with this option except to say the Northeast facility would be a busy one; siting a facility of the necessary size that could accommodate the late operating hours would be expected to be more complicated and challenging. Capital costs would be the second highest of the alternatives at \$187 million. Collection costs would be expected to increase in the area currently served by Factoria.

#### **Cost**

With capital costs equivalent to Alternative A, Alternative B saves the costs of building Factoria, except for sunk costs of about \$22 million which have already been spent on design and permitting of a Factoria station, while adding to the cost of Northeast. In total, capital costs for Alternative B are estimated at about \$187 million (\$2013). This would translate to an added cost of about \$0.90 per month for the average household (estimated median cost of capital debt 2014-2040). As with each of the alternatives, all new facilities would be subjected to value engineering and sized according to the most current tonnage forecasts for the area the facility would serve. Alternative project financing and delivery methods would be evaluated for each new station built to identify potential cost savings.

The Renton Transfer Station would close under this alternative, so collection cost for residents and businesses in the Renton area would likely increase as commercial haulers are redirected to the Bow Lake and Factoria facilities. The Factoria Transfer Station would close and a replacement facility in the service area would not be built, so collection costs for residents and businesses in the Mercer Island, Bellevue, Sammamish, Issaquah, Snoqualmie, and North Bend areas would increase as commercial haulers are redirected to the Northeast and possibly Bow Lake facilities. One area hauler estimates a four to five percent increase in operational or customer costs; a second hauler estimates an increase of \$2.5 to 3.5 million per year in added driver hours and trips and an additional \$6 to 9 million in capital costs such as additional trucks.

#### **Service**

This is one of only two alternatives that would meet all level of service standards. A full range of recycling services would be available to self-haulers and self-haul service would be available at all facilities during all hours of operation to support the region's recycling goal.

Although some customers (including haulers) would have to travel farther to a transfer station, once there, all customers in the system would receive a uniformly high level of service.

**Environment**

This alternative includes compactors at every facility, significantly reducing the number of transfer trailer trips generating traffic and GHGs. However, after Factoria closes in 2021, some customers would have to travel outside their current service area, and some transfer trailers would travel farther to disposal, increasing the environmental impacts of those trips compared to the Base Alternative. Impacts on streets neighboring the new Northeast facility would increase relative to the Base Alternative.

**Risks/Challenges**

This alternative redirects all east/northeast customers to a Northeast facility which has yet to be sited and would need to be significantly larger than planned in the Base Alternative. Siting challenges would be intensified due to the size increase, longer operating hours, and significant traffic increase that would be associated with redirecting all east/northeast to one facility.

**Alternative C**

As in Alternative B, this alternative resizes the future Northeast facility to handle all of the customers and tonnage that currently go to Factoria and Houghton. It does not create new capacity in the South County.

- Do not build new Factoria
- Increase the size and operating hours of Northeast to accommodate east/northeast tonnage and customers, opening in 2020
- Close Factoria and Houghton in 2021
- Close Renton in 2018
- Do not build South County
- Close Algona in 2018, making that property available for other use
- Limit self-haul garbage and recycling at Bow Lake to weekends and weekday-evening hours

This option reduces urban transfer station locations from the five planned in the Base Alternative to three – Shoreline, Bow Lake and a large Northeast facility with expanded operating hours. Those stations would have compaction and support the need for emergency storage capacity. Customers from closed Algona and Renton stations would be redirected primarily to the Bow Lake RTS; to absorb the added traffic, self-haul, including recycling services, would need to be limited, despite the new expanded area. Because this alternative does not build a new South County or Factoria facility, the capital cost for this alternative is among the lowest. However, with this substantial reduction in the number of stations, collection costs would increase significantly in areas without a nearby facility.

**Cost**

Alternative C is among the lower capital cost alternatives, with an estimated capital cost of \$113 million (\$2013). This would translate to an added cost of about \$0.55 per month for the average household (estimated median cost of capital debt 2014-2040). Savings come from not building the Factoria or South County facilities. Alternative project financing and delivery methods would be evaluated for the new Northeast station to identify potential cost savings.

The Renton Transfer Station would close under this alternative, so collection costs for residents and businesses in the Renton area would likely increase as commercial haulers are redirected to the Bow Lake and Factoria facilities. Absorbing its sunk costs of about \$22 million which have already been spent on design and permitting of a Factoria station, the Factoria Transfer Station would close and a replacement facility in the service area would not be built, so collection costs for residents and businesses in the Mercer Island, Bellevue, Sammamish, Issaquah, Snoqualmie, and North Bend areas

would increase as commercial haulers are redirected to the Northeast and possibly Bow Lake facilities. Under this alternative, the Algona Transfer Station would close and a replacement facility in the service area would not be built, so collection costs for residents and businesses in the Federal Way, Algona, Pacific, and Auburn areas would increase as commercial haulers are redirected to the Bow Lake and Enumclaw facilities. One area hauler estimates a four to five percent increase in operational or customer costs; a second hauler estimates an increase of \$3 to 4.5 million per year in added driver hours and trips and an additional \$9 to 15 million in capital costs such as additional trucks. The hauler serving the South County area has expressed concern about disparate impacts in level of service related to this alternative.

### **Service**

As with each of the alternatives, all new facilities would be subjected to value engineering and sized according to the most current tonnage forecasts for the area the facility would serve. However, due to the small number of facilities, and the redirection of customers to a the Bow Lake RTS, which was not designed for such a high proportion of the system's waste, this alternative does not meet six of the 25 criteria and subcriteria. These include customer service criteria such as drive-time and critical operational standards for vehicle capacity. Without a South County station, the Bow Lake RTS is projected to exceed vehicle capacity more than 50 percent of weekend operating hours; this would be expected to have cascading effects on other criteria, including time on site and impacts on local streets. Transfer station recycling services under this alternative do not meet the LOS standard and will not fully support meeting our regional recycling goal.

### **Environment**

In the east/northeast area this alternative has the same traffic and greenhouse gas impacts as Alternative B. After 2018, this alternative would not provide any transfer service in the South County service area, resulting in increased traffic and greenhouse gas emissions from customers traveling to Bow Lake or further due to limited self-haul hours at Bow Lake. Impacts on streets neighboring the new Northeast facility and Bow Lake would increase relative to the Base Alternative.

### **Risks/Challenges**

Challenges in the east/northeast area are the same as in Alternative B; all east/northeast customers are directed to a Northeast facility which has yet to be sited. Siting challenges may be intensified due to the size increase of the Northeast station, longer operating hours, and significant traffic increase that would be associated with redirecting all east/northeast to one facility.

Additionally, this alternative would provide very limited service in the south area of the county; all south area commercial haulers would be directed to Bow Lake or Enumclaw, causing the Bow Lake RTS to limit self-haul service and exceed capacity more than 50 percent of the time on weekends, likely leading to traffic impacts on Orillia Road.

### **Alternative C\*\***

This alternative is a variation on Alternative C. It differs from Alternative C only in that it renovates and retains Algona as a self-haul only facility.

- Algona to accept garbage and yard waste from self-haul customers 7 days a week
- No space for recycling any materials except yard waste at Algona
- No compactor at Algona
- No storage at Algona
- Complete Algona renovation and transition to self-haul only in 2018

This option is essentially the same as C with the addition of retaining Algona as a self-haul only facility that also accepts yard waste but no other recyclables. Vehicle capacity at Algona would be exceeded up to 50 percent of the time with traffic queuing onto West Valley Highway. The capital costs for this option increase to \$122 million in order to make necessary repairs at Algona. Since only self-haul is added in this approach compared to Alternative C, we still expect collection costs to rise in areas without a nearby facility as a result of the substantial reduction in the number of transfer stations.

**Cost**

At \$122 million (\$2013), this alternative is in the middle of the capital cost range. This would translate to an added cost of about \$0.60 per month for the average household (estimated median cost of capital debt 2014-2040). It adds to the cost of Alternative C because it requires renovation of the current Algona transfer station, which has significant deficiencies. Alternative project financing and delivery methods would be evaluated for the new Northeast station to identify potential cost savings. Compared to Alternative C, this alternative adds self-haul service, but does not add service for commercial haulers, so collection cost impacts would be the same as Alternative C.

**Service**

This alternative does meet the drive time standard (in contrast to Alternative C). As with each of the alternatives, all new facilities would be subjected to value engineering and sized according to the most current tonnage forecasts for the area the facility would serve. However, due to the small number of facilities, the redirection of commercial customers to a facility that was not designed for such a high proportion of the system's waste, and the continued use of a facility that is already over fifty years old, it fails to meet 12 of the 25 criteria and subcriteria. Transfer station recycling services under this alternative do not meet the LOS standard and will not fully support meeting our regional recycling goal. It also fails to meet critical operational standards for vehicle capacity. Criteria relating to station capacity are critical from an operational perspective, and can have cascading effects on other criteria. Failing vehicle capacity standards means that the system will be unable to accommodate vehicles traffic for at least 10 percent of operating hours.

**Environment**

Greenhouse gas emissions and traffic would be somewhat lessened in the south area with availability of self-haul service at Algona; however, with additional self-haul traffic directed to Algona during the hours when Bow Lake would be closed to self-haul, Algona will experience traffic impacts. All commercial haulers would still be directed to other facilities, which would primarily affect the area surrounding Bow Lake.

**Risks/Challenges**

Challenges in the east/northeast area are the same as in Alternatives B and C; all east/northeast customers are directed to a Northeast facility which has yet to be sited. Siting challenges may be intensified due to this significant traffic increase and the fact that this would be the largest facility in the system, with extended operating hours. This alternative would redirect a significant portion of self-haul customers from the Bow Lake service area to Algona, causing customer queues to spill onto West Valley Highway at times. This alternative would redirect all south area commercial haulers to Bow Lake or Enumclaw.

**Alternative D**

This alternative avoids siting any new facilities. Instead, all east and northeast traffic and tonnage are directed to an expanded Factoria, while all south county tonnage and traffic are directed to Bow Lake.

- Do not build Northeast
- Resize Factoria to accommodate an expanded service area, which requires use of the Eastgate property, opening in 2020/2021
- Close Houghton in 2021
- Close Renton in 2018
- Do not build the South County station
- Close Algona in 2018, making that property available for other use
- Limit self-haul garbage and recycling at Bow Lake to weekends and reduced weekday hours

This option reduces our current urban transfer station locations from six to three. Those stations would have compaction and support the need for emergency storage capacity. Recycling programs would also be in place at two of the three locations on a full-time basis with part-time services at the third. As a result of eliminating transfer stations in the South and Northeast County, capital costs would be reduced by \$108 million. This alternative assumes that we would build a new Factoria but it requires expansion onto the upper property known as the Eastgate. Bellevue has expressed concern in regards to zoning conflicts. As tonnage from Algona and Renton is diverted to Bow Lake, we would exceed vehicle capacity more than 50 percent of the time. Self-haul services would be significantly limited at Bow Lake to accommodate the additional commercial traffic. Additionally, eliminating facilities in the South and Northeast County needs to be reconciled with the fact that these locations within King County are forecasted to experience the largest population growth in the next 20 years. Finally, with this substantial reduction in stations, collection costs would very likely increase across the county, but particularly in Northeast and South County areas.

#### Cost

Alternative D has roughly the same capital cost as Alternative C, estimated at \$112 million (\$2013); this would translate to an added cost of about \$0.55 per month for the average household (estimated median cost of capital debt 2014-2040). Despite increasing the cost of Factoria compared to the Base Alternative, this alternative does not build any other new facilities.

The Renton Transfer Station would close under this alternative, so collection costs for residents and businesses in the Renton area would increase as commercial haulers are redirected to the Bow Lake and Factoria facilities. The Houghton Transfer Station would close and a replacement facility in the service area would not be built, so collection costs for residents and businesses in the Bothell, Woodinville, Kirkland, Redmond, Duvall, and Carnation areas would increase as commercial haulers are redirected to the Factoria and Shoreline facilities. Cost may also increase for customers in Lake Forest Park and Kenmore, because although the Shoreline station is nearby, the hauler serving this area is currently using the Houghton transfer station for end-of-day trips based on proximity to their base location. Under this alternative, the Algona Transfer Station would close and a replacement facility in the service area would not be built, so collection costs for residents and businesses in the Federal Way, Algona, Pacific, and Auburn areas would increase as commercial haulers are redirected to the Bow Lake and Enumclaw facilities. One area hauler estimates a 2 to 3 percent increase in operational or customer costs; a second hauler estimates an increase of \$2 to 3.5 million per year in added driver hours and trips and an additional \$9 to 15 million in capital costs such as additional trucks. The hauler serving the south county area has expressed concern about disparate impacts in level of service related to this alternative.

#### Service

This alternative fails to meet six of the 25 criteria and subcriteria. These failures include drive time, recycling services, vehicle capacity standards, and, because it requires use of the Eastgate property, compatibility with surrounding land use. Transfer station recycling services under this alternative do not

meet the LOS standard and will not fully support meeting our regional recycling goal. Criteria relating to station capacity are critical from an operational perspective, and can have cascading effects on other criteria. Failing vehicle capacity standards means that the system will be unable to accommodate vehicles traffic for at least 10 percent of operating hours.

### **Environment**

Lacking a Northeast and a South County facility, some customers would have to travel outside their current service area, increasing the environmental impacts of customer trips compared to the Base Alternative. Impacts on streets neighboring Factoria and Bow Lake would increase compared to the Base Alternative.

### **Risks/Challenges**

Challenges for the east/northeast are the same as in Alternative A; Bellevue's land use code would require a conditional use permit to construct on the Eastgate property. This decision, which is inconsistent with Bellevue's recently adopted I-90 corridor plan, would be made by the City of Bellevue. Because this alternative redirects all east/northeast tonnage and customers to Factoria, it would amplify any impacts in the area around that facility. Without a new permit from Bellevue, this alternative could not be built.

Challenges for the south area are the same as Alternative C; this alternative would provide very limited service in the south area of the county. This alternative would limit self-haul service and redirect all south area commercial haulers to Bow Lake or Enumclaw.

### **Alternative D\*\***

This alternative differs from Alternative D only in that it renovates and retains Algona as a self-haul only facility.

- Algona to accept garbage and yard waste from self-haul customers 7 days a week
- No space for additional recycling at Algona
- No compactor at Algona
- No storage at Algona
- Algona renovation complete and transition to self-haul only in 2018

This option is essentially the same as D with the addition of retaining Algona as a self-haul only facility that also accepts yard waste but no other recyclables. However, given the limited footprint, we would still exceed vehicle capacity up to 50 percent of the time at Algona with traffic queuing onto West Valley Highway. The capital costs for this option increase to \$120 million in order to make necessary repairs at Algona. Collection costs are still likely to increase across the county as a result of the limited locations for commercial drops, particularly in Northeast and South County areas.

### **Cost**

Capital costs for this alternative fall in the middle of the range, at about \$121 million (\$2013). This is roughly the same cost as Alternative C\*\*. Most of the cost of Alternative D\*\* is the construction of Factoria. This would translate to an added cost of about \$0.60 per month for the average household (estimated median cost of capital debt 2014-2040).

This alternative adds self-haul service, but does not add service for commercial haulers, so collection cost impacts would be the same as Alternative D.

**Service**

Although this alternative does meet the drive time standard in contrast to Alternatives C and D, it fails to meet 13 of the 25 criteria and subcriteria. These failures include recycling services, vehicle capacity, and impacts to local streets. Transfer station recycling services under this alternative do not meet the LOS standard and will not fully support meeting our regional recycling goal. Criteria relating to station capacity are critical from an operational perspective, and can have cascading effects on other criteria. Failing vehicle capacity standards means that the system will be unable to accommodate vehicles traffic for at least 10 percent of operating hours.

**Environment**

Greenhouse gas emissions and traffic would be somewhat lessened in the south area with availability of self-haul service at Algona; however, that would direct additional self-haul traffic to Algona during the week when Bow Lake's self-haul hours would be limited, impacting traffic around Algona and causing queues to spill onto West Valley Highway. All commercial haulers would still be directed to other facilities, which would primarily affect the area surrounding Bow Lake.

**Risks/Challenges**

Challenges in the east/northeast area are the same as in Alternatives A and D; Bellevue's land use code would require a conditional use permit to construct on the Eastgate property. This decision, which is inconsistent with Bellevue's recently adopted I-90 corridor plan, would be made by the City of Bellevue. Because this alternative redirects all east/northeast tonnage and customers to Factoria, it would amplify any impacts in the area around that facility. Without a new permit from Bellevue, this alternative could not be built.

Challenges for the south area are the same as Alternatives C and D; this alternative would provide very limited service in the south area of the county; a significant portion of self-haul customers from the Bow Lake service area would be redirected to Algona, and all south area commercial haulers would be directed to Bow Lake or Enumclaw.

**Alternative D\*\*\***

Combines D\*\* (which does not site any new facilities and retains Algona as a self-haul facility) with A\* (which retains Houghton as a self-haul facility).

- Retain Algona and Houghton as self-haul only stations
- Do not build Northeast or South County
- Build and operate an expanded Factoria as described in Alternative A\*
- Close Renton in 2018
- Limit self-haul garbage and recycling at Bow Lake to weekends and reduced weekday hours

This option still does not build in Northeast or South County but instead of building an expanded Factoria using the Eastgate property, we would build Factoria as designed. Additionally, we would retain both Algona and Houghton as self-haul only facilities. Consequently, this option has the lowest of all capital costs at \$71 million. However, at Factoria, Houghton, and Algona (3 of the five stations) we would exceed vehicle capacity up to 50 percent of the time, and at Houghton even more. This approach does address the probable risks associated with developing the Eastgate property in Bellevue but requires the Houghton station to remain open. Collection costs are still likely to increase across the county as a result of the limited locations for commercial drops, particularly in Northeast and South County areas.

**Cost**

Constructing only one new facility (Factoria), Alternative D\*\*\* has the lowest capital cost of all nine alternatives, estimated at \$71 million (\$2013); this would translate to an added cost of about \$0.35 per month for the average household (estimated median cost of capital debt 2014-2040).

This alternative adds self-haul service, but does not add service for commercial haulers, so collection cost impacts would be the same as Alternative D.

**Service**

Largely because Algona and Houghton have many limitations that cannot be overcome by renovation, this alternative does not meet 14 of the 25 criteria and subcriteria. It fails to meet the same criteria as D\*\*, including include recycling services, vehicle capacity, and impacts to local streets. Because the Houghton transfer station is located in a residential neighborhood, it also fails the criterion “100 foot buffer between active area and nearest residence.” Transfer station recycling services under this alternative do not meet the LOS standard and will not fully support meeting our regional recycling goal. Criteria relating to station capacity are critical from an operational perspective, and can have cascading effects on other criteria. Failing vehicle capacity standards means that the system will be unable to accommodate vehicles traffic for at least 10 percent of operating hours.

**Environment**

This alternative somewhat mitigates the impacts of longer distances by maintaining self-haul service at Algona and Houghton; however, impacts to streets surrounding those facilities would increase.

**Risks/Challenges**

This alternative redirects self-haul traffic to very constrained facilities.

Bellevue’s land use code would require a conditional use permit to construct on the Eastgate property. This decision, which is inconsistent with Bellevue’s recently adopted I-90 corridor plan, would be made by the City of Bellevue. Because this alternative redirects all east/northeast tonnage and customers to Factoria, it would amplify any impacts in the area around that facility. Without a new permit from Bellevue, this alternative could not be built.

### Haulers' Collection Cost

All three commercial hauling companies serving the areas affected by the Transfer Plan provided preliminary estimates of impacts to their costs, which would be passed on to collection customers. Although each of the haulers presented their cost estimates in a different format, all noted that these estimates are rough. According to one hauler, "A more thorough assessment would necessitate studies on estimated traffic patterns and facility wait times, as well as the identification of specific locations for the proposed South County and Northeast county transfer stations. Consideration of these variables may significantly affect the cost estimates." A summary of these estimates is presented in Table 5. The complete information submitted by the haulers is available in Appendix B.

**Table 5 – Collection Cost Estimates Summary**

	CleanScapes	Republic	Waste Management
Base		Minimal impact in drive time or costs. Less than a 1% increase in operational or customer costs.	Expenses (Driver Hours & Trips) \$1 - 2 million/yr Capital Cost \$3 - 6 million
A		Minimal impact in drive time or costs. Less than a 1% increase in operational or customer costs.	Expenses (Driver Hours & Trips) \$1.5 – 2.5 million/yr Capital Cost \$6 - 9 million
A*		Minimal impact in drive time or costs. Less than a 1% increase in operational or customer costs.	Expenses (Driver Hours & Trips) \$1.5 – 2.5 million/yr Capital Cost \$6 - 9 million
B	30 hours/week (truck and labor) or \$3,000/week	Drive time increased by 300 hours per month. Increase in customers rates 4-5%.	Expenses (Driver Hours & Trips) \$2.5 – 3.5 million/yr Capital Cost \$6 - 9 million
C	30 hours/week (truck and labor) or \$3,000/week	Drive time increased by 350 hours per month. Increase in customers rates 4-5%.	Expenses (Driver Hours & Trips) \$3 – 4.5 million/yr Capital Cost \$9 - 15 million
C**	30 hours/week (truck and labor) or \$3,000/week	Drive time increased by 350 hours per month. Increase in customers rates 4-5%.	Expenses (Driver Hours & Trips) \$3 – 4.5 million/yr Capital Cost \$9 - 15 million
D		Drive time increased by 100 hours per month. Increase in customer rates possible 2-3%.	Expenses (Driver Hours & Trips) \$2 – 3.5 million/yr Capital Cost \$9 - 15 million
D**		Drive time increased by 100 hours per month. Increase in customer rates possible 2-3%.	Expenses (Driver Hours & Trips) \$2 – 3.5 million/yr Capital Cost \$9 - 15 million
D***		Drive time increased by 100 hours per month. Increase in customer rates possible 2-3%.	Expenses (Driver Hours & Trips) \$2 – 3.5 million/yr Capital Cost \$9 - 15 million

## Regional Direct Rate

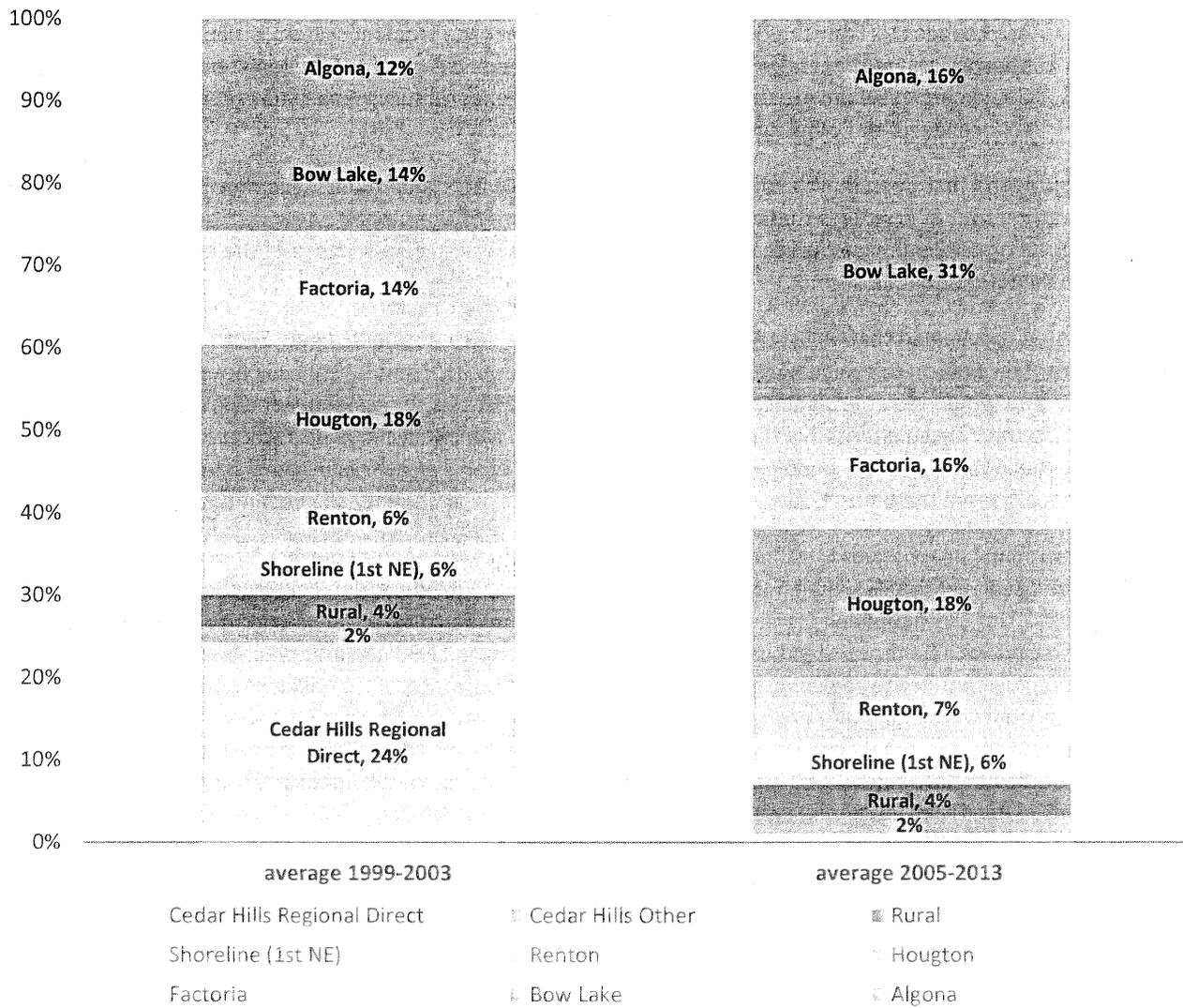
Under the King County Code, the County charges a lower rate if solid waste companies process waste at their own private transfer stations and haul it in transfer trailers directly to Cedar Hills. The rate reflects the County's avoided costs since the regional direct waste does not pass through the County's transfer system. In the past, for many years, the regional direct rate was significantly lower than the County's actual avoided costs, which created a financial incentive for private collections companies to bypass County transfer stations. In 2003, the County eliminated public subsidies to private industry by adjusting the regional direct rate paid by haulers for waste brought directly to Cedar Hills when the Council passed Ordinance 14811 to increase the Regional Direct rate to cover the County's costs.

One question that arose during the review of the Plan was whether a subsidy could be reinstated to create sufficient financial incentive to the private sector to use private transfer stations and eliminate the need for King County to build a facility to replace the Houghton Transfer Station. However, based on an analysis of tonnage distribution over the past 15 years, a change in the regional direct rate would have virtually no effect on County transfer station capacity needs in the Northeast service area.

The increase in the regional direct rate virtually eliminated regional direct tonnage, which decreased from about 24 percent of total tonnage to about 1 percent since the fee was increased in 2004. During the past decade, the private transfer stations that previously handled regional direct waste have all been repurposed to serve other functions.

Despite the significant change in total regional direct tonnage, the Houghton tonnage did not change after the regional direct fee was increased. From 1999 to 2013 the Houghton transfer station received between 17 and 19 percent of the annual total system tonnage. Data show that the tonnage haulers used to deliver directly to Cedar Hills now goes primarily to Bow Lake, with smaller amounts also going to Algona, Factoria and Renton.

**Figure 4: Waste Disposed by Facility**  
*Percentage of total system tons before and after regional direct fee change (May 2004)*



## Recommendation

This review was undertaken to answer two primary questions:

1. Are changes to Transfer Plan needed to ensure that the transfer system is sized and configured appropriately to meet the region's solid waste needs now and for the long term?
2. Could changes be made that could reduce future expenditures while still meeting desired service levels and objectives?

To answer the first question, the division, in collaboration with stakeholders, examined the Base Alternative; four alternatives that did not build one or more of the planned new facilities; and four variations on those alternatives that retained for self-haul service one or more of the existing facilities currently planned for closure.

The analysis revealed that any system configuration which does not build a new South County Recycling and Transfer Station to replace Algona (Alternatives C, C\*\*, D, D\*\*, and D\*\*\*) will not provide sufficient service and would result in significantly increased collection costs for residents and businesses in the South County. These alternatives would overload the Bow Lake Recycling and Transfer Station (RTS), which was not designed to handle such a high proportion of the system's customers and would not adequately serve the South County, raising collection costs in the county's lowest income area.

The remaining alternatives (A, A\*, and B) each have unique merits and demerits. Alternative A relies on an expanded Factoria RTS, which would require a conditional use permit to construct on the Eastgate property. The City of Bellevue is the permitting authority, and a conditional use permit would be inconsistent with Bellevue's land use code and recently adopted I-90 corridor plan. Bellevue has been an active participant in this review process and has clearly indicated that it is unlikely to permit development of the Eastgate property for use as a transfer station. Alternative A would also redirect the majority of the customers currently using the Houghton transfer station to Factoria, resulting in increased traffic at Factoria and higher collection costs for the current Houghton service area. The areas currently served by the Algona and Houghton Transfer Stations (the South County and Northeast County service areas) are forecast to experience heavy population growth by 2035.

Alternative A\* uses the current Factoria design and permits, but retains the Houghton transfer station for self-haul, thus resolving the Eastgate risk. But Kirkland has expressed objections to the continued operation of Houghton in its residential neighborhood. Additionally, the Houghton transfer station currently does not meet vehicle capacity needs, a situation which would intensify in future years, despite removing commercial traffic from the facility.

This leaves the Base Alternative and Alternative B as the only system configurations that reliably provide sufficient capacity to handle forecast vehicle traffic. The Base Alternative has the highest capital costs and lowest collection costs of all the alternatives. The Base Alternative's capital costs are about 15 cents more per month for the average household (estimated median cost of capital debt 2014-2040) than Alternative B. Alternative B will result in higher collection costs for customers currently being served by the Factoria Transfer Station.

Both alternatives require siting of two new facilities, which poses a risk. However, the risk involved in siting an expanded Northeast RTS, as called for in Alternative B, which is necessary to accommodate customers currently served by the Houghton and Factoria transfer stations, is significantly greater. With a transfer building of approximately 87,000 square feet (about 25 percent bigger than the Bow Lake RTS which sits on 20 acres) the new Northeast RTS would be the largest facility in the system and would

require extended operating hours. Finding an appropriate site for such a large facility, with extended operating hours and significant traffic, poses such a significant risk that the alternative could be unfeasible. While both the Base Alternative and Alternative B could meet the region's solid waste needs now and for the long term, the difference in cost between them is not pronounced and the Base Plan offers significantly less risk in the already challenging siting process.

The division must continue monitoring critical factors such as tonnage, the economy, and population growth. Therefore, to reduce future expenditures while still meeting desired service levels and objectives, it is critical to consider the timing, sizing and possibly phasing of services of each new facility. Each new station would be subjected to value engineering and sized according to the most current tonnage forecasts for the area the facility would serve. Alternative project financing and delivery methods would be evaluated for each new station to identify potential cost savings.

Based on analysis of the alternatives and preliminary stakeholder feedback, the Division recommends proceeding with a variation of the Base Alternative which would include deferring the opening date of the new Northeast transfer station so that the Division can assess the timing and potential phasing of the new station. This recommendation would proceed with construction of the new Factoria station as currently designed, while studying whether additional space and services could be added to the new Factoria station that could affect a new Northeast station. With flexibility in the timing and scope of a new Northeast facility, the division would also evaluate options to further mitigate impacts on the Houghton neighborhood. Mitigation could include closing Houghton to commercial traffic between opening the new Factoria and final closure of Houghton. The project to site a new facility in the south county to replace the Algona Transfer Station would continue as scheduled. This variation on the Base Alternative recognizes the value of a regional system that provides equivalent services to all system ratepayers.





# Memorandum

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**Date:** October 30, 2013

**To:** Ben Yazici, City Manager/City Councilmembers

**From:** Joe Guinasso, Director of Finance & Information Technology

**Re:** 2013-2014 Budget Amendment Overview (November 5th Council Meeting)

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State law (RCW 35A.34.130) requires that a mid-biennium budget review be completed between August 31 and the end of the first year of the biennium and that a public hearing (scheduled for November 18, 2013) be held on the mid-biennium review. Council action on the City's 2014 property tax levy is also required by State law in conjunction with the Budget update.

Typically, the mid-biennium budget amendment process incorporates adjustments that are technical and routine in nature. These include adoption of the property tax levy for the second year of the biennium, changes in personnel costs (salary and benefits), and changes to the budget authorized by the City Council since the last budget amendment.

In some cases the mid-biennium budget review addresses emerging issues that were not contemplated when the original biennial budget was adopted, such as a significant reduction in revenues. This is not the case this year.

Staff will present the City Council with an overview of the 2013-2014 proposed amendments, which will include an update on the City's financial status, on November 5, 2013.

